

Bicycle Parking Code Update

Exhibit B Findings of Fact Report

Text amendments to the zoning code must be found to be consistent with the City of Portland's Comprehensive Plan, the regional Urban Growth Management Functional Plan and Regional Transportation Functional Plan, and the Statewide Planning Goals and the administrative rules that carry out these goals. In addition, the amendments must be consistent with the intent or purpose statement for the base zone, overlay zone, and plan district where the amendment is proposed, and any plan associated with the regulations. (33.835.040)

- 1. Finding:** Within this exhibit the Portland City Council has identified and addressed all plans, goals, policies, rules that apply to the Bicycle Parking Code Update (BPCU) amendments.
- 2. Finding:** The City Council has considered the public testimony on this matter and has weighed all applicable Comprehensive Plan goals and policies and, on balance and overall, finds that adoption of BPCU amendments would advance the Guiding Principles and goals and policies of the 2035 Comprehensive Plan. The BPCU amendments therefore comply with Portland's Comprehensive Plan.

Part I. Statewide Planning Goals

State planning statutes require cities to adopt and amend comprehensive plans and land use regulations in compliance with the Statewide Planning Goals.

The Statewide Planning Goals that apply to Portland are:

- Goal 1 Citizen Involvement
- Goal 2 Land Use Planning
- Goal 5 Natural Resources, Scenic and Historic Areas, and Open Spaces
- Goal 6 Air, Water and Land Resource Quality
- Goal 7 Areas Subject to Natural Hazards
- Goal 8 Recreational Needs
- Goal 9 Economic Development
- Goal 10 Housing
- Goal 11 Public Facilities and Services
- Goal 12 Transportation
- Goal 13 Energy Conservation
- Goal 14 Urbanization
- Goal 15 Willamette River Greenway

There are approximately 560 acres of land both within Portland's municipal boundaries and beyond the regional urban growth boundary that can be classified as rural land. In 1991, as part of Ordinance 164517, the City Council took an exception to Goal 3 and 4 the agriculture and forestry goals. Because of the acknowledged exception, the following goals do not apply:

- Goal 3 Agricultural Lands
- Goal 4 Forest Lands

Other Statewide Planning Goals apply only within Oregon's coastal zone. Since Portland is not within Oregon's coastal zone, the following goals do not apply to this decision:

- Goal 16 Estuarine Resources
- Goal 17 Coastal Shorelands
- Goal 18 Beaches and Dunes
- Goal 19 Ocean Resources

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Goal 1. Citizen Involvement. To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.

3. Finding: The BPCU project meets this goal. The events and outreach strategies summarized below demonstrate consistency with the requirements of Statewide Planning Goal 1.

The Portland community had an opportunity to be involved in development and adoption of the BPCU amendments.

Discussion Draft. The public comment period of the Discussion Draft of the BPCU spanned from its release on August 14 through October 1, 2018. The outreach period focused on informing the public on the Zoning Code proposals. As documented in the Appendices, in the period leading up to the release of the Discussion Draft, PBOT staff held a Stakeholder Advisory Group process and worked extensively with specific organizations representing groups who are affected by and interested in the topic.

Proposed Draft. On December 12, 2018, the Proposed Draft of BPCU amendments was published in preparation for the Planning and Sustainability Commission (PSC) review and recommendation.

In support of this process, the websites of both the Bureau of Planning and Sustainability (BPS) and the Portland Bureau of Transportation (PBOT) had project pages dedicated to this project, and telephone and email contact information to learn about the project. BPS also hosted a “Map App” page for submitting testimony online.

Just prior to and after the release of the Proposed Draft, PBOT staff made public presentations to organizations on request. Additionally, staff held a focus group with members of the Andando en Bicicletas y Caminando (ABC) in Cully, a community group focused on uniting the community with activities and events to spread awareness about the benefits of cycling.

The City followed the legislative process for Zoning Code Projects, and the PSC held a public hearing on January 22, 2019. Twenty people testified at the hearing. A total of 72 pieces of testimony (written and verbal) was received.

On February 26, 2018, the PSC discussed and amended the proposal and voted to recommend the changes to City Council. The PSC amendments were in response to testimony and guided by City goals and policies.

Recommended Draft. On October 14, 2019, a legislative notice of the City Council Hearing was sent to interested parties and anyone who testified to the PSC on the proposed draft. On October 3, 2019 the Bicycle Parking Code Update published the PSC recommendations for consideration by City Council. City Council held a public hearing on November 13, 2019, to receive verbal testimony.

Goal 2. Land Use Planning. To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions.

4. Finding: The BPCU project supports Goal 2 because the amendments were developed consistent with the Statewide Planning Goals, the Metro Urban Growth Management Functional Plan the Metro Regional Transportation Functional Plan, and 2035 Comprehensive Plan, as detailed in this ordinance.

5. Finding: Other government agencies received notice from the 35-day DLCD notice and the City’s legislative notice. The City did not receive any requests from other government agencies to modify these amendments.

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6. **Finding:** The City Council's decision is based on the findings in this document, which are based on the factual evidence presented to the Planning and Sustainability Commission and City Council that are incorporated in the record that provides the adequate factual base for this decision.

Goal 5. Open Space, Scenic and Historic Areas, and Natural Resources. To protect natural resources and conserve scenic and historic areas and open spaces.

7. **Finding:**

Open Spaces. None of the bicycle parking changes involve designated open spaces (OS map designations).

Scenic Resources. The City has designated scenic resources. Existing scenic resource protections (Chapter 33.480) are not being amended.

Historic Resources. Historic resources are located throughout the City. Existing historic resource protections are not being amended (Chapter 33.445).

Natural Resources. Existing natural resource protections are not being amended (Chapters 33.430 and 33.465). However, not all resources identified in the City's updated Natural Resources Inventory (NRI) are currently included in these protections. The City has initiated a separate legislative process to update the environmental overlay zones based on the adopted NRI.

Generally. As noted below in the findings for the 2035 Comprehensive Plan, the BPCU project is consistent with the goals and policies of Chapter 4 (Design and Development, including Historic and Cultural Resources) and Chapter 7 (Environment and Watershed Health) of the 2035 Comprehensive Plan and the findings in response to those goals and policies are incorporated by reference. Therefore, the BPCU project is consistent with the requirements of Statewide Planning Goal 5.

Goal 6. Air, Water, and Land Resource Quality. To maintain and improve the quality of the air, water and land resources of the state.

8. **Finding:** Goal 6 requires the maintenance and improvement of the quality of air, water, and land resources. The State has not yet adopted specific requirements for complying with Statewide Planning Goal 6. The City is in compliance with environmental standards and statutes, including the federal Clean Water Act and Clean Air Act. Existing City regulations including Title 10 (Erosion Control) and the Stormwater Management Manual will remain in effect and are applicable to future development. As noted below in the findings for the 2035 Comprehensive Plan, the BPCU project is consistent with the goals and policies of Chapter 7 (Environment and Watershed Health) of the 2035 Comprehensive Plan and the findings in response to those goals and policies are incorporated by reference. Therefore, the BPCU project is consistent with the requirements of Statewide Planning Goal 6.

Goal 7. Areas Subject to Natural Disasters and Hazards. To protect people and property from natural hazards.

9. **Finding:** The State has not yet adopted specific requirements for complying with Statewide Planning Goal 7. The Buildable Land Inventory (BLI), which was adopted (Ordinance 187831) and acknowledged by LCDC on April 25, 2017, included a development constraint analysis that identified parts of Portland that are subject to natural hazards. City programs that are deemed in compliance with Metro Title 3 requirements for flood management, and erosion and sediment control (i.e., City Title 10 Erosion Control, and the balanced cut and fill requirements of City Title

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24), as well as the environmental overlay zones are unchanged by these amendments and will ensure any new development will be done in a way to protect people and property from hazards.

As noted below in the findings for the 2035 Comprehensive Plan, the BPCU project is consistent with the goals and policies of Chapter 7 (Environment and Watershed Health) of the 2035 Comprehensive Plan and findings in response to those goals and policies are incorporated by reference. Therefore, the BPCU project is consistent with the requirements of Statewide Planning Goal 7.

Goal 8. Recreational Needs. To satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destination resorts.

10. Finding: Goal 8 focuses on the provision of destination resorts. However, it does impose a general obligation on the City to plan for meeting its residents' recreational needs: "(1) in coordination with private enterprise; (2) in appropriate proportions; and (3) in such quantity, quality and locations as is consistent with the availability of the resources to meet such requirements."

Goal 8 provides that "Recreation Needs -- refers to existing and future demand by citizens and visitors for recreations areas, facilities and opportunities." Goal 8 also provides that "Recreation Areas, Facilities and Opportunities -- provide for human development and enrichment, and include but are not limited to: open space and scenic landscapes; recreational lands; history, archaeology and natural science resources; scenic roads and travelers; sports and cultural events; camping, picnicking and recreational lodging; tourist facilities and accommodations; trails; waterway use facilities; hunting; angling; winter sports; mineral resources; active and passive games and activities."

The City of Portland has robust and diverse system of parks, recreation areas and open spaces. The City's Parks 2020 Vision documents the City's long-term plan to provide a wide variety of high-quality park and recreation services and opportunities for all residents. The Parks 2020 Vision identifies a goal that 100% of Portlanders are within ½ mile of a Park or Natural Area. As of 2016, 81% of the City's households are within ½ mile of a park or natural area, whereas 86 percent of the multi-dwelling zoned areas (4,317 acres out of a total of 5,010 acres) are within ½ mile of a park or natural area. Providing additional opportunities for future households to locate in these areas will continue to contribute towards fulfillment of this goal.

The BPCU project supports Goal 8 because it includes requirements for bicycle parking at development in uses such as, Commercial Outdoor Recreation and Parks & Open Areas to ensure visitors that access these sites by bicycle have a place to park. The Planning and Sustainability Commission made an amendment that bicycle parking requirements for Parks and Open Areas are based on a Conditional Use Review and directed PBOT and Portland Parks and Recreation Bureau to develop a memorandum of understanding outlining minimum standards for different facility types.

Goal 9. Economic Development. To provide adequate opportunities throughout the state for a variety of economic activities vital to health, welfare, and prosperity of Oregon's citizens.

11. Finding: Goal 9 requires cities to consider economic activities vital to the health, welfare, and prosperity of Oregon's citizens. Comprehensive plans for urban areas are required to include, among other things: an analysis of economic patterns, potentialities, strengths, and deficiencies; policies concerning economic development; and land use maps that provide for at least an adequate supply of sites for a variety of industrial and commercial uses.

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The 2035 Comprehensive Plan demonstrates compliance with Goal 9. Land needs for a variety of industrial and commercial uses are identified in the Economic Opportunities Analysis (EOA), which was adopted (Ordinance 187831) and acknowledged by LCDC on April 25, 2017.

The City's acknowledged EOA analyzed and demonstrated adequate growth capacity for a diverse range of employment uses, which are organized into different geographies that represent a distinct mix of business sectors and building types. In each of the geographies, the City analyzed the future employment growth and the developable land supply to accommodate that growth.

As noted below in the findings for the 2035 Comprehensive Plan, the BPCU project is consistent with the goals and policies of Chapter 6 (Economic Development) of the 2035 Comprehensive Plan and the findings in response to those goals and policies are incorporated by reference. Therefore, the BPCU project is consistent with the requirements of Statewide Planning Goal 9.

Goal 10. Housing. To provide for the housing needs of citizens of the state.

12. Finding: The BPCU project meets Goal 10 because the City worked to ensure the amendments were clear and objective and do not cause unreasonable cost or delay in providing needed housing.

For example, staff in collaboration with DECA Architecture, conducted a Spatial and Economic Study of the BPCU amendment proposals in the Discussion Draft. Details on the analysis can be found in the Appendices. The Study found that the biggest impact of the BPCU project was on small sites (5,000 sq. ft.) where space is limited to accommodate adequate bicycle parking. The PSC adopted several amendments to address these small site constraints, including, not requiring any bicycle parking for sites with 4 or fewer units and for sites with up to 12 units, 100 percent of long-term bicycle parking can be provided in dwelling units, as opposed to use limited space outside the unit for bicycle parking.

Goal 11. Public Facilities and Services. To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

13. Finding: Statewide Planning Goal 11, Public Facilities, requires cities to adopt and update public facilities plans. Public facilities plans ensure that urban development is guided and supported by types and levels of water, sewer and transportation facilities appropriate for the needs and requirements of the urban areas to be serviced, and that those facilities and services are provided in a timely, orderly and efficient arrangement.

The adopted 2035 Comprehensive Plan includes the Citywide Systems Plan (CSP), which was adopted (Ordinance 185657) and acknowledged by LCDC on April 25, 2017. The CSP includes the Public Facilities Plan with information on current and future transportation, water, sanitary sewer, and stormwater infrastructure needs and projects, consistent with the requirements of Statewide Planning Goal 11.

Sanitary Sewer

Both Portland's combined sewer system and its sanitary sewer system have hydraulic and condition deficiencies that impact the ability of these systems to serve existing properties at designated service levels. These deficiencies can result in higher risks for sewer backups, surcharging, and/or overflows.

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Stormwater

Stormwater is conveyed through the combined sewer system, pipes, ditches, or drainageways to streams and rivers. In some cases, stormwater is managed in detention facilities, other vegetated facilities, or allowed to infiltrate in natural areas. Safe conveyance of stormwater is an issue in some areas, particularly in the hilly areas of west Portland and some parts of outer southeast which lack comprehensive conveyance systems and where infiltration is limited by geology or high groundwater. Since 1999, the Stormwater Management Manual (SWMM) has provided policy and design requirements for stormwater management throughout the City of Portland. The requirements apply to all development, redevelopment, and improvement projects within the City of Portland on private and public property and in the public right-of-way. In some cases, solutions may not be technically or financially feasible. Flooding continues to be an issue, particularly in the Johnson Creek area.

Water

Water demand forecasts developed by the Water Bureau anticipate that while per capita water demands will continue to decline somewhat over time, the overall demands on the Portland water system will increase due to population growth. The Portland Water Bureau has not experienced any major supply deficiencies in the last 10 years.

Transportation facilities are addressed under Statewide Planning Goal 12, below.

The constraints on public facilities are not insurmountable, but mean development could face increased cost to provide the constrained infrastructure.

As noted below in the findings for the 2035 Comprehensive Plan, the BPCU project is consistent with the goals and policies of Chapter 8 (Public Facilities and Services) of the 2035 Comprehensive Plan and the findings in response to those goals and policies are incorporated by reference. Therefore, the BPCU project is consistent with the requirements of Statewide Planning Goal 11.

Goal 12. Transportation. To provide and encourage a safe, convenient and economic transportation system.

Finding: The BPCU project meets this goal because the provision of bicycle parking at trip origins and destinations is a necessary component for supporting bicycling as a form of transportation. The City works on building the connected and safe network of bicycle infrastructure in the right-of-way, but the BPCU project requires that private and public development contribute to the bicycle infrastructure network by ensuring there are adequate and safe places to park a bicycle at these sites.

Transportation Planning Rule 660-012-0045 3(a) calls for “Bicycle Parking facilities as part of new multi-family residential developments of four units or more, new retail, office and institutional developments, and all transit transfer stations and park-and-ride lots.” The BPCU project includes required amounts and standards for 30 Use and Specific Use Categories, including Multi-Dwelling developments, retail, office, institutions, like colleges and medical centers, and transit stations.

14. Finding: The BPCU project does not change the functional classification of an existing or planned transportation facility, change the standards implementing a functional classification system, or degrade the performance of an existing or planned transportation facility.

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Goal 13. Energy Conservation. To conserve energy.

15. Finding: The state has not adopted specific rules for complying with Statewide Planning Goal 13. Goal 13 generally requires that land use plans contribute to energy conservation. The BPCU project does not adopt or amend a local energy policy or implementing provisions.

This goal does not apply because the BPCU project does not adopt or amend a local energy policy or implementing provisions. However, the BPCU project includes standards for bicycle parking at new and major redevelopment, which supports bicycling as an environmentally friendly, low-energy mode of transportation.

Goal 14. Urbanization. To provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities.

16. Finding: Metro is responsible for Goal 14 compliance on behalf of Portland and other cities within the metropolitan region. Metro has adopted an Urban Growth Management Functional Plan and compliance with this plan by constituent cities assures compliance with Goal 14, which is discussed in Part II of this document and those findings are incorporated by reference.

17. Finding: As part of the BPCU project the City conducted a Spatial and Economic Analysis Study to determine the impacts of the proposed amendments in the Discussion Draft. Details of the analysis can be found in the Appendices. The Study found that the biggest impact of the BPCU project was on small sites (5,000 sq. ft.) where space is limited to accommodate adequate bicycle parking. The PSC adopted several amendments to address these small site constraints, including, not requiring any bicycle parking for sites with 4 or fewer units and for sites with up to 12 units, 100 percent of long-term bicycle parking can be provided in dwelling units, as opposed to use limited space outside the unit for bicycle parking. Therefore, BPCU project will not impact Portland's development capacity.

Goal 15. Willamette River Greenway. To protect, conserve, enhance and maintain the natural, scenic, historical, agricultural, economic and recreational qualities of lands along the Willamette River as the Willamette River Greenway.

18. Finding: Goal 15 does not apply because the BPCU project does not change the protections to affected lands within the Willamette River Greenway Overlay Zone.

Part II. Metro Urban Growth Management Functional Plan

Under ORS 268.380 and its Charter, Metro has the authority to adopt regional plans and require city and county comprehensive plans to comply with regional plan. Metro adopted its Urban Growth Management Functional Plan under this authority.

In its June 2011 update to its 2010 compliance report Metro found, "The City of Portland is in compliance with all Urban Growth Management Functional Plan requirements in effect on December 15, 2010, except for Title 13, Nature in Neighborhoods. On January 16, 2013 the City received a letter from Metro stated that Portland had achieved compliance with Title 13.

Title 1. Housing Capacity. The Regional Framework Plan calls for a compact urban form and a "fair-share" approach to meeting regional housing needs. It is the purpose of Title 1 to accomplish these policies by requiring each city and county to maintain or increase its housing capacity, especially in centers, corridors, main streets, and station communities, except as provided in section 3.07.120.

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19. Finding: The BPCU project meets Title 1 because the project will not affect the City's obligation to maintain or increase housing capacity. The City worked to ensure the amendments were clear and objective and do not cause unreasonable cost or delay in providing needed housing. For example, staff in collaboration with DECA Architecture, conducted a Spatial and Economic Study of the BPCU amendment proposals in the Discussion Draft. Details on the analysis can be found in the Appendices. The Study found that the biggest impact of the BPCU project was on small sites (5,000 sq. ft.) where space is limited to accommodate adequate bicycle parking. The PSC adopted several amendments to address these small site constraints, including, not requiring any bicycle parking for sites with 4 or fewer units and for sites with up to 12 units, 100 percent of long-term bicycle parking can be provided in dwelling units, as opposed to use limited space outside the unit for bicycle parking.

Title 2. Regional Parking Policy. (repealed in 1997 by Metro Ordinance 10-1241B, Sec. 6)

Title 3. Water Quality and Flood Management. To protect the beneficial water uses and functions and values of resources within the Water Quality and Flood Management Areas by limiting or mitigating the impact on these areas from development activities and protecting life and property from dangers associated with flooding.

20. Finding: Title 3 calls for the protection of the beneficial uses and functional values of resources within Metro-defined Water Quality and Flood Management Areas by limiting or mitigating the impact of development in these areas. Title 3 establishes performance standards for 1) flood management; 2) erosion and sediment control; and 3) water quality. The City has adopted overlay zones and land use regulations, including Title 10 Erosion Control and the balanced cut-and-fill standards in Title 24 Building Regulations, that, in the June 2011 update to its 2010 compliance report, Metro found sufficient to comply with Title 3.

This title does not apply because the BPCU project does not amend or affect Water Quality and Flood Management Areas.

Title 4. Industrial and Other Employment Areas. The Regional Framework Plan calls for a strong regional economy. To improve the economy, Title 4 seeks to provide and protect a supply of sites for employment by limiting the types and scale of non-industrial uses in Regionally Significant Industrial Areas (RSIAs), Industrial and Employment Areas. Title 4 also seeks to provide the benefits of "clustering" to those industries that operate more productively and efficiently in proximity to one another than in dispersed locations. Title 4 further seeks to protect the capacity and efficiency of the region's transportation system for the movement of goods and services and to encourage the location of other types of employment in Centers, Corridors, Main Streets and Station Communities. The Metro Council will evaluate the effectiveness of Title 4 in achieving these purposes as part of its periodic analysis of the capacity of the urban growth boundary.

21. Finding: The purpose of Title 4 is to maintain a regional supply of existing industrial and employment land by limiting competing uses for this land. Metro has not adopted a Statewide Planning Goal 9 economic opportunities analysis for the region, so Title 4 is not based on an assessment of the land needed for various employment types, nor do the Title 4 maps necessarily depict lands most suitable to accommodate future job growth. Rather, Title 4 seeks to protect the manufacturing, warehousing, and distribution of goods within three types of mapped areas by limiting competing uses. These three areas are Regionally Significant Industrial Areas (RSIAs), Industrial Areas, and Employment Areas.

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This title does not apply because the BPCU project does not affect existing industrial and employment land supply.

Title 5. Neighboring Cities (repealed 1997)

Title 6. Centers, Corridors, Station Communities and Main Streets. The Regional Framework Plan identifies Centers, Corridors, Main Streets and Station Communities throughout the region and recognizes them as the principal centers of urban life in the region. Title 6 calls for actions and investments by cities and counties, complemented by regional investments, to enhance this role. A regional investment is an investment in a new high-capacity transit line or designated a regional investment in a grant or funding program administered by Metro or subject to Metro's approval.

22. Finding: Title 6 establishes eligibility criteria for certain regional investments, and the use of more flexible trip generation assumptions when evaluating transportation impacts. Title 6 also contains aspirational activity level targets for different Metro 2040 place types. This title is incentive-based, so these findings simply serve to document intent. There are no specific mandatory compliance standards in Title 6 that apply to this ordinance.

The BPCU project helps achieve the Metro 2040 Growth Concept by requiring the provision of adequate bicycle parking in development. This includes development with Centers, Corridors, Station Communities and Main Streets. In order to achieve a balanced transportation system to move people and goods, the City needs to meet its target mode split goals established in the Comprehensive Plan 2035 and the Transportation System Plan. These bicycle mode split goals were used to guide the updated methodology for the required amounts of bicycle parking in the BPCU project to ensure there is adequate amounts of bicycle parking in development.

Title 7. Housing Choice. The Regional Framework Plan calls for establishment of voluntary affordable housing production goals to be adopted by local governments and assistance from local governments on reports on progress towards increasing the supply of affordable housing. It is the intent of Title 7 to implement these policies of the Regional Framework Plan.

23. Finding: This title does not apply because the BPCU project affects the provision of bicycle parking in development and does not affect the City's creation of housing production goals and reporting on supply of affordable housing. As discussed in Finding 12, the BPCU project proposals were amended by the Planning and Sustainability Commission to reduce the impacts of required bike parking on small sites.

Title 8. Compliance Procedures. Title 8 addresses compliance procedures. This Title requires the City to notify Metro of pending land use decisions by providing Metro a copy of the 35-day notice required by the DLCD for proposed completion of a periodic review task. Title 8 also requires the City to provide findings of compliance with the *Urban Growth Management Functional Plan*.

24. Finding: This notice was provided to Metro. Title 8 also requires the City to provide findings of compliance with the *Urban Growth Management Functional Plan*. The findings in this ordinance were also provided to Metro. All applicable requirements of Title 8 have been met.

Title 9. Performance Measures. (repealed in 2010)

Title 10. Functional Plan Definitions. Title 10 contains definitions. When 2035 Comprehensive Plan uses a term found in Title 10 either the term has the same meaning found in Title 10, or the difference is explained.

25. Finding: This title does not apply because the BPCU project does not change any definitions in the 2035 Comprehensive Plan.

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Title 11. Planning for New Urban Areas. The Regional Framework Plan calls for long-range planning to ensure that areas brought into the UGB are urbanized efficiently and become or contribute to mixed-use, walkable, transit-friendly communities. It is the purpose of Title 11 to guide such long-range planning for urban reserves and areas added to the UGB. It is also the purpose of Title 11 to provide interim protection for areas added to the UGB until city or county amendments to land use regulations to allow urbanization become applicable to the areas.

26. Finding: This title does not apply because the BPCU project does not create new urban areas.

Title 12. Protection of Residential Neighborhoods. Existing neighborhoods are essential to the success of the 2040 Growth Concept. The intent of Title 12 of the Urban Growth Management Functional Plan is to protect the region's residential neighborhoods. The purpose of Title 12 is to help implement the policy of the Regional Framework Plan to protect existing residential neighborhoods from air and water pollution, noise, and crime and to provide adequate levels of public services.

27. Finding: Title 12 addresses protection of residential neighborhoods. This title largely restricts Metro's authority to plan and regulate density in single-family neighborhoods. This title does not apply because the BPCU project does not employ any of the optional provisions of Title 12.

Title 13. Nature in Neighborhoods. The purposes of this program are to (1) conserve, protect, and restore a continuous ecologically viable streamside corridor system, from the streams' headwaters to their confluence with other streams and rivers, and with their floodplains in a manner that is integrated with upland wildlife habitat and with the surrounding urban landscape; and (2) to control and prevent water pollution for the protection of the public health and safety, and to maintain and improve water quality throughout the region.

28. Finding: This title does not apply because the BPCU project affects the provision of bicycle parking in development and does not affect the existing environmental overlay zones.

Title 14. Urban Growth Management Plan. Title 14 addresses the regional urban growth boundary.

29. Finding: This title does not apply because the BPCU project affects the provision of bicycle parking in development and does not require, nor initiate, a boundary change.

Summary, Urban Growth Management Functional Plan Findings

30. Finding: The Metro Title 10 definition of comply or compliance means "substantial" rather than absolute compliance. "Substantial compliance" means city comprehensive plans and implementing ordinances, on the whole, conforms with the purposes of the performance standards in the functional plan and any failure to meet individual performance standard requirements is technical or minor in nature. For the facts and reasons stated above this ordinance substantially complies with all Urban Growth Management Functional Plan requirements applicable to the BPCU amendments.

Part III. Portland's Comprehensive Plan

Portland's 2035 Comprehensive Plan was adopted as part of Task Four of Periodic Review. Task Four was adopted by Ordinance No. 187832 on June 15, 2016. The 2035 Comprehensive Plan was amended as part Task Five of Periodic Review, which was adopted by Ordinance No. 188177 on December 21, 2016. Both ordinances were made effective on May 24, 2018 by Ordinance No. 188695, and both Tasks Four and Five were approved by LCDC Order 18 – WKTSK – 001897 on August 8, 2018.

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Guiding Principles

The 2035 Comprehensive Plan adopted five “guiding principles” in addition to the goals and policies typically included in a comprehensive plan. These principles were adopted to reinforce that implementation of the plan needs to be balanced, integrated and multi-disciplinary, and the influence of each principle helps to shape the overall policy framework of the plan. The BPCU amendments further these guiding principles as described below.

Economic Prosperity. Support a low-carbon economy and foster employment growth, competitiveness and equitably distributed household prosperity.

31. Finding: The BPCU project advances this principle by supporting low-cost, low-carbon transportation options for all Portlanders. As outlined in Section II of the Recommended Draft Report transportation is the second highest household cost and owning a car can cost a family approximately \$8,500 a year. The project supports low-cost, active transportation options which can provide tangible economic benefits to individuals and households across Portland.

Human Health. Avoid or minimize negative health impacts and improve opportunities for Portlanders to lead healthy, active lives.

32. Finding: The BPCU project meets this principle because the project requires safe, convenient bicycle parking in new development, which supports bicycling for transportation and recreation, supporting people to be more active in their daily lives. As outlined in Section II of the Recommended Draft Report, regular physical activity, including the use of active transportation, helps improve overall health and fitness and reduces risk for many chronic diseases.

Environmental Health. Weave nature into the city and foster a healthy environment that sustains people, neighborhoods, and fish and wildlife. Recognize the intrinsic value of nature and sustain the ecosystem services of Portland’s air, water and land.

33. Finding: Per Section II of the Recommended Draft Report, the BPCU project meets this principle because it will increase the supply of bicycle parking, which supports bicycling, a low-carbon transportation option. Nearly 40 percent of all local carbon emissions come from transportation sources. Promoting active transportation is one of the key strategies to reduce carbon emissions from the transportation sector.

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 under-served and under-represented populations. Intentionally engage under-served and under-represented populations in decisions that affect them. Specifically recognize, address and prevent repetition of the injustices suffered by communities of color throughout Portland’s history.

34. Finding: This guiding principle does not require every project to meet every aspect of this guiding principle. The BPCU project meets this principle because it establishes standards for bicycle parking that consider the needs of people with a range of abilities. For example, amendments include standards to require bicycle parking spaces that can accommodate other sized bikes like tricycles, family sized bikes and hand cycles. Additionally, for larger developments, standards require that a percentage of bicycle racks must allow for horizontal bicycle parking, so

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people don't have to lift their bike onto a wall-mounted, vertical bike rack. The Council finds this project reduces disparities for people of differing abilities and furthers fair housing.

35. Finding: The BPCU project also meets this principle because the project staff conducted intentional engagement with the Portland Housing Bureau, affordable housing developers and tenants, which included communities of color and people with low-income, to develop the proposed amendments. This included inviting and providing interpreters for members of Andando en Bicicletas y Caminando (ABC), a community advocacy group in Cully, to testify at the PSC Hearing.

Resilience. Reduce risk and improve the ability of individuals, communities, economic systems, and the natural and build environments to withstand, recover from, and adapt to changes from natural hazards, human-made disasters, climate change, and economic shifts.

36. Finding: The BPCU project meets this principle in emergency situations where fossil fuel may be difficult to get and roads may be blocked to larger vehicles, bicycles will be an important short-range transportation mode. The BPCU project supports this guiding principle by including standards for a variety of bicycle types, including standard bicycles, tricycles, hand cycles, tandems, electric motor assisted cycles and cargo bicycles that can be used in emergency situations.

Chapter 1: The Plan

Goal 1.A: Multiple goals. Portland's Comprehensive Plan provides a framework to guide land use, development, and public facility investments. It is based on a set of Guiding Principles that call for integrated approaches, actions, and outcomes that meet multiple goals to ensure Portland is prosperous, healthy, equitable, and resilient.

Goal 1.B: Regional partnership. Portland's Comprehensive Plan acknowledges Portland's role within the region, and it is coordinated with the policies of governmental partners.

Goal 1.C: A well-functioning plan. Portland's Comprehensive Plan is effective, its elements are aligned, and it is updated periodically to be current and to address mandates, community needs, and identified problems.

Goal 1.D: Implementation tools. Portland's Comprehensive Plan is executed through a variety of implementation tools, both regulatory and non-regulatory. Implementation tools comply with the Comprehensive Plan and are carried out in a coordinated and efficient manner. They protect the public's current and future interests and balance the need for providing certainty for future development with the need for flexibility and the opportunity to promote innovation.

Goal 1.E: Administration. Portland's Comprehensive Plan is administered efficiently and effectively and in ways that forward the intent of the Plan. It is administered in accordance with regional plans and state and federal law.

37. Finding: The BPCU project amends the Zoning Code. As noted above in Findings 33 through 38, the BPCU project is consistent with the guiding principles of the 2035 Comprehensive Plan. The findings in this exhibit demonstrate how the BPCU amendments are consistent with the 2035 Comprehensive Plan, the Urban Growth Management Functional Plan, and the Statewide Planning Goals. Metro, TriMet, and other state agencies received notice of the proposed BPCU amendments from the 35-day DLCD notice and the City's legislative notice. The City did not receive any requests from other government agencies to modify the BPCU amendments.

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Chapter 2: Community Involvement

Goal 2.A: Community involvement as a partnership. The City of Portland works together as a genuine partner with all Portland communities and interests. The City promotes, builds, and maintains relationships, and communicates with individuals, communities, neighborhoods, businesses, organizations, institutions, and other governments to ensure meaningful community involvement in planning and investment decisions.

Goal 2.B: Social justice and equity. The City of Portland seeks social justice by expanding choice and opportunity for all community members, recognizing a special responsibility to identify and engage, as genuine partners, under-served and under-represented communities in planning, investment, implementation, and enforcement processes, particularly those with potential to be adversely affected by the results of decisions. The City actively works to improve its planning and investment-related decisions to achieve equitable distribution of burdens and benefits and address past injustices.

Goal 2.C: Value community wisdom and participation. Portland values and encourages community and civic participation. The City seeks and considers community wisdom and diverse cultural perspectives, and integrates them with technical analysis, to strengthen land use decisions.

Goal 2.D: Transparency and accountability. City planning and investment decision-making processes are clear, open, and documented. Through these processes a diverse range of community interests are heard and balanced. The City makes it clear to the community who is responsible for making decisions and how community input is considered. Accountability includes monitoring and reporting outcomes.

Goal 2.E: Meaningful participation. Community members have meaningful opportunities to participate in and influence all stages of planning and decision making. Public processes engage the full diversity of affected community members, including under-served and under-represented individuals and communities. The City will seek and facilitate the involvement of those potentially affected by planning and decision making.

Goal 2.F: Accessible and effective participation. City planning and investment decision-making processes are designed to be culturally accessible and effective. The City draws from acknowledged best practices and uses a wide variety of tools, including those developed and recommended by under-served and under-represented communities, to promote inclusive, collaborative, culturally-specific, and robust community involvement.

Goal 2.G: Strong civic infrastructure. Civic institutions, organizations, and processes encourage active and meaningful community involvement and strengthen the capacity of individuals and communities to participate in planning processes and civic life.

38. Finding: The BPCU project meets Goals 2.A through 2.G for community involvement because the project's public engagement process provided opportunities for interested parties to comment on and influence the recommended draft and the final decision before City Council.

Early concept development was informed by a variety of public input. At the beginning of the process, a Stakeholder Advisory Group of volunteers with a variety of perspectives on bicycle parking was convened. The Committee met seven times from February 2016 to October 2017 and produced a set of recommendations. Early input into concept development was also collected through an online survey and an online open house. Staff also did site visits and targeted interviews in 2017 and 2018.

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During the process of developing these amendments, the Discussion Draft, Proposed Draft and Recommended Draft were posted to the project websites and advertised by email. The project team conducted briefings with the PSC, district coalitions, City Council and community and interest groups.

Electronic submission of testimony on the Proposed and Recommended Drafts was accepted, and all testimony was made available in a searchable format online. Information about the process, including decision-making points and opportunities for public comment, was posted on the BPS and PBOT websites and updated regularly.

During project engagement staff worked intentionally to engage with communities of color, low-income populations and other under-served groups. For example, project staff held a focus group about the BPCU project with members of Andando en Bicicletas y Caminando, an advocacy group in Cully, and had a number of one-on-one meetings with organizations that serve people that live in affordable housing developments.

The public was provided opportunities to express concerns and suggest amendments in front of the PSC. The amendments have been appropriately reviewed by the Planning and Sustainability Commission and recommended to City Council. The PSC held a public hearing and heard testimony on the amendments on January 22, 2019. The PSC deliberated and held work sessions on February 11 and 26, 2019. Testimony covered many issues including the need for more bicycle parking in new buildings, whether long-term bicycle parking should be located in residential dwelling units, the need for additional bicycle parking at schools and concerns about the impacts on small development. In response to testimony, and guided by City goals and policies, the PSC adopted several amendments.

The PSC voted on February 26, 2019 to recommend the proposal as amended to Portland City Council for adoption.

Partners in decision making

Policy 2.1. Partnerships and coordination. Maintain partnerships and coordinate land use engagement with:

2.1.a Individual community members.

2.1.b Communities of color, low-income populations, Limited English Proficient (LEP) communities, Native American communities, and other under-served and under-represented communities.

2.1.c District coalitions, neighborhood associations, and business district associations as local experts and communication channels for place-based projects.

2.1.d Businesses, unions, employees, and related organizations that reflect Portland's diversity as the center of regional economic and cultural activity.

2.1.e Community-based, faith-based, artistic and cultural, and interest-based non-profits, organizations, and groups.

2.1.f Institutions, governments, and Sovereign tribes.

Policy 2.2. Broaden partnerships. Work with district coalitions, neighborhood associations, and business district associations to increase participation and to help them reflect the diversity of the

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people and institutions they serve. Facilitate greater communication and collaboration among district coalitions, neighborhood associations, business district associations, culturally-specific organizations, and community-based organizations.

39. Finding: The BPCU project meets policy 2.1 and 2.2 because staff worked to engage community members, including district coalitions, bicycle advocacy groups, community groups, and affordable housing organizations throughout the project process. Staff held presentations, sent email engagement, had phone calls and set-up one-on-one meetings to increase participation on the project. In instances when staff didn't feel they got enough feedback, like for example, tenants of multifamily housing, staff developed strategies, including an online survey specifically geared towards tenants' experience with bicycle parking at apartment buildings in Portland.

Environmental justice

Policy 2.3. Extend benefits. Ensure plans and investments promote environmental justice by extending the community benefits associated with environmental assets, land use, and public investments to communities of color, low-income populations, and other under-served or under-represented groups impacted by the decision. Maximize economic, cultural, political, and environmental benefits through ongoing partnerships.

Policy 2.4. Eliminate burdens. Ensure plans and investments eliminate associated disproportionate burdens (e.g. adverse environmental, economic, or community impacts) for communities of color, low-income populations, and other under-served or under-represented groups impacted by the decision.

2.4.a Minimize or mitigate disproportionate burdens in cases where they cannot be eliminated.

2.4.b Use plans and investments to address disproportionate burdens of previous decisions.

40. Finding: The BPCU project meets policy 2.3 and 2.4 under Environmental Justice because during project engagement staff worked intentionally to engage with communities of color, low-income populations and other under-served groups. For example, project staff held a focus group about the BPCU project with members of Andando en Bicicletas y Caminando, an advocacy group in Cully, and had a number of one-on-one meetings with organizations that serve people that live in affordable housing developments. This testimony was particularly important to demonstrate to the Planning and Sustainability Commission the importance of bicycle parking for people living on low-incomes, as a counterpoint to testimony that this project was only benefiting higher-income families that live close to Central City.

Community assessment

Policy 2.8. Channels of communication. Maintain channels of communication among City Council, the Planning and Sustainability Commission (PSC), project advisory committees, City staff, and community members.

Policy 2.9. Community analysis. Collect and evaluate data, including community-validated population data and information, to understand the needs, priorities, and trends and historical context affecting different communities in Portland.

Policy 2.10. Community participation in data collection. Provide meaningful opportunities for individuals and communities to be involved in inventories, mapping, data analysis, and the development of alternatives.

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41. Finding: The BPCU project meets the policies 2.8 through 2.10 because the public engagement process provided opportunities for all interested parties to comment on and influence the recommended draft and the final decision before City Council.

For example, the project team conducted briefings with the PSC, neighborhood associations, City Council and community groups. Electronic submission of testimony on the Proposed and Recommended Drafts were accepted, and all testimony was made available in a searchable format online. Information about the process, including decision-making points and opportunities for public comment, was posted on the website and updated regularly.

Transparency and accountability

Policy 2.12. Roles and responsibilities. Establish clear roles, rights, and responsibilities for participants and decision makers in planning and investment processes. Address roles of City bureaus, elected officials, and participants, including community and neighborhood leadership, business, organizations, and individuals.

Policy 2.13. Project scope. Establish clear expectations about land use project sponsorship, purpose, design, and how decision makers will use the process results.

Policy 2.14. Community influence. At each stage of the process, identify which elements of a planning and investment process can be influenced or changed through community involvement. Clarify the extent to which those elements can be influenced or changed.

Policy 2.15. Documentation and feedback. Provide clear documentation for the rationale supporting decisions in planning and investment processes. Communicate to participants about the issues raised in the community involvement process, how public input affected outcomes, and the rationale used to make decisions.

42. Finding: The BPCU project meets policies 2.12 through 2.15 because the project, including the legislative process, the project scope, roles and responsibilities related to the project and ways to engage were clearly outlined in notices, documents and on the project website, with guidance on how to testify to influence the Proposed Draft at the PSC, which amended the proposal. Then the Recommended Draft was published with the opportunity to testify to the City Council for the November 13, 2019 public hearing. The staff reports for both drafts include summaries of how the draft changed from a previous iteration and why.

Throughout the process, staff contacted, met with, and coordinated with stakeholders to inform them how to engage in the decision-making process, how the process was structured, and additional opportunities to participate when such opportunities existed.

Electronic submission of testimony on the Proposed Draft was accepted, and all testimony was made available in a searchable format online. Information about the process, including decision-making points and opportunities for public comment, was posted on the website and updated regularly.

Process design and evaluation

Policy 2.24. Representation. Facilitate participation of a cross-section of the full diversity of affected Portlanders during planning and investment processes. This diversity includes individuals, stakeholders, and communities represented by race, color, national origin, English proficiency, gender, age, disability, religion, sexual orientation, gender identity, and source of income.

Policy 2.25. Early involvement. Improve opportunities for interested and affected community

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members to participate early in planning and investment processes, including identifying and prioritizing issues, needs, and opportunities; participating in process design; and recommending and prioritizing projects and/or other types of implementation.

Policy 2.26. Verifying data. Use data, including community-validated population data, to guide planning and investment processes and priority setting and to shape community involvement and decision-making efforts.

Policy 2.27. Demographics. Identify the demographics of potentially affected communities when initiating a planning or investment project.

Policy 2.28. Historical understanding. To better understand concerns and conditions when initiating a project, research the history, culture, past plans, and other needs of the affected community, particularly under-represented and under-served groups, and persons with limited English proficiency (LEP). Review preliminary findings with members of the community who have institutional and historical knowledge.

Policy 2.29. Project-specific needs. Customize community involvement processes to meet the needs of those potentially affected by the planning or investment project. Use community involvement techniques that fit the scope, character, and potential impact of the planning or investment decision under consideration.

Policy 2.30. Culturally-appropriate processes. Consult with communities to design culturally-appropriate processes to meet the needs of those affected by a planning or investment project. Evaluate, use, and document creative and culturally-appropriate methods, tools, technologies, and spaces to inform and engage people from under-served and under-represented groups about planning or investment projects.

Policy 2.31. Innovative engagement methods. Develop and document innovative methods, tools, and technologies for community involvement processes for plan and investment projects.

Policy 2.32. Inclusive participation beyond Portland residents. Design public processes for planning and investment projects to engage affected and interested people who may not live in Portland such as property owners, employees, employers, and students, among others, as practicable.

Policy 2.33. Inclusive participation in Central City planning. Design public processes for the Central City that recognize its unique role as the region's center. Engage a wide range of stakeholders from the Central City and throughout the region including employees, employers, social service providers, students, and visitors, as well as regional tourism, institutional, recreation, transportation, and local/regional government representatives, as appropriate.

Policy 2.34. Accessibility. Ensure that community involvement processes for planning and investment projects are broadly accessible in terms of location, time, and language, and that they support the engagement of individuals with a variety of abilities and limitations on participation.

Policy 2.35. Participation monitoring. Evaluate and document participant demographics throughout planning and investment processes to assess whether participation reflects the demographics of affected communities. Adapt involvement practices and activities accordingly to increase effectiveness at reaching targeted audiences.

Policy 2.36. Adaptability. Adapt community involvement processes for planning and investment projects as appropriate to flexibly respond to changes in the scope and priority of the issues, needs, and other factors that may affect the process.

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Policy 2.37. Process evaluation. Evaluate each community involvement process for planning or investment projects from both the City staff and participants' perspectives, and consider feedback and lessons learned to enhance future involvement efforts.

43. Finding: The BPCU project meets policies 2.24 through 2.37 because the project staff worked to engage all possible stakeholders throughout the community engagement phase and made adjustments when certain community groups and representatives were seemingly not participating. For example, during the concept development stage, staff found that an online survey was being filled out primarily by people in limited demographic categories. Given the potential impact on low-income tenants, staff worked with the Portland Housing Bureau to do more focused outreach with tenants to identify the challenges they experience associated with bicycle parking.

During the Planning and Sustainability Commission Public Hearing the City arranged for a Spanish interpreter to aid the members of Andando en Bicicletas y Caminando (ABC) in Cully in testifying.

There was Central City representation on the Stakeholder Advisory Committee.

Information design and development

Policy 2.38. Accommodation. Ensure accommodations to let individuals with disabilities participate in administrative, quasi-judicial, and legislative land use decisions, consistent with federal regulations.

44. Finding: The BPCU project meets policy 2.38 to ensure accommodations to let people with disabilities participate throughout the legislative process because project staff did specific outreach with organizations that serve people with disabilities and worked to provide accommodation for people to participate at the PSC public hearing meeting.

Policy 2.39. Notification. Notify affected and interested community members and recognized organizations about administrative, quasi-judicial, and legislative land use decisions with enough lead time to enable effective participation. Consider notification to both property owners and renters.

Policy 2.40. Tools for effective participation. Provide clear and easy access to information about administrative, quasi-judicial, and legislative land use decisions in multiple formats and through technological advancements and other ways.

45. Finding: The BPCU project meets policies 2.39 and 2.40 to provide notification and use effective tools for effective participation because the City sent mailed and emailed legislative notice to a variety of stakeholders that have requested notice of proposed land use changes, including organizations that represent underrepresented communities. Subsequently, the City sent a legislative notice to interested parties and people who testified to the PSC to inform them of the opportunity to testify at the November 13, 2019 City Council public hearing. The project process engaged individuals and organizations through email updates and notifications throughout the process. A project website was maintained and regularly updated with relevant information. Periodic project updates were provided via meeting appearances (project-specific meetings, neighborhood associations, district coalitions, Development Review Advisory Committee, etc.) and via email.

Policy 2.41. Limited English Proficiency (LEP). Ensure that limited English proficient (LEP) individuals are provided meaningful access to information about administrative, quasi-judicial, and legislative land use decisions, consistent with federal regulations.

46. Finding: The BPCU project meets policy 2.41 because staff worked to provide information about the project in other languages and increase access to participating in the legislative process for

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limited English proficient individuals. For example, during the PSC public hearing, staff worked with the group *Andando en Bicicletas y Caminando (ABC)* in Cully to support members who wished to testify in Spanish at the hearing with interpretation.

Chapter 3: Urban Form

GOAL 3.A: A city designed for people. Portland’s built environment is designed to serve the needs and aspirations of all Portlanders, promoting prosperity, health, equity, and resiliency. New development, redevelopment, and public investments reduce disparities and encourage social interaction to create a healthy connected city.

47. Finding: The BPCU project meets Goal 3.A. The BPCU project requires provision of adequate bicycle parking in new development, which supports bicycling, a low-cost, low-carbon transportation option for all Portlanders. The project includes standards that support low-cost, active transportation options which can provide tangible economic and health benefits to Portlanders.

GOAL 3.B: A climate and hazard resilient urban form. Portland’s compact urban form, sustainable building development practices, green infrastructure, and active transportation system reduce carbon emissions, reduce natural hazard risks and impacts, and improve resilience to the effects of climate change.

48. Finding: The BPCU project meets Goal 3.B. The BPCU project will increase the supply of bicycle parking, which supports bicycling, a low-carbon, active transportation option. Promoting active transportation is one of the key strategies to reduce carbon emissions from the transportation sector.

GOAL 3.C: Focused growth. Household and employment growth is focused in the Central City and other centers, corridors, and transit station areas, creating compact urban development in areas with a high level of service and amenities, while allowing the relative stability of lower-density single-family residential areas.

GOAL 3.D: A system of centers and corridors. Portland’s interconnected system of centers and corridors provides diverse housing options and employment opportunities, robust multimodal transportation connections, access to local services and amenities, and supports low-carbon complete, healthy, and equitable communities.

GOAL 3.E: Connected public realm and open spaces. A network of parks, streets, City Greenways, and other public spaces supports community interaction; connects neighborhoods, districts, and destinations; and improves air, water, land quality, and environmental health.

GOAL 3.F: Employment districts. Portland supports job growth in a variety of employment districts to maintain a diverse economy.

GOAL 3.G: Nature in the city. A system of habitat corridors weaves nature into the city, enhances habitat connectivity, and preserves natural resources and the ecosystem services they provide.

49. Finding: The goals 3.C through 3.G do not apply because the BPCU project affects the requirement of bicycle parking in new construction and does not amend or affect the urban form or where development occurs in the city.

Chapter 4: Design and Development

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Goal 4.A: Context-sensitive design and development. New development is designed to respond to and enhance the distinctive physical, historic, and cultural qualities of its location, while accommodating growth and change.

Goal 4.B: Historic and cultural resources. Historic and cultural resources are integral parts of an urban environment that continue to evolve and are preserved.

50. Finding: The goals of 4.A and 4.B do not apply to the BPCU project because the project affects the requirement of bicycle parking in new construction and do not amend or affect how new development is designed to respond to historic or cultural qualities.

Goal 4.C: Human and environmental health. Neighborhoods and development are efficiently designed and built to enhance human and environmental health: they protect safety and livability; support local access to healthy food; limit negative impacts on water, hydrology, and air quality; reduce carbon emissions; encourage active and sustainable design; protect wildlife; address urban heat islands; and integrate nature and the built environment.

51. Finding: The BPCU project meets this goal because the project requires convenient, safe bicycle parking in new construction, supporting the use of bicycling for recreation and transportation. Bicycling is an active transportation mode that supports human health through physical activity and environmental health because it is a low-emission mode.

Goal 4.D: Urban resilience. Buildings, streets, and open spaces are designed to ensure long-term resilience and to adjust to changing demographics, climate, and economy, and withstand and recover from natural disasters.

52. Finding: The goal 4.D does not apply to the BPCU project because the project affects the requirement of bicycle parking in new construction and do not amend or affect how the building, street or open space is designed to withstand natural disasters.

Context

Policy 4.1. Pattern areas. Encourage building and site designs that respect the unique built, natural, historic, and cultural characteristics of Portland's five pattern areas described in Chapter 3: Urban Form.

53. Finding: The BPCU project meets this policy. The BPCU project stipulates the amount of required bicycle parking based on Pattern Areas. The amendments expand the tiered approach in current code and acknowledge that a one-size fits all approach does not necessarily work for development across Portland. The amendments use the Transportation System Plan (TSP) target mode split rates for the five different Pattern Areas when developing the required amount of bicycle parking for each use category.

Policy 4.2. Community identity. Encourage the development of character-giving design features that are responsive to place and the cultures of communities.

54. Finding: This policy does not apply because the BPCU project only affects the standards around bicycle parking in new development and does not address the cultural design features of the development.

Policy 4.3. Site and context. Encourage development that responds to and enhances the positive qualities of site and context — the neighborhood, the block, the public realm, and natural features.

55. Finding: The BPCU project meets this policy. The BPCU project considered the site context and use category when developing the amount of required bicycle parking. For example, the proposal used

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data points like average square footage per employee (or employee density) and visitation rates from Transportation System Development Charges, both of which were specific to the specific use category of development.

Policy 4.4. Natural features and green infrastructure. Integrate natural and green infrastructure such as trees, green spaces, ecoroofs, gardens, green walls, and vegetated stormwater management systems, into the urban environment. Encourage stormwater facilities that are designed to be a functional and attractive element of public spaces, especially in centers and corridors.

Policy 4.5. Pedestrian-oriented design. Enhance the pedestrian experience throughout Portland through public and private development that creates accessible, safe, and attractive places for all those who walk and/or use wheelchairs or other mobility devices.

Policy 4.6. Street orientation. Promote building and site designs that enhance the pedestrian experience with windows, entrances, pathways, and other features that provide connections to the street environment.

Policy 4.7. Development and public spaces. Guide development to help create high-quality public places and street environments while considering the role of adjacent development in framing, shaping, and activating the public space of streets and urban parks.

Policy 4.9. Transitional urbanism. Encourage temporary activities and structures in places that are transitioning to urban areas to promote job creation, entrepreneurship, active streets, and human interaction.

56. Finding: The policies 4.4 through 4.9 do not apply because the BPCU project only affects the standards around bicycle parking in new development and do not address context like natural features, pedestrian-oriented design, traditional urbanism and public spaces that these policies address.

Health and safety

Policy 4.10. Design for active living. Encourage development and building and site design that promotes a healthy level of physical activity in daily life.

57. Finding: The BPCU project meets policy 4.10 because the project requires convenient, safe bicycle parking in new construction, supporting the use of bicycling, an active transportation mode, for recreation and transportation. Regular physical activity, including the use of active transportation, helps improve overall health.

Policy 4.11. Access to light and air. Provide for public access to light and air by managing and shaping the height and mass of buildings while accommodating urban-scale development.

Policy 4.12. Privacy and solar access. Encourage building and site designs that consider privacy and solar access for residents and neighbors while accommodating urban-scale development.

Policy 4.13. Crime-preventive design. Encourage building, site, and public infrastructure design approaches that help prevent crime.

58. Finding: The BPCU project meets policy 4.13 because the BPCU project removed a number of current code provisions that led to less secure bicycle parking, and focused the security standards on locked, restricted access rooms or spaces for long-term bicycle parking.

Policy 4.14. Fire prevention and safety. Encourage building and site design that improves fire prevention, safety, and reduces seismic risks.

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59. Finding: The policies 4.11, 4.12 and 4.14 do not apply because the BPCU project only affects the standards around bicycle parking in new development and do not address design items like access to air, solar or crime and fire prevention.

Residential areas

Policy 4.15. Residential area continuity and adaptability. Encourage more housing choices to accommodate a wider diversity of family sizes, incomes, and ages, and the changing needs of households over time. Allow adaptive reuse of existing buildings, the creation of accessory dwelling units, and other arrangements that bring housing diversity that is compatible with the general scale and patterns of residential areas.

Policy 4.16. Scale and patterns. Encourage design and development that complements the general scale, character, and natural landscape features of neighborhoods. Consider building forms, scale, street frontage relationships, setbacks, open space patterns, and landscaping. Allow for a range of architectural styles and expression.

Policy 4.19. Resource efficient and healthy residential design and development. Support resource efficient and healthy residential design and development.

60. Finding: The policies 4.15 through 4.19 do not apply because the BPCU project only affects the standards around bicycle parking in new development and do not address the design elements of development within residential areas. Additionally, the bicycle parking standards don't apply to residential sites that have fewer than 5 units.

Design and development of centers and corridors

Policy 4.20. Walkable scale. Focus services and higher-density housing in the core of centers to support a critical mass of demand for commercial services and more walkable access for customers.

Policy 4.21. Street environment. Encourage development in centers and corridors to include amenities that create a pedestrian-oriented environment and provide places for people to sit, spend time, and gather.

Policy 4.22. Relationship between building height and street size. Encourage development in centers and corridors that is responsive to street space width, thus allowing taller buildings on wider streets.

61. Finding: The policies 4.20 through 4.22 do not apply in that the BPCU project only affects the standards around bicycle parking in new development and do not address the design and development of the public pedestrian realm.

Policy 4.23. Design for pedestrian and bicycle access. Provide accessible sidewalks, high-quality bicycle access, and frequent street connections and crossings in centers and corridors.

62. Finding: The BPCU project meets policy 4.23 in that the project addresses short-term bicycle parking requirements that must be located outside of a building and place a requirement that these racks be located in an area that is reachable by an accessible route.

Policy 4.24. Drive-through facilities. Prohibit drive through facilities in the Central City, and limit new development of new ones in the Inner Ring Districts and centers to support a pedestrian-oriented environment.

Policy 4.25. Residential uses on busy streets. Improve the livability of places and streets with high motor vehicle volumes. Encourage landscaped front setbacks, street trees, and other design

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approaches to buffer residents from street traffic.

Policy 4.26. Active gathering places. Locate public squares, plazas, and other gathering places in centers and corridors to provide places for community activity and social connections. Encourage location of businesses, services, and arts adjacent to these spaces that relate to and promote the use of the space.

Policy 4.27. Protect defining features. Protect and enhance defining places and features of centers and corridors, including landmarks, natural features, and historic and cultural resources.

Policy 4.28. Historic buildings in centers and corridors. Protect and encourage the restoration and improvement of historic resources in centers and corridors.

Policy 4.29. Public art. Encourage new development and public places to include design elements and public art that contribute to the distinct identities of centers and corridors, and that highlight the history and diverse cultures of neighborhoods.

63. Finding: The policies 4.24 through 4.29 do not apply because the BPCU project only affects the standards for bicycle parking within new development and do not address the design elements in the public right of way that are addressed in these policies.

Transitions

Policy 4.30. Scale transitions. Create transitions in building scale in locations where higher-density and higher-intensity development is adjacent to smaller-scale single-dwelling zoning. Ensure that new high-density and large-scale infill development adjacent to single dwelling zones incorporates design elements that soften transitions in scale and limit light and privacy impacts on adjacent residents.

Policy 4.31. Land use transitions. Improve the interface between non-residential uses and residential uses in areas where commercial or employment uses are adjacent to residentially-zoned land.

Policy 4.32. Industrial edge. Protect non-industrially zoned parcels from the adverse impacts of facilities and uses on industrially zoned parcels through the use of a variety of tools, including but not limited to vegetation, physical separation, land acquisition, and insulation to establish buffers between industrial sanctuaries and adjacent residential or mixed use areas to protect both the viability of long-term industrial operations and the livability of adjacent areas.

64. Finding: The policies 4.30 through 4.32 do not apply because the BPCU project only affects the standards for bicycle parking in new development and do not address the transitional design elements.

Off-site impacts

Policy 4.33. Off-site impacts. Limit and mitigate public health impacts, such as odor, noise, glare, light pollution, air pollutants, and vibration that public facilities, land uses, or development may have on adjacent residential or industrial uses, and on significant fish and wildlife habitat areas. Pay particular attention to limiting and mitigating impacts to under-served and under-represented communities.

Policy 4.34. Auto-oriented facilities, uses, and exterior displays. Minimize the adverse impacts of highways, auto-oriented uses, vehicle area, drive-through areas, signage, and exterior display and storage areas on adjacent residential uses.

Policy 4.35. Noise impacts. Encourage building and landscape design and land use patterns that limit and/ or mitigate negative noise impacts to building users and residents, particularly in areas near freeways, regional truckways, major city traffic streets, and other sources of noise.

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Policy 4.36. Air quality impacts. Encourage building and landscape design and land use patterns that limit and/ or mitigate negative air quality impacts to building users and residents, particularly in areas near freeways, regional truckways, high traffic streets, and other sources of air pollution.

Policy 4.37. Diesel emissions. Encourage best practices to reduce diesel emissions and related impacts when considering land use and public facilities that will increase truck or train traffic. Advocate for state legislation to accelerate replacement of older diesel engines.

Policy 4.38. Light pollution. Encourage lighting design and practices that reduce the negative impacts of light pollution, including sky glow, glare, energy waste, impacts to public health and safety, disruption of ecosystems, and hazards to wildlife.

Policy 4.39. Airport noise. Partner with the Port of Portland to require compatible land use designations and development within the noise-affected area of Portland International Airport, while providing disclosure of the level of aircraft noise and mitigating the potential impact of noise within the affected area.

Policy 4.40. Telecommunication facility impacts. Mitigate the visual impact of telecommunications and broadcast facilities near residentially-zoned areas through physical design solutions.

65. Finding: The policies 4.33 through 4.40 do not apply because the BPCU project only affects the standards around bicycle parking in new development and do not create or address the off-site impacts of development like noise, air quality, diesel emissions, light pollution and airport noise.

Scenic resources

Policy 4.41. Scenic resources. Enhance and celebrate Portland's scenic resources to reinforce local identity, histories, and cultures and contribute toward wayfinding throughout the city. Consider views of mountains, hills, buttes, rivers, streams, wetlands, parks, bridges, the Central City skyline, buildings, roads, art, landmarks, or other elements valued for their aesthetic appearance or symbolism.

Policy 4.42. Scenic resource protection. Protect and manage designated significant scenic resources by maintaining scenic resource inventories, protection plans, regulations, and other tools.

Policy 4.43. Vegetation management. Maintain regulations and other tools for managing vegetation in a manner that preserves or enhances designated significant scenic resources.

Policy 4.44. Building placement, height, and massing. Maintain regulations and other tools related to building placement, height, and massing in order to preserve designated significant scenic resources.

Policy 4.45. Future development. Encourage new public and private development to create new public viewpoints providing views of Portland's rivers, bridges, surrounding mountains, hills and buttes, and Central City skyline, and other landmark features.

66. Finding: The policies 4.41 through 4.45 do not apply because the BPCU project only affects the standards around bicycle parking in new development and do not address scenic resources or management.

Historic and cultural resources

Policy 4.46. Historic and cultural resource protection. Within statutory requirements for owner consent, identify, protect, and encourage the use and rehabilitation of historic buildings, places, and districts that contribute to the distinctive character and history of Portland's evolving urban environment.

Policy 4.47. State and federal historic resource support. Advocate for state and federal policies,

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programs, and legislation that would enable stronger historic resource designations, protections, and rehabilitation programs.

Policy 4.48. Continuity with established patterns. Encourage development that fills in vacant and underutilized gaps within the established urban fabric, while preserving and complementing historic resources.

Policy 4.49. Resolution of conflicts in historic districts. Adopt and periodically update design guidelines for unique historic districts. Refine base zoning in historic districts to take into account the character of the historic resources in the district.

Policy 4.50. Demolition. Protect historic resources from demolition. When demolition is necessary or appropriate, provide opportunities for public comment and encourage pursuit of alternatives to demolition or other actions that mitigate for the loss.

Policy 4.51. City-owned historic resources. Maintain City-owned historic resources with necessary upkeep and repair.

Policy 4.52. Historic Resources Inventory. Within statutory limitations, regularly update and maintain Portland's Historic Resources Inventory to inform historic and cultural resource preservation strategies.

Policy 4.53. Preservation equity. Expand historic resources inventories, regulations, and programs to encourage historic preservation in areas and in communities that have not benefited from past historic preservation efforts, especially in areas with high concentrations of under-served and/or under-represented people.

Policy 4.54. Cultural diversity. Work with Portland's diverse communities to identify and preserve places of historic and cultural significance.

Policy 4.55. Cultural and social significance. Encourage awareness and appreciation of both beautiful and ordinary historic places and their roles in enhancing community identity and sense of place.

Policy 4.56. Community structures. Encourage the adaptive reuse of historic community structures, such as former schools, meeting halls, and places of worship, for arts, cultural, and community uses that continue their role as anchors for community and culture.

Policy 4.57. Economic viability. Provide options for financial and regulatory incentives to allow for the productive, reasonable, and adaptive reuse of historic resources.

Policy 4.58. Archaeological resources. Protect and preserve archaeological resources, especially those sites and objects associated with Native American cultures. Work in partnership with Sovereign tribes, Native American communities, and the state to protect against disturbance to Native American archaeological resources.

67. Finding: The policies 4.46 through 4.58 do not apply because the BPCU project only affects the standards around bicycle parking in new development and do not impact or address historic and cultural resources in the standards.

Public art

Policy 4.59. Public art and development. Create incentives for public art as part of public and private development projects.

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68. Finding: This policy does not apply because the BPCU project only affects the standards around bicycle parking in new development and are not significant in size or scale to allow for inclusion of public art.

Resource-efficient design and development

Policy 4.60. Rehabilitation and adaptive reuse. Encourage rehabilitation and adaptive reuse of buildings, especially those of historic or cultural significance, to conserve natural resources, reduce waste, and demonstrate stewardship of the built environment.

Policy 4.61. Compact housing. Promote the development of compact, space- and energy-efficient housing types that minimize use of resources such as smaller detached homes or accessory dwellings and attached homes.

Policy 4.62. Seismic and energy retrofits. Promote seismic and energy-efficiency retrofits of historic buildings and other existing structures to reduce carbon emissions, save money, and improve public safety.

Policy 4.63. Life cycle efficiency. Encourage use of technologies, techniques, and materials in building design, construction, and removal that result in the least environmental impact over the life cycle of the structure.

Policy 4.64. Deconstruction. Encourage salvage and reuse of building elements when demolition is necessary or appropriate.

Policy 4.65. Materials and practices. Encourage use of natural, resource-efficient, recycled, recycled content, and non-toxic building materials and energy-efficient building practices.

Policy 4.66. Water use efficiency. Encourage site and building designs that use water efficiently and manage stormwater as a resource.

Policy 4.67. Optimizing benefits. Provide mechanisms to evaluate and optimize the range of benefits from solar and renewable resources, tree canopy, ecoroofs, and building design.

Policy 4.68. Energy efficiency. Encourage and promote energy efficiency significantly beyond the Statewide Building Code and the use of solar and other renewable resources in individual buildings and at a district scale.

69. Finding: The policies 4.60 through 4.68 do not apply because the BPCU project only affects the standards around bicycle parking in new development and do not address resource efficient materials, design and development.

Policy 4.69. Reduce carbon emissions. Encourage a development pattern that minimizes carbon emissions from building and transportation energy use.

70. Finding: The BPCU project meets policy 4.69 to encourage development elements that minimize carbon emissions from transportation energy use because the project requires convenient, safe bicycle parking in new construction, supporting the use of bicycling for recreation and transportation. Bicycling is a zero-emission transportation mode, and when people are able to easily access bicycle storage, per the Recommended Draft Report, they may choose to use bicycles for trips instead of using higher-emission modes.

Policy 4.70. District energy systems. Encourage and remove barriers to the development and expansion of low-carbon heating and cooling systems that serve multiple buildings or a broader district.

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Policy 4.71. Ecodistricts. Encourage ecodistricts, where multiple partners work together to achieve sustainability and resource efficiency goals at a district scale.

Policy 4.72. Energy-producing development. Encourage and promote development that uses renewable resources, such as solar, wind, and water to generate power on-site and to contribute to the energy grid.

71. Finding: The policies 4.70 through 4.72 do not apply because the BPCU project only affects the standards around bicycle parking in new development and do not address resource efficient materials, design and development.

Designing with nature

Policy 4.73. Design with nature. Encourage design and site development practices that enhance, and avoid the degradation of, watershed health and ecosystem services and that incorporate trees and vegetation.

Policy 4.74. Flexible development options. Encourage flexibility in the division of land, the siting and design of buildings, and other improvements to reduce the impact of development on environmentally-sensitive areas and to retain healthy native and beneficial vegetation and trees.

Policy 4.75. Low-impact development and best practices. Encourage use of low-impact development, habitat-friendly development, bird-friendly design, and green infrastructure.

Policy 4.76. Impervious surfaces. Limit use of and strive to reduce impervious surfaces and associated impacts on hydrologic function, air and water quality, habitat connectivity, tree canopy, and urban heat island effects.

Policy 4.77. Hazards to wildlife. Encourage building, lighting, site, and infrastructure design and practices that provide safe fish and wildlife passage, and reduce or mitigate hazards to birds, bats, and other wildlife.

Policy 4.78. Access to nature. Promote equitable, safe, and well-designed physical and visual access to nature for all Portlanders, while also maintaining the functions and values of significant natural resources, fish, and wildlife. Provide access to major natural features, including:

- Water bodies such as the Willamette and Columbia rivers, Smith and Bybee Lakes, creeks, streams, and sloughs.
- Major topographic features such as the West Hills, Mt. Tabor, and the East Buttes.
- Natural areas such as Forest Park and Oaks Bottom.

72. Finding: The policies 4.73 through 4.78 do not apply because the BPCU project impact only the standards around bicycle parking for new development and does not affect the way new development interacts with the natural environment.

Hazard-resilient design

Policy 4.79. Natural hazards and climate change risks and impacts. Limit development in or near areas prone to natural hazards, using the most current hazard and climate change-related information and maps.

Policy 4.80. Geological hazards. Evaluate slope and soil characteristics, including liquefaction potential, landslide hazards, and other geologic hazards.

Policy 4.81. Disaster-resilient development. Encourage development and site-management approaches that reduce the risks and impacts of natural disasters or other major disturbances and

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that improve the ability of people, wildlife, natural systems, and property to withstand and recover from such events.

Policy 4.82. Portland Harbor facilities. Reduce natural hazard risks to critical public and private energy and transportation facilities in the Portland Harbor.

Policy 4.83. Urban heat islands. Encourage development, building, landscaping, and infrastructure design that reduce urban heat island effects.

Policy 4.84. Planning and disaster recovery. Facilitate effective disaster recovery by providing recommended updates to land use designations and development codes, in preparation for natural disasters.

73. Finding: The policies 4.79 through 4.84 do not apply because the BPCU project impacts only the standards around bicycle parking for new development and do not affect the hazard resiliency of new development.

Healthy food

Policy 4.85. Grocery stores and markets in centers. Facilitate the retention and development of grocery stores, neighborhood-based markets, and farmers markets offering fresh produce in centers. Provide adequate land supply to accommodate a full spectrum of grocery stores catering to all socioeconomic groups and providing groceries at all levels of affordability.

Policy 4.86. Neighborhood food access. Encourage small, neighborhood-based retail food opportunities, such as corner markets, food co-ops, food buying clubs, and community-supported agriculture pickup/ drop-off sites, to fill in service gaps in food access across the city.

Policy 4.87. Growing food. Increase opportunities to grow food for personal consumption, donated, sales, and educational purposes.

Policy 4.88. Access to community gardens. Ensure that community gardens are allowed in areas close to or accessible via transit to people living in areas zone for mixed-use or multi-dwelling development, where residents have few opportunities to grow food in yards.

74. Finding: The policies 4.85 through 4.88 do not apply because the BPCU project impacts the standards around bicycle parking for new development and does not address the availability of or access to healthy food.

Chapter 5: Housing

Goal 5.A: Housing diversity. Portlanders have access to high-quality affordable housing that accommodates their needs, preferences, and financial capabilities in terms of different types, tenures, density, sizes, costs, and locations.

Goal 5.B: Equitable access to housing. Portland ensures equitable access to housing, making a special effort to remove disparities in housing access for people with disabilities, people of color, low-income households, diverse household types, and older adults.

75. Finding: The Goals 5.A. and 5.B. do not apply because the BPCU project impacts the standards around bicycle parking for new development and does not address programs related to access to affordable housing developments.

Goal 5.C: Healthy connected city. Portlanders live in safe, healthy housing that provides convenient access to jobs and to goods and services that meet daily needs. This housing is connected to the rest of the city and region by safe, convenient, and affordable multimodal transportation.

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76. Finding: The BPCU project meets this goal. The BPCU project requires convenient, safe bicycle parking in new construction, supporting the use of bicycling for recreation and transportation. Bicycling is an affordable, active transportation mode, and when it is easier to bicycle, Portlanders can benefit from being able to choose bicycling over other modes and participate in affordable multimodal transportation.

Goal 5.D: Affordable housing. Portland has an adequate supply of affordable housing units to meet the needs of residents vulnerable to increasing housing costs.

77. Finding: The BPCU project meets this goal. The BPCU project requires the provision of safe, convenient, accessible bicycle parking, making it easier for people to choose to use bicycles for transportation. Bicycling is an affordable mode of transportation, and the use of bicycles can reduce a household's combined housing and transportation costs.

Project staff worked to ensure the amendments were clear and objective and do not cause unreasonable cost or delay in providing needed housing. For example, staff in collaboration with DECA Architecture, conducted a Spatial and Economic Study of the BPCU amendment proposals in the Discussion Draft. Details on the analysis can be found in the Appendices. The Study found that the biggest impact of the BPCU project were on small sites (5,000 sq. ft.) where space is limited to accommodate adequate bicycle parking. Staff worked with the Portland Housing Bureau (PHB) to add a new specific use to the Group Living use category to allow a separate minimum bicycle parking amount for restricted-tenancy affordable housing developments that meet the income restrictions of the PHB. Further, the PSC adopted several amendments to address these small site constraints, including, not requiring any bicycle parking for sites with 4 or fewer units and for sites with up to 12 units, 100 percent of long-term bicycle parking can be provided in dwelling units, as opposed to using limited space outside the unit for bicycle parking.

Goal 5.E: High-performance housing. Portland residents have access to resource-efficient and high-performance housing for people of all abilities and income levels.

78. Finding: This Goal does not apply because the BPCU project impacts the standards around bicycle parking for new development and does not address programs related resource-efficient and high-performance housing.

Diverse and expanding housing supply

Policy 5.1. Housing supply. Maintain sufficient residential development capacity to accommodate Portland's projected share of regional household growth.

Policy 5.2. Housing growth. Strive to capture at least 25 percent of the seven-county region's residential growth (Multnomah, Washington, Clackamas, Yamhill, Columbia, Clark, and Skamania counties).

Policy 5.3. Housing potential. Evaluate plans and investments for their impact on housing capacity, particularly the impact on the supply of housing units that can serve low- and moderate-income households, and identify opportunities to meet future demand.

Policy 5.4. Housing types. Encourage new and innovative housing types that meet the evolving needs of Portland households, and expand choices in all neighborhoods. These housing types include but are not limited to single-dwelling units; multi-dwelling units; accessory dwelling units; small units; pre-fabricated homes such as manufactured, modular, and mobile homes; co-housing; and clustered housing/ clustered services.

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Policy 5.5 Housing in centers. Apply zoning in and around centers that allow for and supports a diversity of housing that can accommodate a broad range of households, including multi-dwelling and family-friendly housing options.

Policy 5.6 Middle housing. Enable and encourage development of middle housing. This includes multi-unit or clustered residential buildings that provide relatively smaller, less expensive units; more units; and a scale transition between the core of the mixed-use center and surrounding single family areas. Where appropriate, apply zoning that would allow this within a quarter mile of designated centers, corridors with frequent service transit, high capacity transit stations, and within the Inner Ring around the Central City.

Policy 5.7. Adaptable housing. Encourage adaption of existing housing and the development of new housing that can be adapted in the future to accommodate the changing variety of household types.

79. Finding: The policies 5.1 through 5.7 do not apply because the BPCU project impacts the standards around bicycle parking in new development and does not address the diversity and supply of housing in Portland.

Housing access

Policy 5.10. Coordinate with fair housing programs. Foster inclusive communities, overcome disparities in access to community assets, and enhance housing choice for people in protected classes throughout the city by coordinating plans and investments to affirmatively further fair housing.

Policy 5.11 Remove barriers. Remove potential regulatory barriers to housing choice for people in protected classes to ensure freedom of choice in housing type, tenure, and location.

80. Finding: The policies 5.10 and 5.11 do not apply because the BPCU project impacts the standards for bicycle parking in new development and does not include standards that address fair housing programs or regulatory processes for people accessing housing.

Policy 5.12 Impact analysis. Evaluate plans and investments, significant new infrastructure, and significant new development to identify potential disparate impacts on housing choice, access, and affordability for protected classes and low-income households. Identify and implement strategies to mitigate the anticipated impacts.

81. Finding: The BPCU project meets this policy. Staff worked to ensure the amendments limit impact on providing affordable housing. For example, staff in collaboration with DECA Architecture, conducted a Spatial and Economic Study of the BPCU amendment proposals in the Discussion Draft. Details on the analysis can be found in the Appendices. The Study found that the biggest impact of the BPCU project were on small sites (5,000 sq. ft.) where space is limited to accommodate adequate bicycle parking. Staff worked with the Portland Housing Bureau (PHB) to add a new specific use to the Group Living use category to allow a separate minimum bicycle parking amount for restricted-tenancy affordable housing developments that meet the income restrictions of the PHB. Further, the PSC adopted several amendments to address these small site constraints, including, not requiring any bicycle parking for sites with 4 or fewer units and for sites with up to 12 units, 100 percent of long-term bicycle parking can be provided in dwelling units, as opposed to use limited space outside the unit for bicycle parking.

One of the major themes of the BPCU project, as identified in the Stakeholder Advisory Committee's Guiding Principles (see Recommended Draft Section III), was Accessible and Convenient Bicycle Parking that accommodates users of all ages and all abilities as well as a variety of different types of bicycles. This principle led to the inclusion of bicycle parking standards that

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require the provision of bicycle parking spaces for larger bicycles (including, but not limited to, tricycle and handcycles) in developments that have more than 20 required long-term bicycle parking spaces.

Additionally, the BPCU project made changes to the purpose statement to be explicit that the standards are intended to allow for a variety of bicycle types, which serve people of differing abilities.

Policy 5.13. Housing stability. Coordinate plans and investments with programs that prevent avoidable, involuntary evictions and foreclosures.

Policy 5.14. Preserve communities. Encourage plans and investments to protect and/or restore the socioeconomic diversity and cultural stability of established communities.

82. Finding: The policies 5.13 and 5.14 do not apply because the BPCU project impacts the standards for bicycle parking in new development and does not include standards that address housing stability.

Policy 5.15. Gentrification/ displacement risk. Evaluate plans and investments, significant new infrastructure, and significant new development for the potential to increase housing costs for, or cause displacement of communities of color, low- and moderate-income households, and renters. Identify and implement strategies to mitigate the anticipated impacts.

83. Finding: The BPCU project meets this policy. The BPCU project will increase the supply of bicycle parking in all new types of development. Bicycle parking is integral in supporting people biking and biking is a low-cost, transportation option for all Portlanders. By spending less on transportation, individuals and households have more to spend on housing and other needs. While the project did not conduct a displacement analysis, staff in collaboration with DECA Architecture, conducted a Spatial and Economic Study of the BPCU amendment proposals in the Discussion Draft. Details on the analysis can be found in the Appendices. The Study found that the biggest impact of the BPCU project were on small sites (5,000 sq. ft.) where space is limited to accommodate adequate bicycle parking. The PSC adopted several amendments to address these small site constraints, including, not requiring any bicycle parking for sites with 4 or fewer units and for sites with up to 12 units, 100 percent of long-term bicycle parking can be provided in dwelling units, as opposed to use limited space outside the unit for bicycle parking and reducing higher value space within the project (i.e. units or commercial space).

Additionally, the BPCU project sets standards for development across the city, but the project sets a tiered system for the required amounts. The tiered approach accounts for the differences in bike use and thus bike parking demand in Portland and parallels the tiered approach in the Transportation System Plan to set target mode share rates for the different pattern areas.

Finally, in testimony at the Planning and Sustainability Commission, the City heard the strong desire that the BPCU project not develop separate (or reduced) standards for affordable housing projects, because that will result in increased inequitable access to active transportation modes. Through an amendment Planning and Sustainability Commission removed existing standards that set a different level of allowable in-unit bicycle parking for affordable housing projects, and instead, made the standard apply to all development.

Policy 5.16. Involuntary displacement. When plans and investments are expected to create neighborhood change, limit the involuntary displacement of those who are under-served and under-represented. Use public investments and programs, and coordinate with nonprofit housing organizations (such as land trusts and housing providers) to create permanently-affordable housing

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and to mitigate the impacts of market pressures that cause involuntary displacement.

Policy 5.17. Land banking. Support and coordinate with community organizations to hold land in reserve for affordable housing, as an anti-displacement tool, and for other community development purposes.

Policy 5.18. Rebuild communities. Coordinate plans and investments with programs that enable communities impacted by involuntary displacement to maintain social and cultural connections, and re-establish a stable presence and participation in the impacted neighborhoods.

Policy 5.19. Aging in place. Encourage a range of housing options and supportive environments to enable older adults to remain in their communities as their needs change.

84. Finding: The policies 5.16 through 5.19 do not apply because the BPCU project impacts the standards for bicycle parking in new development and does not include standards that address creating affordable housing, land banking or aging in place.

Housing location

Policy 5.20. Coordinate housing needs in high-poverty areas. Meet the housing needs of under-served and under-represented populations living in high-poverty areas by coordinating plans and investments with housing programs.

Policy 5.21. Access to opportunities. Improve equitable access to active transportation, jobs, open spaces, high-quality schools, and supportive services and amenities in areas with high concentrations of under-served and under-represented populations and an existing supply of affordable housing.

Policy 5.22. New development in opportunity areas. Locate new affordable housing in areas that have high/medium levels of opportunity in terms of access to active transportation, jobs, open spaces, high-quality schools, and supportive services and amenities. *See Figure 5-1 – Housing Opportunity Map.*

Policy 5.23. Higher-density housing. Locate higher-density housing, including units that are affordable and accessible, in and around centers to take advantage of the access to active transportation, jobs, open spaces, schools, and various services and amenities.

Policy 5.24. Impact of housing on schools. Evaluate plans and investments for the effect of housing development on school enrollment, financial stability, and student mobility. Coordinate with school districts to ensure plans are aligned with school facility plans.

85. Finding: The policies 5.20 through 5.24 do not apply because the BPCU project impacts the standards for bicycle parking in new development and does not affect the location of affordable housing.

Housing affordability

Policy 5.25. Housing preservation. Preserve and produce affordable housing to meet needs that are not met by the private market by coordinating plans and investments with housing providers and organizations.

Policy 5.26. Regulated affordable housing target. Strive to produce at least 10,000 new regulated affordable housing units citywide by 2035 that will be affordable to households in the 0-80 percent MFI bracket.

Policy 5.27. Funding plan. Encourage development or financial or regulatory mechanisms to achieve the regulated affordable housing target set forth for 2035.

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Policy 5.28. Inventory of regulated affordable housing. Coordinate periodic inventories of the supply of regulated affordable housing in the four-county (Clackamas, Clark, Multnomah and Washington) region with Metro.

Policy 5.29. Permanently-affordable housing. Increase the supply of permanently-affordable housing, including both rental and homeownership opportunities.

86. Finding: The policies 5.25 through 5.29 do not apply because the BPCU project impacts the standards for bicycle parking in new development and does not include standards that impact the city meeting its housing targets or taking inventory of regulated affordable housing.

Policy 5.30. Housing cost burden. Evaluate plans and investments for their impact on household cost, and consider ways to reduce the combined cost of housing, utilities, and/or transportation. Encourage energy-efficiency investments to reduce overall housing costs.

87. Finding: The BPCU project meets this goal. The BPCU project requires the provision of safe, convenient, accessible bicycle parking, making it easier for people to choose to use bicycles for transportation. Bicycling is an affordable mode of transportation, and the use of bicycles can reduce a household's combined housing and transportation costs.

88. Finding: Project staff worked to ensure the amendments were clear and objective and do not cause unreasonable cost or delay in providing needed housing. The BPCU project supports reducing overall household costs by supporting low-cost, low-carbon transportation options for all Portlanders. Transportation is the second highest household cost and owning a car can cost a family approximately \$8,500 a year. The project supports low-cost, active transportation options which can provide tangible economic benefits to individuals and households across Portland.

Policy 5.31. Household prosperity. Facilitate expanding the variety of types and sizes of affordable housing units, and do so in locations that provide low-income households with greater access to convenient transit and transportation, education and training opportunities, the Central City, industrial districts, and other employment areas.

Policy 5.33. Central City affordable housing. Encourage the preservation and production of affordable housing in the Central City to take advantage of the area's unique concentration of active transportation access, jobs, open spaces, and supportive services and amenities.

Policy 5.34. Affordable housing resources. Pursue a variety of funding sources and mechanisms including new financial and regulatory tools to preserve and develop housing units and various assistance programs for households whose needs are not met by the private market.

Policy 5.35. Inclusionary housing. Use inclusionary zoning and other regulatory tools to effectively link the production of affordable housing to the production of market-rate housing.

89. Finding: The policies 5.31 through 5.35 do not apply because the BPCU project impacts the standards for bicycle parking in new development and does not include standards that impact inclusionary housing, the production of affordable housing in the Central City or other affordable housing resources.

Policy 5.36. Impact of regulations on affordability. Evaluate how existing and new regulations affect private development of affordable housing, and minimize negative impacts where possible. Avoid regulations that facilitate economically-exclusive neighborhoods.

90. Finding: The BPCU project meets this goal. Staff worked to ensure the amendments were clear and objective and minimized negative impacts such as unreasonable cost or delay in providing

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needed housing. For example, staff in collaboration with DECA Architecture, conducted a Spatial and Economic Study of the BPCU amendment proposals in the Discussion Draft. Details on the analysis can be found in the Appendices. The Study found that the biggest impact of the BPCU project were on small sites (5,000 sq. ft.) where space is limited to accommodate adequate bicycle parking. The PSC adopted several amendments to address these small site constraints, including, not requiring any bicycle parking for sites with 4 or fewer units and for sites with up to 12 units, 100 percent of long-term bicycle parking can be provided in dwelling units, as opposed to use limited space outside the unit for bicycle parking.

Policy 5.37. Mobile home parks. Encourage preservation of mobile home parks as a low/moderate-income housing option. Evaluate plans and investments for potential redevelopment pressures on existing mobile home parks and impacts on park residents and protect this low/moderate-income housing option. Facilitate replacement and alteration of manufactured homes within an existing mobile home park.

Policy 5.38. Workforce housing. Encourage private development of a robust supply of housing that is affordable to moderate-income households located near convenient multimodal transportation that provides access to education and training opportunities, the Central City, industrial districts, and other employment areas.

Policy 5.39. Compact single-family options. Encourage development and preservation of small resource-efficient and affordable single-family homes in all areas of the city.

Policy 5.40 Employer-assisted housing. Encourage employer-assisted affordable housing in conjunction with major employment development.

Policy 5.41 Affordable homeownership. Align plans and investments to support improving homeownership rates and locational choice for people of color and other groups who have been historically under-served and under-represented.

Policy 5.42 Homeownership retention. Support opportunities for homeownership retention for people of color and other groups who have been historically under-served and under-represented.

Policy 5.43 Variety in homeownership opportunities. Encourage a variety of ownership opportunities and choices by allowing and supporting including but not limited to condominiums, cooperatives, mutual housing associations, limited equity cooperatives, land trusts, and sweat equity.

Policy 5.44 Regional cooperation. Facilitate opportunities for greater regional cooperation in addressing housing needs in the Portland metropolitan area, especially for the homeless, low- and moderate-income households, and historically under-served and under-represented communities.

Policy 5.45 Regional balance. Encourage development of a “regional balance” strategy to secure greater regional participation to address the housing needs of homeless people and communities of color, low- and moderate-income households, and historically under-served and under-represented communities throughout the region.

91. Finding: The policies 5.37 through 5.45 do not apply because the BPCU project impacts the standards for bicycle parking in new development and does not include standards that impact the preservation of diverse affordable housing types or homeownership opportunities.

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Homelessness

Policy 5.46. Housing continuum. Prevent homelessness and reduce the time spent being homeless by allowing and striving to provide a continuum of safe and affordable housing opportunities and related supportive services including but not limited to rent assistance, permanent supportive housing, transitional housing, micro housing communities, emergency shelters, temporary shelters such as warming centers, and transitional campground/ rest areas.

92. Finding: This policy does not apply because the BPCU amendments impact only the standards around bicycle parking in new development and do not affect the continuum of housing opportunities.

Health, safety, and well-being

Policy 5.47 Healthy housing. Encourage development and maintenance of all housing, especially multi-dwelling housing, that protects the health and safety of residents and encourages healthy lifestyles and active living.

93. Finding: The BPCU project meets policy 5.47 because the project requires convenient, safe bicycle parking in new construction, supporting the use of bicycling, an active transportation mode, for recreation and transportation. Regular physical activity, including the use of active transportation, helps protect overall health and encourage active living.

Policy 5.48. Housing safety. Require safe and healthy housing free of hazardous materials such as lead, asbestos, and radon.

Policy 5.49. Housing quality. Encourage housing that provides high indoor air quality, access to sunlight and outdoor spaces, and is protected from excessive noise, pests, and hazardous environmental conditions.

Policy 5.50. High-performance housing. Encourage energy efficiency, green building practices, materials, and design to produce healthy, efficient, durable, and adaptable homes that are affordable or reasonably priced.

94. Finding: The policies 5.48 through 5.50 do not apply because the BPCU project impacts the standards for bicycle parking in new development and does not include standards that address hazardous materials, indoor air quality or energy efficiency of developments.

Policy 5.51. Healthy and active living. Encourage housing that provides features supportive of healthy eating and active living such as useable open areas, recreation areas, community gardens, crime-preventive design, and community kitchens in multifamily housing.

95. Finding: The BPCU project meets policy 5.51 because the project requires convenient, safe bicycle parking in new construction, supporting the use of bicycling, an active transportation mode, for recreation and transportation. Regular physical activity, including the use of active transportation, helps improve overall health and fitness and promotes active living.

Policy 5.52. Walkable surroundings. Encourage active transportation in residential areas through the development of pathways, sidewalks, and high-quality onsite amenities such as secure bicycle parking.

96. Finding: The BPCU project meets policy 5.52 because the project will increase the supply of bicycle parking, which supports bicycling, an active mode of transportation. The BPCU will ensure that there is adequate secure bicycle parking to meet city bicycle mode split goals. Additionally, the BPCU project removed a number of current code provisions that led to less secure bicycle parking,

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and focused the security standards on locked, restricted access rooms or spaces for long-term bicycle parking.

Policy 5.53. Responding to social isolation. Encourage site designs and relationship to adjacent developments that reduce social isolation for groups that often experience it, such as older adults, people with disabilities, communities of color, and immigrant communities.

Policy 5.54. Renter protections. Enhance renter health, safety, and stability through education, expansion of enhanced inspections, and support of regulations and incentives that protect tenants and prevent involuntary displacement.

97. Finding: The policies 5.53 through 5.54 do not apply because the BPCU project impacts the standards for bicycle parking in new development and does not include standards that address site design to reduce social isolation or renter protections.

Chapter 6: Economic Development

Goal 6.A: Prosperity. Portland has vigorous economic growth and a healthy, diverse economy that supports prosperity and equitable access to employment opportunities for an increasingly diverse population. A strong economy that is keeping up with population growth and attracting resources and talent can:

- Create opportunity for people to achieve their full potential.
- Improve public health.
- Support a healthy environment.
- Support the fiscal well-being of the city.

98. Finding: The BPCU project meets Goal 6.A. because the project will increase the supply of bicycle parking, which supports bicycling, a low-cost transportation option. Transportation is the second highest household cost and owning a car can cost a family approximately \$8,500 a year. The BPCU standards support low-cost active transportation options which can provide tangible economic benefits to individuals and households across Portland.

99. Finding: The BPCU project supports people to use bicycling as a mode of transportation, which could be beneficial for reaching jobs, improving personal health, and reducing carbon emissions from the transportation sector.

Goal 6.B: Development. Portland supports an attractive environment for industrial, commercial, and institutional job growth and development by 1) maintaining an adequate land supply; 2) a local development review system that is nimble, predictable, and fair; and 3) high-quality public facilities and services.

100. Finding: The BPCU project meets Goal 6.B. because the project staff worked with members of the development community and the Bureau of Development Services to include standards that are predictable and fair.

Goal 6.C: Business district vitality. Portland implements land use policy and investments to:

- Ensure that commercial, institutional, and industrial districts support business retention and expansion.
- Encourage the growth of districts that support productive and creative synergies among local businesses.

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- Provide convenient access to goods, services, and markets.
- Take advantage of our location and quality of life advantages as a gateway to world-class natural landscapes in Northwest Oregon, Southwest Washington, and the Columbia River Basin, and a robust interconnected system of natural landscapes within the region's Urban Growth Boundary.

101. Finding: The BPCU project meets Goal 6.C., and specifically the third bullet to “provide convenient access to goods, services, and markets”. In the Table 266-6, there are bicycle parking requirements for Commercial Uses, such as Retail Sales and Services and Restaurants and Bars. Requiring bicycle parking at these types of development support people who are accessing these businesses by bikes.

In testimony to the Planning and Sustainability Commission people explained the importance of having adequate amounts of bicycle parking near retail and services to support their trips.

102. Finding: The first, second and forth bullets under Goal 6.C. do not apply because the BPCU project impacts the standards for bicycle parking in new development and does not include standards that address business retention, the growth of business districts or the connection to natural landscapes.

Diverse, expanding city economy

Policy 6.1. Diverse and growing community. Expand economic opportunity and improve economic equity for Portland's diverse, growing population through sustained business growth.

Policy 6.2. Diverse and expanding economy. Align plans and investments to maintain the diversity of Portland's economy and status as Oregon's largest job center with growth across all sectors (commercial, industrial, creative, and institutional) and across all parts of the city.

Policy 6.3. Employment growth. Strive to capture at least 25 percent of the seven-county region's employment growth (Multnomah, Washington, Clackamas, Yamhill, Columbia, Clark, and Skamania counties).

Policy 6.4 Fiscally-stable city. Promote a high citywide jobs-to-households ratio that supports tax revenue growth at pace with residential demand for municipal services.

Policy 6.5. Economic resilience. Improve Portland's economic resilience to impacts from climate change and natural disasters through a strong local economy and equitable opportunities for prosperity.

Policy 6.6 Low-carbon and renewable energy economy. Align plans and investments with efforts to improve energy efficiency and reduce lifecycle carbon emissions from business operations. Promote employment opportunities associated with the production of renewable energy, energy efficiency projects, waste reduction, production of more durable goods, and recycling.

Policy 6.7 Competitive advantages. Maintain and strengthen the city's comparative economic advantages including access to a high-quality workforce, business diversity, competitive business climate, and multimodal transportation infrastructure.

Policy 6.8 Business environment. Use plans and investments to help create a positive business environment in the city and provide strategic assistance to retain, expand, and attract businesses.

Policy 6.9 Small business development. Facilitate the success and growth of small businesses and coordinate plans and investments with programs that provide technical and financial assistance to

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promote sustainable operating practices.

Policy 6.10 Business innovation. Encourage innovation, research, development, and commercialization of new technologies, products, and services through responsive regulations and public sector approaches.

Policy 6.11 Sharing economy. Encourage mechanisms that enable individuals, corporations, non-profits, and government to market, distribute, share, and reuse excess capacity in goods and services. This includes peer-to-peer transactions, crowd funding platforms, and a variety of business models to facilitate borrowing and renting unused resources.

Policy 6.12 Economic role of livability and ecosystem services. Conserve and enhance Portland's cultural, historic, recreational, educational, food-related, and ecosystem assets and services for their contribution to the local economy and their importance for retention and attraction of skilled workers and businesses.

103.Finding: The policies 6.1 through 6.12 do not apply because the BPCU project impacts the standards for bicycle parking in new development and does not include standards that directly address the expanding the city economy or the business environment in Portland.

Land Development

Policy 6.13 Land supply. Provide supplies of employment land that are sufficient to meet the long-term and short-term employment growth forecasts, adequate in terms of amounts and types of sites, available and practical for development and intended uses. Types of sites are distinguished primarily by employment geographies identified in the Economic Opportunities Analysis, although capacity needs for building types with similar site characteristics can be met in other employment geographies.

Policy 6.14 Brownfield redevelopment. Overcome financial-feasibility gaps to cleanup and redevelop 60 percent of brownfield acreage by 2035. Additional related policies are found in the Industrial and employment districts section of this chapter.

Policy 6.15 Regionally-competitive development sites. Improve the competitiveness of vacant and underutilized sites located in Portland's employment areas through the use of incentives, and regional and state assistance for needed infrastructure and site readiness improvements. '

104.Finding: The policies 6.13 through 6.15 do not apply because the BPCU project impacts the standards for bicycle parking in new development and does not include standards that address land supply, brownfield redevelopment or development of underutilized sites.

Policy 6.16 Regulatory climate. Improve development review processes and regulations to encourage predictability and support local and equitable employment growth and encourage business retention, including:

6.16.a. Assess and understand cumulative regulatory costs to promote Portland's financial competitiveness with other comparable cities.

6.16.b. Promote certainty for new development through appropriate allowed uses and "clear and objective" standards to permit typical development types without a discretionary review.

6.16.c. Allow discretionary-review as a way to facilitate flexible and innovative approaches to meet requirements.

6.16.d. Design and monitor development review processes to avoid unnecessary delays.

6.16.e. Promote cost effective compliance with federal and state mandates, productive

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intergovernmental coordination, and efficient, well-coordinated development review and permitting procedures.

6.16.f. Consider short-term market conditions and how area development patterns will transition over time when creating new development regulations.

Finding: The BPCU project meets Policy 6.16.a. to assess and understand cumulative regulatory costs. Project staff worked to ensure the amendments were clear and objective and do not cause unreasonable cost or delay in providing needed housing. For example, staff in collaboration with DECA Architecture, conducted a Spatial and Economic Study of the BPCU amendment proposals in the Discussion Draft. Details on the analysis can be found in the Appendices. The Study found that the biggest impact of the BPCU project were on small sites (5,000 sq. ft.) where space is limited to accommodate adequate bicycle parking. The PSC adopted several amendments to address these small site constraints, including, not requiring any bicycle parking for sites with 4 or fewer units and for sites with up to 12 units, 100 percent of long-term bicycle parking can be provided in dwelling units, as opposed to use limited space outside the unit for bicycle parking.

Policy 6.17 Short-term land supply. Provide for a competitive supply of development ready sites with different site sizes and types, to meet five-year demand for employment growth in the Central City, industrial areas, campus institutions, and neighborhood business districts.

Policy 6.18 Evaluate land needs. Update the Economic Opportunities Analysis and short-term land supply strategies every five to seven years.

Policy 6.19 Corporate headquarters. Provide land opportunities for development of corporate headquarters campuses in locations with suitable transportation facilities.

105.Finding: The policies 6.17 through 6.19 do not apply because the BPCU project impacts the standards for bicycle parking in new development and does not include standards that address land supply or providing site locations for corporate headquarters.

Trade sector competitiveness

Policy 6.20 Traded sector competitiveness. Align plans and investments with efforts to improve the city and regional business environment for traded sector and export growth. Participate in regional and statewide initiatives.

Policy 6.21 Traded sector diversity. Encourage partnerships to foster the growth, small business vitality, and diversity of traded sectors.

Policy 6.22 Clusters. Align plans and investments with efforts that direct strategic business development resources to enhance the competitiveness of businesses in traded sector clusters.

Policy 6.23 Trade and freight hub. Encourage investment in transportation systems and services that will retain and expand Portland's competitive position as a West Coast trade gateway and freight distribution hub.

Policy 6.24 Traded sector land supply. Foster traded sector retention, growth, and competitive advantages in industrial districts and the Central City. Recognize the concentration of traded-sector businesses in these districts.

Policy 6.25 Import substitution. Encourage local goods production and service delivery that substitute for imports and help keep the money Portlanders earn in the local economy.

Policy 6.26 Business opportunities in urban innovation. Strive to have Portland's built environment, businesses, and infrastructure systems showcase examples of best practices of innovation and

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sustainability.

106.Finding: The policies 6.20 through 6.26 do not apply because the BPCU project impacts the standards for bicycle parking in new development and does not include standards that address the trade sector.

Equitable household prosperity

Policy 6.27 Income self-sufficiency. Expand access to self-sufficient wage levels and career ladders for low-income people by maintaining an adequate and viable supply of employment land and public facilities to support and expand opportunities in Portland for middle- and high-wage jobs that do not require a 4-year college degree.

6.27.a. Support the role of industrial districts as a leading source of middle wage jobs that do not require a 4-year college degree and as a major source of wage-disparity reduction for under-served and under-represented communities.

6.27.b. Evaluate and limit negative impacts of plans and investments on middle and high wage job creation and retention.

Policy 6.28 East Portland job growth. Improve opportunities for East Portland to grow as a business destination and source of living wage jobs.

Policy 6.29 Poverty reduction. Encourage investment in, and alignment of, poverty reduction efforts that address economic development, land use, transportation, housing, social services, public health, community development, and workforce development.

Policy 6.30 Disparity reduction. Encourage investment in, and alignment of, public efforts to reduce racial, ethnic, and disability-related disparities in income and employment opportunity.

Policy 6.31 Minority-owned, woman-owned and emerging small business (MWESB) assistance. Ensure that plans and investments improve access to contracting opportunities for minority-owned, woman-owned, and emerging small businesses.

Policy 6.32 Urban renewal plans. Encourage urban renewal plans to primarily benefit existing residents and businesses within the urban renewal area through:

- Revitalization of neighborhoods.
- Expansion of housing choices.
- Creation of business and job opportunities.
- Provision of transportation linkages.
- Protection of residents and businesses from the threats posed by gentrification and displacement.
- The creation and enhancement of those features which improve the quality of life within the urban renewal area.

107.Finding: The policies 6.27 through 6.32 do not apply because the BPCU project impacts the standards for bicycle parking in new development and does not include standards that address expansion of job opportunities and development of job sites.

Central City

Policy 6.33 Central City. Improve the Central City's regional share of employment and continue its

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growth as the unique center of both the city and the region for innovation and exchange through commerce, employment, arts, culture, entertainment, tourism, education, and government.

Policy 6.34 Central City industrial districts. Protect and facilitate the long-term success of Central City industrial sanctuary districts, while supporting their evolution into places with a broad mix of businesses with high employment densities.

Policy 6.35 Innovation districts. Provide for expanding campus institutions in the Central City and Marquam Hill, and encourage business development that builds on their research and development strengths.

108.Finding: The policies 6.33 through 6.35 do not apply because the BPCU project impacts the standards for bicycle parking in new development and does not include standards that address expanding employment districts and campuses in the Central City.

Industrial and employment districts

Policy 6.36 Industrial land. Provide industrial land that encourages industrial business retention, growth, and traded sector competitiveness as a West Coast trade and freight hub, a regional center of diverse manufacturing, and a widely accessible base of family-wage jobs, particularly for under-served and underrepresented people.

Policy 6.37 Industrial sanctuaries. Protect industrial land as industrial sanctuaries identified on the Comprehensive Plan Map primarily for manufacturing and distribution uses and to encourage the growth of industrial activities in the city.

Policy 6.38 Prime industrial land retention. Protect the multimodal freight-hub industrial districts at the Portland Harbor, Columbia Corridor, and Brooklyn Yard as prime industrial land that is prioritized for long-term retention. See Figure 6-1 – Industrial and Employment Districts.

6.38.a. Protect prime industrial lands from quasi-judicial Comprehensive Plan Map amendments that convert prime industrial land to non-industrial uses, and consider the potential for other map amendments to otherwise diminish the economic competitiveness or viability of prime industrial land.

6.38.b. Limit conversion of prime industrial land through land use plans, regulations, or public land acquisition for non-industrial uses, especially land that can be used by river-dependent and river-related industrial uses.

6.38.c. Limit regulatory impacts on the capacity, affordability, and viability of industrial uses in the prime industrial area while ensuring environmental resources and public health are also protected.

6.38.d. Strive to offset the reduction of development capacity as needed, with additional prime industrial capacity that includes consideration of comparable site characteristics. Offsets may include but are not limited to additional brownfield remediation, industrial use intensification, strategic investments, and other innovative tools and partnerships that increase industrial utilization of industrial land.

6.38.e. Protect prime industrial land from siting for parks, schools, large format places of assembly, and large-format retail sales. **6.38.f.** Promote efficient use of freight hub infrastructure and prime industrial land by limiting non-industrial uses that do not need to be located in the prime industrial area.

Policy 6.39 Harbor access lands. Limit use of harbor access lands to river- or rail dependent or related

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industrial land uses due to the unique and necessary infrastructure and site characteristics of harbor access lands for river dependent industrial uses.

Policy 6.40 Portland Harbor Superfund Site. Take a leadership role to facilitate a cleanup of the Portland Harbor that moves forward as quickly as possible and that allocates cleanup costs fairly and equitably. Encourage a science-based and cost-effective cleanup solution that facilitates re-use of land for river- or rail dependent or related industrial uses.

Policy 6.41 Multimodal freight corridors. Encourage freight-oriented industrial development to locate where it can maximize the use of and support reinvestment in multimodal freight corridors.

Policy 6.42 Columbia East. Provide a mix of industrial and limited business park development in Columbia East (east of 82nd Avenue) that expand employment opportunities supported by proximity to Portland International Airport and multimodal freight access.

Policy 6.43 Dispersed employment areas. Provide small, dispersed employment areas for a flexible and affordable mix of office, creative services, small-scale manufacturing, traded sector and distribution, and other small-format light industrial and commercial uses with access to nearby freeways or truck streets.

Policy 6.44 Industrial land use intensification. Encourage reinvestment in, and intensification of, industrial land use, as measured by output and throughput per acre.

Policy 6.45 Industrial brownfield redevelopment. Provide incentives, investments, technical assistance and other direct support to overcome financial-feasibility gaps to enable remediation and redevelopment of brownfields for industrial growth.

Policy 6.46 Impact analysis. Evaluate and monitor the impacts on industrial land capacity that may result from land use plans, regulations, public land acquisition, public facility development, and other public actions to protect and preserve existing industrial lands.

Policy 6.47 Clean, safe, and green. Encourage improvements to the cleanliness, safety, and ecological performance of industrial development and freight corridors by facilitating adoption of market feasible new technology and design.

Policy 6.48 Fossil fuel distribution. Limit fossil fuels distribution and storage facilities to those necessary to serve the regional market.

Policy 6.49 Industrial growth and watershed health. Facilitate concurrent strategies to protect and improve industrial capacity and watershed health in the Portland Harbor and Columbia Corridor areas.

Policy 6.50 District expansion. Provide opportunities for expansion of industrial areas based on evaluation of forecasted need and the ability to meet environmental, social, economic, and other goals.

Policy 6.51 Golf course reuse and redevelopment. Facilitate a mix of industrial, natural resource, and public open space uses on privately-owned golf course sites in the Columbia Corridor that property owners make available for reuse.

Policy 6.52 Residential and commercial reuse. Facilitate compatible industrial or employment redevelopment on residential or commercial sites that become available for reuse if the site is in or near prime industrial areas, and near a freeway or on a freight street.

Policy 6.53 Mitigation banks. Facilitate industrial site development by promoting and allowing environmental mitigation banks that serve industrial land uses on prime industrial land.

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Policy 6.54 Neighborhood buffers. Maintain and enhance major natural areas, open spaces, and constructed features as boundaries and buffers for the Portland Harbor and Columbia Corridor industrial areas.

Policy 6.55 Neighborhood park use. Allow neighborhood park development within industrial zones where needed to provide adequate park service within one-half mile of every resident.

109.Finding: The policies 6.36 through 6.55 do not apply because the BPCU project impacts the standards for bicycle parking in new development and does not include standards that address industrial districts or allowing types of industrial uses on sites.

Campus Institutions

Policy 6.56 Campus institutions. Provide for the stability and growth of Portland’s major campus institutions as essential service providers, centers of innovation, workforce development resources, and major employers. See Figure 6-2 – Campus Institutions.

Policy 6.57 Campus land use. Provide for major campus institutions as a type of employment land, allowing uses typically associated with health care and higher education institutions. Coordinate with institutions in changing campus zoning to provide land supply that is practical for development and intended uses.

110.Finding: The policies 6.56 and 6.57 do not apply because the BPCU project impacts the standards for bicycle parking in new development and does not include standards that address the land use for campus institutions.

Policy 6.58 Development impacts. Protect the livability of surrounding neighborhoods through adequate infrastructure and campus development standards that foster suitable density and attractive campus design. Minimize off-site impacts in collaboration with institutions and neighbors, especially to reduce automobile traffic and parking impacts.

111.Finding: The BPCU project meets this policy. The BPCU project requires the provision of safe, accessible, convenient bicycle parking in new construction. This supports the use of bicycling, an active and zero-emission mode, for trips, potentially reducing demand for automobile parking and car traffic.

Policy 6.59 Community amenities and services. Encourage campus development that provides amenities and services to surrounding neighborhoods, emphasizing the role of campuses as centers of community activity.

Policy 6.60 Campus edges. Provide for context-sensitive, transitional uses, and development at the edges of campus institutions to enhance their integration into surrounding neighborhoods, including mixed-use and neighborhood-serving commercial uses where appropriate.

Policy 6.61 Satellite facilities. Encourage opportunities for expansion of uses, not integral to campus functions, to locate in centers and corridors to support their economic vitality.

112.Finding: The policies 6.59 and 6.61 do not apply because the BPCU project impacts the standards for bicycle parking in new development and does not include standards that address the land use for campus institutions.

Neighborhood business districts

Policy 6.62 Neighborhood business districts. Provide for the growth, economic equity, and vitality of neighborhood business districts. See Figure 6-3 – Neighborhood Business Districts.

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Policy 6.63 District function. Enhance the function of neighborhood business districts as a foundation of neighborhood livability.

Policy 6.64 Small, independent businesses. Facilitate the retention and growth of small and locally-owned businesses.

Policy 6.65 Home-based businesses. Encourage and expand allowances for small, low impact home based businesses in residential areas, including office or personal service uses with infrequent or by-appointment customer or client visits to the site. Allow a limited number of employees, within the scale of activity typical in residential areas. Allow home-based businesses on sites with accessory dwelling units.

Policy 6.66 Neighborhood-serving business. Provide for neighborhood business districts and small commercial nodes in areas between centers to expand local access to goods and services. Allow nodes of small-scale neighborhood-serving commercial uses in large planned developments and as a ground floor use in high density residential areas.

Policy 6.67 Retail development. Provide for a competitive supply of retail sites that support the wide range of consumer needs for convenience, affordability, accessibility, and diversity of goods and services, especially in under-served areas of Portland.

Policy 6.68 Investment priority. Prioritize commercial revitalization investments in neighborhoods that serve communities with limited access to goods and services.

Policy 6.69 Non-conforming neighborhood business uses. Limit non-conforming uses to reduce adverse impacts on nearby residential uses while avoiding displacement of existing neighborhood businesses.

Policy 6.70 Involuntary commercial displacement. Evaluate plans and investments for their impact on existing businesses.

6.70.a. Limit involuntary commercial displacement in areas at risk of gentrification, and incorporate tools to reduce the cost burden of rapid neighborhood change on small business owners vulnerable to displacement.

6.70.b. Encourage the preservation and creation of affordable neighborhood commercial space to support a broad range of small business owners.

Policy 6.71 Temporary and informal markets and structures. Acknowledge and support the role that temporary markets (farmers markets, craft markets, flea markets, etc.) and other temporary or mobile-vending structures play in enabling startup business activity. Also acknowledge that temporary uses may ultimately be replaced by more permanent development and uses.

Policy 6.72 Community economic development. Encourage collaborative approaches to align land use and neighborhood economic development for residents and business owners to better connect and compete in the regional economy.

6.72.a. Encourage broad-based community coalitions to implement land use and economic development objectives and programs.

6.72.b. Enhance opportunities for cooperation and partnerships between public and private entities that promote economic vitality in communities most disconnected from the regional economy.

6.72.c. Encourage cooperative efforts by area businesses, Business Associations, and Neighborhood Associations to work together on commercial revitalization efforts, sustainability

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initiatives, and transportation demand management.

Policy 6.73 Centers. Encourage concentrations of commercial services and employment opportunities in centers.

6.73.a. Encourage a broad range of neighborhood commercial services in centers to help residents and others in the area meet daily needs and/or serve as neighborhood gathering places.

6.73.b. Encourage the retention and further development of grocery stores and local markets as essential elements of centers.

6.73.c. Enhance opportunities for services and activities in centers that are responsive to the needs of the populations and cultural groups of the surrounding area.

6.73.d. Require ground-level building spaces in core areas of centers accommodate commercial or other street-activating uses and services.

6.73.e. Encourage employment opportunities as a key function of centers, including connections between centers, institutions, and other major employers to reinforce their roles as vibrant centers of activity.

113.Finding: The policies 6.62 through 6.73 do not apply because the BPCU project impacts only the standards around bicycle parking and do not affect employment or the function of commercial districts.

Chapter 7: Environmental and Watershed Health

Goal 7.A: Climate. Carbon emissions are reduced to 50 percent below 1990 levels by 2035.

114.Finding: The BPCU project meets this goal. Transportation emissions make up 40% of total carbon emissions. The BPCU project makes it easier for people in Portland to use bicycles for transportation and recreation rather than fossil-fueled vehicles.

Goal 7.B: Healthy watersheds and environment. Ecosystem services and ecosystem functions are maintained and watershed conditions have improved over time, supporting public health and safety, environmental quality, fish and wildlife, cultural values, economic prosperity, and the intrinsic value of nature.

Goal 7.C: Resilience. Portland's built and natural environments function in complementary ways and are resilient in the face of climate change and natural hazards.

Goal 7.D: Environmental equity. All Portlanders have access to clean air and water, can experience nature in their daily lives, and benefit from development designed to lessen the impacts of natural hazards and environmental contamination.

Goal 7.E: Community stewardship. Portlanders actively participate in efforts to maintain and improve the environment, including watershed health.

115.Finding: Goals 7B through 7E do not apply because the BPCU project affects the requirement of bicycle parking in new construction and the standards do not address environmental and watershed health.

Improve environmental quality and resilience

Policy 7.1 Environmental quality. Protect or support efforts to protect air, water, and soil quality, and associated benefits to public and ecological health and safety, through plans and investments.

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Policy 7.2 Environmental equity. Prevent or reduce adverse environment-related disparities affecting under-served and under-represented communities through plans and investments. This includes addressing disparities relating to air and water quality, natural hazards, contamination, climate change, and access to nature.

Policy 7.3 Ecosystem services. Consider the benefits provided by healthy ecosystems that contribute to the livability and economic health of the city.

116.Finding: Policies 7.1 through 7.3 do not apply. While the BPCU project makes it easier for people in Portland to use bicycles for transportation and recreation rather than fossil-fueled vehicles which is beneficial to the environment, the standards do not directly address air, soil and water quality, environmental disparities and natural hazards or ecosystem services.

Policy 7.4 Climate change. Update and implement strategies to reduce carbon emissions and impacts, and increase resilience through plans and investments and public education.

117.Finding: The BPCU project meets the intent of Policy 7.4. Transportation emissions make up 40% of total carbon emissions. The BPCU project makes it easier for people in Portland to use bicycles for transportation and recreation rather than fossil-fueled vehicles.

7.4.a. Carbon sequestration. Enhance the capacity of Portland's urban forest, soils, wetlands, and other water bodies to serve as carbon reserves.

7.4.b. Climate adaptation and resilience. Enhance the ability of rivers, streams, wetlands, floodplains, urban forest, habitats, and wildlife to limit and adapt to climate-exacerbated flooding, landslides, wildfire, and urban heat island effects.

118.Finding: Policies 7.4.a. and 7.4.b. do not apply. While the BPCU project makes it easier for people in Portland to use bicycles for transportation and recreation rather than fossil-fueled vehicles, the standards do not directly address carbon sequestration or enhancing the environment's ability to adapt to climate change related flooding, landslides, wildfire or heat island effects.

Policy 7.5 Air quality. Improve, or support efforts to improve, air quality through plans and investments, including reducing exposure to air toxics, criteria pollutants, and urban heat island effects. Consider the impacts of air quality on the health of all Portlanders. Coordinate with the Oregon Department of Environmental Quality to incorporate up-to-date air quality information and best practices into planning and investment decisions.

Policy 7.6 Hydrology. Improve, or support efforts to improve, watershed hydrology, through plans and investments, to achieve more natural flow and enhance conveyance and storage capacity in rivers, streams, floodplains, wetlands, and aquifers. Minimize impacts from development and associated impervious surfaces, especially in areas with poorly-infiltrating soils and limited public stormwater discharge points, and encourage restoration of degraded hydrologic functions.

Policy 7.7 Water quality. Improve, or support efforts to improve, water quality in rivers, streams, floodplains, groundwater, and wetlands through land use plans and investments, to address water quality issues including toxics, bacteria, temperature, metals, and sediment pollution. Consider the impacts of water quality on the health of all Portlanders.

Policy 7.8 Biodiversity. Strive to achieve and maintain self-sustaining populations of native species, including native plants, native resident and migratory fish and wildlife species, at-risk species, and beneficial insects (such as pollinators) through plans and investments.

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Policy 7.9 Habitat and biological communities. Improve, or support efforts to improve, fish and wildlife habitat and biological communities. Use plans and investments to enhance the diversity, quantity, and quality of habitats habitat corridors, and especially habitats that:

- Are rare or declining.
- Support at-risk plant and animal species and communities.
- Support recovery of species under the Endangered Species Act, and prevent new listings.
- Provide culturally important food sources, including those associated with Native American fishing rights.

Policy 7.10 Habitat connectivity. Improve or support efforts to improve terrestrial and aquatic habitat connectivity for fish and wildlife by using plans and investments, to:

- Prevent and repair habitat fragmentation.
- Improve habitat quality.
- Weave habitat into sites as new development occurs.
- Enhance or create habitat corridors that allow fish and wildlife to safely access and move through and between habitat areas.
- Promote restoration and protection of floodplains.

Policy 7.11 Urban forest. Improve, or support efforts to improve the quantity, quality, and equitable distribution of Portland's urban forest through plans and investments.

7.11.a. Tree preservation. Require and incent preservation of large healthy trees, native trees and vegetation, tree groves, and forested areas.

7.11.b. Urban forest diversity. Coordinate plans and investments with efforts to improve tree species diversity and age diversity.

7.11.c. Tree canopy. Coordinate plans and investments toward meeting City tree canopy goals.

7.11.d. Tree planting. Invest in tree planting and maintenance, especially in low-canopy areas, neighborhoods with under-served or under-represented communities, and within and near urban habitat corridors.

7.11.e. Vegetation in natural resource areas. Require native trees and vegetation in significant natural resource areas.

7.11.f. Resilient urban forest. Encourage planting of Pacific Northwest hardy and climate change resilient native trees and vegetation generally, and especially in urban habitat corridors.

7.11.g. Trees in land use planning. Identify priority areas for tree preservation and planting in land use plans, and incent these actions.

7.11.h. Managing wildfire risk. Address wildfire hazard risks and management priorities through plans and investments.

Policy 7.12 Invasive species. Prevent or reduce the spread of invasive plants, remove infestations, and support efforts to reduce the impacts of invasive plants, animals, and insects, through plans, investments, and education.

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Policy 7.13 Soils. Coordinate plans and investments with programs that address human induced soil loss, erosion, contamination, or other impairments to soil quality and function.

Policy 7.14 Natural hazards. Prevent development-related degradation of natural systems and associated increases in landslide, wildfire, flooding, and earthquake risks.

Policy 7.15 Brownfield remediation. Improve environmental quality and watershed health by promoting and facilitating brownfield remediation and redevelopment that incorporates ecological site design and resource enhancement.

Policy 7.16 Adaptive management. Evaluate trends in watershed and environmental health, and use current monitoring data and information to guide and support improvements in the effectiveness of City plans and investments.

Policy 7.17 Restoration partnerships. Coordinate plans and investments with other jurisdictions, air and water quality regulators, watershed councils, soil and water conservation districts, Sovereign nations, and community organizations and groups including under-served and under-represented communities, to optimize the benefits, distribution, and cost-effectiveness of watershed restoration and enhancement efforts.

Policy 7.18 Community stewardship. Encourage voluntary cooperation between property owners, community organizations, and public agencies to restore or re-create habitat on their property, including removing invasive plants and planting native species.

119.Finding: The policies 7.1 through 7.3 and 7.4 through 7.18 do not apply. While the BPCU project makes it easier for people in Portland to use bicycles for transportation and recreation rather than fossil-fueled vehicles, the standards do not directly address these policies under environmental quality and resilience.

Planning for natural resource protection

Policy 7.19 Natural resource protection. Protect the quantity, quality, and function of significant natural resources identified in the City's natural resource inventory, including:

- Rivers, streams, sloughs, and drainageways.
- Floodplains.
- Riparian corridors.
- Wetlands.
- Groundwater.
- Native and other beneficial vegetation species and communities.
- Aquatic and terrestrial habitats, including special habitats or habitats of concern, large anchor habitats, habitat complexes and corridors, rare and declining habitats such as wetlands, native oak, bottomland hardwood forest, grassland habitat, shallow water habitat, and habitats that support special-status or at-risk plant and wildlife species.
- Other resources identified in natural resource inventories.

Policy 7.20 Natural resource inventory. Maintain an up-to-date inventory by identifying the location and evaluating the relative quantity and quality of natural resources.

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Policy 7.21 Environmental plans and regulations. Maintain up-to-date environmental protection plans and regulations that specify the significant natural resources to be protected and the types of protections to be applied, based on the best data and science available and on an evaluation of cumulative environmental, social, and economic impacts and tradeoffs. See Figure 7-2 — Adopted Environmental Plans.

7.21.a. Improve the effectiveness of environmental protection plans and regulations to protect and encourage enhancement of ecological functions and ecosystem services.

7.21.b. Prevent or reduce disproportionate environmental impacts on underserved and under-represented communities.

Policy 7.22 Land acquisition priorities and coordination. Maintain a land acquisition program as a tool to protect and support natural resources and their functions. Coordinate land acquisition with the programs of City bureaus and other agencies and organizations.

120.Finding: The policies 7.19 through 7.22 do not apply because the BPCU project affects the requirement of bicycle parking in new construction and the standards do not address natural resource protection.

Protecting natural resources in development situations

Policy 7.23 Impact evaluation. Evaluate the potential adverse impacts of proposed development on significant natural resources, their functions, and the ecosystem services they provide to inform and guide development design and mitigation consistent with policies 7.24-7.26, and other relevant Comprehensive Plan policies.

Policy 7.24 Regulatory hierarchy: avoid, minimize, mitigate. Maintain regulations requiring that the potential adverse impacts of new development on significant natural resources and their functions first be avoided where practicable, then minimized, then lastly, mitigated.

Policy 7.25 Mitigation effectiveness. Require that mitigation approaches compensate fully for adverse impacts on locally and regionally significant natural resources and functions. Require mitigation to be located as close to the impact as possible. Mitigation must also take place within the same watershed or portion of the watershed that is within the Portland Urban Services Boundary, unless mitigating outside of these areas will provide a greater local ecological benefit. Mitigation will be subject to the following preference hierarchy:

1. On the site of the resource subject to impact with the same kind of resource; if that is not possible, then
2. Off-site with the same kind of resource; if that is not possible, then
3. On-site with a different kind of resource; if that is not possible, then
4. Off-site with a different kind of resource.

Policy 7.26 Improving environmental conditions through development. Encourage ecological site design, site enhancement, or other tools to improve ecological functions and ecosystem services in conjunction with new development and alterations to existing development.

121.Finding: The policies 7.23 through 7.26 do not apply because the BPCU project affects the requirement of bicycle parking in new construction and the standards do not address natural resource impact mitigation and development mitigation.

Aggregate resources

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Policy 7.27 Aggregate resource protection. Protect aggregate resource sites for current and future use where there are no major conflicts with urban needs, or where these conflicts may be resolved.

Policy 7.28 Aggregate resource development. When aggregate resources are developed, ensure that development minimizes adverse environmental impacts and impacts on adjacent land uses.

Policy 7.29 Mining site reclamation. Ensure that the reclamation of mining sites protects public health and safety, protects fish and wildlife (including at-risk species), enhances or restores habitat (including rare and declining habitat types), restores adequate watershed conditions and functions on the site, and is compatible with the surrounding land uses and conditions of nearby land.

122.Finding: The policies 7.27 through 7.29 do not apply because the BPCU project affects the requirement of bicycle parking in new construction and the standards do not address aggregate resource protection or development.

Columbia River Watershed

Policy 7.30 In-water habitat. Enhance in-water habitat for native fish and wildlife, particularly in the Oregon Slough and near-shore environments along the Columbia River.

Policy 7.31 Sensitive habitats. Enhance grassland, beach, riverbanks, wetlands, bottomland forests, shallow water habitats, and other key habitats for wildlife traveling along the Columbia River migratory corridor, while continuing to manage the levees and floodplain for flood control.

Policy 7.32 River-dependent and river-related uses. Maintain plans and regulations that recognize the needs of river-dependent and river-related uses while also supporting ecologically-sensitive site design and practices.

123.Finding: The policies 7.30 through 7.32 do not apply because the BPCU project affects the requirement of bicycle parking in new construction and the standards do not address standards related to the Columbia River Watershed.

Willamette River Watershed

Policy 7.33 Fish habitat. Provide adequate intervals of ecologically-functional shallow water habitat for native fish along the entire length of the Willamette River within the city, and at the confluences of its tributaries.

Policy 7.34 Stream connectivity. Improve stream connectivity between the Willamette River and its tributaries.

Policy 7.35 River bank conditions. Preserve existing river bank habitat and encourage the rehabilitation of river bank sections that have been significantly altered due to development with more fish and wildlife friendly riverbank conditions.

Policy 7.36 South Reach ecological complex. Enhance habitat quality and connections between Ross Island, Oaks Bottom, and riverfront parks and natural areas south of the Central City, to enhance the area as a functioning ecological complex.

Policy 7.37 Contaminated sites. Promote and support programs that facilitate the cleanup, reuse, and restoration of the Portland Harbor Superfund site and other contaminated upland sites.

Policy 7.38 Sensitive habitats. Protect and enhance grasslands, beaches, floodplains, wetlands, remnant native oak, bottomland hardwood forest, and other key habitats for native wildlife including shorebirds, waterfowl, and species that migrate along the Pacific Flyway and the Willamette River corridor.

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Policy 7.39 Riparian corridors. Increase the width and quality of vegetated riparian buffers along the Willamette River.

Policy 7.40 Connected upland and river habitats. Enhance habitat quality and connectivity between the Willamette riverfront, the Willamette's floodplain, and upland natural resource areas.

Policy 7.41 River-dependent and river-related uses. Develop and maintain plans and regulations that recognize the needs of river-dependent and river-related uses, while also supporting ecologically-sensitive site design and practices.

Policy 7.42 Forest Park. Enhance Forest Park as an anchor habitat and recreational resource.

124.Finding: The policies 7.33 through 7.42 do not apply because the BPCU project affects the requirement of bicycle parking in new construction and the standards do not address standards related to the Willamette River Watershed or Forest Park.

Columbia Slough Watershed

Policy 7.43 Fish passage. Restore in-stream habitat and improve fish passage within the Columbia Slough, including for salmonids in the lower slough.

Policy 7.44 Flow constriction removal. Reduce constriction, such as culverts, in the slough channels, to improve the flow of water and water quality.

Policy 7.45 Riparian corridors. Increase the width, quality, and native plant diversity of vegetated riparian buffers along Columbia Slough channels and other drainageways within the watershed, while also managing the slough for flood control.

Policy 7.46 Sensitive habitats. Enhance grasslands and wetland habitats in the Columbia Slough, such as those found in the Smith and Bybee Lakes and at the St. Johns Landfill site, to provide habitat for sensitive species, and for wildlife traveling along the Columbia and Willamette river migratory corridors.

Policy 7.47 Connected rivers habitats. Enhance upland habitat connections to the Willamette and Columbia rivers.

Policy 7.48 Contaminated sites. Ensure that plans and investments are consistent with and advance programs that facilitate the cleanup, reuse, and restoration of contaminated sites that are adjacent, or that discharge stormwater, to the Columbia Slough.

Policy 7.49 Portland International Airport. Protect, restore, and enhance natural resources and functions in the Portland International Airport plan district, as identified in Portland International Airport/Middle Columbia Slough Natural Resources Inventory. Accomplish this through regulations, voluntary strategies, and the implementation of special development standards.

125.Finding: The policies 7.43 through 7.49 do not apply because the BPCU project affects the requirement of bicycle parking in new construction and the standards do not address standards related to the Columbia Slough Watershed.

Fanno and Tryon Creek Watersheds

Policy 7.50 Stream connectivity. Encourage the daylighting of piped portions of Tryon and Fanno creeks and their tributaries.

Policy 7.51 Riparian and habitat corridors. Protect and enhance riparian habitat quality and connectivity along Tryon and Fanno creeks and their tributaries. Enhance connections between

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riparian areas, parks, anchor habitats, and areas with significant tree canopy. Enhance in-stream and upland habitat connections between Tryon Creek State Natural Area and the Willamette River.

Policy 7.52 Reduced hazard risks. Reduce the risks of landslides and streambank erosion by protecting trees and vegetation that absorb stormwater, especially in areas with steep slopes or limited access to stormwater infrastructure.

126.Finding: The policies 7.50 through 7.52 do not apply because the BPCU project affects the requirement of bicycle parking in new construction and the standards do not address standards related to the Fanno and Tryon Creek Watersheds.

Johnson Creek Watershed

Policy 7.53 In-stream and riparian habitat. Enhance in-stream and riparian habitat and improve fish passage for salmonids along Johnson Creek and its tributaries.

Policy 7.54 Floodplain restoration. Enhance Johnson Creek floodplain functions to increase flood-storage capacity, improve water quality, and enhance fish and wildlife habitat.

Policy 7.55 Connected floodplains, springs, and wetlands. Enhance hydrologic and habitat connectivity between the Johnson Creek floodplain and its springs and wetlands.

Policy 7.56 Reduced natural hazards. Reduce the risks of landslides, streambank erosion and downstream flooding by protecting seeps, springs, trees, vegetation, and soils that absorb stormwater in the East Buttes.

Policy 7.57 Greenspace network. Enhance the network of parks, trails, and natural areas near the Springwater Corridor Trail and the East Buttes to enhance habitat connectivity and nature-based recreation in East Portland.

127.Finding: The policies 7.53 through 7.57 do not apply because the BPCU project affects the requirement of bicycle parking in new construction and the standards do not address standards related to the Johnson Creek Watershed.

Chapter 8: Public Facilities and Services

Goal 8.A: Quality public facilities and services. High-quality public facilities and services provide Portlanders with optimal levels of service throughout the city, based on system needs and community goals, and in compliance with regulatory mandates.

Goal 8.B: Multiple benefits. Public facility and service investments improve equitable service provision, support economic prosperity, and enhance human and environmental health.

Goal 8.C: Reliability and resiliency. Public facilities and services are reliable, able to withstand or recover from catastrophic natural and manmade events, and are adaptable and resilient in the face of long-term changes in the climate, economy, and technology.

Goal 8.D: Public rights-of-way. Public rights-of-way enhance the public realm and provide a multi-purpose, connected, safe, and healthy physical space for movement and travel, public and private utilities, and other appropriate public functions and uses.

Goal 8.E: Sanitary and stormwater systems. Wastewater and stormwater are managed, conveyed, and/or treated to protect public health, safety, and the environment, and to meet the needs of the community on an equitable, efficient, and sustainable basis.

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Goal 8.F: Flood management. Flood management systems and facilities support watershed health and manage flooding to reduce adverse impacts on Portlanders' health, safety, and property.

Goal 8.G: Water. Reliable and adequate water supply and delivery systems provide sufficient quantities of high-quality water at adequate pressures to meet the needs of the community on an equitable, efficient, and sustainable basis.

Goal 8.H: Parks, natural areas, and recreation. All Portlanders have safe, convenient, and equitable access to high-quality parks, natural areas, trails, and recreational opportunities in their daily lives, which contribute to their health and well-being. The City manages its natural areas and urban forest to protect unique urban habitats and offer Portlanders an opportunity to connect with nature.

Goal 8.I: Public safety and emergency response. Portland is a safe, resilient, and peaceful community where public safety, emergency response, and emergency management facilities and services are coordinated and able to effectively and efficiently meet community needs.

Goal 8.J: Solid waste management. Residents and businesses have access to waste management services and are encouraged to be thoughtful consumers to minimize upstream impacts and avoid generating waste destined for the landfill. Solid waste — including food, yard debris, recyclables, electronics, and construction and demolition debris — is managed, recycled, and composted to ensure the highest and best use of materials.

Goal 8.K: School facilities. Public schools are honored places of learning as well as multifunctional neighborhood anchors serving Portlanders of all ages, abilities, and cultures.

Goal 8.L: Technology and communications. All Portland residences, businesses, and institutions have access to universal, affordable, and reliable state-of-the-art communication and technology services.

Goal 8.M: Energy infrastructure and services. Residents, businesses, and institutions are served by reliable energy infrastructure that provides efficient, low-carbon, affordable energy through decision-making based on integrated resource planning.

128.Finding: The goals of Chapter 8 do not apply because they require public facilities and services to be established and maintained, while the BPCU project affects the requirement of bicycle parking in new development. The adopted 2035 Comprehensive Plan includes the Citywide Systems Plan (CSP), which was adopted (Ordinance 185657) and acknowledged by LCDC on April 25, 2017. The CSP includes the Public Facilities Plan with information on current and future transportation, water, sanitary sewer, and stormwater infrastructure needs and projects. The BPCU project does not affect the CSP.

Service provision and urbanization

Policy 8.1 Urban services boundary. Maintain an Urban Services Boundary for the City of Portland that is consistent with the regional urban growth policy, in cooperation with neighboring jurisdictions. The Urban Services Boundary is shown on the Comprehensive Plan Map.

Policy 8.2 Rural, urbanizable, and urban public facility needs. Recognize the different public facility needs in rural, urbanizable and urban land as defined by the Regional Urban Growth Boundary, the City Urban Services Boundary, and the City Boundaries of Municipal Incorporation. See Figure 8-1 — Urban, Urbanizable, and Rural Lands.

Policy 8.3 Urban service delivery. Provide the following public facilities and services at urban levels of service to urban lands within the City's boundaries of incorporation:

- Public rights-of-way, streets, and public trails

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- Sanitary sewers and wastewater treatment
- Stormwater management and conveyance
- Flood management
- Protection of the waterways of the state
- Water supply
- Police, fire, and emergency response
- Parks, natural areas, and recreation
- Solid waste regulation

Policy 8.4 Supporting facilities and systems. Maintain supporting facilities and systems, including public buildings, technology, fleet, and internal service infrastructure, to enable the provision of public facilities and services.

Policy 8.5 Planning service delivery. Provide planning, zoning, building, and subdivision control services within the boundaries of incorporation, and as otherwise provided by intergovernmental agreement within the City's Urban Services Boundary.

129.Finding: The policies 8.1 through 8.5 do not apply because the BPCU project affects the requirement of bicycle parking in new development and the standards do not address service delivery.

Service Coordination

Policy 8.6 Interagency coordination. Maintain interagency coordination agreements with neighboring jurisdictions and partner agencies that provide urban public facilities and services within the City of Portland's Urban Services Boundary to ensure effective and efficient service delivery. See Policy 8.3 for the list of services included. Such jurisdictions and agencies include, but may not be limited to:

- Multnomah County for transportation facilities and public safety.
- State of Oregon for transportation and parks facilities and services.
- TriMet for public transit facilities and services.
- Port of Portland for air and marine facilities and services.
- Metro for regional parks and natural areas, and for solid waste, composting, and recycling facilities and transfer stations.
- Gresham, Milwaukie, Clackamas County Service District #1, and Clean Water Services for sanitary sewer conveyance and treatment.
- Multnomah County Drainage District No. 1, Peninsula Drainage District No 1, and Peninsula Drainage District No. 2 for stormwater management and conveyance, and for flood mitigation, protection, and control.
- Rockwood People's Utility District; Sunrise Water Authority; and the Burlington, Tualatin Valley, Valley View, West Slope, Palatine Hill, Alto Park, and Clackamas River Water Districts for water distribution.
- Portland Public Schools and the David Douglas, Parkrose, Reynolds, Centennial, and Riverdale school districts for public education, park, trail, and recreational facilities.

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Policy 8.7 Outside contracts. Coordinate with jurisdictions and agencies outside of Portland where the City provides services under agreement.

130.Finding: The policies 8.6 and 8.7 do not apply because the BPCU project affects the Zoning Code requirement of bicycle parking in new development and the standards do not address or make additional interagency agreements or contracts.

Policy 8.8 Public service coordination. Coordinate with the planning efforts of agencies providing public education, public health services, community centers, urban forest management, library services, justice services, energy, and technology and communications services.

Policy 8.9 Internal coordination. Coordinate planning and provision of public facilities and services, including land acquisition, among City agencies, including internal service bureaus.

131.Finding: The BPCU project meets policy 8.8 and 8.9. The BPCU project requires bicycle parking for public facilities like community centers, parks, libraries and schools, and during the code development process project staff coordinated with the various agencies as well as public stakeholders that visit these public facilities

Policy 8.10 Co-location. Encourage co-location of public facilities and services across providers where co-location improves service delivery efficiency and access for historically under-represented and under-served communities.

132.Finding: The policy 8.10 does not apply because the BPCU project affects the requirement of bicycle parking in new development and the standards do not address co-locating public facilities or services.

Service extension

Policy 8.11 Annexation. Require annexation of unincorporated urbanizable areas within the City's Urban Services Boundary as a prerequisite to receive urban services.

Policy 8.12 Feasibility of service. Evaluate the physical feasibility and cost-effectiveness of extending urban public services to candidate annexation areas to ensure sensible investment and to set reasonable expectations.

Policy 8.13 Orderly service extension. Establish or improve urban public services in newly-annexed areas to serve designated land uses at established levels of service, as funds are available and as responsible engineering practice allows.

Policy 8.14 Coordination of service extension. Coordinate provision of urban public services to newly-annexed areas so that provision of any given service does not stimulate development that significantly hinders the City's ability to provide other urban services at uniform levels.

Policy 8.15 Services to unincorporated urban pockets. Plan for future delivery of urban services to urbanizable areas that are within the Urban Services Boundary but outside the city limits.

Policy 8.16 Orderly urbanization. Coordinate with counties, neighboring jurisdictions, and other special districts to ensure consistent management of annexation requests, and to establish rational and orderly process of urbanization that maximize efficient use of public funds.

Policy 8.17 Services outside the city limits. Prohibit City provision of new urban services, or expansion of the capacity of existing services, in areas outside city limits, except in cases where the City has agreements or contracts in place.

Policy 8.18 Service district expansion. Prohibit service district expansion or creation within the City's

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Urban Services Boundary without the City's expressed consent.

Policy 8.19 Rural service delivery. Provide the public facilities and services identified in Policy 8.3 in rural areas only at levels necessary to support designated rural residential land uses and protect public health and safety. Prohibit sanitary sewer extensions into rural land and limit other urban services.

133.Finding: The policies 8.11 through 8.19 do not apply because the BPCU project affects the requirement of bicycle parking in new development and the standards do not address standards related to service extension.

Public investment

Policy 8.20 Regulatory compliance. Ensure public facilities and services remain in compliance with state and federal regulations. Work toward cost-effective compliance with federal and state mandates through intergovernmental coordination and problem solving.

Policy 8.21 System capacity. Establish, improve, and maintain public facilities and services at levels appropriate to support land use patterns, densities, and anticipated residential and employment growth, as physically feasible and as sufficient funds are available.

Policy 8.22 Equitable service. Provide public facilities and services to alleviate service deficiencies and meet level-of-service standards for all Portlanders, including individuals, businesses, and property owners.

8.22.a. In places that are not expected to grow significantly but have existing deficiencies, invest to reduce disparity and improve livability.

8.22.b. In places that lack basic public facilities or services and also have significant growth potential, invest to enhance neighborhoods, fill gaps, maintain affordability, and accommodate growth.

8.22.c. In places that are not expected to grow significantly and already have access to complete public facilities and services, invest primarily to maintain existing facilities and retain livability.

8.22.d. In places that already have access to complete public facilities and services, but also have significant growth potential, invest to fill remaining gaps, maintain affordability, and accommodate growth.

Policy 8.23 Asset management. Improve and maintain public facility systems using asset management principles to optimize preventative maintenance, reduce unplanned reactive maintenance, achieve scheduled service delivery, and protect the quality, reliability, and adequacy of City services.

Policy 8.24 Risk management. Maintain and improve Portland's public facilities to minimize or eliminate economic, social, public health and safety, and environmental risks.

Policy 8.25 Critical infrastructure. Increase the resilience of high-risk and critical infrastructure through monitoring, planning, maintenance, investment, adaptive technology, and continuity planning.

Policy 8.26 Capital programming. Maintain long-term capital improvement programs that balance acquisition and construction of new public facilities with maintenance and operations of existing facilities.

134.Finding: The policies 8.20 through 8.26 do not apply because the BPCU project affects the Zoning Code requirement of bicycle parking in new development and the standards do not address state

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and federal regulatory compliance, system compliance, asset management, risk management, maintenance, resilience, or programming for public facilities.

Funding

Policy 8.27 Cost-effectiveness. Establish, improve, and maintain the public facilities necessary to serve designated land uses in ways that cost-effectively provide desired levels of service, consider facilities' lifecycle costs, and maintain the City's long-term financial sustainability.

Policy 8.28 Shared costs. Ensure the costs of constructing and providing public facilities and services are equitably shared by those who benefit from the provision of those facilities and services.

Policy 8.29 System development. Require private or public entities whose prospective development or redevelopment actions contribute to the need for public facility improvements, extensions, or construction to bear a proportional share of the costs.

Policy 8.30 Partnerships. Maintain or establish public and private partnerships for the development, management, or stewardship of public facilities necessary to serve designated land uses, as appropriate.

135. Finding: The policies 8.27 through 8.30 do not apply because the BPCU project affects the requirement of bicycle parking on-site for new development and does not impose bicycle parking requirements to provide public bicycle parking that meets the greater City demand for bicycle parking outside of those generated by the specific land use.

Public benefits

Policy 8.31 Application of Guiding Principles. Plan and invest in public facilities in ways that promote and balance the Guiding Principles established in The Vision and Guiding Principles of this Comprehensive Plan.

Policy 8.32 Community benefits. Encourage providing additional community benefits with large public facility projects as appropriate to address environmental justice policies in Chapter 2: Community Involvement.

Policy 8.33 Community knowledge and experience. Encourage public engagement processes and strategies for large public facility projects to include community members in identifying potential impacts, mitigation measures, and community benefits.

Policy 8.34 Resource efficiency. Reduce the energy and resource use, waste, and carbon emissions from facilities necessary to serve designated land uses to meet adopted City goals and targets.

Policy 8.35 Natural systems. Protect, enhance, and restore natural systems and features for their infrastructure service and other values.

Policy 8.36 Context-sensitive infrastructure. Design, improve, and maintain public rights-of-way and facilities in ways that are compatible with, and that minimize negative impacts on, their physical, environmental, and community context.

Policy 8.37 Site- and area-specific needs. Allow for site- and area-specific public facility standards, requirements, tools, and policies as needed to address distinct topographical, geologic, environmental, and other conditions.

Policy 8.38 Age-friendly public facilities. Promote public facility designs that make Portland more age-friendly.

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136.Finding: The policies 8.31 through 8.38 do not apply because the BPCU project affects the requirement of bicycle parking on-site for new development and does not impose public facility or public right-of-way requirements.

Public rights-of-way

Policy 8.39 Interconnected network. Establish a safe and connected rights-of-way system that equitably provides infrastructure services throughout the city.

Policy 8.40 Transportation function. Improve and maintain the right-of-way to support multimodal transportation mobility and access to goods and services as is consistent with the designated street classification.

Policy 8.41 Utility function. Improve and maintain the right-of-way to support equitable distribution of utilities, including water, sanitary sewer, stormwater management, energy, and communications, as appropriate.

Policy 8.42 Stormwater management function. Improve rights-of-way to integrate green infrastructure and other stormwater management facilities to meet desired levels-of-service and economic, social, and environmental objectives.

Policy 8.43 Trees in rights-of-way. Integrate trees into public rights-of-way to support City canopy goals, transportation functions, and economic, social, and environmental objectives.

Policy 8.44 Community uses. Allow community use of rights-of-way for purposes such as public gathering space, events, food production, or temporary festivals, as long as the community uses are integrated in ways that balance and minimize conflict with the designated through movement and access roles of rights-of-ways.

Policy 8.45 Pedestrian amenities. Encourage facilities that enhance pedestrian enjoyment, such as transit shelters, garbage containers, benches, etc. in the right of way. **Policy 8.46 Commercial uses.** Accommodate allowable commercial uses of the rights-of-way for the purpose of enhancing commercial vitality, if the commercial uses can be integrated in ways that balance and minimize conflict with the other functions of the right-of-way. Restrict the size of signage in the right-of-way.

Policy 8.47 Flexible design. Allow flexibility in right-of-way design and development standards to appropriately reflect the pattern area and other relevant physical, community, and environmental contexts and local needs.

8.47.a. Use a variety of transportation resources in developing and designing projects for all City streets, such as the City of Portland's Pedestrian Design Guide, Bicycle Master Plan- Appendix A, NACTO Urban Bikeway Design Guide, NACTO Urban Street Design Guide, Portland Parks and Recreation Trail Design Guidelines, Designing for Truck Movements and Other Large Vehicles, and City of Portland Green Street Policy, Stormwater Management Manual, Design Guide for Public Street Improvements, and Neighborhood Greenways.

Policy 8.48 Corridors and City Greenways. Ensure public facilities located along Civic Corridors, Neighborhood Corridors, and City Greenways support the multiple objectives established for these corridors. Corridor and City Greenway goals and policies are listed in Chapter 3: Urban Form.

Policy 8.49 Coordination. Coordinate the planning, design, development, improvement, and maintenance of public rights-of-way among appropriate public agencies, private providers, and adjacent landowners.

8.49.a. Coordination efforts should include the public facilities necessary to support the uses

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and functions of rights-of-way, as established in policies 8.40 to 8.46.

8.49.b. Coordinate transportation and stormwater system plans and investments, especially in unimproved or substandard rights-of-way, to improve water quality, public safety, including for pedestrians and bicyclists, and neighborhood livability.

Policy 8.50 Undergrounding. Encourage undergrounding of electrical and telecommunications facilities within public rights-of-way, especially in centers and along Civic Corridors.

Policy 8.51 Right-of-way vacations. Maintain rights-of-way if there is an established existing or future need for them, such as for transportation facilities or for other public functions established in policies 8.40 to 8.46.

Policy 8.52 Rail rights-of-way. Preserve existing and abandoned rail rights-of-way for future rail or public trail uses.

137.Finding: The policies 8.39 through 8.52 do not apply because the BPCU project affects the requirement of bicycle parking on-site for new development and does not impact the design of public right-of-way requirements.

Trails

Policy 8.53 Public trails. Establish, improve, and maintain a citywide system of local and regional public trails that provide transportation and/or recreation options and are a component of larger network of facilities for bicyclists, pedestrians, and recreational users.

Policy 8.54 Trail system connectivity. Plan, improve, and maintain the citywide trail system so that it connects and improves access to Portland's neighborhoods, commercial areas, employment centers, schools, parks, natural areas, recreational facilities, regional destinations, the regional trail system, and other key places that Portlanders access in their daily lives.

Policy 8.55 Trail coordination. Coordinate planning, design, improvement, and maintenance of the trail system among City agencies, other public agencies, non-governmental partners, and adjacent landowners.

Policy 8.56 Trail diversity. Allow a variety of trail types to reflect a trail's transportation and recreation roles, requirements, and physical context.

Policy 8.57 Public access requirements. Require public access and improvement of Major Public Trails as shown in Figure 8-2 — Major Public Trails. Major Public Trails include regional trails and other significant trail connections that provide for the movement of pedestrians, cyclists, and other users for recreation and transportation purposes.

Policy 8.58 Trail and City Greenway coordination. Coordinate the planning and improvement of trails as part of the City Greenways system. See Chapter 3: Urban Form for additional policies related to City Greenways.

Policy 8.59 Trail and Habitat Corridor coordination. Coordinate the planning and improvement of trails with the establishment, enhancement, preservation, and access to habitat corridors. See Chapter 3: Urban Form for additional policies related to Habitat Corridors.

Policy 8.60 Intertwine coordination. Coordinate with the Intertwine Alliance and its partners, including local and regional parks providers, to integrate Portland's trail and active transportation network with the bi-state regional trail system.

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138.Finding: The policies 8.53 through 8.60 do not apply because the BPCU project affects the requirement of bicycle parking in new development and the standards do not address standards related to trails.

Sanitary system

Policy 8.61 Sewer connections. Require all developments within the city limits to be connected to sanitary sewers unless the public sanitary system is not physically or legally available per City Code and state requirements; or the existing onsite septic system is functioning properly without failure or complaints per City Code and state requirements; and the system has all necessary state and county permits.

Policy 8.62 Combined sewer overflows. Provide adequate public facilities to limit combined sewer overflows to frequencies established by regulatory permits.

Policy 8.63 Sanitary sewer overflows. Provide adequate public facilities to prevent sewage releases to surface waters as consistent with regulatory permits.

Policy 8.64 Private sewage treatment systems. Adopt land use regulations that require any proposed private sewage treatment system to demonstrate that all necessary state and county permits are obtained. **Policy 8.65 Sewer extensions.** Prioritize sewer system extensions to areas that are already developed at urban densities and where health hazards exist.

Policy 8.66 Pollution prevention. Reduce the need for wastewater treatment capacity through land use programs and public facility investments that manage pollution as close to its source as practical and that reduce the amount of pollution entering the sanitary system.

Policy 8.67 Treatment. Provide adequate wastewater treatment facilities to ensure compliance with effluent standards established in regulatory permits.

139.Finding: The policies 8.61 through 8.67 do not apply because the BPCU project affects the requirement of bicycle parking in new development and the standards do not address standards related to sanitary systems.

Stormwater system

Policy 8.68 Stormwater facilities. Provide adequate stormwater facilities for conveyance, flow control, and pollution reduction.

Policy 8.69 Stormwater as a resource. Manage stormwater as a resource for watershed health and public use in ways that protect and restore the natural hydrology, water quality, and habitat of Portland's watersheds.

Policy 8.70 Natural systems. Protect and enhance the stormwater management capacity of natural resources such as rivers, streams, creeks, drainageways, wetlands, and floodplains.

Policy 8.71 Green infrastructure. Promote the use of green infrastructure, such as natural areas, the urban forest, and landscaped stormwater facilities, to manage stormwater.

Policy 8.72 Stormwater discharge. Avoid or minimize the impact of stormwater discharges on the water and habitat quality of rivers and streams.

Policy 8.73 On-site stormwater management. Encourage on-site stormwater management, or management as close to the source as practical, through land use decisions and public facility investments.

Policy 8.74 Pollution prevention. Coordinate policies, programs, and investments with partners to

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prevent pollutants from entering the stormwater system by managing point and non-point pollution sources through public and private facilities, local regulations, and education.

Policy 8.75 Stormwater partnerships. Provide stormwater management through coordinated public and private facilities, public-private partnerships, and community stewardship.

140.Finding: The policies 8.68 through 8.75 do not apply because the BPCU project affects the requirement of bicycle parking in new development and the standards do not address standards related to stormwater systems in Portland.

Flood management

Policy 8.76 Flood management. Improve and maintain the functions of natural and managed drainageways, wetlands, and floodplains to protect health, safety, and property, provide water conveyance and storage, improve water quality, and maintain and enhance fish and wildlife habitat.

Policy 8.77 Floodplain management. Manage floodplains to protect and restore associated natural resources and functions and to minimize the risks to life and property from flooding.

Policy 8.78 Floodplain management facilities. Establish, improve, and maintain flood management facilities to serve designated land uses through planning, investment and regulatory requirements.

Policy 8.79 Drainage district coordination. Coordinate with drainage districts that provide stormwater management, conveyance, and flood mitigation, protection, and control services within the City's Urban Services Boundary.

Policy 8.80 Levee coordination. Coordinate plans and investments with special districts and agencies responsible for managing and maintaining certification of levees along the Columbia River.

141.Finding: The policies 8.76 through 8.80 do not apply because the BPCU project affects the requirement of bicycle parking in new development and the standards do not address standards related to flood management.

Water systems

Policy 8.81 Primary supply source. Protect the Bull Run watershed as the primary water supply source for Portland.

Policy 8.82 Bull Run protection. Maintain a source-protection program and practices to safeguard the Bull Run watershed as a drinking water supply.

Policy 8.83 Secondary supply sources. Protect, improve, and maintain the Columbia South Shore wellfield groundwater system, the Powell Valley wellfield groundwater system, and any other alternative water sources designated as secondary water supplies.

Policy 8.84 Groundwater wellfield protection. Maintain a groundwater protection program and practices to safeguard the Columbia South Shore wellfield and the Powell Valley wellfield as drinking water supplies.

Policy 8.85 Water quality. Maintain compliance with state and federal drinking water quality regulations.

Policy 8.86 Storage. Provide sufficient in-city water storage capacity to serve designated land uses, meet demand fluctuations, maintain system pressure, and ensure supply reliability.

Policy 8.87 Fire protection. Provide adequate water facilities to serve the fire protection needs of all Portlanders and businesses.

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Policy 8.88 Water pressure. Provide adequate water facilities to maintain water pressure in order to protect water quality and provide for the needs of customers.

Policy 8.89 Water efficiency. Reduce the need for additional water facility capacity and maintain compliance with state water resource regulations by encouraging efficient use of water by customers within the city.

Policy 8.90 Service interruptions. Maintain and improve water facilities to limit interruptions in water service to customers.

Policy 8.91 Outside user contracts. Coordinate long-term water supply planning and delivery with outside-city water purveyors through long-term wholesale contracts.

142.Finding: The policies 8.81 through 8.91 do not apply because the BPCU project affects the requirement of bicycle parking in new development and the standards do not address standards related to water systems in Portland.

Parks and recreation

Policy 8.92 Acquisition, development, and maintenance. Provide and maintain an adequate supply and variety of parkland and recreational facilities to serve the city's current and future population based on identified level-of-service standards and community needs.

Policy 8.93 Service equity. Invest in acquisition and development of parks and recreation facilities in areas where service-level deficiencies exist.

Policy 8.94 Capital programming. Maintain a long-range park capital improvement program, with criteria that considers acquisition, development, and operations; provides opportunities for public input; and emphasizes creative and flexible financing strategies.

Policy 8.95 Park planning. Improve parks, recreational facilities, natural areas, and the urban forest in accordance with relevant master plans, management plans, or adopted strategies that reflect user group needs, development priorities, development and maintenance costs, program opportunities, financing strategies, and community input. Consider developing master or management plans for properties that lack guiding plans or strategies.

Policy 8.96 Recreational trails. Establish, improve, and maintain a complete and connected system of Major Public Trails that provide recreational opportunities and that can serve transportation functions consistent with policies 8.53 through 8.60 and other City trail policies and plans.

Policy 8.97 Natural resources. Preserve, enhance, and manage City-owned natural areas and resources to protect and improve their ecological health, in accordance with both the natural area acquisition and restoration strategies, and to provide compatible public access.

Policy 8.98 Urban forest management. Manage urban trees as green infrastructure with associated ecological, community, and economic functions, through planning, planting, and maintenance activities, education, and regulation. See also Policy 7.10. **Policy 8.99 Recreational facilities.** Provide a variety of recreational facilities and services that contribute to the health and well-being of Portlanders of all ages and abilities.

Policy 8.100 Self-sustaining Portland International Raceway (PIR). Provide for financially self-sustaining operations of PIR, and broaden its programs and activities to appeal to families, diverse communities, and non-motorized sports such as biking and running.

Policy 8.101 Self-sustaining and inclusive golf facilities. Provide financially self-sustaining public golf course operations. Diversify these assets to attract new users, grow the game, provide more

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introductory-level programming, and expand into other related recreational opportunities such as foot golf and disk golf.

Policy 8.102 Specialized recreational facilities. Establish and manage specialized facilities within the park system that take advantage of land assets and that respond to diverse, basic, and emerging recreational needs.

Policy 8.103 Public-private partnerships. Encourage public-private partnerships to develop and operate publicly-accessible recreational facilities that meet identified public needs.

143.Finding: The policies 8.92 through 8.103 do not apply because the BPCU project affects the requirement of bicycle parking in new development and the standards do not address standards related to parks and recreation facilities. The BPCU project requires bicycle parking for parks and open spaces.

Public safety and emergency response

Policy 8.104 Emergency preparedness, response, and recovery coordination. Coordinate land use plans and public facility investments between City bureaus, other public and jurisdictional agencies, businesses, community partners, and other emergency response providers, to ensure coordinated and comprehensive emergency and disaster risk reduction, preparedness, response, and recovery.

Policy 8.105 Emergency management facilities. Provide adequate public facilities – such as emergency coordination centers, communications infrastructure, and dispatch systems – to support emergency management, response, and recovery.

Policy 8.106 Police facilities. Improve and maintain police facilities to allow police personnel to efficiently and effectively respond to public safety needs and serve designated land uses.

Policy 8.107 Community safety centers. Establish, coordinate, and co-locate public safety and other community services in centers.

Policy 8.108 Fire facilities. Improve and maintain fire facilities to serve designated land uses, ensure equitable and reliable response, and provide fire and life safety protection that meets or exceeds minimum established service levels.

Policy 8.109 Mutual aid. Maintain mutual aid coordination with regional emergency response providers as appropriate to protect life and ensure safety.

Policy 8.110 Community preparedness. Enhance community preparedness and capacity to prevent, withstand, and recover from emergencies and natural disasters through land use decisions and public facility investments.

Policy 8.111 Continuity of operations. Maintain and enhance the City's ability to withstand and recover from natural disasters and human-made disruptions in order to minimize disruptions to public services.

144.Finding: The policies 8.104 through 8.111 do not apply because the BPCU project affects the requirement of bicycle parking in new development and the standards do not address standards related to coordination of emergency preparedness in Portland.

Solid waste management

Policy 8.112 Waste management. Ensure land use programs, rights-of-way regulations, and public facility investments allow the City to manage waste effectively and prioritize waste management in the following order: waste reduction, recycling, anaerobic digestion, composting, energy recovery, and

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then landfill.

145.Finding: This policy does not apply because the BPCU project affects the requirement of bicycle parking in new development and the standards do not address solid waste management.

School facilities

Policy 8.113 School district capacity. Consider the overall enrollment capacity of a school district – as defined in an adopted school facility plan that meets the requirements of Oregon Revised Statute 195 – as a factor in land use decisions that increase capacity for residential development.

146.Finding: This policy does not apply because the BPCU project affects the requirement of bicycle parking in new development and the standards do not address increasing capacity for residential development.

Policy 8.114 Facilities planning. Facilitate coordinated planning among school districts and City bureaus, including Portland Parks and Recreation, to accommodate school site/facility needs in response to most up-to-date growth forecasts.

147.Finding: The BPCU project meets this policy. Project staff used current school attendance rates and staffing capacity to calculate the amount of required bicycle parking for schools K-8 and 9-12.

Policy 8.115 Co-location. Encourage public school districts, Multnomah County, the City of Portland, and other providers to co-locate facilities and programs in ways that optimize service provision and intergenerational and intercultural use.

148.Finding: This policy does not apply because the BPCU project affects the requirement of bicycle parking in new development and the standards do not address co-location of school facilities for intergenerational and intercultural use.

Policy 8.116 Community use. Encourage public use of public school grounds for community purposes while meeting educational and student safety needs and balancing impacts on surrounding neighborhoods.

Policy 8.117 Recreational use. Encourage publicly-available recreational amenities (e.g. athletic fields, green spaces, community gardens, and playgrounds) on public school grounds for public recreational use, particularly in neighborhoods with limited access to parks.

149.Finding: The BPCU project meet Policies 8.116 and 8.117. The BPCU project ensures there is adequate bicycle parking for new developments, including schools. This bicycle parking on school property can be used for community purposes during non-school hours for community members to access the site by bicycle.

Policy 8.118 Schools as emergency aid centers. Encourage the use of seismically-safe school facilities as gathering and aid-distribution locations during natural disasters and other emergencies.

Policy 8.119 Facility adaptability. Ensure that public schools may be upgraded to flexibly accommodate multiple community-serving uses and adapt to changes in educational approaches, technology, and student needs over time.

Policy 8.120 Leverage public investment. Encourage City public facility investments that complement and leverage local public school districts' major capital investments.

150.Finding: The policies 8.118 through 8.120 do not apply because the BPCU project affects the requirement of bicycle parking in new development and the standards do not address the

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recreational amenities, facility adaptability or complementary capital investments at public schools.

Policy 8.121 School access. Encourage public school districts to consider the ability of students to safely walk and bike to school when making decisions about the site locations and attendance boundaries of schools.

151.Finding: This policy does not apply because the BPCU project affects the requirement of bicycle parking in new development and the standards do not address school site locations and attendance boundaries.

Policy 8.122 Private institutions. Encourage collaboration with private schools and educational institutions to support community and recreational use of their facilities.

152.Finding: This policy does not apply because the BPCU project affects the requirement of bicycle parking in new development and the standards do not address private schools and the recreational use of those facilities.

Technology and communications

Policy 8.123 Technology and communication systems. Maintain and enhance the City's technology and communication facilities to ensure public safety, facilitate access to information, and maintain City operations.

Policy 8.124 Equity, capacity, and reliability. Encourage plans and investments in technology and communication infrastructure to ensure access in all areas of the city, reduce disparities in capacity, and affordability, and to provide innovative high-performance, reliable service for Portland's residents and businesses.

153.Finding: The policies 8.123 and 8.124 do not apply because the BPCU project affects the requirement of bicycle parking in new development and the standards do not address technology and communication systems.

Energy infrastructure

Policy 8.125 Energy efficiency. Promote efficient and sustainable production and use of energy resources by residents and businesses, including low-carbon renewable energy sources, district energy systems, and distributed generation, through land use plans, zoning, and other legislative land use decisions.

Policy 8.126 Coordination. Coordinate with energy providers to encourage investments that ensure reliable, equitable, efficient, and affordable energy for Portland residents and businesses.

154.Finding: The policies 8.125 and 8.126 do not apply. While the BPCU project makes it easier for people in Portland to use bicycles, which is a low-emissions mode of transportation the standards do not directly address energy generation or infrastructure.

Chapter 9 Transportation

GOAL 9.A: Safety. Transportation safety impacts the livability of a city and the comfort and security of those using City streets. Comprehensive efforts to improve transportation safety through engineering, education, enforcement and evaluation will be used to eliminate traffic-related fatalities and serious injuries from Portland's transportation system.

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155. Finding: This goal does not apply because the BPCU project addresses standards for bicycle parking in new development and does not address safety engineering, education or enforcement measures.

Goal 9.B: Multiple goals. Portland's transportation system is funded and maintained to achieve multiple goals and measurable outcomes for people and the environment. The transportation system is safe, complete, interconnected, multimodal, and fulfills daily needs for people and businesses.

GOAL 9.C: Great places. Portland's transportation system enhances quality of life for all Portlanders, reinforces existing neighborhoods and great places, and helps make new great places in town centers, neighborhood centers and corridors, and civic corridors.

156. Finding: The BPCU project meets Goals 9.B. and 9.C. The BPCU project will increase the supply of bicycle parking which supports bicycling, a low-carbon, active transportation option. Promoting active transportation is one of Portland's key strategies to reduce impacts on the environment, increase positive public health outcomes, and enhance neighborhood livability.

GOAL 9.D: Environmentally sustainable. The transportation system increasingly uses active transportation, renewable energy, or electricity from renewable sources, achieves adopted carbon reduction targets, and reduces air pollution, water pollution, noise, and Portlanders' reliance on private vehicles.

157. Finding: The BPCU project meets this goal. The BPCU project will increase the supply of bicycle parking which supports bicycling, a low-carbon, active transportation option. Promoting active transportation is one of the key strategies to reduce carbon emissions from the transportation sector.

GOAL 9.E: Equitable transportation. The transportation system provides all Portlanders options to move about the city and meet their daily needs by using a variety of safe, efficient, convenient, and affordable modes of transportation. Transportation investments are responsive to the distinct needs of each community.

158. Finding: The BPCU project meets this goal because it establishes standards for bicycle parking that requires the provision of convenient, accessible, secure bicycle parking in new construction throughout the city, making it easier for Portlanders to bicycle for transportation. Additionally, the BPCU considers the needs of people with a range of abilities. For example, amendments include standards to require bicycle parking spaces that can accommodate other sized bikes like tricycles, family sized bikes and hand cycles. Additionally, for larger developments standards require that a percentage of bicycle racks must allow for horizontal bicycle parking, so people don't have to lift their bike onto a wall-mounted, vertical bike rack.

GOAL 9.F: Positive health outcomes. The transportation system promotes positive health outcomes and minimizes negative impacts for all Portlanders by supporting active transportation, physical activity, and community and individual health.

159. Finding: The BPCU project meets this goal because the project requires safe, convenient bicycle parking in new development, which supports bicycling for transportation and recreation, supporting people to be more active in their daily lives. Regular physical activity, including the use of active transportation, helps improve overall health and fitness and reduces risk for many chronic diseases.

GOAL 9.G: Opportunities for prosperity. The transportation system supports a strong and diverse economy, enhances the competitiveness of the city and region, and maintains Portland's role as a

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West Coast trade gateway and freight hub by providing efficient and reliable goods movement, multimodal access to employment areas and educational institutions, as well as enhanced freight access to industrial areas and intermodal freight facilities. The transportation system helps people and businesses reduce spending and keep money in the local economy by providing affordable alternatives to driving.

160.Finding: The BPCU project advances this goal by supporting low-cost, low-carbon transportation options for all Portlanders to a variety of destinations, including employment areas and educational institutions. Transportation is the second highest household cost and owning a car can cost a family approximately \$8,500 a year. The project supports low-cost, active transportation options which can provide tangible economic benefits to individuals and households across Portland.

Designing and planning

Policy 9.1. Street design classifications. Maintain and implement street design classifications consistent with land use plans, environmental context, urban design pattern areas, and the Neighborhood Corridor and Civic Corridor Urban Design Framework designations.

Policy 9.2. Street policy classifications. Maintain and implement street policy classifications for pedestrian, bicycle, transit, freight, emergency vehicle, and automotive movement, while considering access for all modes, connectivity, adjacent planned land uses, and state and regional requirements.

9.2.a. Designate district classifications that emphasize freight mobility and access in industrial and employment areas serving high levels of truck traffic and to accommodate the needs of intermodal freight movement.

9.2.b. Designate district classifications that give priority to pedestrian access in areas where high levels of pedestrian activity exist or are planned, including the Central City, Gateway regional center, town centers, neighborhood centers, and transit station areas.

9.2.c. Designate district classifications that give priority to bicycle access and mobility in areas where high levels of bicycle activity exist or are planned, including Downtown, the River District, Lloyd District, Gateway Regional Center, town centers, neighborhood centers, and transit station areas.

161.Finding: The policies 9.1 and 9.2 do not apply because the BPCU project affects the requirement of bicycle parking in new development and do not address street design or policy classifications.

Policy 9.3. Transportation System Plan. Maintain and implement the Transportation System Plan (TSP) as the decision-making tool for transportation-related projects, policies, programs, and street design.

162.Finding: The BPCU project meets this goal. The BPCU project used the mode split goals for the five Pattern Areas outlined in the TSP to determine the amounts of required bicycle parking for all use categories.

The TSP policies include bicycle parking under its Parking Management Policies and calls for requiring the provision of adequate off-street bicycle parking for new development and redevelopment; encouraging the provision of parking for different types of bicycles; and establishing standards for long-term bicycle parking that consider the needs of persons with different levels of ability. Thus, the BPCU project helps implement the TSP.

Policy 9.4. Use of classifications. Plan, develop, implement, and manage the transportation system in

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accordance with street design and policy classifications outlined in the Transportation System Plan.

9.4.a. Classification descriptions are used to describe how streets should function for each mode of travel, not necessarily how they are functioning at present.

163.Finding: This policy does not apply because the BPCU project affects the requirement of bicycle parking in new development and does not address street classifications.

Policy 9.5. Mode share goals and Vehicle Miles Traveled (VMT) reduction. Increase the share of trips made using active and low-carbon transportation modes. Reduce VMT to achieve targets set in the most current Climate Action Plan and Transportation System Plan, and meet or exceed Metro’s mode share and VMT targets.

164.Finding: The BPCU project meets this policy. The BPCU project requires the provision of safe, accessible, convenient bicycle parking in new construction. This supports the use of bicycling, an active and zero-emission mode, for trips.

The Climate Action Plan calls for a reduction in daily vehicle miles traveled by 30 percent from 2008 levels by 2030 and to create vibrant neighborhoods where 80 percent of residents can easily walk or bicycle to meet all basic non-work needs and have a safe pedestrian or bicycle access to transit.

The following mode split goals are outlined in the Portland Bicycle Plan for 2030 and the TSP:

- Portland Bicycle Plan for 2030 – 25% bicycle mode split of all trips by 2030
- Transportation System Plan – 25% bicycle mode split for commute trips by 2035

165.Finding: Several research papers have found that secure bicycle parking plays a significant role in mode choice, for example bicycle parking and cyclist showers are related to higher levels of bike commuting¹ and bicycle parking is identified as a significant factor in whether infrequent, potential and non-cyclists choose to commute by bicycle or not.²

Additionally, a number of City of Portland studies and surveys have provided strong evidence that people will not ride a bicycle if they don’t have a designated and secure place to park their bicycle (this information can also be found in the Recommended Draft Report):

- SmartTrips Downtown Participant Survey – 37 percent of respondents said providing secure bike parking or lockers would help them bike more – this was second to only offering monetary incentives.
- Central Eastside Survey – 52 percent of residents reported that more bike parking would help them drive less.

Policy 9.6. Transportation strategy for people movement. Design the system to accommodate the most vulnerable users, including those that need special accommodation under the Americans with Disabilities Act (ADA). Implement a prioritization of modes for people movement by making transportation system decisions per the following ordered list:

1. Walking

¹ Buehler, Ralph, “Trends and Determinants of Cycling in the Washington, D.C.” Transportation Research Part D, Vol 17, No. 7, 2012, pp.525-531

² Wang, JYT, Mirza, L, Cheung, AKL et al., 2014, Understanding factors influencing choices of cyclists and potential cyclists: A case study at the University of Auckland. Road and Transport Research: A Journal of Australian and New Zealand Research and Practice, 23(4). 37-51.

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2. Bicycling
3. Transit
4. Fleets of electric, fully automated, multiple passenger vehicles
5. Other shared vehicles
6. Low or no occupancy vehicles, fossil-fueled non-transit vehicles

When implementing this prioritization ensure that:

- The needs and safety of each group of users are considered, and changes do not make existing conditions worse for the most vulnerable users.
- All users' needs are balanced with the intent of optimizing the right of way for multiple modes on the same street.
- When necessary to ensure safety, accommodate some users on parallel streets as part of multi-street corridors.
- Land use and system plans, network functionality for all modes, other street functions, and complete street policies, are maintained.
- Policy-based rationale is provided if modes lower in the ordered list are prioritized.

166.Finding: The BPCU project meets this policy. The BPCU project requires the provision of safe, accessible, convenient bicycle parking in new construction. This supports the bicycling, which is second in the TSP hierarchy of modes.

One of the major themes of the BPCU project, as identified in the Stakeholder Advisory Committee's Guiding Principles (see Recommended Draft Section III), was Accessible and Convenient Bicycle Parking that accommodates users of all ages and all abilities as well as a variety of different types of bicycles. This principle led to the inclusion of bicycle parking standards that require the provision of bicycle parking spaces for larger bicycles (including, but not limited to, tricycle and handcycles) in developments that have more than 20 required long-term bicycle parking spaces.

Policy 9.7. Moving goods and delivering services. In tandem with people movement, maintain efficient and reliable movement of goods and services as a critical transportation system function. Prioritize freight system reliability improvements over single-occupancy vehicle mobility where there are solutions that distinctly address those different needs.

167.Finding: This policy does not apply because the BPCU project affects the requirement of bicycle parking in new development and does not directly address policies or standards for prioritizing freight or improving freight reliability.

Policy 9.8. Affordability. Improve and maintain the transportation system to increase access to convenient and affordable transportation options for all Portlanders, especially those who have traditionally been under-served or under-represented or have historically borne unequal burdens.

168.Finding: The BPCU supports this policy. The BPCU project requires the provision of safe, accessible, convenient bicycle parking in new construction. This supports the use of bicycling, a convenient and affordable transportation option, for trips. Lack of secure bicycle parking is a barrier for under-served and under-represented people to using a bicycle for transportation or recreation, particularly those living in multi-dwelling buildings.

Policy 9.9. Accessible and age-friendly transportation system. Ensure that transportation facilities are accessible to people of all ages and abilities, and that all improvements to the transportation system (traffic, transit, bicycle, and pedestrian) in the public right-of-way comply with the Americans with

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Disabilities Act of 1990. Improve and adapt the transportation system to better meet the needs of the most vulnerable users, including the young, older adults, and people with different abilities.

169.Finding: The BPCU project meets this policy because it establishes standards for bicycle parking that requires the provision of convenient, accessible, secure bicycle parking in new construction throughout the city, making it easier for Portlanders to bicycle for transportation. Additionally, the BPCU considers the needs of people with a range of abilities. For example, amendments include standards to require bicycle parking spaces that can accommodate other sized bikes like tricycles, family sized bikes and hand cycles. Additionally, for larger developments, new standards require that a percentage of bicycle racks must allow for horizontal bicycle parking, so people don't have to lift their bike onto a wall-mounted, vertical bike rack.

Policy 9.10. Geographic policies. Adopt geographically-specific policies in the Transportation System Plan to ensure that transportation infrastructure reflects the unique topography, historic character, natural features, system gaps, economic needs, demographics, and land uses of each area. Use the Pattern Areas identified in Chapter 3: Urban Form as the basis for area policies.

9.10.a. Refer to adopted area plans for additional applicable geographic objectives related to transportation. Land use, development, and placemaking

170.Finding: The BPCU project meets this policy. The BPCU project stipulates the amount of required bicycle parking based on Pattern Areas. The amendments expand the tiered approach in current code and acknowledges that a one-size fits all approach does not necessarily work for development across Portland. The amendments use the Transportation System Plan (TSP) target mode split rates for the five different Pattern Areas when developing the required amount of bicycle parking for each use category. The standards require greater bicycle parking capacity in the Inner Neighborhoods (identified as a Pattern Area) and Gateway and Swan Island.

Land use, development, and placemaking

Policy 9.11. Land use and transportation coordination. Implement the Comprehensive Plan Map and the Urban Design Framework through coordinated long-range transportation and land use planning. Ensure that street policy and design classifications and land uses complement one another.

Policy 9.12. Growth strategy. Use street design and policy classifications to support Goals 3A-3G in Chapter 3: Urban Form. Consider the different design contexts and transportation functions in Town Centers, Neighborhood Centers, Neighborhood Corridors, Employment Areas, Freight Corridors, Civic Corridors, Transit Station Areas, and Greenways.

Policy 9.13. Development and street design. Evaluate adjacent land uses to help inform street classifications in framing, shaping, and activating the public space of streets. Guide development and land use to create the kinds of places and street environments intended for different types of streets.

171.Finding: The policies 9.11 through 9.13 do not apply because the BPCU project affects the requirement of bicycle parking in new development and do not address street design frameworks.

Streets as public spaces

Policy 9.14. Streets for transportation and public spaces. Integrate both placemaking and transportation functions when designing and managing streets by encouraging design, development, and operation of streets to enhance opportunities for them to serve as places for community interaction, environmental function, open space, tree canopy, recreation, and other community purposes.

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Policy 9.15. Repurposing street space. Encourage repurposing street segments that are not critical for transportation connectivity to other community purposes.

Policy 9.16. Design with nature. Promote street alignments and designs that respond to topography and natural features, when feasible, and protect streams, wildlife habitat, and native trees.

172.Finding: The policies 9.14 through 9.16 do not apply because the BPCU project affects the requirement of bicycle parking in new development and do not address placemaking elements.

Modal policies

Policy 9.17. Pedestrian transportation. Encourage walking as the most attractive mode of transportation for most short trips, within and to centers, corridors, and major destinations, and as a means for accessing transit.

Policy 9.18. Pedestrian networks. Create more complete networks of pedestrian facilities, and improve the quality of the pedestrian environment.

Policy 9.19. Pedestrian safety and accessibility. Improve pedestrian safety, accessibility, and convenience for people of all ages and abilities.

173.Finding: The policies 9.17 through 9.19 do not apply because the BPCU project affects the requirement of bicycle parking in new development and do not address pedestrian policies and network.

Policy 9.20. Bicycle transportation. Create conditions that make bicycling more attractive than driving for most trips of approximately three miles or less.

174.Finding: The BPCU project meets this policy. The BPCU project requires the provision of safe, accessible, convenient bicycle parking in new construction. This creates conditions that support the use of bicycling for all trips. As addressed in the Recommended Draft Report – nearly 45% of all trips made by car in the Portland region are less than 3 miles – and it is PBOT’s goal to shift these shorter trips to bicycling.

Policy 9.21. Accessible bicycle system. Create a bicycle transportation system that is safe, comfortable, and accessible to people of all ages and abilities.

175.Finding: The BPCU project meets this policy. The BPCU project requires the provision of safe, accessible, convenient bicycle parking in new construction. The standards include requirements for parking that accommodates different types of bicycles, such as cargo bicycles and electric bicycles and a range of users, including those who cannot lift bicycles onto a vertical rack. This supports the use of bicycling for users with a range of abilities.

Policy 9.22. Public transportation. Coordinate with public transit agencies to create conditions that make transit the preferred mode of travel for trips that are not made by walking or bicycling.

176.Finding: The BPCU project meets this policy. The BPCU project requires the provision of safe, accessible, convenient bicycle parking in new construction, including standards for Transit Centers and Light Rail Stations. These standards create conditions that support the use of bicycling for trips and linking bicycle trips with public transportation trips.

Policy 9.23. Transportation to job centers. Promote and enhance transit to be more convenient and economical than the automobile for people travelling more than three miles to and from the Central City and Gateway. Enhance regional access to the Central City and access from Portland to other regional job centers.

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Policy 9.24. Transit service. In partnership with TriMet, develop a public transportation system that conveniently, safely, comfortably, and equitably serves residents and workers 24 hours a day, 7 days a week.

Policy 9.25. Transit equity. In partnership with TriMet, maintain and expand high-quality frequent transit service to all Town Centers, Civic Corridors, Neighborhood Centers, Neighborhood Corridors, and other major concentrations of employment, and improve service to areas with high concentrations of poverty and historically under-served and under-represented communities.

9.25.a. Support a public transit system and regional transportation that address the transportation needs of historically marginalized communities and provide increased mobility options and access.

177.Finding: The BPCU project meets policies 9.23 through 9.25. The BPCU project requires the provision of safe, accessible, convenient bicycle parking in new construction, including standards for Transit Centers and Light Rail Stations. These standards create conditions that support the use of bicycling for trips and increase access to transit for people to link bicycle trips with public transit.

Policy 9.26. Transit funding. Consider funding strategies and partnership opportunities that improve access to and equity in transit service, such as raising metro-wide funding to improve service and decrease user fees/fares.

Policy 9.27. Transit service to centers and corridors. Use transit investments to shape the city's growth and increase transit use. In partnership with TriMet and Metro, maintain, expand, and enhance Portland Streetcar, frequent service bus, and high-capacity transit, to better serve centers and corridors with the highest intensity of potential employment and household growth.

9.27.a. Locate major park-and-ride lots only where transit ridership is increased significantly, vehicle miles traveled are reduced, transit-supportive development is not hampered, bus service is not available or is inadequate, and the surrounding area is not negatively impacted.

178.Finding: The policies 9.26 and 9.27 do not apply because the BPCU project affects the requirement of bicycle parking in new development and do not address funding for transit service or transit service line investment.

Policy 9.28. Intercity passenger service. Coordinate planning and project development to expand intercity passenger transportation services in the Willamette Valley, and from Portland to Seattle and Vancouver, BC.

Policy 9.29. Regional trafficways and transitways. Maintain capacity of regional transitways and existing regional trafficways to accommodate through-traffic.

179.Finding: The policies 9.28 and 9.29 do not apply because the BPCU project affects the requirement of bicycle parking in new development and do not address standards for intercity or regional transitways.

Policy 9.30. Multimodal goods movement. Develop, maintain, and enhance a multimodal freight transportation system for the safe, reliable, sustainable, and efficient movement of goods within and through the city.

Policy 9.31. Economic development and industrial lands. Ensure that the transportation system supports traded sector economic development plans and full utilization of prime industrial land, including brownfield redevelopment.

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Policy 9.32. Multimodal system and hub. Maintain Portland's role as a multimodal hub for global and regional movement of goods. Enhance Portland's network of multimodal freight corridors.

Policy 9.33. Freight network. Develop, manage, and maintain a safe, efficient, and reliable freight street network to provide freight access to and from intermodal freight facilities, industrial and commercial districts, and the regional transportation system. Invest to accommodate forecasted growth of interregional freight volumes and provide access to truck, marine, rail, and air transportation systems. Ensure designated routes and facilities are adequate for over-dimensional trucks and emergency equipment.

Policy 9.34. Sustainable freight system. Support the efficient delivery of goods and services to businesses and neighborhoods, while also reducing environmental and neighborhood impacts. Encourage the use of energy efficient and clean delivery vehicles, and manage on- and off-street loading spaces to ensure adequate access for deliveries to businesses, while maintaining access to homes and businesses.

Policy 9.35. Freight rail network. Coordinate with stakeholders and regional partners to support continued reinvestment in, and modernization of, the freight rail network.

180.Finding: The policies 9.30 through 9.35 do not apply because the BPCU project affects the requirement of bicycle parking in new development and does not directly address policies or standards related to the freight network.

Policy 9.37. Portland Heliport. Maintain Portland's Heliport functionality in the Central City.

181.Finding: This policy does not apply because the BPCU project affects the requirement of bicycle parking in new development and does not directly address policies or standards related to the Heliport functionality.

Policy 9.38. Automobile transportation. Maintain acceptable levels of mobility and access for private automobiles while reducing overall vehicle miles traveled (VMT) and negative impacts of private automobiles on the environment and human health.

Policy 9.39. Automobile efficiency. Coordinate land use and transportation plans and programs with other public and private stakeholders to encourage vehicle technology innovation, shifts toward electric and other cleaner, more energy-efficient vehicles and fuels, integration of smart vehicle technology with intelligent transportation systems, and greater use of options such as car-share, carpool, and taxi.

182.Finding: The policies 9.38 and 9.39 do not apply because the BPCU project affects the requirement of bicycle parking in new development and does not directly address standards for automobile transportation.

Policy 9.40. Emergency response. Maintain a network of accessible emergency response streets to facilitate safe and expedient emergency response and evacuation. Ensure that police, fire, ambulance, and other emergency providers can reach their destinations in a timely fashion, without negatively impacting traffic calming and other measures intended to reduce crashes and improve safety.

183.Finding: This policy does not apply because the BPCU project affects the requirement of bicycle parking in new development and does not directly address standards for emergency response.

System management

Policy 9.45. System management. Give preference to transportation improvements that use existing

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roadway capacity efficiently and that improve the safety of the system for all users.

9.45.a. Support regional equity measures for transportation system evaluation.

184.Finding: This policy does not apply because the BPCU project affects the requirement of bicycle parking in new development and does not directly address standards for transportation system evaluation.

Policy 9.46. Traffic management. Evaluate and encourage traffic speed and volume to be consistent with street classifications and desired land uses to improve safety, preserve and enhance neighborhood livability, and meet system goals of calming vehicle traffic through a combination of enforcement, engineering, and education efforts.

9.46.a. Use traffic calming tools, traffic diversion and other available tools and methods to create and maintain sufficiently low automotive volumes and speeds on neighborhood greenways to ensure comfortable cycling environment on the street.

185.Finding: The policy does not apply because the BPCU project affects the requirement of bicycle parking in new development and does not include standards to address traffic management or automotive volumes and speeds on streets.

Policy 9.47. Connectivity. Establish an interconnected, multimodal transportation system to serve centers and other significant locations. Promote a logical, direct, and connected street system through street spacing guidelines and district-specific street plans found in the Transportation System Plan, and prioritize access to specific places by certain modes in accordance with policies 9.6 and 9.7.

9.47.a. Develop conceptual master street plans for areas of the City that have significant amounts of vacant or underdeveloped land and where the street network does not meet City and Metro connectivity guidelines.

9.47.b. As areas with adopted Street Plans develop, provide connectivity for all modes by developing the streets and accessways as shown on the Master Street Plan Maps in the Comp Plan.

9.47.c. Continue to provide connectivity in areas with adopted Street Plans for all modes of travel by developing public and private streets as shown on the Master Street Plan Maps in the Comp Plan.

9.47.d. Provide street connections with spacing of no more than 530 feet between connections except where prevented by barriers such as topography, railroads, freeways, or environmental constraints. Where streets must cross over protected water features, provide crossings at an average spacing of 800 to 1000 feet, unless exceptional habitat quality of length of crossing prevents a full street connection.

9.47.e Provide bike and pedestrian connections at approximately 330 feet intervals on public easements or rights-of-way when full street connections are not possible, except where prevented by barriers such as topography, railroads, freeways, or environmental constraints. Bike and pedestrian connections that cross protected water features should have an average spacing of no more than 530 feet, unless exceptional habitat quality or length of connection prevents a connection.

186.Finding: The policies do not apply because the BPCU project affects the requirement of bicycle parking in new development and does not address standards for street connectivity plans.

Policy 9.48 Technology. Encourage the use of emerging vehicle and parking technology to improve

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real-time management of the transportation network and to manage and allocate parking supply and demand.

187.Finding: This policy does not apply because the BPCU project affects the standards for bicycle parking in new development and does not affect the development or use of emerging vehicle and parking technology.

Policy 9.49 Performance measures. Establish multimodal performance measures and measures of system completeness to evaluate and monitor the adequacy of transportation services based on performance measures in goals 9.A. through 9.I. Use these measures to evaluate overall system performance, inform corridor and area-specific plans and investments, identify project and program needs, evaluate and prioritize investments, and regulate development, institutional campus growth, zone changes, Comprehensive Plan Map amendments, and conditional uses.

- 9.49.a.** Eliminate deaths and serious injuries for all who share Portland streets by 2025.
- 9.49.b.** Maintain or decrease the number of peak period non-freight motor vehicle trips, system-wide and within each mobility corridor to reduce or manage congestion.
- 9.49.c.** By 2035, reduce the number of miles Portlanders travel by car to 11 miles per day or less, on average.
- 9.49.d.** Establish mode split targets in 2040 Growth Concept areas within the City, consistent with Metro’s targets for these areas.
- 9.49.e.** By 2035, increase the mode share of daily non-drive alone trips to 70 percent citywide, and to the following in the five pattern areas:

Pattern Area	2035 daily target mode share
Central City	85%
Inner Neighborhoods	70%
Western Neighborhoods	65%
Eastern Neighborhoods	65%
Industrial and River	55%

- 9.49.f.** By 2035, 70 percent of commuters walk, bike, take transit, carpool, or work from home at approximately the following rates:

Mode	Mode Share
Walk	7.5%
Bicycle	25%
Transit	25%

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Carpool	10%
Single Occupant Vehicle (SOV)	30% or less
Work at home	10% below the line (calculated outside of the modal targets above)

9.49.g. By 2035, reduce Portland’s transportation-related carbon emissions to 50% below 1990 levels, at approximately 934,000 metric tons.

9.49.h. By 2025, increase the percentage of new mixed use zone building households not owning an automobile from approximately 13% (2014) to 25%, and reduce the percentage of households owning two automobiles from approximately 24% to 10%.

9.49.i. Develop and use alternatives to the level-of-service measure to improve safety, encourage multimodal transportation, and to evaluate and mitigate maintenance and new trip impacts from new development.

9.49.j. Use level-of-service, consistent with Table 9.1*, as one measure to evaluate the adequacy of transportation facilities in the vicinity of sites subject to land use review.

9.49.k. Maintain acceptable levels of performance on state facilities and the regional arterial and throughway network, consistent with the interim standard in Table 9.2*, in the development and adoption of, and amendments to, the Transportation System Plan and in legislative amendments to the Comprehensive Plan Map.

9.49.l. In areas identified by Metro that exceed the level-of-service in Table 9.2* and are planned to, but do not currently meet the alternative performance criteria, establish an action plan that does the following:

- Anticipates growth and future impacts of motor vehicle traffic on multimodal travel in the area
- Establishes strategies for mitigating the future impacts of motor vehicles
- Establishes performance standards for monitoring and implementing the action plan.

*Note: Referenced Tables 9.1 and 9.2 are contained within the Transportation System Plan and should not be confused with tables or figures within the 2035 Comprehensive Plan.

9.49.m. Develop performance measures to track progress in creating and maintaining the transportation system.

188. Finding: The BPCU project meets applicable sub-policies above, including 9.49.b., 9.49.c., 9.49.e., 9.49.f., 9.49.g., and 9.49.h. The BPCU project will increase the supply of bicycle parking, which supports bicycling, a low-carbon and active mode of transportation. Promoting active transportation is one of the key strategies to reduce VMT, carbon emissions, and auto ownership rates from the transportation sector and to meet the goals for bike mode share outlined above.

189. Finding: Sub-policies 9.49.a., 9.49.d, 9.49.i, 9.49.j., 9.49.k., 9.49.l., and 9.49.m. do not apply. The BPCU project is not addressing standards that eliminate death and serious injury on Portland streets; address level of service measures used in land use review or evaluation of transportation

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facilities; or develop performance measures to track progress in creating and maintaining the transportation system.

Policy 9.50 Regional congestion management. Coordinate with Metro to establish new regional multimodal mobility standards that prioritize transit, freight, and system completeness.

9.50.a. Create a regional congestion management approach, including a market-based system, to price or charge for auto trips and parking, better account for the cost of auto trips, and to more efficiently manage the regional system.

190.Finding: This policy does not apply because the BPCU project affects the standards for bicycle parking in new development and the standards do not address regional multimodal standards or pricing auto trips.

Policy 9.51. Multimodal Mixed-Use Area. Manage Central City Plan amendments in accordance with the designated Central City Multimodal Mixed-Use Area (MMA) in the geography indicated in Figure 9-2. The MMA renders congestion / mobility standards inapplicable to any proposed plan amendments under OAR 660-0012-0060(10).

191.Finding: This policy does not apply because the BPCU project affects the standards for required bicycle parking for new development and does not address standards for the MMA.

Transportation Demand Management

Policy 9.52. Outreach. Create and maintain TDM outreach programs that work with Transportation Management Associations (TMA), residents, employers, and employees that increase the modal share of walking, bicycling, and shared vehicle trips while reducing private vehicle ownership, parking demand, and drive-alone trips, especially during peak periods.

Policy 9.53. New development. Create and maintain TDM regulations and services that prevent and reduce traffic and parking impacts from new development and redevelopment. Encourage coordinated area-wide delivery of TDM programs. Monitor and improve the performance of private-sector TDM programs.

Policy 9.54. Projects and programs. Integrate TDM information into transportation project and program development and implementation to increase use of new multimodal transportation projects and services.

192.Finding: The policies 9.52 through 9.54 do not apply because the BPCU project affects the standards for required bicycle parking for new development. While bicycle parking can be seen as a TDM tool, the Zoning Code provisions for Bicycle Parking set the required baseline for bicycle parking; any provision for bicycle parking above and beyond the requirement in code could be included as a TDM measure for new development.

Parking management

Policy 9.55. Parking management. Reduce parking demand and manage supply to improve pedestrian, bicycle and transit mode share, neighborhood livability, safety, business district vitality, vehicle miles traveled (VMT) reduction, and air quality. Implement strategies that reduce demand for new parking and private vehicle ownership, and that help maintain optimal parking occupancy and availability.

193.Finding: The BPCU project meets this policy. The BPCU project requires the provision of safe, accessible, convenient bicycle parking in new construction. This supports the use of bicycling, an

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active and zero-emission mode, for trips, potentially reducing demand for automobile parking and VMT.

As discussed above in Finding 165 (for Policy 9.5), research shows that bicycle parking plays a significant role in mode choice and thus impacts VMT.

Policy 9.56. Curb Zone. Recognize that the Curb Zone is a public space, a physical and spatial asset that has value and cost. Evaluate whether, when, and where parking is the highest and best use of this public space in support of broad City policy goals and local land use context. Establish thresholds to utilize parking management and pricing tools in areas with high parking demand to ensure adequate on-street parking supply during peak periods.

194.Finding: This policy does not apply because the BPCU project affects the standards for bicycle parking in new development and does not set curb zone standards or policies.

Policy 9.57. On-street parking. Manage parking and loading demand, supply, and operations in the public right of way to achieve mode share objectives, and to encourage safety, economic vitality, and livability. Use transportation demand management and pricing of parking in areas with high parking demand.

Policy 9.58. Off-street parking. Limit the development of new parking spaces to achieve land use, transportation, and environmental goals, especially in locations with frequent transit service. Regulate off-street parking to achieve mode share objectives, promote compact and walkable urban form, encourage lower rates of car ownership, and promote the vitality of commercial and employment areas. Use transportation demand management and pricing of parking in areas with high parking demand.

Finding: The BPCU project meets the policies 9.57 and 9.58. The BPCU project requires the provision of safe, accessible, convenient bicycle parking in new construction. This supports the use of bicycling, an active and zero-emission mode, for trips, potentially reducing demand for automobile parking both on-street and off-street. As discussed above in Finding 165 (for Policy 9.5), research shows that bicycle parking plays a significant role in mode choice and thus impacts VMT.

Policy 9.59. Share space and resources. Encourage the shared use of parking and vehicles to maximize the efficient use of limited urban space.

195.Finding: This policy does not apply because the BPCU project affects the standards for bicycle parking in new development and does not set standards for shared use vehicle parking.

Policy 9.60. Cost and price. Recognize the high public and private cost of parking by encouraging prices that reflect the cost of providing parking and balance demand and supply. Discourage employee and resident parking subsidies.

196.Finding: This policy does not apply because the BPCU project affects the standards for bicycle parking in new development and does not affect standards for parking subsidies.

Policy 9.61. Bicycle parking. Promote the development of new bicycle parking facilities including dedicated bike parking in the public right-of-way. Provide sufficient bicycle parking at high-capacity transit stations to enhance bicycle connection opportunities. Require provision of adequate off-street bicycle parking for new development and redevelopment. Encourage the provision of parking for different types of bicycles. In establishing the standards for long-term bicycle parking, consider the needs of persons with different levels of ability.

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197.Finding: The BPCU project directly meets this policy. The BPCU project requires the provision of safe, accessible, convenient bicycle parking in new development. These requirements include standards for different types of bicycles to accommodate the needs of users with different levels of ability.

Finance, programs, and coordination

Policy 9.62. Coordination. Coordinate with state and federal agencies, local and regional governments, special districts, other City bureaus, and providers of transportation services when planning for, developing, and funding transportation facilities and services.

Policy 9.63. New development impacts. Prevent, reduce, and mitigate the impacts of new development and redevelopment on the transportation system. Utilize strategies including transportation and parking demand management, transportation system analysis, and system and local impact mitigation improvements and fees.

198.Finding: The BPCU project meets this policy. The BPCU project requires the provision of safe, accessible, convenient bicycle parking in new construction. This supports the use of bicycling, an active and zero-emission mode, for trips, potentially reducing the impact of new development on the transportation system.

Policy 9.64. Education and encouragement. Create, maintain, and coordinate educational and encouragement programs that support multimodal transportation and that emphasize safety for all modes of transportation. Ensure that these programs are accessible to historically under-served and under-represented populations.

199.Finding: This policy does not apply because BPCU project affects the standards for bicycle parking in new development and does not affect education and encouragement programs.

Policy 9.65. Telecommuting. Promote telecommuting and the use of communications technology to reduce travel demand.

200.Finding: This policy does not apply because the BPCU project affects the standards for bicycle parking in new development and does not affect telecommuting policy.

Policy 9.66. Project and program selection criteria. Establish transportation project and program selection criteria consistent with goals 9A through 9I, to cost-effectively achieve access, placemaking, sustainability, equity, health, prosperity, and safety goals.

201.Finding: This policy does not apply because the BPCU project affects the standards for bicycle parking in new development and does not affect project and program selection criteria.

Policy 9.67. Funding. Encourage the development of a range of stable transportation funding sources that provide adequate resources to build and maintain an equitable and sustainable transportation system.

202.Finding: This policy does not apply because the BPCU project affects the standards for bicycle parking in new development and does not affect standards for transportation system funding.

Connected and Automated Vehicles

Policy 9.68 Connected and Automated Vehicles Priorities and Outcomes. Prioritize connected and automated vehicles that are fleet/shared ownership, fully automated, electric and, for passenger vehicles, shared by multiple passengers (known by the acronym FAVES). Develop and implement strategies for each following topic.

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Policy 9.69 Connected and Automated Vehicles Tools. Use a full range of tools to ensure that connected and automated vehicles and private data communications devices installed in the City right of way contribute to achieving Comprehensive Plan and Transportation System Plan goals and policies.

203.Finding: The policies 9.68 and 9.69 do not apply because the BPCU project affects the standards for bicycle parking in new development and does not affect policy or deployment of automated vehicles.

Chapter 10: Land Use Designations and Zoning

Goal 10.A: Land use designations and zoning. Effectively and efficiently carry out the goals and policies of the Comprehensive Plan through the land use designations, Zoning Map, and the Zoning Code.

The Zoning Map and the Zoning Code

Policy 10.4. Amending the Zoning Code. Amendments to the zoning regulations must be done legislatively and should be clear, concise, and applicable to a broad range of development situations faced by a growing city. Amendments should:

10.4.a. Promote good planning:

- Effectively and efficiently implement the Comprehensive Plan.
- Address existing and potential land use problems.
- Balance the benefits of regulations against the costs of implementation and compliance.
- Maintain Portland's competitiveness with other jurisdictions as a location in which to live, invest, and do business.

10.4.b. Ensure good administration of land use regulations:

- Keep regulations as simple as possible.
- Use clear and objective standards wherever possible.
- Maintain consistent procedures and limit their number.
- Establish specific approval criteria for land use reviews.
- Establish application requirements that are as reasonable as possible, and ensure they are directly tied to approval criteria.
- Emphasize administrative procedures for land use reviews.
- Avoid overlapping reviews.

10.4.c. Strive to improve the code document:

- Use clear language.
- Maintain a clear and logical organization.
- Use a format and layout that enables use of the document by lay people as well as professionals.
- Use tables and drawings to clarify and shorten the document.
- Identify and act on regulatory improvement suggestions.

204.Finding: The BPCU project meets the goals and policies of Chapter 10. The BPCU project includes legislative amendments to the Zoning Code. The amendments have been developed to be as concise as possible to effectively implement the 2035 Comprehensive Plan policies. The amendments were developed in a public process and reviewed by the PSC and the Portland City

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Council. For all these reasons, the amendments constitute good administration, good planning and improvement to the code document.

Part IV. Comprehensive Plan and Zoning Code Amendment Criteria

33.835.040 Approval Criteria

A. Amendments to the zoning code. Text amendments to the zoning code must be found to be consistent with the Comprehensive Plan, Urban Growth Management Functional Plan, and the Statewide Planning Goals. In addition, the amendments must be consistent with the intent or purpose statement for the base zone, overlay zone, plan district, use and development, or land division regulation where the amendment is proposed, and any plan associated with the regulations. The creation of a new plan district is subject to the approval criteria stated in 33.500.050.

205.Finding: The findings in this exhibit demonstrate how the BPCU project is consistent with the 2035 Comprehensive Plan, the Urban Growth Management Functional Plan, and the Statewide Planning Goals.

206.Finding: This criterion requires the BPCU project shows consistency on balance. The City Council has applied all applicable policies and the findings in this exhibit demonstrate how the BPCU amendments to the zoning code are consistent with the 2035 Comprehensive Plan, the Urban Growth Management Functional Plan, and with the Statewide Planning Goals.

B. Amendments to the goals and policies of the Comprehensive Plan. Text amendments to the goals and policies of the Comprehensive Plan must be found to be consistent with the Comprehensive Plan, the Urban Growth Management Functional Plan, and with the Statewide Planning Goals.

207.Finding: This criterion does not apply because the BPCU project does not amend the Comprehensive Plan.