

Specific Beaverton Development Code analysis

60.30.05. Off-Street Parking Requirements.

3. Bicycle Parking. [ORD 3965; November 1996] Bicycle parking shall be required for quadplexes, townhouses (with 4 or more units), cottage clusters, multi-dwellings, all retail, office and institution developments, and at all transit stations and park and ride lots which are proposed for approval after November 6, 1996. The number of required bicycle parking spaces shall be provided according to Section 60.30.10.5. All bike parking facilities shall meet the specifications, design and locational criteria as delineated in this section and the Engineering Design Manual. [ORD 4397; August 2006] [ORD 4822; June 2022]

B. Bicycle Categories. The required minimum number of short-term and long-term bicycle parking spaces for each land use is listed in Section 60.30.10.5.

1. Short-Term parking. Short-term bicycle parking spaces accommodate persons that can be expected to depart within two hours. Short-term bicycle parking is encouraged to be located on site within 50 feet of a primary entrance, or if there are site, setback, building design, or other constraints, bicycle parking shall be located no more than 100 feet from a primary entrance in the closest available area to the primary entrance as determined by the decision-making authority
2. Long-Term parking. Long-term bicycle parking spaces accommodate persons that can be expected to leave their bicycle parked longer than two hours. Cover or shelter for long-term bicycle parking shall be provided. School buildings are exempted from the requirement to cover long-term bicycle parking.
- 3.
4. **Ratios**. In calculating the required number of vehicle and bicycle parking spaces, fractions equal to or more than 0.5 shall be rounded up to the nearest whole number. In calculating the required number of vehicle and bicycle parking spaces, fractions less than 0.5 shall be rounded down to the nearest whole number. [ORD 3965; November 1996]
- 5.

	Long Term	Short Term
Residential Care Facilities (based upon maximum capacity)	1 space per 100 beds	1 space per 50 beds

A plain reading of this section of the Development Code clarifies that for Residential Care Facilities with fewer than 25 beds there is no requirement for any Bicycle Parking Facilities since the **RATIO or fraction of a space would be less than .50 space for Short Term and .25 space for Long Term Parking. FYI the “ratio” note is also clearly stated in [Table 60.30.10.5.B. - PARKING RATIO REQUIREMENTS FOR BICYCLES](#) as Note #3.**

60.30.10.10

B. For parking areas that meet one of the thresholds in subsections 1 or 2, below, parking spaces shall be so located and served by an [access](#) that their use will require no backing movements or other maneuvering within a [street](#) or right-of-way other than an alley. [ORD 4822; June 2022]

1. Residential dwellings: Tandem spaces that can be accommodated within the driveway do not count in calculation provided the number of parking spaces backing out into the street or right of way does not exceed two. All other development: More than two parking spaces.

A plain reading of this section of the Development Code clarifies that it was adopted June 2022. The application under review was submitted in April 2022. Oregon State Law requires that a land use application must be reviewed and approved under the regulations IN PLACE (adopted by ordinance) at the time of the application submittal. While staff is correct that the section cited above is in place NOW, it was not codified at the time the land use application was submitted and thus does NOT apply to this application.