



DEPARTMENT OF CITY PLANNING RECOMMENDATION REPORT

CITY PLANNING COMMISSION

DATE: March 9, 2017
TIME: 8:30 a.m.
PLACE: Los Angeles City Hall
200 North Spring Street
Room 340
Los Angeles, CA 90012

CASE NO: CPC-2016-4216-CA
COUNCIL FILE: N/A
CEQA: ENV-2011-310-ND
LOCATION: Citywide
COUNCIL DISTRICT: All
PLAN AREAS: All

PUBLIC HEARING: November 17, 2016

SUMMARY: A proposed ordinance (Appendix A) amending Sections 12.03, 12.21 and 12.26 of the Los Angeles Municipal Code (LAMC) to modify the regulations concerning the provision, location and design of bicycle parking in new and enlarged buildings.


RECOMMENDED ACTIONS:

1. **Adopt** the staff report as the Commission report on the subject.
2. **Approve and Recommend that the City Council Adopt** the proposed Ordinance (Appendix A).
3. **Adopt** the Findings (Appendix B) as recommended by staff.
4. **Find**, based on the independent judgment of the decision-maker, after consideration of the whole of the administrative record, the project was assessed in Negative Declaration, No. ENV-2011-310 adopted on February 20, 2011; and pursuant to CEQA Guidelines 15162 and 15164, as supported by the addendum dated February 22, 2017, no substantial revisions are required to the Negative Declaration; and no subsequent EIR or negative declaration is required for approval of the project.

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Summary

The Department of City Planning has prepared a proposed amendment to the bicycle parking regulations in the Zoning Code, which were last updated in 2013. The 2013 ordinance was written with the goal of encouraging bicycling as a mode of transportation by providing convenient and secure bicycle parking in new and enlarged buildings. It greatly expanded the range of buildings subject to bicycle parking requirements, established requirements for both long- and short-term bicycle parking, and revised the criteria by which bicycle parking may be counted toward required automobile parking.

The proposed amendment would make refinements to the 2013 ordinance. These refinements are intended to introduce greater clarity and flexibility to the bicycle parking regulations and seek to balance the need for convenient and secure bicycle parking with practical considerations regarding the placement of that bicycle parking within new and enlarged buildings. Other considerations include addressing the lower demand for bicycle parking in certain types of residential uses, particular senior housing and hotel/motel guest rooms. Additional topics, such as bicycle share and bicycle valet, were not contemplated in the 2013 ordinance and are addressed in the proposed amendment, along with various other technical edits and clarifications. Key changes include:

Quantity:

- Reduce and simplify the bicycle parking ratios for certain housing types, including hotels/motels and senior/eldercare housing.
- Refine the rules for residential projects to replace up to 30 percent of automobile spaces with bicycle spaces.
- Allow a limited number of bicycle share docks to count toward required short-term bicycle parking.

Location:

- Ease the location requirements for long- and short- term bicycle parking to provide greater flexibility.
- Allow the use of bicycle valet service to meet long-term bicycle parking requirements.

Design:

- Refine bicycle parking design regulations to allow for more space-efficient rack designs, and allow applicants to seek approval of alternative designs through a Director's Decision.

The Department released a draft of the ordinance to the public on November 7, 2016 and held a public hearing later that month to gather input from interested parties. Further comments were received by email and through presentations given to civic organizations. The Department considered this input and has prepared a revised draft of the ordinance for the consideration of the City Planning Commission.

Initiation

This proposed Zoning Code amendment was initiated by the Director of Planning in response to certain technical challenges and the need for clarification regarding various topics, as detailed below.

Background

The City last modified the bicycle parking requirements of the Zoning Code in 2013. Prior to this, bicycle parking regulations were much narrower in application (applying only to nonresidential buildings of over 50,000 square feet) and much less specific with regard to the location and design of bicycle parking. At the same time, the City was beginning to elevate bicycling as a transportation policy priority, having passed the Bicycle Master Plan in 2011 and begun the process of updating the Transportation Element of the General Plan (subsequently renamed Mobility Plan 2035). The Bicycle Master Plan laid out goals and objectives for increasing the use of bicycles for transportation and contained specific policies and programs aimed at encouraging bicycling by means of convenient and secure supporting facilities and amenities, one of which was bicycle parking. Many of these policies and programs were incorporated into Mobility Plan 2035.

The 2013 ordinance expanded the range of buildings subject to bicycle parking requirements, encompassing new and enlarged multifamily residential buildings of more than three units and hotels/motels with more than five guest rooms as well as new and enlarged non-residential buildings over 10,000 square feet. 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).

The 2013 ordinance updated siting and design requirements to improve the quality and accessibility of bicycle parking, and clear rules were established for allowing businesses to place bicycle racks in the public right-of-way. The regulations allowing the substitution of bicycle parking for automobile parking were also updated.

While the 2013 ordinance has provided needed regulation for new development projects, a number of projects have required relief from certain provisions based on mostly technical matters. Common issues include the challenges associated with meeting the location requirements for short- and long-term bicycle parking, as well as accommodating lower demand for bicycle parking in certain types of residential uses, particularly senior housing and hotel/motel guest rooms.

Additionally, certain bicycle parking design requirements need updating, as they pose challenges for some of the more space-efficient rack systems introduced in recent years. Clarification is also needed for how bicycle share docks and bicycle valet services (which were not contemplated in the 2013 ordinance) might be counted toward bicycle parking requirements, as well as for how the City defines a bus station for the purpose of allowing greater automobile parking replacement near transit.

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

Proposed Ordinance

The proposed ordinance would amend the bicycle parking requirements of the Los Angeles Municipal 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:

- Establishes lower bicycle parking ratios for various types of senior housing.
- 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% automobile parking replacement, as opposed to applying for and receiving a density bonus.
- 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 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.

Location:

- **Long-term bicycle parking:** Revises location criteria for long-term bicycle parking to allow greater flexibility, establishing several options:
 1. Ground level with convenient access to the street and building lobby, or
 2. In automobile parking area, either on pedestrian entry level or with elevator/ramp access, or
 3. One level above or below 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 a Director’s Decision to approve design alternatives.

The proposed ordinance also contains a number of technical edits and corrections.

Discussion

The proposed amendment would make refinements to the 2013 bicycle parking ordinance. These refinements are intended to introduce greater clarity and flexibility to the bicycle parking regulations and seek to balance the need for convenient and secure bicycle parking with practical considerations regarding the placement of bicycle parking within new and enlarged buildings. Other considerations include addressing the lower demand for bicycle parking in certain types of residential uses, particular senior housing and hotel/motel guest rooms. Additional topics, such as bicycle share and bicycle valet, were not contemplated in the 2013 ordinance and are addressed in the proposed amendment, along with various other technical edits and clarifications.

Quantity

The existing bicycle parking regulations specify a minimum number of spaces for various uses, similar to automobile parking requirements, with the ratio based on the number of dwelling units or the building floor area. There are requirements for long-term bicycle parking spaces and for short-term bicycle parking spaces. Long-term bicycle parking is required to be inside a locked room or cage and is intended to be used for at least several

hours at a time, while short-term bicycle parking can be outdoors and is intended to be used briefly by visitors.

For all residential buildings, a variety of housing types including hotel/motel guest rooms, long-term bicycle parking must be provided at a rate of one space per unit, and short-term bicycle parking at one space per 10 units. For some specific types of housing, there is a reasonable expectation that the ratio could be lower.

Senior and eldercare housing: In the case of senior housing and eldercare facilities, it is reasonable to expect the residents to be less active and for demand for bicycle parking to be generated mainly by staff and/or visitors. Accordingly, the amendment proposes to lower the bicycle parking ratios in senior and eldercare housing to match the automobile parking ratios required for the same uses. For independent and assisted living complexes where residents tend to be more active, the requirements are proposed to be 0.5 long-term and 0.25 short-term spaces per unit. For nursing and Alzheimer's facilities, where demand is expected to come more or less exclusively from staff and visitors, the ratios are proposed to be 0.2 long-term and 0.1 short-term spaces per unit.

Hotels and motels: The existing bicycle parking requirements contain two distinct sets of ratios for hotels and motels. The guest rooms are considered dwelling units and are subject to the residential ratio of one long-term space per unit and one short-term space per 10 units. However, hotels/motels are also considered a commercial use and thus are subject to an additional requirement of one long-term and one short term space per 20 guest rooms. The resulting number of spaces is added together to arrive at the total bicycle parking for the entire hotel.

The practice of treating guest rooms the same as ordinary dwelling units does not factor in the likelihood of transient guests arriving from out of town without their own bicycles, and thus having less need for bicycle parking. Additionally, the maintenance of two separate ratios for the same use is cumbersome and often confusing to project applicants.

The amendment would create a single long-term and single short-term ratio based on the number of guest rooms. Staff reviewed hotel/motel bicycle parking requirements from select cities around California, and found that their long-term and short-term bicycle parking ratios for hotels range from as much as one space per five rooms to one space per 30 rooms. The proposed ordinance sets the long-term ratio at one per 10 rooms and the short-term ratio at one per 10 rooms, which is in the mid-to-high part of this range, but still lower than the existing requirements.

Automobile Parking Replacement

The proposed amendment addresses some issues relating to how projects qualify for a higher rate of replacement of automobile parking spaces with bicycle parking spaces.

The existing regulations allow bicycle parking spaces to replace automobile parking spaces at a ratio of four bicycle spaces for each automobile space. The number of automobile parking spaces that can be replaced in most residential buildings is capped at 10 percent of the total automobile parking spaces. Up to 30 percent replacement is permitted in residential projects that contain a certain percentage of income-restricted affordable units.

Under the existing rules, a project seeking to replace up to 30 percent of the automobile parking with bicycle parking must apply for and receive a density bonus. However, by requiring an application, this criterion for eligibility omits by-right density bonus projects that do not require a discretionary approval to receive the bonus. In order to make the 30 percent replacement option available to these projects, the proposed ordinance revises the provision to state that projects need only include the required number of income-restricted units for the density bonus, as opposed to applying for and receiving one, in order to replace up to 30 percent of the automobile parking with bicycle parking.

Bicycle Share

Bicycle share is a service that makes bicycles available for individuals to rent on a short-term basis, and that allows customers to rent a bicycle from one location and return it to another location within the service area. With the recent opening of the Metro Bike Share system in Downtown Los Angeles and expansions planned for the Westside, the Port of Los Angeles, and elsewhere, there is an opportunity to consider how bicycle share might help to meet the bicycle parking needs of new buildings. Particularly in denser locations where site configurations might pose challenges to providing bicycle parking on-site, allowing bicycle share docks to count toward bicycle parking requirements could provide needed flexibility.

The proposed amendment establishes definitions for “bicycle share service provider,” “bicycle share dock” and “bicycle share station,” and establishes rules for counting docks toward required short-term bicycle parking. Bicycle share docks must be located within 100 feet of the subject property in order to be counted as short-term spaces. A maximum of four docks may be counted, or 10 percent of the total required short-term spaces, whichever is less.

The four-space limit is similar to how City-funded bicycle corrals are treated currently: as a shared resource that serves multiple businesses in the surrounding area. Thus, it is desirable to limit how much an individual building or project can rely on that shared resource to fulfill the requirements. The limit of 10 percent is intended to ensure that an adequate number of conventional bicycle parking spaces remain available to people who arrive on their own bicycles, as bicycle share docks cannot accommodate conventional bicycles.

If bicycle share docks are counted toward the required bicycle parking, the proposed amendment would allow them to be credited toward the automobile-for-bicycle parking replacement as if they were any other type of bicycle parking space. In all cases, bicycle

share docks and stations would be required to be part of a larger, integrated bicycle share system approved by the Department of Transportation if they are to be counted. If the bicycle share docks are removed, an equivalent number of replacement short-term spaces must be provided.

Location

The proposed ordinance contains modifications to location requirements that apply to all bicycle parking, as well as changes specifically applicable to long- or short-term bicycle parking.

General Location Requirements

One issue identified by Department of Transportation staff is that some buildings rely on stairs or escalators to access bicycle parking, which poses safety issues due to bicyclists needing to lift and carry their bicycles up or down stairs. To address this, the proposed ordinance states that stairs or escalators cannot be used to provide access, and instead elevators or ramps are to be provided.

Department of Transportation staff also raised concerns about buildings having unreasonable rules that interfere with the ability of bicyclists to access the bicycle parking. For example, there might be bicycle parking located above or below grade, but bicycles are banned in the elevators. In cases where a pedestrian path or plaza provides access to the bicycle parking, the building management might ban bicycles from being walked or ridden through the area. In some cases, the bicycle parking shuts down and is locked up before the building closes or before the parking garage closes. The amendment proposes to prohibit these types of rules so that bicyclists can safely and conveniently access bicycle parking when they need it.

Long-term Bicycle Parking

The existing location requirements for long-term bicycle parking are the source of the greatest challenges for applicants, according to the experience of project planning staff. Currently, long-term bicycle parking provided in a parking garage is required to be situated along the shortest walking distance to the building entrance from the garage. This poses challenges for fitting the long-term bicycle parking next to accessible parking stalls for persons with disabilities, as accessible parking is similarly required to be located along the shortest accessible route from the automobile parking area and the space available along such route can be limited.

The proposed ordinance creates a series of options for locating long-term bicycle parking that are intended to be more flexible than the existing requirements. The three options would be: a) on the ground level of the building within 100 feet of the major entrance to the lobby, b) in the off-street parking area within 200 feet of a building entrance, or c) one level above or below ground level within 100 feet of ramp or elevator access to the building entrance. If provided in the off-street parking area, the long-term bicycle parking

would be required to be located within the space available on the pedestrian entry level after disabled parking stalls and other required elements have been provided, with other levels allowed to be used – with ramp or elevator access – after this space has been exhausted.

For buildings containing residential units, the proposed ordinance contains an additional option to provide residential long-term bicycle parking on each residential floor, so long as the number of spaces provided on each floor equals or exceeds the number of units.

Short-term Bicycle Parking

Another challenge stems from the fact that that the short-term bicycle parking is required to be on the shortest walking distance from the nearest automobile parking space. This has proven to be difficult to comply with in some projects, as accessible parking for persons with disabilities is similarly required to be along the shortest accessible route from the automobile parking to the building. The need to provide both the accessible parking and the bicycle parking within the same area creates potential space conflicts. The proposed ordinance replaces this rule with a requirement that the bicycle parking be at least as close as the nearest *nondisabled* automobile parking space. This change opens up a larger area to be used for the short-term bicycle parking while retaining the advantage of the bicycle parking being more conveniently located than most of the automobile parking.

To provide additional flexibility in locating short-term bicycle parking, the proposed ordinance also states that new buildings are allowed to locate the short-term bicycle parking indoors or in a parking garage. Currently, only existing buildings seeking to expand or remodel are allowed to do this. In such cases, other distancing requirements (such as the 50-foot distance from the entrance) would still apply, and signage leading to the bicycle parking would be required.

The proposed ordinance also modifies the rules for how short-term bicycle parking is to be distributed among multiple entrances. The existing Zoning Code language requires the bicycle parking to be “split evenly”; the amendment changes this to “approximately equal proportions,” providing more flexibility to meet this requirement.

Attended Bicycle Parking (“Bicycle Valet”)

One topic not contemplated by the 2013 ordinance is the use of attended bicycle parking facilities, or bicycle valet. Bicycle valet services allow bicyclists to leave their bicycle with an attendant who will keep the bicycle secure until the owner claims it. The amendment introduces a definition for “attended bicycle parking facility” and allows such facilities to be counted toward the long-term bicycle parking requirement. In cases in which these facilities are provided, the amendment proposes that only the pick-up/drop-off location needs to meet the location criteria, or be co-located with an automobile valet parking pick-up/drop-off point. The bicycles may be stored anywhere on the site.

Design

The amendment contains a number of changes to the dimensions and specifications that govern the design of bicycle racks. Many of these rules are intended to ensure that bicycle racks are high-quality and allow bicycles to be wheeled in and out without damaging the bicycle or causing safety problems. However, there are cases where the existing rules prohibit well-designed racks that make use of some more space-efficient solutions. The proposed ordinance includes several adjustments to the existing provisions regarding design and dimensions to allow these types of racks and help to reduce the overall footprint of the bicycle parking area.

Specific designs accommodated by the proposed modifications include stacked racks that have a lower and upper level, with lift-assist devices for bicycles stored on the upper level. The modified provisions also accommodate vertically staggered racks arranged so that the handlebars of one bicycle can pass over or under those of the adjacent bicycle, which allows bicycles to be spaced closer together – some good designs allow for bicycles to be separated by as little as 16 inches on center, for example, whereas the existing regulations require 18 inches.

Alternative Compliance

To provide additional flexibility in bicycle parking design, the proposed amendment creates a discretionary process whereby applicants can seek approval of alternative designs that solve a space issue in a way not anticipated by the Zoning Code. As proposed, the applicant would request approval by means of a Director's Decision – a discretionary entitlement in which the Director of Planning or his/her designee is the initial decision-maker, with an appeal to the Area Planning Commission. In order to grant approval for the alternative design, the Director must find that the dimensions, position, security, and spacing allow for safe and reasonably accessible and convenient storage of bicycles, and that the proposed design is at least as effective at meeting the needs of bicyclists as the Zoning Code requirements.

Public Outreach & Participation

A public review draft of the proposed ordinance was released on November 7, 2016. Notice of the availability of the draft, as well as of the staff hearing, was posted on the Department of City Planning website, and emailed to a list of persons and organizations who had previously expressed an interest in the update process or who were deemed likely to have an interest based on involvement in past discussions of bicycle parking and Zoning Code regulations.

The notification included the following neighborhood, civic, business, and advocacy organizations:

- All certified Neighborhood Councils
- Central City Association

- Valley Industry and Commerce Association
- American Institute of Architects, Los Angeles Chapter
- Building Industry Association of Southern California, Los Angeles/Ventura Chapter
- Los Angeles County Bicycle Coalition

The Department received a total of 12 pieces of written correspondence on the proposed ordinance, inclusive of both letters and emails. The Department also conducted a staff hearing on the proposed ordinance on November 17, 2016. A total of nine individuals signed in and five individuals offered spoken testimony.

Organizations submitting correspondence or making in-person comments included the following:

- Los Angeles Bicycle Advisory Committee
- Central City Association
- Building Industry Association of Southern California, Los Angeles/Ventura Chapter
- Los Angeles County Bicycle Coalition
- Homeowners of Encino
- FE Design & Consulting
- Dero Bike Racks

The Department also responded to two requests to present and receive comments on the proposed ordinance. The presentations were made to the Los Angeles Bicycle Advisory Committee and the Central City Association's Downtown 2030 Committee.

Comments on the public review draft were overall positive and supportive of the update to the regulations, but often took issue with specific provisions. One of the most common issues raised was that the public review draft made the location criteria too lenient for short-term bicycle parking in particular, having potential negative effects on convenience. The provision was subsequently revised and narrowed in scope. Similarly, several commenters thought that a provision that allowed the bicycle parking ratio for accessory uses to be calculated based on the main use would result in too little bicycle parking in some cases; this provision was revisited and subsequently removed.

Additional comments expressed concern that the proposed provision for counting bicycle share docks toward required bicycle parking would result in shortages of bicycle parking for commuters arriving on their own bicycles. The provision in question was revised and narrowed in scope. Other comments regarding bicycle share pointed out that the earlier draft's proposed radius of 500 feet for bicycle share docks to be counted toward required short-term bicycle parking was too large; the provision was revised to reduce the radius to 100 feet.

Some comments expressed opposition to the existing regulations' allowance for limited replacement of automobile parking with bicycle parking. These comments were considered, but were ultimately not incorporated due to the existence of numerous General Plan policies calling for the City to encourage bicycling over driving as a mode

of transportation and for off-street parking supply to be balanced with other transportation priorities.

Additional changes, primarily of a technical nature, were made to the November 7, 2016 draft based on consultation with other City agencies, including the Department of Building and Safety and the Department of Transportation.

Conclusion

The proposed ordinance (Appendix A) seeks to introduce greater clarity and flexibility to the bicycle parking regulations of the Zoning Code and to address the concerns raised by interested parties in response to the public review draft. Additional materials, including required findings of fact and the environmental document (an addendum to the Negative Declaration prepared for the 2013 bicycle parking ordinance) may be found in Appendices B and C.

Appendices

Appendix A – Proposed Ordinance

Appendix B – Findings

Appendix C – Environmental (Addendum to ENV-2011-310-ND)

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 SERVICE. A service by which a bicycle is left in the care of an attendant(s) with provision for identifying the bicycle's owner. Once stored, a bicycle left in the care of an attendant(s) shall be accessible only to the attendant(s), with the storage location not necessarily in the same location as the pick-up and drop-off point.

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. In cases in which additional bicycle parking spaces are required as a result of an addition, the total number of bicycle parking spaces shall determine the number of automobile parking spaces eligible to be replaced. 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~~ed~~ 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).

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. 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.~~

~~(ii) 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) Guest Rooms. 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. 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 20 inches from the wall, or 14 inches from the wall if such spaces are on the upper level of a stacked, two-tier rack.

(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 wide~~ sized 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 20 inches from the wall, or 14 inches from the wall if such spaces are on the upper level of a stacked, two-tier rack.

~~(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 the location with the greatest number of long-term bicycle parking spaces.

(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 feet of walking distance from a main pedestrian entrance or the walking distance from a main pedestrian entrance to the nearest nondisabled 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. In buildings with three or more pedestrian entrances, no more than 50 percent of all short term bicycle parking spaces shall be assigned to a single pedestrian entrance.

(iv) Long-Term Bicycle Parking. Long-term bicycle parking spaces shall be not be provided except in one of the following locations, or in a combination thereof:

(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, subject to the following limitations:

(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, within 100 feet of the elevator, ramp, walkway, or other building entrance on that story. In such cases, elevator or ramp access to the building shall be provided.

(d) Residential long-term bicycle parking may be provided in common storage facilities on residential floors in accordance with Sections 12.21.A16.(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.

~~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.~~

(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).

~~(vi) **Combination of Uses.** Where there is a combination of uses on a lot, long-term bicycle parking ~~shall~~ may 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.~~~~

~~(vii) **Multiple Buildings.** For a development site with multiple buildings, required bicycle parking ~~shall~~ may 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 Service.** Where short-term or long-term bicycle parking is provided by means of an Attended Bicycle Parking Service, 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 automobile 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 Service 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) Any site within 100 feet of a bicycle share station located in the public right-of-way or on the same lot 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, not to exceed 10 percent of the total number of short-term bicycle parking spaces required for the subject site.

(iii) Residential and 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.

(iv) 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) 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, 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 Compliance – 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 4. Subsection C of Section 12.26 of the Los Angeles Municipal Code is amended to read:

C. **Parking Facility Modification.** The Superintendent of Building [or the Superintendent's designee](#) may grant slight modifications in the requirements of Sections 12.21A.5 [and 12.12.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

LAND USE FINDINGS

The City Planning Department recommends that the City Planning Commission, in accordance with Charter Section 558, find:

1. In accordance with Charter Section 556, the proposed ordinance (Appendix A) is in substantial conformance with the purposes, intent and provisions of the General Plan in that it is in substantial conformance with the purposes, intent, and provisions of the Mobility Plan 2035, which serves as the Mobility Element of the City's General Plan. The proposed ordinance (Appendix A) addresses and supports Mobility Plan 2035 policy 3.1 Access for All by recognizing bicycling as an integral component of the city's transportation system and refining regulations to ensure that adequate bicycle parking is provided in new and enlarged buildings; policy 3.8 Bicycle Parking by refining regulations to ensure that bicycle parking is secure, convenient and well-maintained; 4.8 Transportation Demand Management Strategies by refining regulations designed to encourage bicycle trips and reduce dependence on single-occupancy vehicles, particularly through expanding the range of projects eligible to replace greater amounts of automobile parking with bicycle parking; 4.13 Parking and Land Use Management by expanding the range of projects eligible to replace greater amounts of automobile parking with bicycle parking, thus balancing off-street parking supply with the transportation objective of encouraging bicycle trips; 5.1 Sustainable Transportation by encouraging bicycling as part of a sustainable transportation system that promotes environmental and public health; and 5.2 Vehicle Miles Traveled by offering bicycling as a more attractive alternative to driving through the provision of convenient and secure bicycle parking along with reduced automobile parking.

2. In accordance with Charter Section 558 (b)(2), the proposed ordinance (Appendix A) will be in conformity with public necessity, convenience, general welfare and good zoning practice in that it will provide bicycle parking and increased access for bicyclists in most new developments and additions, and will enact refinements to existing regulations that afford builders of new and enlarged buildings more flexibility in providing bicycle parking to their building occupants.

Providing bicycle parking facilities and expanding the range of projects eligible for greater replacement of automobile parking will encourage bicycling as an alternative to the private automobile, which addresses issues 8.1 and 8.2 of the General Plan Framework that state, "Transportation policy needs to ensure that basic accessibility needs are met," and "These strategies require significant investments in rail and bus transit, as well as public policies to encourage shifts away from the single-occupant automobile to other choices." In accordance with the City Planning Commission policy, "Do Real Planning", the proposed ordinance (Appendix A) is in substantial conformance with the intent and purpose of item 12 to revisit our "one size fits all" suburban parking standards, the proposed ordinance (Appendix A) allows for the substitution of a limited amount of automobile parking for bicycle parking and introduces greater flexibility in the location and design of bicycle parking. This allowance will give business owners flexibility when undergoing a change of use where limited space is available for automobile parking.

Likewise, this allowance will give developers a limited amount of flexibility when designing new green buildings that are “health conscious and environmentally friendly” which is in conformance with item 7 “Produce green buildings.”

ENVIRONMENTAL FINDING

In accordance with the California Environmental Quality Act (CEQA), an Addendum to the Negative Declaration published on February 10, 2011 has been prepared. Providing bicycle parking supports environmental goals by encouraging bicycling and shifting trips away from automobiles. On all measures the proposed ordinance (Appendix A) will have either no impact or a less than significant effect on the environment.

Addendum to Initial Study/Negative Declaration ENV-2011-310-ND

Prepared by Department of City Planning February 22, 2017

1.0 Introduction

This environmental document is an Addendum to the Initial Study/Negative Declaration (Negative Declaration) for City of Los Angeles Ordinance No. 182,386, which amended Los Angeles Municipal Code (LAMC) Sections 12.03, 12.21, and 12.21.1 (Bicycle Parking Ordinance or Ordinance) concerning the provision, siting, and design of short-term bicycle parking in all new developments, major remodels, buildings undergoing change of use, and parking lots undergoing renovation to meet accessibility requirements. The Ordinance and Negative Declaration were adopted by the City Council and the Ordinance became effective March 13, 2013. Since adoption of the Ordinance in 2013, the City of Los Angeles ("City") has become aware of the need for certain refinements to the March 13, 2013 ordinance. The refinements, which will take the form of a new amendment (Amendments) to the LAMC, are addressed in this Addendum. As demonstrated in this Addendum and pursuant to CEQA Guidelines Section 15162 and 15164, no substantial revisions are required to the Negative Declaration and no subsequent environmental impact report or negative declaration is required for approval of the Amendments.

1.1 Background

The Negative Declaration was prepared to address potential impacts of the Bicycle Parking Ordinance, which amended the LAMC to:

- Require bicycle parking spaces for new multi-family residential developments;
- Define acceptable locations for bicycle parking;
- Require that both short-term and long-term bicycle parking be provided;
- Allow for the placement of bicycle corrals in the public right of way, and establish criteria for bicycle corrals to be counted toward the required short-term bicycle parking for adjacent properties and businesses;
- Modify the criteria by which bicycle parking spaces may be counted toward the number of required automobile parking spaces; and
- Increase bicycle parking requirements for all new developments, major remodels, buildings undergoing change of use, and parking lots undergoing renovation to meet accessibility requirements.

The Negative Declaration evaluated potential environmental effects on aesthetics, agriculture and forest resources, air quality, biological resources, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation and traffic, utilities and service

systems, and mandatory findings of significance. The Negative Declaration found that the 2013 ordinance would have no impact with respect to any of these environmental factors.

Since the adoption of the Negative Declaration, the City has become aware of the need for certain revisions to the Bicycle Parking Ordinance, including, but not limited to, the following:

- Define certain terms that were not defined in the 2013 ordinance;
- Provide a greater variety of methods for meeting bicycle parking requirements;
- Provide more clarity and flexibility in the design and siting of short-term and long-term bicycle parking;
- Address lower demand for bicycle parking in certain housing types, such as senior housing and hotels/motels;
- Address ambiguities in the applicability of provisions allowing bicycle parking to replace automobile parking, and clarify how these provisions interact with other parking-based incentives; and
- Minor edits and clarifications.

These refinements to the Bicycle Parking Ordinance would be made through a further amendment to Sections 12.03 and 12.21 of the LAMC. The refinements are detailed in Section 2.2 of this document and are the subject of this Addendum.

1.2 Purpose of Addendum to the IS/ND

Section 15164 provides the City may prepare an addendum to an adopted negative declaration if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.

Section 15162 of the State CEQA Guidelines identifies the circumstances that necessitate the preparation of a subsequent EIR. When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

- (3) New information of substantial importance, which was not known and could not have been known, with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:
- (A) The project will have one or more significant effects not discussed in the previous EIR or Negative Declaration;
 - (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Based on the above rules, if none of the conditions in Section 15162 are met, the City may prepare an addendum to a previously adopted negative declaration. The following analysis is provided to comply with the requirement in CEQA Guidelines, Section 15164(e) to provide “a brief explanation of the decision not to prepare a subsequent Negative Declaration or EIR pursuant to Section 15162.

Based upon the information provided in Section 3.0 of this document, the Amendments to the Bicycle Parking Ordinance will not result in the need for any major revisions to the Negative Declaration due to the involvement of new significant impacts. Therefore, an Addendum is appropriate, and this Addendum has been prepared to comply with CEQA to provide an explanation for not preparing a subsequent EIR or negative declaration with supporting substantial evidence.

1.3 Conclusions

This Addendum addresses the potential for environmental effects associated with Amendments to the approved project, the Bicycle Parking Ordinance. The conclusions of the analysis in this Addendum remain consistent with those made in the IS/ND.

Project Description

1.4 Location and Setting

The proposed refinements to the approved Project will take the form of an amendment to the Los Angeles Municipal Code, and will be applicable throughout the City of Los Angeles.

1.5 Modifications Since IS/ND Adoption

The IS/ND for the Bicycle Parking Ordinance describes the scope of the 2013 Bicycle Parking Ordinance, which amended Sections 12.03, 12.21, and 12.21.1 of the LAMC. The amendments included the following changes:

- Required bicycle parking spaces for new multi-family residential developments;
- Defined acceptable locations for bicycle parking;
- Required that both short-term and long-term bicycle parking be provided;
- Allowed for the placement of bicycle corrals in the public right of way, and allow spaces within bicycle corrals to be counted toward the required short-term bicycle parking for adjacent properties and businesses;
- Modified the criteria by which bicycle parking spaces may be counted toward the number of required automobile parking spaces; and
- Increased the amount of bicycle parking required in all new developments, major remodels, buildings undergoing change of use, and parking lots undergoing renovation to meet accessibility requirements.

Since the adoption of the March 13, 2013 ordinance, the City has become aware of certain issues pertaining to the difficulty of some applicants in meeting siting requirements, the need to account for the role of bicycle share stations in meeting bicycle parking demand, the need to define certain terms, the differences in auto and bicycle parking demand inherent in certain types of housing, and various technical errors and inconsistencies in the Bicycle Parking Ordinance. The refinements currently under consideration would amend Sections 12.03, 12.21, and 12.26 of the LAMC to address these issues, and would consist of the following changes:

- Provide for the limited use of bicycle share stations to satisfy bicycle parking requirements;
- Provide for the use of attended bicycle parking facilities, also known as bicycle valet, to satisfy bicycle parking requirements;
- Refine the location criteria for long-term and short-term bicycle parking;
- Refine the design standards for bicycle parking to accommodate more space-efficient rack designs;
- Provide for alternative design approval for long-term and short-term bicycle parking;
- Reduce the long-term and short-term bicycle parking ratios required for Senior Independent Housing, Assisted Living Care Housing, Skilled Nursing Care Housing, and Alzheimer's/Dementia Care Housing;
- Simplify the long-term and short-term bicycle parking ratios for hotels and motels;

- Modify the criteria by which multi-family residential projects containing restricted affordable units are considered eligible to count bicycle parking spaces toward up to 30 percent of required auto parking spaces – specifically, by stating that a project must contain the required number of lower-income units to qualify for a density bonus, rather than applying for and receiving a density bonus;
- Bring the LAMC into consistency with State Law by implementing the lower automobile parking ratios specified by AB 744 (2015);
- Allow the Superintendent of Building to grant slight modifications that improve the design or functioning of automobile or bicycle parking areas; and
- Minor edits and clarifications.

These refinements are technical in nature and constitute the only substantive changes to the approved Project. The refinements are herein referred to as the “Amendments.”

2.0 Environmental Analysis

In preparing this Addendum, the City evaluated the whole of the record, including the record for the Bicycle Parking Ordinance, the proposed Amendment, and the Negative Declaration. The City has evaluated all of the revisions proposed in the Amendment and measured the impacts of those changes against the impact conclusions in the Negative Declaration. Below is a brief summary of the City’s rationale for why an addendum is appropriate to approve the Amendments.

Aesthetics: The Amendments would not result in additional impacts to aesthetic resources beyond those identified in the Negative Declaration because neither the 2013 ordinance nor the proposed refinements would change how existing regulations govern building heights, allowed land uses, or development intensities in neighborhoods and communities. The space required for bicycle parking is minimal (12 square feet per bicycle, compared to 114 to 221 square feet per automobile parking space). The proposed refinements would only minimally modify the number and ratio of required bicycle parking spaces for a limited range of uses to address cases in which bicycle parking utilization can be expected to be lower, and in other cases would allow for additional replacement of automobile parking with bicycle parking in affordable multi-family housing. Other proposed changes pertain only to the design and placement of bicycle parking within a development site, and to the limited use of bicycle share docks toward required bicycle parking. The modified Project itself does not include, nor does it provide an incentive for, any physical development.

Agriculture and Forest Resources: The Amendments would not result in additional impacts to agriculture and forest resources beyond those identified in the Negative Declaration because the proposed refinements will not change how existing regulations govern allowed land uses or development intensities in neighborhoods and communities. The modified Project does not permit additional development that could affect agriculture

or forest resources and pertains only to the provision of bicycle parking within or associated with proposed development projects.

Air Quality: The Amendments would not result in additional impacts to air quality beyond those identified in the Negative Declaration, because the proposed refinements would not induce additional automobile travel in the City of Los Angeles by increasing population levels or net density. The proposed refinements pertain only to the provision of bicycle parking within or associated with proposed development projects. Existing City regulations governing allowed land uses and development intensities would be unchanged; thus, the proposed refinements would not contribute to population growth in excess of the levels anticipated by the Air Quality Management Plan.

Biological Resources: The Amendments would not result in additional impacts to biological resources beyond those identified in the Negative Declaration, because the proposed refinements pertain only to the provision of bicycle parking within or associated with proposed development projects and do not promote any added development that would affect these resources. Existing City regulations governing allowed land uses and development intensities would be unchanged.

Cultural Resources: The Amendments would not result in additional impacts to cultural resources beyond those identified in the Negative Declaration. The proposed refinements pertain only to the provision of bicycle parking within or associated with proposed development projects and do not alter existing City regulations governing building heights, allowed land uses and development intensities. The proposed refinements would not promote any added development and, therefore, does not have the potential to adversely affect historic, archaeological, or paleontological resources or human remains. Additionally, in cases where historic structures were to undergo a change of use requiring bicycle parking, the 2013 ordinance specifies that additional bicycle parking would be required only if the floor area of such buildings were to increase. Furthermore, the proposed refinements – specifically, the revised location criteria and alternative design approval – will allow for even greater flexibility to provide added bicycle parking in such projects without adversely affecting the historic nature of the existing structure.

Geology and Soils: The Amendments would not result in additional impacts to cultural resources beyond those identified in the Negative Declarations. The proposed refinements pertain only to the provision of bicycle parking within or associated with proposed development projects and do not promote any added development and, therefore, would not affect geological and soil resources. The proposed refinements will not change existing City regulations governing building heights, allowed land uses, or development intensities within the City of Los Angeles.

Greenhouse Gas Emissions: The Amendments would not result in additional greenhouse gas (GHG) emissions impacts beyond those identified in the Negative

Declaration because the proposed refinements pertain only to the provision of bicycle parking within or associated with proposed development projects. The proposed refinements would only minimally modify the number and ratio of required bicycle parking spaces for a limited range of uses to address cases in which bicycle parking utilization can be expected to be lower, and in other cases would allow for additional replacement of automobile parking with bicycle parking in affordable multi-family housing. Other proposed changes pertain only to the design and placement of bicycle parking within a development site, and to the limited use of bicycle share docks toward required bicycle parking. Finally, the proposed refinements formalize the City's existing efforts to implement State law by codifying the automobile parking ratios specified in AB 744 (2015). They Amendments are also consistent with the goals and policies of the 2016 SCAG RTP/SCS to encourage other modes of travel. The proposed refinements do not promote any added development, would not increase population levels or net density in the City of Los Angeles, and thus would not lead, either directly or indirectly, to the generation of GHG emissions.

Hazards and Hazardous Materials: The Amendments would not result in additional hazards and hazardous materials impacts beyond those identified in the Negative Declaration because the proposed refinements pertain only to the provision of bicycle parking within or associated with proposed development projects and do not alter the requirements set forth by the City's Fire and Building Codes. Furthermore, the proposed refinements would not change existing City regulations governing building heights, allowed land uses, or development intensities within the City of Los Angeles. The modified Project itself does not promote any additional development and, therefore, would not result in impacts relating to hazards or hazardous materials.

Hydrology and Water Quality: The Amendments would not result in additional hydrology and water quality impacts beyond those identified in the Negative Declaration because the proposed refinements pertain only to the provision of bicycle parking within proposed development projects and do not promote any additional development that would affect hydrology or water quality. The proposed refinements will not change existing City regulations governing building heights, allowed land uses, or development intensities within the City of Los Angeles.

Land Use and Planning: The Amendments would not result in additional land use and planning impacts beyond those identified in the Negative Declaration because the proposed refinements pertain only to the provision of bicycle parking within or associated with proposed development projects and will not change existing City regulations governing building heights, allowed land uses, or development intensities within the City of Los Angeles. The space required for bicycle parking is minimal (12 square feet per bicycle, compared to 114 to 221 square feet per automobile parking space). The proposed refinements would only minimally modify the number and ratio of required

bicycle parking spaces for a limited range of uses to address cases in which bicycle parking utilization can be expected to be lower, and in other cases would allow for additional replacement of automobile parking with bicycle parking in affordable multi-family housing. Other proposed changes pertain only to the design and placement of bicycle parking within a development site, and to the limited use of bicycle share docks toward required bicycle parking. Additionally, the proposed refinements address some technical issues by facilitating better-designed bicycle parking and allowing more flexibility in location criteria. Finally, the proposed refinements formalize the City's existing efforts to implement State law by codifying the automobile parking ratios specified in AB 744 (2015) and are consistent with the policies and goals of the 2016 SCAG RTP/SCS. Implementation of the proposed refinements will not increase population levels or net density in the City of Los Angeles.

Mineral Resources: The Amendments would not result in additional land use and planning impacts beyond those identified in the Negative Declaration because the proposed refinements pertain only to the provision of bicycle parking within proposed development projects. The proposed refinements do not promote any physical development that would affect mineral resources or change development standards in a way that might affect access to mineral resources. Existing City regulations governing allowed land uses and development intensities would remain unaltered.

Noise: The Amendments would not result in additional noise impacts beyond those identified in the Negative Declaration because the proposed refinements do not promote any additional development and, therefore, would not produce significant noise or vibration, nor would they change development standards in a way that might allow future development projects to produce excessive noise or vibration. The proposed refinements pertain only to the provision of bicycle parking within or associated with proposed development projects and will not change existing City regulations governing building heights, allowed land uses, or development intensities within the City of Los Angeles.

Population and Housing: The Amendments would not result in additional population and housing impacts beyond those identified in the Negative Declaration, because the proposed refinements pertain only to the provision of bicycle parking within or associated with proposed development projects and will not change existing City regulations governing building heights, allowed land uses, or development intensities within the City of Los Angeles. The proposed refinements do not promote any additional development or infrastructure projects, and thus would not directly or indirectly induce population growth or displace any existing residents or housing units. Implementation of the proposed refinements will not increase population levels or net density in the City of Los Angeles.

Public Services: The Amendments would not result in additional impacts to public services beyond those identified in the Negative Declaration, because the proposed refinements pertain only to the provision of bicycle parking within proposed development projects and will not change existing City regulations governing building heights, allowed land uses, or development intensities within the City of Los Angeles. Bicycle parking can be provided through numerous applications as described in the 2013 ordinance and the proposed refinements. All bicycle parking must be installed to meet Building and Fire Code specifications and thus will not obstruct emergency response or evacuation plans. By refining location and design criteria and providing for alternative design approval, the proposed refinements provide even greater flexibility for proposed development projects to meet bicycle parking requirements while adhering to applicable safety regulations. The proposed refinements do not promote any additional development that would affect public services, nor would it change development standards in a way that might allow future developments to affect public services. Implementation of the proposed refinements will not increase population levels or net density in the City of Los Angeles and thus will not result in a need for new or physically altered governmental facilities.

Recreation: The Amendments would not result in additional impacts to recreation beyond those identified in the Negative Declaration, because the proposed refinements pertain only to the provision of bicycle parking within or associated with proposed development projects and do not promote any added development. The proposed refinements do not require the provision of additional bicycle parking in recreational facilities and do not contain any other development standards requiring the construction or alteration of recreational facilities. Implementation of the proposed refinements will not change existing City regulations governing allowed land uses or development intensities, will not increase population levels or net density in the City of Los Angeles, and thus will not result in increased use of existing recreational facilities or encourage the construction or expansion of recreational facilities.

Transportation and Traffic: The Amendments would not result in additional impacts to transportation and traffic beyond those identified in the Negative Declaration, because the proposed refinements pertain only to the provision, design and placement of bicycle parking within proposed development projects. The proposed refinements would only minimally modify the number and ratio of required bicycle parking spaces for a limited range of uses to address cases in which bicycle parking utilization can be expected to be lower, and in other cases would allow for additional replacement of automobile parking with bicycle parking in affordable multi-family housing. Other proposed changes pertain only to the design and placement of bicycle parking within a development site, and to the limited use of bicycle share docks toward required bicycle parking. The Amendments are consistent with the 2016 SCAG RTP/SCS in encouraging alternative mode of travel.

Improving the location and design of bicycle parking may encourage building occupants who would otherwise drive to use bicycles for their trips and could lead to reduced automobile traffic and congestion. The modified Project will not change existing City regulations governing allowed land uses or development intensities, will not promote any added development or infrastructure projects that could introduce additional population or auto traffic into neighborhoods or communities, and will not result in safety risks relating to air traffic, design features, or incompatible uses. All bicycle parking installations will be subject to the City's Building and Fire codes, ensuring that adequate emergency access is preserved. The proposed refinements will not conflict with applicable policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, and will remain consistent with Policy 3.8 of the City's Mobility Plan 2035 ("Provide bicyclists with convenient, secure, and well-maintained bicycle parking facilities").

Utilities and Service Systems: The Amendments would not result in additional impacts to transportation and traffic beyond those identified in the Negative Declaration, because the proposed refinements pertain only to the provision, design and placement of bicycle parking within or associated with proposed development projects and do not change existing City regulations governing allowed land uses or development intensities. The proposed refinements do not promote any added development that would affect utilities and service systems, nor would they change development standards in any way that might degrade utilities and service systems.

Mandatory Findings of Significance: The potential impacts of the Amendments with regard to biological resources, cultural resources, and direct and indirect impacts on human beings would be comparable to the Bicycle Parking Ordinance. As potential impacts in all checklist categories result in no impact, the Amendment does not result in cumulatively considerable impacts. The proposed refinements do not have the potential to create significant impacts resulting in substantial environmental effects having a direct or indirect impact on human beings.

3.1 Conclusions

Based on the information provided above, the Amendments to the Bicycle Parking Ordinance would not result in the need for a major changes or revisions to the Negative Declaration and only technical or minor changes are necessary. The addendum may be approved pursuant to CEQA Guidelines Section 15164.