

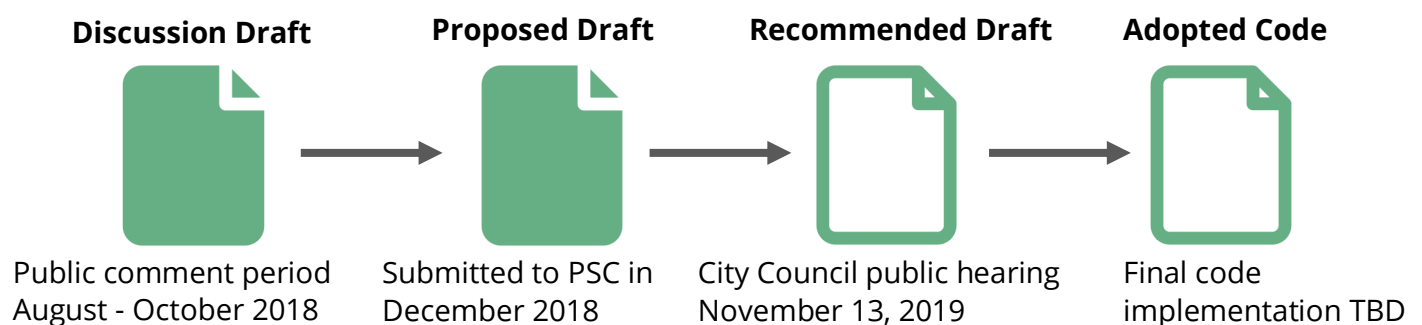
Bicycle Parking Code Update: Summary of Key PSC Amendments

The following are a few of the key Planning and Sustainability Commission (PSC) recommendations that were adopted on February 26, 2019:

1. **Set a threshold for bicycle parking requirements in multi-dwelling developments.** Bicycle parking is required for sites with 5 or more dwelling unit.
2. **Develop design standards for in-unit bicycle parking.** The following standards are required for in-unit bicycle parking:
 - The bicycle parking is located within 15 feet of the entrance to the dwelling unit.
 - The bicycle parking is located in a closet or alcove of the dwelling unit that includes a rack that meets the standard bicycle spacing dimensions.
 - For buildings with no elevators, long-term bicycle parking must be located in the ground floor units.
3. **Specify a percentage of long-term bicycle parking to be in bike rooms.** Up to 50 percent of long-term bicycle parking spaces may be provided in a residential dwelling unit if the spaces meet the in-unit design standards.
4. **Develop a small site exception for in-unit bicycle parking.** Sites with 12 dwelling units or fewer may provide up to 100% of long-term bicycle parking in dwelling units, if the spaces meet the in-unit design standards.
5. **Require sockets for e-bike charging.** For sites with more than 20 long-term bicycle parking spaces at least 5% of the spaces must have electrical sockets accessible to the spaces and the spaces must be provided in horizontal racks.

These are just a few of the items that were discussed and recommended by the PSC, for more information visit: <https://www.portlandoregon.gov/transportation/70439>

Timeline and Next Steps:



Bicycle Parking Code Update:

Summary of Proposed Zoning Code Changes

Recommended Draft (May 2019)

The following are 20 of the major proposed changes to the Bicycle Parking Chapter:

1. Adopt two geographic tiers for minimum bicycle parking amounts to be applied to all Use Categories.
2. Calculate amounts of long- and short-term bicycle parking based on data points, including trip generation rates, employees per square footage, and visitation rates.
3. Require 50% percentage of long-term bicycle parking to be in bike rooms.
4. Require that in-unit bicycle parking is located in a closet or alcove near the main entrance.
5. For buildings with no elevators, long-term bicycle parking must be located in the ground floor units.
6. In mixed-use developments, ensure all building tenants have access to long-term bicycle parking.
7. Require that a minimum of 30% of long-term bicycle parking be provided in horizontal racks.
8. Provide a minimum of 5% spaces for larger bikes, like recumbents or bikes with trailers.
9. Provide a minimum of 5% spaces with access to electric sockets for electric assist bicycles.
10. Ensure that double-decker racks include a lift-assisted mechanism to access the upper tier.
11. Streamline and narrow the security requirements for long-term bicycle parking to help prevent bicycle theft.
12. Enhance personal safety by requiring lighting for long-term bicycle parking.
13. Require 100% of long-term bicycle parking to be covered to provide weather protection.
14. Increase options for space saving racks in code.
15. Streamline spacing requirements for horizontal and diagonal racks to better match the right-of-way standards.
16. Exempt bike room space from Floor Area Ratios (FAR).
17. Remove the all or nothing aspect of the Short-term Bicycle Parking Fund.
18. Add the major remodel threshold to nonconforming development to require both short- and long-term bicycle parking to be brought up to code.
19. Allow the conversion of existing required parking spaces to required bicycle parking.
20. Require applicants to provide sufficient bicycle rack detail in submitted plans.



To read the latest code draft visit: <https://www.portlandoregon.gov/transportation/70439>

For general questions email: bicyclecodeupdate@portlandoregon.gov