

# Bicycle Parking

CODE AMENDMENT | Q&A | Updated April 5, 2018



On March 27, 2018, the City Council adopted an amendment to the bicycle parking regulations in the Zoning Code. The ordinance enacts a variety of changes to the provisions concerning the quantity, location and design of bicycle parking spaces required in new and enlarged buildings. It will become effective on May 9, 2018.

## Background

The City last updated the bicycle parking regulations of the Zoning Code in 2013. The 2013 ordinance expanded the range of buildings subject to bicycle parking requirements. It established separate requirements for long-term bicycle parking (typically inside a locked room or cage and intended to be used for at least several hours) and short-term bicycle parking (outdoors, intended to be used briefly by visitors). It also revised location and design requirements, in addition to updating the regulations allowing the substitution of bicycle parking for automobile parking.

While the 2013 ordinance provided needed regulation for new development projects, a number of projects required relief from certain provisions, and other clarifications were needed. Some of these issues included:

- Updating the existing regulations governing the substitution of bicycle for automobile parking to clarify which projects may replace up to 30 percent of automobile spaces.
- Reducing short and long-term bicycle requirements for senior housing and hotel/motel guest rooms due to the reduced demand for bicycle parking in these uses.
- Providing additional clarity and flexibility for the location of long- and short-term bicycle parking within buildings.
- Refining certain bicycle parking design requirements to accommodate more space-efficient rack systems.

Accordingly, the City Council adopted an amendment to the Zoning Code regulations concerning bicycle parking.

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

The ordinance amends the bicycle parking requirements of the Zoning Code to enact a variety of changes relating to the quantity, location and design of bicycle parking spaces required in new and enlarged buildings. The key changes are as follows:

### Quantity:

- Revises required bicycle parking quantities for residential uses, establishing tiered ratios for each marginal increment of dwelling units, as follows:

Dwelling Units	Short-term Spaces	Long-term Spaces
1-25	1 space per 10 units	1 space per unit
26-100	1 space per 15 units	1 space per 1.5 units
101-200	1 space per 20 units	1 space per 2 units
201+	1 space per 40 units	1 space per 4 units

- Clarifies that bicycle parking ratios for various types of senior housing shall be the same as for institutional uses (1 long-term space per 5,000 square feet; 1 short-term space per 10,000 square feet).
- For the purpose of establishing whether a project is within 1,500 feet of transit, replaces references to a “fixed rail transit station, bus station, or other similar transit facility” with the term “major transit stop” as defined in the California Public Resources Code.
- States that non-discretionary density bonus projects qualify for 30% automobile parking replacement (currently only discretionary density bonus projects qualify).
- Discontinues the separate residential and commercial bicycle parking ratios for hotels, motels, and apartment hotels.
  - Formerly, long-term spaces were required at a rate of 1 per guest room (residential) + 1 per 20 guest rooms (commercial); short-term spaces were required at a rate of 1 per 10 guest rooms (residential) + 1 per 20 guest rooms (commercial).
  - 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 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 automobile parking replacement consistent with current limitations (10-30% of required automobile spaces).

Location:

- **Long-term bicycle parking:** Revises location criteria for long-term bicycle parking to allow greater flexibility, establishing several options:
  1. On the building’s ground level within 100 feet of the building entrance
  2. In the off-street automobile parking area within 200 feet of the building entrance
  3. One level above or below the building’s ground level
  4. For residential buildings only, on each residential floor.

- **Short-term bicycle parking:** Revises location criteria for short-term bicycle parking to allow greater flexibility, as follows:
  - Increases the maximum distance short-term bicycle parking may be located from the building entrance from 50 to 100 feet.
  - Allows short-term bicycle parking in new-construction buildings to be located in interior spaces or in parking garages on the ground floor.
  - States that short-term bicycle parking shall be at least as close as the nearest nondisabled automobile parking space.
  - Allows bicycle parking to be distributed “in approximately equal proportions” among multiple entrances.
- Prohibits the provision of stairs or escalators as access to bicycle parking located above or below ground level, and requires ramps or elevators to be used instead.
- Prohibits unreasonable building rules that interfere with access to bicycle parking.
- Provides a definition for “attended bicycle parking service;” i.e., bicycle valet, and states that only the pick-up/drop-off location must comply with location criteria, or alternatively be co-located with the automobile valet parking pick-up/drop-off point.
- Allows applicants to seek approval for alternative bicycle parking locations.

#### Design:

- Modifies minimum rack dimensions to accommodate more space-efficient configurations, such as vertically staggered racks and two-tier racks.
- Allows applicants to seek approval for alternative bicycle parking designs.

The ordinance also contains a number of technical edits and clarifications.

#### **Will the new regulations apply to projects currently in the process of obtaining permits?**

The new regulations will apply to projects submitted to the Department of Building and Safety for plan check on or after the effective date of May 9, 2018. 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 the ordinance.

#### **How can I get more information?**

The Bicycle Parking Code Amendment has been adopted as Ordinance No. 185,480 and may be accessed at <http://planning.lacity.org> under “Adopted Ordinances.” For questions on the amended bicycle parking regulations, please contact Niall Huffman, [niall.huffman@lacity.org](mailto:niall.huffman@lacity.org), (213) 978-3405.