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2010-187

BEFORE THE BOARD OF COUNTY COMMISSIONERS OF DESCHUTES COUNTY, OREGON

An Ordinance Amending the Deschutes County Code *
Chapter 18.116 to Amend the Bicycle Parking * ORDINANCE NO. 2010-010
Standards. *

WHEREAS, the Deschutes County Planning Division staff initiated a text amendment to Deschutes County Code (DCC) Chapter 18.116 to amend the bicycle parking standards in order to provide greater flexibility in requiring such parking under certain circumstances in rural areas ; and

WHEREAS, after notice was give in accordance with applicable law, a public hearing was held on January 28, 2010 before the Deschutes County Planning Commission and on the same date the Planning Commission recommended approval of the text amendments; and

WHEREAS, the Board of County Commissioners considered this matter after a duly noticed public hearing on February 22, 2010 and March 15, 2010 and concluded that the proposed changes are consistent with the County's Comprehensive Plan and that the public will benefit from changes to the land use regulations; now therefore,

THE BOARD OF COUNTY COMMISSIONERS OF DESCHUTES COUNTY, OREGON, ORDAINS as follows:

Section 1. AMENDMENT. DCC Section 18.116.031, Bicycle Parking, is amended to read as described in Exhibit "A," attached hereto and by this reference incorporated herein, with new language underlined and language to be deleted in ~~striketrough~~.

Section 2. FINDINGS. The Board adopts as its findings Exhibit "B", attached and incorporated by reference herein.

Dated this 31st of March, 2010

BOARD OF COUNTY COMMISSIONERS
OF DESCHUTES COUNTY, OREGON

[Signature: Dennis R. Luke]
DENNIS R. LUKE, Chair

[Signature: Alan Unger]
ALAN UNGER, Vice Chair

[Signature: Tammy Baney]
TAMMY BANEY, Commissioner

ATTEST:
[Signature: Bonnie Baker]
Recording Secretary

Date of 1st Reading: 17th day of March, 2010.

Date of 2nd Reading: 31st day of March, 2010.

Commissioner	Record of Adoption Vote:			
	Yes	No	Abstained	Excused
Dennis R. Luke	<u>✓</u>	—	—	—
Alan Unger	<u>✓</u>	—	—	—
Tammy Baney	<u>✓</u>	—	—	—

Effective date: 1st day of July, 2010.

18.116.031. Bicycle Parking.

New development and any construction, renovation or alteration of an existing use requiring a site plan review under DCC Title 18 for which planning approval is applied for after the effective date of Ordinance 93-005 shall comply with the provisions of DCC 18.116.031.

A. Number and Type of Bicycle Parking Spaces Required.

1. General Minimum Standard.

- a. All uses that require off-street motor vehicle parking shall, except as specifically noted, provide one bicycle parking space for every five required motor vehicle parking spaces.
- b. Except as specifically set forth herein, all such parking facilities shall include at least two sheltered parking spaces or, where more than 10 bicycle spaces are required, at least 50 percent of the bicycle parking spaces shall be sheltered.
- c. When the proposed use is located outside of an unincorporated community, a destination resort, and a rural commercial zone, exceptions to the bicycle parking standards may be authorized by the Planning Director or Hearings Body if the applicant demonstrates one or more of the following:
 - i. The proposed use is in a location accessed by roads with no bikeways and bicycle use by customers or employees is unlikely.
 - ii. The proposed use generates less than 50 vehicle trips per day.
 - iii. No existing buildings on the site will accommodate bicycle parking and no new buildings are proposed.
 - iv. The size, weight, or dimensions of the goods sold at the site makes transporting them by bicycle impractical or unlikely.
 - v. The use of the site requires equipment that makes it unlikely that a bicycle would be used to access the site. Representative examples would include, but not be limited to, paintball parks, golf courses, shooting ranges, etc.

2. Special Minimum Standards.

- a. Multi-Family Residences. Every residential use of four or more dwelling units shall provide at least one bicycle parking space for each unit. In those instances in which the residential complex has no garage, required spaces shall be sheltered.
- b. Parking Lots. All public and commercial parking lots and parking structures shall provide a minimum of one bicycle parking space for every 10 motor vehicle parking spaces.
- c. Schools. ~~Secondary S~~ schools, both public and private, shall provide one bicycle parking space for every ~~10~~ 25 students, ~~half~~ all of which shall be sheltered.
- d. Colleges. One-half of the bicycle parking spaces at colleges, universities and trade schools shall be sheltered facilities.

3. Trade Off with Motor Vehicle Parking Spaces.

- a. One motor vehicle parking space may be deleted from the required number of spaces in exchange for providing required bicycle parking.
 - i. Any deleted motor vehicle space beyond the one allowed above shall be replaced with at least ~~one~~ five bicycle spaces.
 - ii. If such additional parking is to be located in the area of the deleted automobile parking space, it must meet all other bicycle parking standards.
- b. The Hearings Body or Planning Director may authorize additional bicycle parking in exchange for required motor vehicle parking in areas of demonstrated, anticipated, or desired high bicycle use.

4. Calculating number of bicycle spaces.

- a. Fractional spaces shall be rounded up to the next whole space.

- b. For facilities with multiple uses (such as a commercial center) bicycle-parking requirements shall be calculated by using the total number of motor vehicle spaces required for the entire development.
- B. Bicycle Parking Design.
- 1. General Description.
 - a. Sheltered Parking. Sheltered parking may be provided within a bicycle storage room, bicycle locker, or racks inside a building; in bicycle lockers or racks in an accessory parking structure; underneath an awning, eave, or other overhang; or by other facility as determined by the Hearings Body or Planning Director that protects the bicycle from direct exposure to the elements.
 - b. Unsheltered parking may be provided by bicycle racks.
 - 2. Location.
 - a. Required bicycle parking that is located outdoors shall be located on-site within 50 feet of main entrances and not farther from the entrance than the closest motor vehicle parking space.
 - i. Bicycle parking shall be located in areas of greatest use and convenience to bicyclist.
 - ii. Such bicycle parking shall have direct access to both the public right of way and to the main entrance of the principal use.
 - iii. Bicycle parking shall not impede or create a hazard to pedestrians.
 - iv. Parking areas shall be located so as not to conflict with clear vision areas as prescribed in DCC 18.116.020.
 - b. Bicycle parking facilities shall be separated from motor vehicle parking and drive areas by a barrier or sufficient distance to prevent damage to the parked bicycle.
 - c. Where bicycle parking facilities are not directly visible and obvious from the public right(s) of way, entry and directional signs shall be provided to direct bicyclists for the public right of way to the bicycle parking facility. Directions to sheltered facilities inside a structure may be signed, or supplied by the employer, as appropriate.
 - 3. Dimensional Standards.
 - a. Each bicycle parking space shall be at least two by six feet with a vertical clearance of seven feet.
 - b. An access aisle of at least five feet wide shall be provided and maintained beside or between each row of bicycle parking.
 - c. Each required bicycle parking space shall be accessible without moving another bicycle.
 - 4. Surface. The surface of an outdoor parking facility shall be surfaced in the same manner as the motor vehicle parking area or with a minimum of one-inch thickness of aggregate material. This surface will be maintained in a smooth, durable, and well-drained condition.
 - 5. Security.
 - a. Bicycle parking facilities shall offer security in the form of either a lockable enclosure in which the bicycle can be stored or a stationary object (i.e., a "rack") upon which the bicycle can be locked. Structures that require a user-supplied lock shall accommodate both cables and U-shaped locks and shall permit the frame and both wheels to be secured (removing the front wheel may be necessary). All bicycle racks, lockers, or other facilities shall be permanently anchored to the surface of the ground or to a structure.
 - b. Lighting shall be provided in a bicycle parking area so that all facilities are thoroughly illuminated and visible from adjacent sidewalks or motor vehicle parking.
 - 6. Other means that provide the above level of bicycle parking may be approved by the Hearings Body or the Planning Director.

(Ord. 2010-010 §1, 2010; Ord. 93-005 §4, 1993)

Conformance with the Comprehensive Plan – Transportation System Plan

Section 23.64.190, Facility Requirements

The TPR has various requirements relating to bicycle facilities such as bike parking amounts and area, and employee considerations such as shower and changing facilities. Most of these requirements have already been implemented through Deschutes County ordinances, but are reinforced here with goals and policies.

- 1. Goal. Maintain the existing development requirements for bicycle facilities in Deschutes County.***
- 2. Policy. Deschutes County shall maintain and update as necessary the existing ordinance requirements for bicycle facilities found in Title 18.116.031, or such other location that it may be moved to within the Deschutes County Development Code.***

FINDING: County Planning staff initiated an update to the bicycle parking standards in DCC Title 18, given the now almost 17-year history associated with these standards. Staff believes and the Board of County Commissioners agree, that the bicycle parking standards should be amended to provide for exceptions in certain circumstances and projects, because the projects that meet the exception criteria are not likely to be of the type to which people will ride their bicycles in the unincorporated areas of the County. Therefore, the text amendment allows for areas outside of unincorporated communities, the resort communities, and destination resorts in the county, to have the possibility for an exception to the bicycle parking standards. The proposed changes will not prevent any future landowner from providing bicycle parking if they so desire.