

Order 134-07/08

Given first reading on 1/23/08

Passage: 2/4/08 8-0 (Mavodones absent)

EDWARD J. SUSLOVIC (MAYOR)  
KEVIN J. DONOGHUE (1)  
DAVID A. MARSHALL (2)  
DANIEL S. SKOLNIK (3)  
CHERYL A. LEEMAN (4)

CITY OF PORTLAND  
IN THE CITY COUNCIL

JAMES I. COHEN (5)  
JOHN M. ANTON (A/L)  
JILL C. DUSON (A/L)  
NICHOLAS M. MAVODONES (A/L)

**AMENDMENT TO PORTLAND CITY CODE**  
**ART. III, DIVISION 20, SEC. 14-332.1: OFF-STREET PARKING**  
**and**  
**ART. V, SEC. 14-526: SITE PLAN STANDARDS**

**BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF PORTLAND,  
MAINE IN THE CITY COUNCIL ASSEMBLED AS FOLLOWS:**

1. **That Chapter 14 of the Land Use Code (Off-Street Parking), §14-332.1 be amended to add the following:**

**Sec. 14-332.1. Uses requiring off-street bicycle parking.**

In all zones where off-street motor vehicle parking is required, minimum off-street bicycle parking requirements shall be provided and maintained in the case of new construction, alterations and changes of use as specified in Section 14-526(a)(2) (Site Plan Standards)

2. **That Chapter 14 of the Land Use Code (Site Plan), §14-52(a) be amended as follows:**

**Sec. 14-526 (a)(2). Standards.**

...

- (2) a. Where construction is proposed of new structures having a total floor area in excess of ten thousand (10,000) square feet but less than fifty thousand (50,000) square feet, or building additions having a total floor area in excess of five thousand (5,000) square feet, and the provisions for off-street parking under article III (zoning) do not require off-street parking or are determined to be insufficient, the site plan shall provide sufficient parking to satisfy the reasonably foreseeable demand for parking which will be generated by the proposed development;

b. Where construction is proposed of new structures having a total floor area in excess of fifty thousand (50,000) square feet, the Planning Board shall establish the parking requirement for such structures. The parking requirement shall be determined based upon a parking analysis submitted by the applicant, which shall be reviewed by the city traffic engineer, and upon the recommendation of the city traffic engineer.

c. The site plan shall provide adequate bicycle parking with suitable racks and conveniently located to meet the expected demand and to encourage bicycle use by employees, customers, residents and users of the proposed development, meeting the requirements as follows:

- (a) Residential structures: Two (2) bicycle parking spaces for every five (5) dwelling units.
- (b) Non-residential structures: The greater of a minimum of two (2) spaces, or two (2) bicycle parking spaces for every ten (10) motor vehicle parking spaces for the first one hundred (100) required motor vehicle parking spaces, plus one (1) bicycle parking space for every twenty (20) motor vehicle parking space over one hundred (100).
- (c) Location: Bicycle parking shall be located in a convenient location, proximate to the entry or entries of the building(s), either immediately adjacent to or no further than the associated motor vehicle parking, as specified in the Technical and Design Standards and Guidelines Manual. Bicycle parking for commercial development shall be visible from the street or provided with prominent directional signage visible from the street.
- (d) Bicycle Racks: Bicycle parking required by this ordinance shall be provided with durable racks that enable secure bicycle storage on site, as detailed in the requirements contained in the Technical and Design Standards and Guidelines Manual.
- (e) Reduction in Required Bicycle Parking: The Planning Board may reduce the required number of bicycle parking spaces upon review of evidence that the demand or usage for such spaces will be below that required due to unique characteristics of the proposed development, such as elderly or disabled persons housing, and industrial uses located in outlying areas.

- (11) The proposed development is designed so as to be consistent with off-premises infrastructure, existing or proposed, supported, or endorsed by the

city, including but not limited to sewer and stormwater, roadways, trails, paths, bicycle network, environmental management, or other facilities and plans and the site plan includes suitable easements, rights, and improvements to connect or continue such facilities as may be required by the Planning Board or Authority.