

## Summary of proposed changes to the Bicycle Parking Code Update from the Discussion Draft to the Proposed Draft

The following is a summary list of code elements that are proposed to change for the next draft of the Bicycle Parking Code Update. These changes are part of the Proposed Draft that was submitted to the Planning and Sustainability Commission (PSC) in December 2018

- 1. Affordable housing in-unit standards.** Develop an in-unit standard for affordable housing projects that looks to balance the need for affordable units and convenient, accessible long-term bicycle parking.
- 2. Accessible route.** Remove the reference to accessible access route for long-term bicycle parking because ADA standards capture access to bicycle parking rooms; but add standards for access to in-unit bicycle parking for buildings that don't have elevators.
- 3. Long-term location – underground parking garage.** Remove the standard that if long-term bicycle parking is located in underground, structured parking areas then it must be located on the level closest to the ground floor of the building. Therefore, long-term bicycle parking can be at any level of the parking garage, as long as there is elevator access.
- 4. Long-term location – personal garage.** Clarify that long-term bicycle parking can be in a personal, structured parking garage and this does not count towards being in a residential dwelling unit.
- 5. E-bikes.** Remove the requirement for outlets to charge e-bikes because outlets are a building code issue. However, a future electrification project will look at requiring charging for e-bikes and EVs.
- 6. Short-term Bicycle Parking Fund.** Remove the all or nothing aspect of the Short-term Bicycle Parking Fund to allow partial placement of short-term requirement on-site with the remainder paid into the Fund.
- 7. Long-term security.** Create separate long-term security standards for residential uses and non-residential uses, that acknowledges the differences in how bicycle parking is used. For non-residential uses, the lockable room does not have to be designated for bicycle parking, therefore bicycle parking spaces could be co-located with staff work areas on upper floors or in the back-office area of a small retail establishment.
- 8. Bicycle parking in setbacks.** Add clarification that detached accessory structures can include bicycle parking, and that through the Better Housing by Design process, these structures can be located within required side and rear setbacks of small sites.
- 9. Long-term bicycle parking for schools (K through 12).** Given the different needs of long-term bicycle parking at schools for students and for staff, the proposal exempts and creates specific long-term bicycle parking requirements for schools to address location, security, weather-protection and horizontal racks.
- 10. Self-Service storage amounts.** In Table 266-6, add a Use Category under Industrial Categories for Self-Service Storage and add amounts for required long- and short-term bicycle parking.



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