



Department of City Planning - Code Studies Division
NOTICE OF PUBLIC HEARING
Citywide Proposed Zoning Code Amendment

**CASE: CPC-2016-4216-CA
ENV-2011-310-ND**

**Bicycle Parking Code Amendment
Council District: All**

This notice is to inform you of a public hearing for case number CPC-2016-4216-CA, a proposed Zoning Code amendment to modify the City of Los Angeles' regulations concerning the provision of bicycle parking in new and enlarged buildings. All interested persons are invited to attend the public hearing, at which you may listen, speak, and submit written information relating to the proposed amendment.

PLACE: Los Angeles City Hall, Room 1050
200 N Spring St, Los Angeles CA 90012

DATE: **Thursday November 17, 2016**
TIME: **10:00 a.m. – 12:00 noon**

Please submit comments by 5:00 p.m. on Thursday, December 10, 2016 to:
Niall Huffman niall.huffman@lacity.org, (213) 978-3405.

PROPOSED PROJECT: An ordinance amending Sections 12.03, 12.21 and 12.26 of the Los Angeles Municipal Code (LAMC) to improve and refine the bicycle parking regulations.

PURPOSE: The purpose of the hearing is to obtain testimony from affected and/or interested persons regarding this project. The hearing will be conducted by a Hearing Officer who will consider all the testimony presented at that time and any written communication received prior to or at the hearing from affected and/or interested persons regarding this proposed code amendment, as well as the merits of the draft ordinance as it relates to existing land use regulations. After the hearing, Department staff will finalize a report including a recommendation that will be considered by the City Planning Commission at a later date.

EXHAUSTION OF ADMINISTRATIVE REMEDIES: If you challenge a City action in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence on these matters delivered to the Department before the action on this matter. Any written correspondence delivered to the Department before the action on this matter will become a part of the administrative record. Note: This may not be the last hearing on this matter.

WRITTEN COMMUNICATION: Written communications should cite the Case Number indicated at the top of this notice and may be mailed to the attention of the staff contact identified above at the Los Angeles Department of City Planning, Code Studies Division, City Hall - Room 701, 200 North Spring Street, Los Angeles CA 90012.

REVIEW OF THE FILE: The complete file including application and an environmental assessment is available for public review at the Department of City Planning, City Hall - Room 701, 200 North Spring Street, Los Angeles CA 90012 between the hours of 8:00 AM to 5:00 PM, Monday through Friday. Please call the staff contact indicated at the top of this notice several days in advance to assure its availability. Case files will not be available for inspection on the day of the hearing.

ACCOMMODATIONS: As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability. The hearing facility and its parking are wheelchair accessible. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or services may be provided upon request. *Como entidad cubierta bajo el Título II del Acto de los Americanos con Desabilidades, la Ciudad de Los Angeles no discrimina. La facilidad donde la junta se llevará a cabo y su estacionamiento son accesibles para sillas de ruedas. Traductores de Lengua de Muestra, dispositivos*

de oído, u otras ayudas auxiliares se pueden hacer disponibles si usted las pide en avance.

Other services, such as translation between English and other languages, may also be provided upon request. *Otros servicios, como traducción de Inglés a otros idiomas, también pueden hacerse disponibles si usted los pide en avance.*

To ensure availability of services, please make your request no later than three working days (72 hours) prior to the hearing by calling the staff person referenced in this notice. *Para asegurar la disponibilidad de éstos servicios, por favor haga su petición al mínimo de tres días (72 horas) antes de la reunión, llamando a la persona del personal mencionada en este aviso.*

Bicycle Parking

CODE AMENDMENT | Q&A | November 7, 2016



What is the purpose of the Bicycle Parking Code Amendment?

The purpose of the Bicycle Parking Code Amendment is to update and refine the City's requirements and standards for bicycle parking in new and enlarged buildings.

Why is the Bicycle Parking Code Amendment needed?

The City added bicycle parking requirements to the Zoning Code in 2013. While the 2013 ordinance has provided needed regulation for new development projects, a number of projects required relief from certain provisions. Common issues include the difficulty of meeting the location criteria for short- and long-term bicycle parking, as well as the provision of bicycle parking in certain types of senior housing in which demand for bicycle parking is lower.

Additionally, clarification is required for the definition of a bus station for the purpose of allowing greater auto parking replacement near transit, as well as how bicycle share docks and bicycle valet services (which were not contemplated in the 2013 ordinance) might be counted toward bicycle parking requirements. The rules concerning bicycle parking where multiple uses exist on the same lot also require reevaluation.

Accordingly, the Department of City Planning has initiated an amendment to the Zoning Code regulations concerning bicycle parking.

What are the key elements of the Bicycle Parking Code Amendment?

Bicycle parking requirement changes:

- Establishes lower bicycle parking ratios for various types of senior housing.
- Allows required bicycle parking to be based on only a main use, where an accessory use comprises no more than 10 percent of a building or site,.
- Defines "bus station" for the purpose of establishing proximity to transit for calculating automobile parking replacement.
- States that residential projects need only contain the required number of restricted affordable units for a density bonus to qualify for 30% auto parking replacement, without applying for a density bonus incentive(s).
- Discontinues the separate residential and commercial bicycle parking ratios for hotels, motels, and apartment hotels. Requires one long-term and one short-term bicycle parking space for every ten guest rooms.
- Establishes rules for counting bicycle share docks toward required bicycle parking, as follows:

- Provides definitions for “Bicycle Share Dock,” “Bicycle Share Service Provider,” and “Bicycle Share Station.”
- Allows bicycle share docks located on private property to count toward short-term bicycle parking requirements.
- Allows up to 4 bicycle share docks to be counted toward short-term bicycle parking requirements if they are located within 500 feet of the subject property.
- Allows bicycle share docks to count toward auto parking replacement consistent with current limitations.
- Establishes lower automobile parking requirements for affordable housing, senior housing (including elder care), and special needs housing near transit consistent with State law, and states that the replacement of automobile parking with bicycle parking may not result in fewer automobile spaces than allowed by State law.

Bicycle parking location changes:

- Revises location criteria for long-term bicycle parking to allow greater flexibility, establishing three options, in order of preference:
 1. Ground level with convenient access to the street and building lobby.
 2. In automobile parking area, either on pedestrian entry level or with elevator/ramp access.
 3. One level above or below ground level with elevator/ramp access.
- Revises location criteria for short-term bicycle parking to allow greater flexibility, as follows:
 - Allows short-term bicycle parking in new-construction buildings to be located in interior spaces or in parking garages where exterior space is inadequate.
 - Removes the requirement for bicycle parking to be at least as close as the closest off-street auto parking space.
 - Allows bicycle parking up to 100 feet from the main entrance (instead of 50).
 - Allows bicycle parking to be distributed “in approximately equal proportions” among multiple entrances.
- Prohibits unreasonable rules that interfere with access to bicycle parking, including bans on bicycles in elevators that provide access to bicycle parking, bans on walking of bicycles in pedestrian areas that provide access to bicycle parking, and hours of operation shorter than those of the building or the automobile parking.
- Provides a definition for “attended bicycle parking facility;” i.e., bicycle valet, and states that only the pick-up/drop-off location must comply with location criteria.

Bicycle parking design changes:

- Modifies minimum rack dimensions to accommodate more space-efficient configurations, such as vertically staggered racks and two-tier racks.
- Allows applicants to seek a Director’s Decision to approve design alternatives.

Would the proposed changes apply to projects currently in the process of obtaining permits?

The Code amendment will apply to projects submitted to the Department of Building and Safety for plan check after the effective date of the ordinance. Therefore, any projects submitted (including a complete set of plans and a plan check fee) or processed before the effective date will not be affected by this proposed Code amendment.

What are the next steps? How can I get more information or share my input?

On **November 17, 2016 at 10:00 a.m.**, in Room 1050 of Los Angeles City Hall, the Department of City Planning will hold a public hearing to gather input on the proposed Code amendment. The Department will consider all input received and prepare a staff recommendation report for the consideration of the City Planning Commission.

The proposed Code amendment is tentatively scheduled to be considered by the Commission at its regular meeting on January 12, 2017. Following Commission approval, any Code amendment must be adopted by the City Council in order to become enacted.

Interested parties may share their comments on the proposed Code amendment at the November 17 public hearing, as well as in writing and by email. Written comments may be submitted to Niall Huffman, niall.huffman@lacity.org, 200 N Spring St Room 701, Los Angeles, CA 90012. Please reference Case No. **CPC-2016-4216-CA** in your correspondence.

In order to be considered in the Department's staff recommendation report to the Commission, written comments should be submitted no later than **December 10, 2016 at 5:00 p.m.** Comments submitted after this date should be addressed directly to the City Planning Commission at CPC@lacity.org.

For questions, or to join our interested parties list for future updates on the proposed Code amendment, please contact Niall Huffman, niall.huffman@lacity.org, (213) 978-3405.

ORDINANCE NO. _____

An ordinance amending Sections 12.03, 12.21 and 12.26 of the Los Angeles Municipal Code (LAMC) to improve and refine the bicycle parking regulations.

THE PEOPLE OF THE CITY OF LOS ANGELES DO ORDAIN AS FOLLOWS:

Section 1. Section 12.03 of the Los Angeles Municipal Code is amended to add the following terms in proper alphabetical order:

ATTENDED BICYCLE PARKING FACILITY. A location in which a bicycle is delivered to and stored with an attendant(s) with provision for identifying the bicycle's owner. Once stored, a bicycle left at such facility shall be accessible only to the attendant(s).

BICYCLE SHARE DOCK. A device designed to receive a bicycle for locked storage as part of a system that directly rents bicycles on a short-term basis.

BICYCLE SHARE SERVICE PROVIDER. An entity operating a system that directly provides bicycles for rent on a short-term basis.

BICYCLE SHARE STATION. A combination of multiple bicycle share docks, automated payment equipment, and related equipment associated with bicycle share.

BUS STATION. A bus stop that serves more than one bus route, provides one or more off-road bus bays, and provides one or more passenger services or amenities, such as ticketing, restrooms, waiting area, or food concession; or a bus stop located along an exclusive right-of-way closed to private motor vehicles or along High Occupancy Vehicle or High Occupancy Toll lanes along a limited-access highway.

Section 2. Subdivision 4 of Subsection A of Section 12.21 of the Los Angeles Municipal Code is amended to read:

4. Off-Street Automobile Parking Requirements. (Amended by Ord. No. 182,386, Eff. 3/13/13.) A garage or an off-street automobile parking area shall be provided in connection with and at the time of the erection of each of the buildings or structures hereinafter specified, or at the time such buildings or structures are altered, enlarged, converted or increased in capacity by the addition of dwelling units, guest rooms, beds for institutions, floor area or seating capacity. The parking space capacity required in said garage or parking area shall be determined by the amount of dwelling units, guest rooms, beds for institutions, floor area or seats so provided, and said garage or parking area shall be maintained thereafter in connection with such buildings or structures.

New or existing automobile parking spaces required by the Code for all uses may be replaced by bicycle parking at a ratio of one standard or compact automobile parking

space for every four required or non-required bicycle parking spaces provided, so long as the number of compact stalls remains in compliance with Section 12.21.A.5(c) of this Code. Notwithstanding the foregoing, no more than 20 percent of the required automobile parking spaces for nonresidential uses shall be replaced at a site. Automobile parking spaces for nonresidential projects or buildings located within 1,500 feet of a portal of a fixed rail transit station, bus station, or other similar transit facility, as defined by Section 12.24.Y., may replace up to 30 percent of the required automobile parking spaces with bicycle parking. For buildings with less than 20 required automobile parking spaces, automobile parking spaces may be replaced subject to the limits described in this Subdivision, not to exceed a total of 4 parking spaces replaced. ~~up to 4 parking spaces may be replaced.~~

Residential buildings, including hotels, motels and apartment hotels, may replace 10 percent of the required automobile parking with bicycle parking. Automobile parking spaces for residential projects or buildings located within 1,500 feet of a portal of a fixed rail transit station, bus station, or other similar transit facility, as defined by Section 12.24.Y., may replace up to 15 percent of the required automobile parking spaces with bicycle parking. If a residential building ~~has applied for and includes at least the minimum number of restricted affordable units to receive~~ a density bonus under Section 12.22.A.25, 30 percent of the required automobile parking may be replaced. In such cases, the replacement of automobile parking with bicycle parking shall be implemented in lieu of the parking options in Section 12.22.A.25 (d). In cases in which a lesser number of automobile parking spaces is permitted under Section 12.21.A.4.(a)(1) than is otherwise required by this Code, the replacement of automobile parking with bicycle parking shall not result in the provision of fewer automobile parking spaces than the number specified by Section 12.21.A.4.(a)(1).

For the purposes of this Subdivision, the 1,500-foot distance shall be measured horizontally along the streets between the subject property and the transit facility, except that where the transit facility is located adjacent to an alley, public walk or private easement which is easily usable for pedestrian travel between the transit facility and the subject property, the 1,500-foot distance may be measured along said alley, walk or easement.

Bicycle parking installed pursuant to this Section may be installed in existing automobile parking spaces and shall not be considered to violate the maintenance of existing parking as defined by Section 12.21.A.4.(m). The ratio of short- to long-term bicycle parking provided for pursuant to this Section shall be provided in accordance with the requirements set forth for each use as defined by Section 12.21.A.16.(a). If additional bicycle parking is provided beyond what is required by Section 12.21.A.16., including cases where no bicycle parking is required, the ratio of short-term to long-term bicycle parking provided may be determined by the business or property owner.

Section 3. Paragraph (a) of Subdivision 4 of Subsection A of Section 12.21 of the Los Angeles Municipal Code is amended to read:

(a) For Dwelling Units. In all zones, there shall be at least two automobile parking spaces on the same lot with each one-family dwelling thereon, and in any RW Zone there shall be at least two automobile parking spaces per dwelling unit which shall be upon the same lot with the dwelling unit. However, for small lot subdivisions approved pursuant to Article 7 of this Chapter in conformity with the provisions of Section 12.22 C.27. of this Code, the required parking spaces shall not be required to be located on the same lot with each dwelling unit, but shall be provided within the boundaries of the parcel or tract map. The ratio of parking spaces required for all other dwelling units shall be at least one parking space for each dwelling unit of less than three habitable rooms, one and one-half parking spaces for each dwelling unit of three habitable rooms, and two parking spaces for each dwelling unit of more than three habitable rooms. Where the lot is located in an RA, RE, RS, R1, RU, RZ, RMP, or RW Zone, the required parking spaces shall be provided within a private garage. Where the lot is located in an R2 Zone, at least one of the required parking spaces per dwelling unit shall be provided within a private garage. Any door or doors installed at the automobile entry to a garage serving a one or two-family dwelling where one or more required parking spaces is located shall be of conventional design constructed so as to permit the simultaneous entry of automobiles into each required parking space without damaging the door or door frame and constructed so as to permit the flow of air through the automobile entry when the door is in the fully closed position.

The above area requirements shall not apply to mobilehomes parks or mobilehomes located within mobilehome parks. Mobilehome parks are subject to the requirements of Title 25 of the California Administrative Code.

(1) Alternative Parking Ratios. Notwithstanding the above, the following alternative parking ratios for rental dwelling units shall apply, subject to the criteria described below and at the applicant's request:

(i) For rental projects located within one-half mile of a major transit stop to which the project has unobstructed access, and in which one hundred percent of all units, exclusive of a manager's unit or units, are occupied by low-income or very low-income households, one space for every two units.

(ii) For rental projects having either paratransit service or unobstructed access, within one-half mile, to fixed bus route service that operates at least eight times per day, in which one hundred percent of all units, exclusive of a manager's unit or units, are occupied by low-income or very low-income households where the primary householder is a

person 62 years of age or older and which are in compliance with Sections 51.2 and 51.3 of the California Civil Code, one space for every two units.

(iii) For rental projects having either paratransit service or unobstructed access, within one-half mile, to fixed bus route service that operates at least eight times per day, in which one hundred percent of all units, exclusive of a manager's unit or units, are occupied by low-income or very low-income special needs households, as defined in Section 51312 of the California Health and Safety Code, three-tenths of one space per unit.

(iv) For rental projects located within one-half mile of a major transit stop to which the project has unobstructed access, and that include at least the minimum number of restricted affordable units to qualify for a density bonus under Section 12.22.A.5., one space for every two bedrooms.

(v) If the total number of parking spaces required for a project is other than a whole number, the number shall be rounded up to the next whole number.

(vi) For the purposes of this subparagraph, a project may provide on-site parking through tandem parking or uncovered parking, but not through on-street parking.

(vii) For the purposes of this subparagraph, a "major transit stop" is defined as a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. A development shall be deemed to have unobstructed access to a major transit stop if a resident is able to access the major transit stop without encountering natural or constructed impediments.

Section 4. Subdivision 16 of Subsection A of Section 12.21 of the Los Angeles Municipal Code is amended to read:

16. Bicycle Parking and Shower Facilities. (Amended by Ord. No. 182,386, Eff. 3/13/13.) Parking spaces for bicycles and facilities for employee showers and lockers shall be provided for new development and additions that increase the floor area of a building as follows:

(a) **Land Uses.**

(1) **Residential.**

(i) Dwelling Units. For all residential buildings other than hotels and motels containing more than three dwelling units ~~or more than five guest rooms~~, long- and short-term bicycle parking shall be provided. Long-term bicycle parking shall be provided at a rate of one per dwelling unit ~~or guest room~~. In addition, short-term bicycle parking shall be provided at a rate of one per ten dwelling units ~~or guest rooms~~. In such cases, a minimum of two short-term bicycle parking spaces shall be provided.

~~(i) In instances where a building may contain both dwelling units and guest rooms, the sum of dwelling units and guest rooms shall be used to determine the amount of long- and short-term parking. Any combination that results in more than five combined dwelling units and guest rooms will require bicycle parking.~~

~~(i)a~~ Developments such as townhouses that include individually accessed private garages for each unit shall not be required to provide long-term bicycle parking.

(b) Required long-term bicycle parking for eldercare housing, whether or not the housing is part of an eldercare facility, shall be 0.5 spaces per dwelling unit for Senior Independent Housing and Assisted Living Care Housing and 0.2 spaces per guest bed for Skilled Nursing Care Housing and Alzheimer's/Dementia Care Housing.

(c) Required short-term bicycle parking for eldercare housing, whether or not the housing is part of an eldercare facility, shall be 0.25 spaces per dwelling unit for Senior Independent Housing and Assisted Living Care Housing and 0.1 spaces per guest bed for Skilled Nursing Care Housing and Alzheimer's/Dementia Care Housing.

(ii) Hotels, Motels and Apartment Hotels. For all hotels, motels, and apartment hotels containing more than five guest rooms, long- and short-term bicycle parking shall be provided. Long-term bicycle parking shall be provided at a rate of one per ten guest rooms. In addition, short-term bicycle parking shall be provided at a rate of one per ten guest rooms. A minimum of two long-term and two short-term bicycle parking spaces shall be provided.

(iii) In instances where a building may contain both dwelling units and guest rooms, the total amount of bicycle parking required for all dwelling units shall be required in addition to the total amount of bicycle parking required for all guest rooms. Any combination that results in more than five combined dwelling units and guest rooms will require bicycle parking.

(2) Commercial, Institutional, and Industrial Uses. For all commercial, institutional, and industrial uses that require automobile parking under Subsections 12.21 A.4.(c), (d), (e), and (f), short- and long-term bicycle parking shall be provided as per Table 12.21 A.16.(a)(2).

(i) For uses listed in Table 12.21 A.16.(a)(2) a minimum of 2 short-term and 2 long-term bicycle parking spaces shall be provided.

(ii) After the first 100 bicycle parking spaces are provided for uses listed in Table 12.21 A.16.(a)(2), additional spaces may be provided at the minimum required by the Los Angeles Green Building Code Article 99.05.106.4 California Green Building Standards Code Section 5.106.4.

**Table 12.21 A.16.(a)(2)
Required Bicycle Parking Spaces per Building Floor Area as Defined under
Section 12.03**

Land Use	Short-term Bicycle Parking	Long-term Bicycle Parking
Commercial Uses		
Office	1 per 10,000 sq. ft. (minimum 2)	1 per 5,000 sq. ft. (minimum 2)
Warehouse	1 per 10,000 sq. ft. (minimum 2)	1 per 10,000 sq. ft. (minimum 2)
Health Clubs	1 per 2,000 sq. ft. (minimum 2)	1 per 2,000 sq. ft. (minimum 2)
Restaurants and Bars, General	1 per 2,000 sq. ft. (minimum 2)	1 per 2,000 sq. ft. (minimum 2)
Restaurant, Small (floor area less than 1,000 sq. ft.)	2 per restaurant	2 per restaurant
Retail Stores, General	1 per 2,000 sq. ft. (minimum 2)	1 per 2,000 sq. ft. (minimum 2)
Retail, Furniture Stores	1 per 10,000 sq. ft. (minimum 2)	1 per 10,000 sq. ft. (minimum 2)

Trade Schools, Private Universities, and Private Colleges	1 per 500 square feet or 1 per 50 fixed seats whichever is greater (minimum 2)	1 per 1,000 square feet or 1 per 100 fixed seats whichever is greater (minimum 2)
Hotels and Hostels	1 per 20 guest rooms (minimum 2)	1 per 20 guest rooms (minimum 2)
All other Commercial Uses	1 per 10,000 sq. ft. (minimum 2)	1 per 10,000 sq. ft. (minimum 2)
Institutional Uses		
All Institutional Uses	1 per 10,000 sq. ft. (minimum 2)	1 per 5,000 sq. ft. (minimum 2)
Industrial Uses		
All Industrial Uses	1 per 10,000 sq. ft. (minimum 2)	1 per 10,000 sq. ft. (minimum 2)
Other Uses		
Auditoriums	1 per 350 square feet or 1 per 50 fixed seats whichever is greater (minimum 2)	1 per 700 square feet or 1 per 100 fixed seats whichever is greater (minimum 2)
Private Elementary Schools, Private High Schools, and Charter Schools	4 per classroom (minimum 2)	1 per 10 classrooms (minimum 2)

(3) **Combination of Uses.** Where there is a combination of uses on a lot, the number of bicycle parking spaces required shall be the sum of the requirements of the various uses, except that in cases where a use is accessory to another use requiring the provision of bicycle parking at a lower ratio than for the accessory use, the bicycle parking ratio for the entire project may be calculated at the lower ratio. For the purposes of this subparagraph (3), a use shall be considered accessory if it does not exceed 10 percent of the total gross floor area of all buildings on the same lot. The exceptions provided in Section 12.21 A.4.(j) for automobile parking shall also apply to bicycle parking.

(4) **City Owned and Leased Buildings and Parking Lots.** In all buildings or parking lots used by the City of Los Angeles for government purposes, including government office buildings, both short-term and long-term bicycle parking shall be provided at a rate of 10 percent of the required parking

available on the site. However, short- and long-term bicycle parking shall be no less than five spaces each for the entire site.

Buildings and lots owned by the City of Los Angeles that are leased for private uses shall meet the bicycle parking required for commercial uses as detailed in Table 12.21 A.16.(a)(2).

(5) **Parks.** In Neighborhood Recreation Sites, Community Recreation Sites, Regional Parks, and School Playgrounds, as defined in Section 1 of the Service Systems Element – Public Recreation Plan of the City's General Plan, short-term bicycle parking shall be provided at a rate of 10 percent of the required automobile parking with a minimum of 5 short-term bicycle parking spaces. In Neighborhood Recreation Sites, Community Recreation Sites, Regional Parks, and School Playgrounds where no automobile parking is provided, at least 5 short-term bicycle parking spaces will be provided, except that in park space of less than 2 acres in which there are no recreational facilities requiring building permits, no short-term bicycle parking shall be required. Long-term bicycle parking shall be provided as required in the [California Green Building Standards Code Section 5.106.4](#)~~Green Building Code Article 99.05.106.4~~.

(6) **Unmanned Facilities.** No bicycle parking shall be required for unmanned facilities, such as stand-alone public restrooms in parks or unmanned cellular antenna facilities.

(b) **Fractions.** When the application of these regulations results in the requirement of a fractional bicycle space, any fraction up to and including one-half may be disregarded, and any fraction over one-half shall be construed as requiring one bicycle parking space.

(c) **Change of Use.** Buildings undergoing a change of use shall not be required to provide bicycle parking. This includes adaptive reuse projects pursuant to Section 12.22 A.26.

(d) **Bicycle Parking [Facility](#) Requirements.**

(1) **Short-Term Bicycle Parking.** Short-term bicycle parking shall consist of bicycle racks that support the bicycle frame at two points. Racks that support only the wheel of the bicycle are not permissible.

(i) Racks shall allow for the bicycle frame and at least one wheel to be locked to the racks.

(ii) The bicycle rack shall allow for the use of a cable as well as a U-shaped lock.

(iii) If bicycles can be locked to each side of the rack, each side shall be counted toward a required space.

(iv) Racks shall be securely anchored to a permanent surface.

(v) If more than 20 short-term bicycle parking spaces are provided, at least 50 percent shall be covered by a roof or overhang.

(2) **Long-Term Bicycle Parking.** Long-term bicycle parking shall be secured from the general public and enclosed on all sides and protect bicycles from inclement weather.

(i) Acceptable examples of long-term bicycle parking include bicycle lockers, bicycle rooms, bicycle cages, or commercially operated attended bicycle facilities.

(ii) Except in the case of lockers and commercially operated attended bicycle parking, all long-term parking shall provide a means of securing the bicycle frame at two points to a securely anchored rack.

(3) Bicycle Share Stations.

(i) Bicycle share stations shall comply with any and all requirements for bicycle share stations established by the Department of Transportation.

(ii) Bicycle share stations shall be exempt from the requirements in Sections 12.21.A.16.(d)(1) and (2).

(e) **Design Standards.**

(1) **Dimensions.**

(i) Each bicycle parking space shall be a minimum six feet (72 inches) in length.

(1a) Long-term bicycle parking may be mounted so that the bicycle is stored in a vertical fashion. ~~In such cases, devices that hold the bicycle upright by wheel contact shall hold at least 180 degrees of wheel arc.~~ In such cases, devices that hold the bicycle by the wheel shall be designed so as to adequately support the bicycle without damaging the wheels. Bicycle parking installed vertically shall be a minimum of 4 feet (48 inches) deep and six feet (72 inches) in height.

(b) Long-term or short-term bicycle parking may be mounted so that bicycles are stored in a stacked, two-tier layout, provided that such parking is primarily an attended bicycle facility where facility staff

parks the bicycles, or such racks provide mechanical assistance for lifting the bicycle.

(c) In all cases where bicycles are stored horizontally, devices that hold the bicycle upright by wheel contact shall hold at least 180 degrees of wheel arc.

(ii) Short-term bicycle parking spaces shall be a minimum of two feet (24 inches) wide.

(1a) Individual racks installed side by side to one another that allow bicycles to be locked to either side of the rack shall be spaced a minimum of 30 inches on center.

(2b) Racks installed parallel to walls shall be a minimum of 30 inches from the wall, with the exception that bicycle parking spaces that provide a tray or channel into which the bicycle wheels may be inserted may be placed a minimum of 24 inches from the wall.

(c) Bicycle parking spaces arranged in a vertically staggered layout that permits bicycles to be placed in and removed from each individual space without interference from bicycles in adjoining spaces may be spaced a minimum of 16 inches on center.

(iii) Long-term bicycle parking spaces shall be ~~a minimum of 18 inches~~ widened so as to permit safe, efficient, and convenient access to each individual bicycle parking space without interference from bicycles in adjoining spaces, as described below:

(1a) Individual racks installed side by side to one another within bicycle rooms or bicycle cages that allow bicycles to be locked to either side of the rack shall be spaced a minimum of 30 inches on center.

(2b) Racks installed parallel to walls shall be a minimum of 30 inches from the wall, with the exception that bicycle parking spaces that provide a tray into which the bicycle wheels may be inserted may be placed a minimum of 24 inches from the wall.

(3c) Triangular lockers with varying widths may be used so long as the opening is at least two feet (24 inches) wide.

(d) Bicycle parking spaces arranged in a vertically staggered layout that permits bicycles to be placed in and removed from each individual

space without interference from bicycles in adjoining spaces may be spaced a minimum of 16 inches on center.

(4e) If more than 20 long-term bicycle parking spaces are provided, a workspace of 100 square feet shall be provided adjacent to the long-term bicycle parking to allow bicyclists to maintain their bicycles, except that in cases where long-term bicycle parking is provided in more than one location, a single workspace may be provided adjacent to one such location.

(iv) For single-tiered bicycle parking, minimum headroom of seven feet (84 inches) shall be provided. For facilities where two tiers of bicycle parking are installed one above another, minimum headroom of four feet (48 inches) shall be provided for each tier.

(v) Bicycle parking spaces shall be separated from automobile parking spaces or aisles by a wall, fence, or curb or by at least five feet of open space marked to prohibit parking.

(4a) Where bicycle parking is adjacent to accessible automobile parking, aisles or loading areas provided for accessible spaces may count towards the open space requirement for bicycle parking so long as they are immediately adjacent to the bicycle parking.

(2) **Siting Requirements.**

(i) **Location.** Required bicycle parking shall be provided on the same lot as the use for which it is intended to serve, or in a parking facility serving that use. Bicycle parking shall be located so as to allow bicyclists safe and convenient access to and from the site. Bicyclists shall not be required to rely on stairways or escalators for access or to share access with motor vehicles. Elevators providing access for bicyclists shall be sized to accommodate standard adult bicycle dimensions with both wheels on the floor (at least 6 feet by 2 feet).

(ii) **Unreasonable Rules Prohibited.** A building, lot, or garage shall not establish unreasonable rules that interfere with the ability of bicyclists to safely and conveniently access bicycle parking. Such rules include hours of operation that are shorter than those of the building or those of the automobile parking, prohibitions on walking of bicycles in pedestrian areas that provide access to bicycle parking, and prohibitions on bicycles in elevators where elevators are used to provide access to bicycle parking. None of the provisions of this section shall be interpreted to prohibit property owners from requiring bicycles to be walked in pedestrian-only areas.

(iii) **Short-Term Bicycle Parking.** Short-term bicycle parking shall be located so as to provide safe and convenient access to visitors. For new construction, short-term bicycle parking shall be located outside buildings. For new or existing buildings where exterior space is inadequate, short-term bicycle parking may be located inside the building or on the level of the parking garage closest to the ground floor with a direct access to a public street.

(a) For new developments, short-term bicycle parking shall be located to maximize visibility from ~~the main~~ pedestrian entrance. For new or existing buildings, where short-term bicycle parking is located within buildings or parking garages, signage is required at each building entrance as per Section 12.21 A.16.(d)(4).

(b) Short-term bicycle parking spaces shall be located no farther than 50-100 feet of walking distance from a ~~main~~ pedestrian entrance, and shall be at least as conveniently located as the most convenient nondisabled off-street automobile parking space provided for the subject use or the walking distance from a main pedestrian entrance to the nearest off-street automobile parking space, whichever is closer.

(c) For buildings with more than one ~~main~~ pedestrian entrance, short term bicycle parking shall be ~~split distributed evenly~~ in approximately equal proportions among all ~~main~~ pedestrian entrances.

(iv) **Long-Term Bicycle Parking.** Long-term bicycle parking shall be at least as conveniently located as the most convenient nondisabled automobile parking provided for the subject use. Long-term bicycle parking spaces shall be located:

(a) On the ground floor within 100 feet of the major entrance to the lobby. There shall be safe and convenient access between the public right-of-way, the bicycle parking space, and the lobby area.

(b) In the off-street automobile parking area, where lot configurations or other limitations do not allow bicycle parking spaces to be located near the lobby as described in (a) above.

(1) Long-term bicycle parking inside a parking garage shall be no more than 200 feet from a pedestrian entrance to the main building, and located so as to provide reasonably convenient access from the bicycle parking to the nearest walkway, ramp, or elevator providing access to the building.

(2) Long-term bicycle parking inside a parking garage shall be located within the space available on the building's pedestrian entry level, after required handicapped-accessible parking stalls and other required elements have been provided. Remaining long-term bicycle parking may be provided on other levels of the parking garage in accordance with the provisions of this Sub-subparagraph.

(c) One level above or below the ground floor, where the two options above will not be possible due to an absence of automobile parking on the same lot. In such cases, ramps or elevators shall be provided to access the bicycle parking and the bicycle parking shall be within 100 feet of the elevators or other building entrance on that story. Long-term bicycle parking shall be located in such a manner to allow access for bicyclists entering and leaving the site.

~~(a) Long-term bicycle parking inside a parking garage shall be located along the shortest walking distance to the nearest the building from the parking garage.~~

~~(b) Long-term bicycle parking inside a parking garage shall be located on the level of the parking garage closest to the ground floor with, and must provide direct access to a public street.~~

(d) Residential long-term bicycle parking may be provided within individual dwelling units or in common storage facilities on residential floors in accordance with Sections 12.21.A.16.(d) and (e). If residential long-term bicycle parking is provided on residential floors, the amount of bicycle parking on each floor shall match or exceed the number of dwelling units on the same floor.

(v) **Bicycle Share Station Docks.** Bicycle share station docks counted toward providing the required short-term bicycle parking spaces as permitted in Section 12.21.A.16.(f)(3) shall conform to Sections 12.21.A.16 (e)(2)(i) and (e)(2)(iii)(a) and (b)

~~(iv) **Combination of Uses.** Where there is a combination of uses on a lot, long-term bicycle parking shall be provided in one or more separate bicycle parking facilities within 200 feet of each use. when a separate pedestrian entrance is provided for each use. In these cases, bicycle parking shall be located so that it is conveniently accessible for each use.~~

~~(v) **Multiple Buildings.** For a development site with multiple buildings, required bicycle parking shall be sited in one or more smaller bicycle parking facilities within 200 feet of each building, located near the pedestrian entries for each building, rather than in one centralized facility~~

~~in accordance with the rules for locating bicycle parking provided in this Paragraph.~~

(viii) **Attended Bicycle Parking Facilities.** Where short-term or long-term bicycle parking is provided in an Attended Bicycle Parking Facility, the pick-up and drop-off location shall either comply with the siting requirements of this Subparagraph (2) or be co-located with any valet parking pick-up or drop-off location provided on the same site for the subject use. Where such a facility is provided, the area where bicycles are actually stored need not comply with the siting requirements of this Subparagraph (2). In addition, the pick-up and drop-off location for an Attended Bicycle Parking Facility need not comply with the siting requirements for combinations of uses or multiple buildings.

(3) **Lighting.** Adequate lighting shall be provided to ensure safe access to bicycle parking facilities in accordance with Section 12.21 A.5.(k).

(4) **Signage.** Where bicycle parking is not clearly visible from the street, legible reflectorized signs shall be permanently posted at the street entrances to each site indicating the availability and location of bicycle parking within the site. All signs must comply with Section 14.4.7.

(f) **Additional Requirements and Allowances.**

(1) **Bicycle Parking in the Public Right-of-Way.**

(i) Short-term bicycle parking spaces located immediately in front of a site within the public right-of-way may be counted towards the short-term bicycle parking requirements of said site.

(ii) Business operators or property owners may install and maintain their own racks within the public right-of-way unless a City owned rack already exists.

(a) Business operators or property owners are responsible for applying for a permit with the Bureau of Engineering to install short-term bicycle parking within the public right-of-way. A Bureau of Engineering permit may be issued only after the business operator or property owner receives issuance of plan approval or a permit by the Department of Transportation pursuant to LAMC Section 85.04.

(b) All bicycle parking installed in this manner shall meet the rules and regulations set out by the Bureau of Engineering Standard Plan S-671.

(c) Business operators or property owners who choose to install bicycle parking within the public right-of-way are responsible for maintaining the racks according to the standards set forth in a Covenant Maintenance Agreement with the Department of Transportation.

(2) **Bicycle Corrals.**

(i) **City-funded Bicycle Corrals.** Any site located within 500 feet of a City funded bicycle corral may count up to 4 bicycle parking spaces towards their required short-term bicycle parking spaces.

(ii) **Bicycle Corral Parking Incentive Program.** Business operators or property owners may submit an application to the Department of Transportation to install and maintain their own bicycle corrals immediately in front of their property in the public right-of-way.

(a) Businesses or property owners who do so may count all the bicycle parking within the bicycle corral towards their required number of short-term bicycle parking spaces. In such cases, short-term bicycle parking installed in such a manner shall not be counted towards the bicycle parking requirements of surrounding businesses.

(b) Business operators or property owners shall pay the construction and maintenance costs of building said bicycle corrals.

(c) Multiple businesses or property owners may submit an application to the Department of Transportation's Bicycle Program as a group and split the costs to construct and maintain the corral.

(1) In such cases, a single business shall be responsible for assuming the maintenance responsibilities detailed in a Covenant Maintenance Agreement as outlined below.

(2) The business responsible for maintaining the bicycle corral may count the full amount of bicycle parking in the corral towards its short-term bicycle parking requirements.

(3) All other businesses may count up to half of the bicycle parking spaces in the corral towards their required short-term bicycle parking spaces so long as they provide a financial contribution.

(d) Business operators or property owners shall be responsible for applying for a permit with the Bureau of Engineering to install bicycle corrals within the public right-of-way.

(e) Business operators or property owners who choose to install bicycle corrals within the public right-of-way shall be responsible for maintaining the racks according to the standards set forth in a Covenant Maintenance Agreement with the Department of Transportation.

(f) If, for any reason, the responsibility for maintaining a bicycle corral is returned to the City of Los Angeles, it shall be considered a City funded bicycle corral.

(iii) If, for any reason, the City determines that a bicycle corral must be removed, business owners shall no longer be able to count the spaces removed toward their required bicycle parking. In such cases, said businesses shall be required to provide any bicycle spaces lost in the removal of the corral. Failure to comply may result in the revocation of a business's Certificate of Occupancy and a fine for Code Violation.

(3) Bicycle Share Stations.

(i) Business operators or property owners may allow a bicycle share service provider to install one or more bicycle share stations on their property, provided that such bicycle share station(s) shall be part of a bicycle share system approved by the Department of Transportation and comply with any and all location criteria established by the Department of Transportation for bicycle share stations.

(ii) Business operators or property owners described under Subdivision (i) above may count all the bicycle share docks within the bicycle share station toward the required number of short-term bicycle parking spaces.

(iii) Any site located within 500 feet of a bicycle share station located within the public right-of-way may count up to 4 bicycle share docks toward the required number of short-term bicycle parking spaces for a building or buildings on the same lot.

(iv) Non-residential uses that incorporate a bicycle share station on the same lot may replace a percentage of the required automobile parking spaces with bicycle parking spaces in a manner consistent with the limitations and replacement ratio established in Section 12.21.A.4.

(v) Residential uses that incorporate a bicycle share station on the same lot may replace a percentage of the required automobile parking spaces with bicycle parking spaces in a manner consistent with the limitations and replacement ratio established in Section 12.21.A.4.

(vi) If, for any reason, bicycle share docks are removed, the associated land uses may no longer count the docks removed toward required bicycle parking and shall be required to replace the number of docks formerly counted toward required bicycle parking with an equivalent number of bicycle parking spaces.

(34) Showers and Personal Lockers. Showers and personal lockers shall be provided as required per LAMC Section 91.6307. Personal lockers shall only be required for long-term bicycle parking in nonresidential uses. If showers and personal lockers are provided, the property owner shall covenant that such showers and personal lockers shall remain available for the use of building occupants, residents, employees, or other individuals arriving by bicycle.

(g) Exceptions. The provisions of this Section do not apply to any of the following projects, which shall comply with the regulations in effect prior to the effective date of this ordinance, as applicable:

(1) Any entitlement application filed and accepted as complete with the exception of CEQA review prior to the effective date of this ordinance as determined by the Department of City Planning.

(2) Any project for which the City has approved an entitlement application as of the effective date of this ordinance but that has not yet submitted plans and appropriate fees to the Department of Building and Safety for plan check, as determined by the Department of City Planning.

(3) Any project where plans were accepted by the Department of Building and Safety per Section 12.26 A.3.

(h) Alternative Design Approval – Director’s Authority. The Director of Planning or the Director’s designee shall have initial decision-making authority to approve an alternative to the design standards specified in Section 12.21.A.16.(e)(1) with an appeal to the Area Planning Commission in accordance with the procedures set forth in Section 11.5.7.C.4-6 of this Code. An applicant may request such approval by submitting an application and paying a filing fee equivalent to that established for a “Miscellaneous Plan Approval”. This fee is set forth in Section 19.01 of this Code.

(1) Findings. The Director’s determination shall include written findings in support of the decision. In order to grant approval of the alternative design, the Director must find that the dimensions, position, security, and spacing allow for safe and reasonably accessible and convenient short or long-term storage of bicycles for the anticipated users of the bicycle parking, and that the proposed design meets the needs of bicyclists at least as effectively as the requirements of Section 12.21.A.16.(e).(1).

Section 5. Subsection C of Section 12.26 of the Los Angeles Municipal Code is added to read:

C. Parking Facility Modification. The Superintendent of Building may grant slight modifications in the requirements of Sections 12.21A.5 and 12.21.A.16 of this Code if it is impractical to apply the design criteria set forth therein due to the unusual topography, peculiar shape of location of the lot, or where parking angles are less than 40 degrees. The Superintendent of Building may also grant slight modifications in such requirements where such modifications will improve the design or functioning of the parking area or garage, or where attendant parking is ensured to his or her satisfaction.

Section 6. The City Clerk shall certify, etc.

DRAFT