



# ZONING CODE

## INFORMATION GUIDE

### Bicycle Parking

Bicycle parking standards are found in Portland Zoning Code Sections 33.266.200 and 33.266.210. These standards address the location standards, minimum amount, and rack design requirements for both long-term and short-term bicycle parking.

The purpose of the requirements are to support Portland’s growth and to encourage bicycling as a mode of transportation the City uses development standards and guidelines to ensure secure, accessible and usable bicycle parking.

**Requirements:**

**1. Amounts of Required Bike Parking**

- Amounts of required long-term and short-term bicycle parking are listed in Table 266-6 by Use Category and Specific Use.

**2. In-unit allowance standards**

- For sites with 12 or fewer units, up to 100% of bicycle parking can be in dwelling units.
- For sites with more than 12 units, up to 50% of bicycle parking can be in dwelling units.

**3. In-unit location standards**

All in-unit bicycle parking spaces must meet the following:

- Rack is located within 15 feet of the entrance to the dwelling unit
- Located in a closet or alcove
- Space meets the standard bicycle parking spacing requirements in Table 266-7
- Rack does not have to allow the bike frame and one wheel to be locked with a u-shaped shackle lock.
- For buildings with no elevators, long-term bicycle parking must be located in the ground floor units.

**4. Standards for sites with more than 20 long-term spaces**

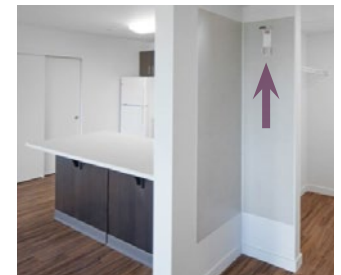
- Horizontal space - minimum 30% provided in horizontal racks
- Space for large bikes - minimum 5% spaces for larger bikes (10’x3’ spaces)
- Electrical outlets - minimum 5% spaces with access to electrical socket

**5. Accessibility**

- For buildings with no elevators long-term bicycle parking must be located in the ground floor units.
- All bicycle parking must be available via an accessible route (see 33.910.030 Definitions).
- Double-decker racks must include a lift-assisted mechanism to access the upper tier.
- In mixed-use developments, all building tenants must have access to long-term bicycle parking.

**When is bicycle parking required?**

- Sites with 5 or more dwelling units
- Bike parking is required in all zones
- Amounts determined by use category (i.e. office, retail sales and services, household living, etc)
- Long-term and short-term bike parking are required for most uses



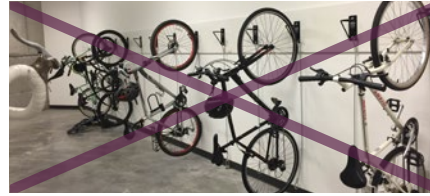
Bike parking alcove, with lower profile rack. (Source: Miracles Apartment, Portland OR)



Double-decker lift-assist for access to the upper tier. (Source: Dero - www.dero.com/product/dero-decker/)

**6. Rack Design**

- All horizontal racks need two points of contact
- Cable components are not considered a rack component



Cables are not considered a rack component

**7. Spacing standards**

- Additional alternative spacing standards have been codified to reduce the number of adjustments. Diagrams for the spacing can be found in Figures 266-8 through 266-11 under 33.266.210.C.3.b.

**8. Security requirements**

- Streamline and narrow the security requirements for long-term bicycle parking to help prevent bicycle theft.
- Approvable security options for residential uses:
  - Be in a restricted access, lockable room or enclosure that is designated primarily for bike parking;
  - A bicycle locker; or
  - In a residential dwelling unit meeting the in-unit location standards.
- Approvable security options for all other uses:
  - In a restricted access, lockable room or enclosure - this can include co-locating bicycle parking spaces with staff work areas on upper floors in an office or in the back-office area of a small retail establishment that has a locking door; or
  - A bicycle locker.
- Lighting - all access routes and the bicycle parking spaces must be lighted to a level where the system can be used at night by the employees and residents.

**9. Weather protection**

- 100% of long-term bicycle parking must be covered.

**10. Information in Plans**

- Applicant must show all bicycle parking details, including manufacturer model information, location and access route, and space dimensions in plans for submission of land use review and/or building permit application.



**Additional standards to remember:**

- Nonconforming Development: For all nonconforming development, short-term bicycle parking is one of the options to be brought into compliance. Long-term bicycle parking must be brought into compliance if:
  - The project meets the definition of Major Remodel (33.910) - projects where the floor area is being increased by 50 percent or more, or where the cost of the remodeling is greater than the assessed value of the existing improvements on the site.
  - If the site has accessory surface parking.
- Bike room exemption: space dedicated to bike parking that is provided outside of the dwelling unit is exempt from Floor Area Ratio (FAR).
- Conversion of existing parking: of existing required auto parking spaces can be converted to bike parking (33.266.110.D.2.b and c) to required bike parking.
- Ground Floor Window Requirement: up to 25% of required ground floor windows can look into bicycle parking rooms (Central City Plan District 33.510.220 and Commercial/ Mixed Use Zones 33.130.230).

**Helpful Contacts and Links:**

- Planning and Zoning: 503-823-PLAN (7526)
- Title 33.266 Parking, Loading, And Transportation And Parking Demand Management [www.portlandoregon.gov/bps/article/53320](http://www.portlandoregon.gov/bps/article/53320) (Bike Parking - 33.266.200 and 33.266.210)
- PBOT Bicycle Parking Website: [www.portlandoregon.gov/transportation/70439](http://www.portlandoregon.gov/transportation/70439)
- PBOT Bike Parking Contact: [BicycleCodeUpdate@portlandoregon.gov](mailto:BicycleCodeUpdate@portlandoregon.gov)