

Bicycle Parking

CODE AMENDMENT | Q&A | Updated March 7, 2017



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. 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 has provided needed regulation for new development projects, a number of projects have required relief from certain provisions, and other clarifications are needed. Some of these issues include:

- 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 how certain bicycle parking design requirements need updating to accommodate more space-efficient rack systems.

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?

The proposed ordinance would amend 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 proposed to be enacted are as follows:

Quantity:

- Revises bicycle parking ratios for various types of senior housing (currently 1 long-term space and 0.1 short-term spaces per unit):
 - Independent & assisted living: 0.5 long-term spaces & 0.25 short-term spaces per unit.
 - Skilled nursing & memory care: 0.2 long-term spaces & 0.1 short-term spaces per unit.
- Defines “bus station” as either an off-street transfer station or a transitway station for the purpose of establishing proximity to transit for calculating automobile parking replacement.
- 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.
 - Currently long-term spaces are required at a rate of 1 per guest room (residential) + 1 per 20 guest rooms (commercial); short-term spaces are 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 100 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, or
 2. In the off-street automobile parking area within 200 feet of the building entrance, or
 3. One level above or below the building’s ground level with elevator/ramp access, or
 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:

- Allows short-term bicycle parking in new-construction buildings to be located in interior spaces or in parking garages where exterior space is inadequate.
- 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 use of stairs or escalators to provide access to bicycle parking located above or below ground level, and requires ramps or elevators to be used instead.
- 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 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.

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

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

The proposed 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?

The Code amendment will be considered by the City Planning Commission at its regular meeting on **March 9, 2017** in Room 340 of City Hall, 200 N Spring St, Los Angeles, CA 90012. The agenda and the Department of City Planning’s staff recommendation report may be accessed by visiting <http://planning.lacity.org> and clicking “Commissions and Hearings,” then “City Planning Commission.”

Any comments on the proposed Code amendment 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.