



**DEPARTMENT OF CITY PLANNING
SUPPLEMENTAL RECOMMENDATION REPORT**



CITY PLANNING COMMISSION

DATE: July 14, 2011
TIME: after 8:30 a.m.*
PLACE: Los Angeles City Hall
 200 North Spring Street
 Room 350
 Los Angeles, CA 90012

CASE NO: CPC-2011-309-CA
COUNCIL FILES: 09-2896
CEQA: ENV-2011-310-ND
LOCATION: Citywide
COUNCIL DISTRICT: All
PLAN AREAS: All

PUBLIC HEARING REQUIRED

MATTER CONTINUED FROM MEETING OF MAY 12, 2011

SUMMARY: A proposed ordinance (Appendix B) amending the Los Angeles Municipal Code (LAMC) to: expand bicycle parking requirements to include some multi-family residential development; increase the amount of bicycle parking required for new development and additions to commercial, institutional, and industrial uses; require bicycle parking for commercial, industrial, and manufacturing uses of less than 10,000 sq. ft.; refine siting and design requirements for bicycle parking; require that both short-term and long-term bicycle parking be provided; amend the amount of bicycle parking that may be substituted for automobile parking, and to provide rules for the installation of bicycle parking within the public right-of-way by private businesses.

RECOMMENDED ACTIONS:

1. **Adopt** the initial and supplemental staff reports (dated May 12, 2011 and July 14, 2011) as its reports on the subject.
2. **Adopt** the findings in Attachment 1.
3. **Adopt** the Negative Declaration as the CEQA clearance on the subject.
4. **Approve** the proposed ordinance (Appendix B) and recommend its adoption by the City Council.

MICHAEL LOGRANDE
 Director of Planning

LINN K. WYATT
 Chief Zoning Administrator

THOMAS ROTHMANN
 City Planner, Code Studies
 Telephone: (213) 978-1891

ALAN BELL, AICP
 Deputy Director

CHARLES J. RAUSCH, JR.
 Senior City Planner, Office of Zoning Administration

RYE D. BAERG
 Project Manager

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SUMMARY

The proposed ordinance (Appendix B) amends the Los Angeles Municipal Code (LAMC) to expand bicycle parking requirements for most new developments and additions that increase a building's floor area. The proposed changes support the current efforts of the City of Los Angeles to encourage bicycling and implement ten separate policies within the Bicycle Master Plan.

On January 19, 2011, the City Council adopted Motion 09-2896 directing the Department of City Planning, in conjunction with the Department of Transportation, to report back with recommendations to update the City's bicycle parking requirements. On March 30, 2011, the Planning Department staff held a hearing on the proposed ordinance which outlined recommended changes. On May 12, 2011, the CPC held a public hearing on the Proposed Ordinance (Appendix A). Many questions and concerns were raised at both hearings. At the May 12th hearing the CPC continued the hearing on the Proposed Ordinance and asked staff to report back on several outstanding issues.

The revised proposed ordinance (Appendix B) is substantially the same as the previously proposed ordinance however several changes have been made. Additional requirements for a bicycle repair/workspace were added, incentives allowing the replacement of automobile parking with bicycle parking were revised to better fit with the City's density bonus incentives, and the number of bicycle racks located within the public right of way that can be counted towards meeting a building's bicycle parking requirements was limited. In addition, staff examined the possibilities of creating a bicycle parking fund and found that while such a fund is desirable, it should be implemented separately and in conjunction with the creation of a broader Bicycle Trust Fund as recommended in Bicycle Master Plan Policy 3.1.3.

STAFF REPORT

The City Planning Commission asked Code Studies staff on May 12, 2011 to examine and respond to the following concerns.

- **Requested Action:** *The commission asked staff to incorporate a provision that would require additional floor area be set aside in new developments to be used as a repair/maintenance area for bicyclists.*

Response: Staff has added additional language to the proposed ordinance requiring buildings containing more than 20 long-term bicycle parking spaces to set aside 100 square feet for repairs and maintenance facilities. In addition to the space required, amenities including, but not limited to, a bicycle repair stand, a work bench, and an air pump shall be provided.

- **Requested Action:** *The commission asked staff to address the possible conflict between provisions in the proposed ordinance and the density bonus regarding the replacement of automobile parking with bicycle parking.*

Response: Staff has determined that the proposed reduction in automobile parking for multifamily residential units (Appendix A) may constitute a competing incentive with the density bonus in a limited number of cases. However, staff estimates that approximately 85% of the affordable housing units built in Los Angeles from 2005-2009 were built as affordable housing projects. In other words, 100% of the units provided in these projects were affordable housing units. While the number of units provided may have been fewer if the parking reduction allowed by the density bonus had not been available, due to increased construction costs, the vast majority of these units would most likely have been built regardless of a competing incentive. To ensure that the incentives granted by the bicycle parking ordinance do not conflict with those in the density bonus, staff has amended the incentives in the bicycle parking ordinance (Appendix B).

The proposed requirements for bicycle parking would require an area be set aside for bicycle parking that would account for approximately 7-15 percent of the area necessary for automobile parking. This is in contrast with the density bonus which simply allows the automobile parking to be reduced without additional space being provided for vehicle parking. In addition, there will be added costs related to the provision of bicycle racks, lockers, and other infrastructure. Thus, the implementation of this ordinance will further increase the cost of development and make housing less affordable unless developers have the option to replace a limited amount of automobile parking with bicycle parking. Therefore staff recommends that all residential buildings be allowed to replace a maximum of 10 percent of the automobile parking required by LAMC 12.21 A.4 to offset these costs. A replacement of 10 percent of the automobile parking will result in approximately the same amount of land being dedicated to vehicle parking on a given site and therefore this incentive will not compete with the density bonus.

Allowing for the replacement of automobile parking spaces with bicycle parking spaces is of particular importance in transit oriented development. The removal of this incentive would limit the ability of new transit oriented development to cater to households with one or fewer automobiles. The 2008 American Community Survey reports that 36% of Los Angeles households have access to one or fewer cars for the journey to work. Thus, the 15 percent replacement of automobile parking spaces proposed by the ordinance for transit oriented developments would be a conservative reduction. Furthermore, staff found that even with a reduction of up to 15 percent, in two thirds of the scenarios examined, the density bonus allows for a greater reduction of parking than that allowed by the proposed ordinance. In the remaining third of developments the space required for bicycle parking in transit oriented developments is approximately equal to the amount of automobile parking replaced. Therefore, staff believes the incentive transit oriented development projects is not likely to reduce the number of affordable housing units provided.

The proposed ordinance (Appendix B) creates additional incentives for the creation of affordable housing by allowing 30 percent of the automobile parking in such developments to be replaced by bicycle parking. Furthermore, the allowed replacement of automobile parking spaces can be used in addition to the reduction in parking granted by the density bonus. Staff therefore does not consider the proposed incentives to be a threat to the

provision of affordable housing in Los Angeles and instead sees an opportunity for the proposed automobile parking replacements to further reduce the cost of providing affordable housing.

- **Requested Action:** *The Commission asked staff to examine the creation of a bicycle parking fund that could be paid into in lieu of providing bicycle parking.*

Response: The establishment of such a fund would require additional study and staff time to determine the appropriate nexus for such fees and the rates to be charged. The Bicycle Parking Fund can be easily situated within the more expansive Bicycle Trust Fund (Bicycle Master Plan 3.1.3) and can reference the proposed ordinance (Appendix B). Staff does recommend that if such a fund is created in the future, buildings undergoing a change of use no longer be exempted from providing bicycle parking at that time since the creation of such a fund would allow them an alternative in cases where adequate square footage for bicycle parking is not available.

- **Requested Action:** *The Commission was concerned that blocks with multiple store fronts might become cluttered with bicycle racks due to the incentives provided in the proposed ordinance.*

Response: Staff conducted research into similar provisions for street furniture and newspaper racks and staff has amended the ordinance to limit the amount of bicycle parking located within the right-of-way that can be counted towards the proposed requirements. The amendments to the proposed ordinance would restrict each building from counting more than a single bicycle rack (two short-term bicycle parking spaces) located within the public right-of-way per 50 feet of frontage area towards their requirements. This will remove the incentive for businesses to locate multiple bicycle racks within the public right-of-way while still allowing existing buildings that may not have adequate space elsewhere to take advantage of this small provision. Businesses that wish to install additional bicycle parking within the right-of-way will still have the option of installing bicycle corals as outlined by the proposed ordinance (Appendix B). The minimum fee for a permit that allows for the installation of racks within the right of way is \$265.

CONCLUSION

The proposed ordinance (Appendix B) will ensure that adequate, secure, and safe bicycle parking is provided in most new developments and additions to buildings that increase floor area. Furthermore, it will ensure that all bicycle parking installed is done so in a manner that maximizes its use through specific design requirements. Through these measures the proposed ordinance will encourage the use of bicycles as a viable means of transportation within Los Angeles by providing quality end-of-trip facilities. Encouraging bicycling will reduce congestion, improve air quality, reduce greenhouse gas emissions, and improve public health.

APPENDIX B: PROPOSED ORDINANCE FOR DISCUSSION

ORDINANCE NO. _____

A proposed ordinance amending Sections 12.03, 12.21, and 12.21.1 of the Los Angeles Municipal Code (LAMC) to expand bicycle parking requirements to cover some multi-family residential developments; to increase the levels of bicycle parking required under the current code for new developments and additions to commercial, institutional, and industrial uses; to expand bicycle parking requirements to commercial, industrial, and manufacturing uses of less than 10,000 sq. ft.; to define acceptable locations for bicycle parking; to require that both short-term and long-term bicycle parking be provided; to improve design standards; to amend the amount of bicycle parking that may be substituted for automobile parking, and to provide rules for the installation of bicycle parking within the public right-of-way by private businesses.

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 alphabetically.

BICYCLE CORRAL. Any on-street public parking space in which multiple short-term bicycle parking racks have been installed.

FLOOR AREA. The area in square feet confined within the exterior walls of a building, but not including the area of the following: exterior walls, stairways, shafts, rooms housing building-operating equipment or machinery, parking areas with associated driveways and ramps, space dedicated to bicycle parking and bicycle workspace, space for the landing and storage of helicopters, and basement storage areas. Except that buildings on properties zoned RA, RE, RS, and R1, and not located in a Hillside Area or Coastal Zone are subject to the definition of Residential Floor Area.

Sec. 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.** 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 code for all nonresidential uses may be replaced by bicycle parking at a ratio of one automobile parking space for every four bicycle parking spaces provided. No more than 20 percent of the required automobile parking spaces in nonresidential uses shall be replaced for a site. Nonresidential projects or buildings located within 1,500 feet of a major bus center, major bus route, or mass transit station as defined by Section 13.09 B.3 may replace up to 30 percent of the required automobile parking spaces with bicycle parking. For nonresidential buildings with less than 20 required automobile parking spaces up to 4 parking spaces may be replaced.

New or existing automobile parking spaces required by code for residential buildings as defined by Section 12.21 A.16(a)(1) may be replaced by bicycle parking at a ratio of one automobile parking space for every four bicycle parking spaces provided. No more than 10 percent of the required automobile parking spaces for residential buildings shall be replaced for a site. Residential projects or buildings located within 1,500 feet of a major bus center, major bus route, or mass transit station as defined by Section 13.09 B.3 may replace up to 15 percent of the required automobile parking spaces with bicycle parking. If a residential building has applied for and received a density bonus under Section 12.22 A.25, 30 percent of the required automobile parking may be replaced with bicycle parking.

Bicycle parking installed in this manner 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 in this manner 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 A16, the ratio of short-term to long-term bicycle parking provided may be determined by the business or property owner.

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

(c) For Commercial and Industrial Buildings. Except as otherwise provided in subparagraphs (1) through and including (7) below, there shall be at least one automobile parking space for each 500 square feet of combined floor area contained within all the office, business, commercial, research and development buildings, and manufacturing or industrial buildings on any lot.

A specific plan may impose less restrictive parking requirements, if it expressly states that the specific plan's parking provisions are intended to supersede the standards set forth in this paragraph.

~~In the case of buildings where bicycle parking spaces are required by Subdivision 16. of this subsection, the minimum number of required automobile parking spaces may be reduced by the same number as the number of bicycle spaces required for the building.~~

Sec. 4. Subparagraph (2) of Paragraph (x) of Subdivision 4 of Subsection A of Section 12.21 of the Los Angeles Municipal Code is amended to read:

(2) Notwithstanding any provisions of the Los Angeles Municipal Code to the contrary, for any structure designated on the National Register of Historic places or State or City list of historical or cultural monuments, no additional automobile or bicycle parking spaces need be provided in connection with a change of use. Nevertheless, a decision-making body as part of a discretionary approval related to a change of use may impose conditions requiring additional parking requirements in connection with the change of use. Existing parking for such buildings shall be maintained if the proposed use requires the same or more parking. If the floor area of such building is increased, then automobile and bicycle parking shall be provided for the increased floor area as set forth in ~~Section~~ Sections 12.21A(4) and 12.21A(16). The parking requirements for existing buildings set forth in Section 12.21A(4)m shall still apply to an historic building and any change of use of that building.

Sec. 5. 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. ~~Off-street parking~~ Parking spaces for bicycles and facilities for employee showers and lockers shall be provided for new development and additions that increase a building's floor area as follows:

(a) **LAND USES.** ~~In the C and M zones, for any building, portion thereof or addition thereto used for non-residential purposes which contains a floor area in excess of 10,000 square feet, bicycle parking spaces shall be provided at the rate of two percent of the number of automobile parking spaces required by this section for such non-residential uses; provided, however, that at least one bicycle parking space shall be provided for any such building having a floor area in excess of 10,000 square feet of non-residential use. If the calculation of the number of required spaces under this paragraph results in a number including a fraction, the next highest whole number shall be the number of spaces required.~~

(1) **RESIDENTIAL.** For all residential buildings 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 one per ten dwelling units or guest rooms. A minimum of two short term bicycle parking spaces shall be provided in such cases.

(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.

(2) COMMERCIAL, INSTITUTIONAL, AND INDUSTRIAL USES. For all commercial, institutional, and industrial uses which require automobile parking under Subsection 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 12.21A16(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 12.21A16(a)(2), additional spaces may be provided at the minimum required by the Los Angeles Green Building Code Article 99.05.106.4.

Table 12.21 A.16(a)(2) Required Bicycle Parking Spaces per building floor area as defined under Section 12.03

<u>Land Use</u>	<u>Short-term Bicycle Parking</u>	<u>Long-term Bicycle Parking</u>
<u>Commercial Uses</u>		
<u>Office</u>	<u>1 per 10,000 sq. ft. (minimum 2)</u>	<u>1 per 5,000 sq. ft. (minimum 2)</u>
<u>Warehouse</u>	<u>1 per 10,000 sq. ft. (minimum 2)</u>	<u>1 per 10,000 sq. ft. (minimum 2)</u>
<u>Health Clubs</u>	<u>1 per 2,000 sq. ft. (minimum 2)</u>	<u>1 per 2,000 sq. ft. (minimum 2)</u>
<u>Restaurants and Bars, General</u>	<u>1 per 2,000 sq. ft. (minimum 2)</u>	<u>1 per 2,000 sq. ft. (minimum 2)</u>
<u>Restaurant, Small (floor area less than 1,000 sq. ft.)</u>	<u>2 per restaurant</u>	<u>2 per restaurant</u>
<u>Retail Stores, General</u>	<u>1 per 2,000 sq. ft. (minimum 2)</u>	<u>1 per 2,000 sq. ft. (minimum 2)</u>
<u>Retail, Furniture Stores</u>	<u>1 per 10,000 sq. ft. (minimum 2)</u>	<u>1 per 10,000 sq. ft. (minimum 2)</u>
<u>Trade Schools, Private Universities, and Private Colleges</u>	<u>1 per 500 square feet or 1 per 50 fixed seats whichever is greater (minimum 2)</u>	<u>1 per 1,000 square feet or 1 per 100 fixed seats whichever is greater (minimum 2)</u>
<u>Hotels and Hostels</u>	<u>1 per 20 guest rooms (minimum 2)</u>	<u>1 per 20 guest rooms (minimum 2)</u>
<u>All other Commercial Uses</u>	<u>1 per 10,000 sq. ft. (minimum 2)</u>	<u>1 per 10,000 sq. ft. (minimum 2)</u>

<u>Institutional Uses</u>		
<i>All Institutional Uses</i>	<u>1 per 10,000 sq. ft. (minimum 2)</u>	<u>1 per 5,000 sq. ft. (minimum 2)</u>
<u>Industrial Uses</u>		
<i>All Industrial Uses</i>	<u>1 per 10,000 sq. ft. (minimum 2)</u>	<u>1 per 10,000 sq. ft. (minimum 2)</u>
<u>Other Uses</u>		
<i>Auditoriums</i>	<u>1 per 350 square feet or 1 per 50 fixed seats whichever is greater (minimum 2)</u>	<u>1 per 700 square feet or 1 per 100 fixed seats whichever is greater (minimum 2)</u>
<i>Private Elementary Schools, Private High Schools, and Charter Schools</i>	<u>4 per classroom (minimum 2)</u>	<u>1 per 10 classrooms (minimum 2)</u>

(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 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 automobile 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 which 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 the City's Public Recreation Plan short-term bicycle parking shall be provided at a rate of 10% of 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 two (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 Green Building Code, Article 99.05.106.4.

(6) **UNMANNED FACILITIES.** Unmanned facilities such as standalone public restrooms in parks or unmanned cellular antenna facilities shall not be required to provide bicycle parking.

~~(b) **STIPULATIONS.** The bicycle parking space requirements in Paragraph (a) shall also apply to any building, regardless of zone, owned by the City of Los Angeles and used by the City for government purposes which contains a floor area in excess of 10,000 square feet.~~

(1) **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.

(2) **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.

~~(c) **BICYCLE PARKING DEFINITIONS.** All bicycle parking spaces required by this Subdivision shall include a stationary parking device which adequately supports the bicycle. In addition, at least half of the bicycle parking spaces shall include a stationary parking device which securely locks the bicycle without the use of a user-supplied cable or chain. Devices which hold the bicycle upright by wheel contact must hold at least 180 degrees of wheel arc.~~

(1) **SHORT-TERM BICYCLE PARKING.** Short-term bicycle parking shall consist of bicycle racks which support the bicycle frame at two points. Racks which support only the wheel of the bicycle shall not be 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) Racks shall be securely anchored to a permanent surface.

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

(v) If more than 20 short-term bicycle parking spaces are provided, at least 50% 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 to protect bicycles from inclement weather.

(i) Acceptable examples of long-term bicycle parking include bike lockers, bicycle rooms, bike 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.

(d) **DESIGN STANDARDS.** Each bicycle parking space shall be a minimum of two feet in width and six feet in length and shall have a minimum of six feet of overhead clearance.

(1) **DIMENSIONS.**

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

(1) Long-term bicycle parking may be mounted so that the bicycle is stored in a vertical fashion. In such cases, devices which hold the bicycle upright by wheel contact must hold at least 180 degrees of wheel arc. Bicycle parking installed vertically must be a minimum of 4 feet (48 inches) deep and six feet (72 inches) in height.

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

(1) 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.

(2) Racks installed parallel to walls shall be a minimum of 30 inches from the wall.

(iii) Long-term bicycle parking shall be a minimum of 18 inches wide.

(1) 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.

(2) Racks installed parallel to walls shall be a minimum of 30 inches from the wall.

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

(4) In all new developments where 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 repair and maintain their bicycles. In addition to the space required, amenities including, but not limited to, a bicycle repair stand, a work bench, and an air pump shall be provided.

(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.

(1) 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.

(ii) SHORT-TERM BICYCLE PARKING. For new construction, short-term bicycle parking shall be located outside buildings. For 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 entrance. For existing buildings, where short-term bicycle parking is located within buildings or parking garages, signage shall be required at each building entrance as per subparagraph 12.21 A.16(d)(4).

(b) Short-term bicycle parking spaces shall be located no farther than 50 ft. of walking distance from a main pedestrian entrance or the walking distance from a main pedestrian entrance to the nearest off-street automobile parking space whichever is closer.

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

(iii) **LONG –TERM BICYCLE PARKING.** 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 pedestrian entrance of 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 shall provide direct access to a public street.

(iv) **COMBINATION OF USES.** In cases of mixed-use development, long-term bicycle parking shall be provided in separate bicycle parking facilities when a separate pedestrian

entrance is provided for each use. In these cases, bicycle parking shall be located so that it is conveniently accessible for each use.

(v) **MULTIPLE BUILDINGS.** For a development site with multiple buildings, required bicycle parking shall be sited in smaller bicycle parking facilities 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.

(3) **LIGHTING.** Adequate lighting shall be provided to ensure safe access to bicycle parking facilities in accordance with Sec .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 shall comply with Section 14.4.7.

(e) **ADDITIONAL REQUIRMENTS AND ALLOWANCES.** ~~Bicycle parking spaces shall be located no farther than the distance from a main entrance of the building to the nearest off-street automobile parking space.~~

(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. No more than one bicycle parking rack (two short-term bicycle parking spaces) shall be counted towards a the required number of bicycle parking spaces per 50 feet of site frontage area in this manner.

(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 shall be responsible for applying for a permit with the Bureau of Engineering as outlined under Section 62.105 and Section 85.04 to install short-term bicycle parking within the public right-of-way.

(b) All bicycle parking installed in this manner must meet the rules and regulations set out by the Bureau of Engineering Standard Plan S-671-0.

(c) Business operators or property owners who choose to install bicycle parking 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 either the Department of Transportation or the Bureau of Engineering.

(2) BICYCLE CORRALS.

(i) 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) Business operators or property owners may petition the City to install and maintain their own bicycle corrals immediately in front of their property.

(a) Businesses or property owners who do so may count all of 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 cover the construction and maintenance costs of building said bicycle corrals.

(c) Multiple businesses or property owners may petition the City 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 business 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 as outlined under Section 62.105 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 either the Department of Transportation or the Bureau of Engineering.

(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 towards 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.

(4) SHOWERS AND PERSONAL LOCKERS.

Showers and personal lockers shall be provided as required per LAMC Sec. 91.6307 of this Code. Personal lockers shall only be required for long-term bicycle parking in nonresidential uses.

(f) EXEMPTIONS. The provisions of this section shall not apply to any of the following projects, which shall comply with the prior version of this section, 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 as per section 12.26 A.3.

~~—(f)— 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.~~

~~—(g)— Aisles providing access to bicycle parking spaces shall be at least five feet in width.~~

~~—(h)— Signage which is clearly legible upon approach to every automobile entrance to the parking facility shall be displayed indicating the availability and location of bicycle parking.~~

~~—(i)— Showers and lockers shall be provided as required by Section 91.6307 of this Code. (Amended by Ord. No. 177,103, Eff. 12/18/05.)~~

Sec. 6. Subdivision 5 of Subsection A of Section 12.21.1 of the Los Angeles Municipal Code is amended to read:

5. In computing the total floor area within a building, the gross area confined within the exterior walls within a building shall be considered as the floor area of that floor of the building, except for the space devoted to bicycle parking and bicycle workspace, stairways, elevator shafts, light courts, rooms housing mechanical equipment incidental to the operation of buildings, and outdoor eating areas of ground floor restaurants.

Sec. 7. The City Clerk shall certify...

ATTACHMENT 1

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 B) 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 Transportation Element of the City's General Plan. Appendix A implements the Los Angeles Bicycle Master Plan adopted on March 1, 2011 which is Chapter IX of the Transportation Element of the City's General plan. Policy Objective 1.2 seeks to "Encourage the use of bicycles for everyday transportation by ensuring the provision of convenient and secure bicycle parking and support facilities citywide." The proposed ordinance addresses and supports policy 1.2.2 A Sidewalk Bicycle Parking Program by setting clear rules for business owners to install bicycle racks within the public right-of-way; policy 1.2.2 B On Street Bicycle Parking Corrals by creating a definition for bicycle corrals and clear rules for the establishment of such corrals; policy 1.2.3 A Bicycle Parking Standards in City Facilities by requiring that all City owned and leased facilities provide both short and long-term bicycle parking; policy 1.2.3 C Recreation and Parks Bicycle Parking Standards by requiring that a minimum number of bicycle parking spaces be provided in most new City parks; policy 1.2.7 A Private Property Bicycle Parking Standards for Commercial and Industrial Projects by increasing the number of bicycle parking spaces required in new commercial, institutional, and industrial uses and buildings undergoing additions; policy 1.2.7 B Private Property Bicycle Parking Standards for Residential Projects by requiring that bicycle parking be provided in most new multifamily residential projects; policy 1.2.4 D Transit Oriented District Plans by allowing a greater percentage of automobile parking to be swapped with bicycle parking in areas that are within 1,500 ft of some transit facilities; 1.2.4 E TDM Ordinance Revision encouraging the use of bicycles as an alternative to the automobile and allowing a limited amount of automobile parking to be replaced by bicycle parking; policy 1.2.4 F Expand Bicycle Parking Standard through encouraging the use of bicycles as an alternative means of transportation by allowing automobile parking to be replaced by bicycle parking; policy 3.2.6 Economic Benefits of Bikeway Improvement Program by allowing for bicycle corrals to increase the patrons that can park in a single automobile parking space and allowing the replacement of automobile parking spaces with bicycle parking spaces; and

the proposed ordinance (Appendix B) supports Policies 2.3, 2.5, 2.11, and 3.15 of the Transportation Element in regards to Transportation Demand Management. Policy 2.3 is supported through the "development of transportation facilities and services that encourage transit ridership, increase vehicle occupancy, and improve pedestrian and bicycle access" such as bicycle parking and appropriate lighting for bicycle facilities. Policy 2.5 promotes bicycle access in or near "mixed use corridors" and for "nonwork purposes." The proposed ordinance provides bicycle parking for many non-work purposes and has specific provisions for mixed use developments. Policy 2.11

promotes expanded requirements for bicycle parking and storage facilities in new developments. Policy 3.15 promotes enhancing bicycle access to neighborhood districts and community centers. The provision of bicycle corrals will provide public bicycle parking in such areas. Likewise, all public recreational facilities will be required to provide bicycle parking facilities; and

the proposed ordinance (Appendix B) supports policy 2.4.2 D within the Housing Element to establish design guidelines and development standards for bicycle parking and to provide bicycle parking within residential developments; and

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. Providing bicycle parking facilities 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"; and

in accordance with the City Planning Commission policy, "Do Real Planning", the proposed ordinance (Appendix B) 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. 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), a Negative Declaration was published on February 10, 2011. Providing bicycle parking supports environmental goals by encouraging bicycling and shifting trips away from automobiles. In all CEQA impact categories, the proposed ordinance (Appendix B) will result in a less than significant impact on the environment.