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CARMEN A. TRUTANICH
City Attorney

REPORT NO. R 1 2 - 0 2 6 4

AUG 13 2012

REPORT RE:

**DRAFT ORDINANCE AMENDING SECTIONS 12.03, 12.21 AND 12.21.1
OF ARTICLE 2 OF CHAPTER 1 OF THE LOS ANGELES MUNICIPAL
CODE TO INCREASE AND EXPAND BICYCLE PARKING REQUIREMENTS
IN CERTAIN PROJECTS; TO CLARIFY DEFINITIONS RELATING TO
BICYCLE PARKING; TO IMPROVE DESIGN STANDARDS FOR BICYCLE
PARKING AND STORAGE; AND TO REGULATE THE INSTALLATION
OF BICYCLE PARKING IN THE PUBLIC-RIGHT-OF-WAY**

The Honorable City Council
of the City of Los Angeles
Room 395, City Hall
200 North Spring Street
Los Angeles, California 90012

Council File No. 09-2896

Honorable Members:

We transmit to you for your consideration, approved as to form and legality, a draft ordinance that would amend Sections 12.03, 12.21, and 12.21.1 of the Los Angeles Municipal Code (LAMC). This draft ordinance extends bicycle parking requirements to cover certain multi-family residential developments. It also increases the amount of bicycle parking required under the current Code for new developments and for additions to commercial, institutional, and industrial uses. It expands bicycle parking requirements to include commercial, industrial, and manufacturing uses of less than 10,000 square feet and it defines acceptable locations for bicycle parking. The draft ordinance also requires short-term and long-term bicycle parking and implements improved design standards for bicycle parking and storage. It changes the amount of bicycle parking that may be substituted for automobile parking, and regulates the installation of bicycle parking by private businesses within the public right-of-way.

Background and Summary of Ordinance Provisions

On January 19, 2011, the City Council adopted a motion directing the Department of City Planning, in consultation with the Department of Transportation, to report with recommendations to increase the number of bicycle parking spaces required for new developments. The motion requested an analysis of the feasibility of including short- and long-term bicycle parking requirements; whether new bicycle parking requirements should be tied to parking spaces or building square footage; and the possibility of expanding bicycle parking requirements to residential uses, particularly to multi-family developments.

On May 12, 2011, the City Planning Commission held a public hearing on the draft ordinance. The Commission continued the hearing on the draft ordinance and asked staff to report on several issues raised at the hearing. On July 14, 2011, the Commission adopted the staff report and attached findings, as well as the negative declaration related to the draft ordinance. It approved the draft ordinance and recommended its adoption by the City Council.

On September 30, 2011, the City Council adopted a motion directing the City Attorney to prepare and present an ordinance amending the Los Angeles Municipal Code (LAMC) to expand and clarify the regulations pertaining to bicycle parking.

The draft ordinance would amend the LAMC to include new and revised definitions of terms related to bicycle parking. It would allow a certain amount of bicycle parking to be substituted for Code-required off-street automobile parking. The draft ordinance exempts historic buildings from additional automobile or bicycle parking requirements in connection with a change of use, but would allow a decision-making body to impose conditions requiring more parking as part of a discretionary approval related to a change of use.

Under the provisions of the draft ordinance, the amount of required bicycle parking for new developments and for additions to commercial, institutional, and industrial uses is increased; and the draft ordinance extends the parking requirements to commercial, industrial, and manufacturing uses of less than 10,000 square feet. It also requires both long-term and short-term bicycle parking to be provided. The draft ordinance improves the design standards for bicycle parking spaces, racks and lockers and establishes requirements for the location of short-term and long-term bicycle parking. Furthermore, it regulates the instillation of bicycle parking by private businesses in the public-right-of way.

The draft ordinance would provide an exemption for those projects for which an entitlement application was filed and accepted or approved before the effective date of this draft ordinance, subject to the Planning Department's approval.

Charter Findings Required

Charter Section 558(b)(3) requires the Council to make the findings required in subsection (b)(2) of the same Section, namely, whether adoption of the proposed ordinance will be in conformity with public necessity, convenience, general welfare and good zoning practice. Charter Section 558(b)(3)(A) allows the Council to adopt an ordinance conforming to the City Planning Commission's recommendation of approval of the ordinance, if the City Planning Commission recommends such approval. Similarly, Charter Section 556 requires the Council to make findings showing that the action is in substantial conformance with the purposes, intent and provisions of the General Plan. Council can either adopt the City Planning Commission's findings and recommendations or make its own.

On July 14, 2011, the City Planning Commission adopted the staff report and attached findings, approved the proposed ordinance and recommended its adoption by City Council. Specifically, the Commission made the following findings:

1. [I]n accordance with Charter Section 556, the proposed ordinance...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. [The draft ordinance] 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 '[e]ncourage 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...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 accesses 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...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. [I]n accordance with Charter Section 558 (b)(2), the proposed ordinance...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...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...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.'

As stated above, Charter Sections 556 and 558(b)(3) require the City Council to make certain findings before adopting the proposed ordinance. The Council can adopt the City Planning Commission's findings or make its own.

CEQA Determination

In connection with its prior action, the City Planning Department recommended adopting a Negative Declaration (ENV-2011-310-ND) for the ordinance. To concur in the Department's recommendation, the City Attorney recommends that Council take the following actions prior to adoption of the proposed ordinance:

FIND that there is no substantial evidence in the record that the project will have a significant effect on the environment; and that the negative declaration (ENV-2011-537-ND) reflects the City's independent judgment and analysis; that the documents constituting the record of proceedings in this matter are located in Council File No. 09-2869 in the custody of the City Clerk and in the files of the Department of City Planning in the custody of the Environmental Review Section.

ADOPT negative declaration ENV-2011-310-ND.

Council Rule 38 Referral

The draft ordinance was sent, pursuant to Council Rule 38, to the Department of Building and Safety. The Department was requested to report their comments directly to you.



If you have any questions regarding this matter, please contact Deputy City Attorney Adrienne S. Khorasane at (213) 978-8246. She or another member of this Office will be present when you consider this matter to answer any questions you may have.

Very truly yours,

CARMEN A. TRUTANICH, City Attorney

By 
PEDRO B. ECHEVERRIA
Chief Assistant City Attorney

PBE/ASK:pj/mrc
Transmittal

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July 31, 2012

The Honorable Carmen A. Trutanich
City Attorney
City Hall East, 7th Floor
200 North Main Street
Los Angeles, CA 90012-4131

Attention: Adrienne S. Khorasaneh
Deputy City Attorney

RE: Bicycle Parking Ordinance
Council File No: 09-2896 (not transmitted)
CPC File No: 2011-309-CA (not transmitted)

Dear Mr. Trutanich:

Transmitted is the proposed draft ordinance prepared by your office that amends the Los Angeles Municipal Code allowing for the adoption of the Bicycle Parking Ordinance.

The language contained in this draft ordinance is substantially the same as that approved by the City Planning Commission on July 14, 2011 and the Planning and Land Use Management (PLUM) Committee on September 13, 2011. This letter contains the required findings regarding the ordinance.

ENVIRONMENTAL IMPACT

In accordance with the California Environmental Quality Act (CEQA), a Negative Declaration (ENV-2011-308-ND) was published on February 10, 2011. On all measures the proposed ordinance will have either no or a less than significant impact.

FINDINGS

1. In accordance with Charter Section 556, that the proposed ordinance (Appendix A) is in substantial conformance with the purposes, intent, and provisions of the General Plan in that it supports:

Goal 5A of the Framework Element of the General Plan by supporting "... a livable City for existing and future residents and one that is attractive to future investment. A City of interconnected, diverse neighborhoods that builds on the strengths of those neighborhoods and functions at both the neighborhood and citywide scales."

Objective 5.8 of the Framework Element of the General Plan to "reinforce or encourage the establishment of a strong pedestrian orientation in designated neighborhood districts, community centers, and pedestrian-oriented subareas within regional centers, so that these districts and centers can serve as a focus of activity for the surrounding community and a focus for investment in the community."

Policy 5.8.1h of the Framework Element of the General Plan by accommodating the "inclusion of bicycle parking areas and facilities to reduce the need for vehicular use."

Goal A of the Transportation Element of the General Plan to require "adequate accessibility to work opportunities and essential services, and acceptable levels of mobility for all those who live, work, travel, or move goods in Los Angeles."

Objective 2 of the Transportation Element of the General Plan to "mitigate the impacts of traffic growth, reduce congestion, and improve air quality by implementing a comprehensive program of multimodal strategies that encompass physical and operational improvements as well as demand management" through:

- the implementation of Policy 2.3e by providing, "Bicycle access and parking facilities."
- the implementation of Policy 2.11 by efforts to, "Continue and expand requirements for new development to include bicycle storage and parking facilities, where appropriate."

2. In accordance with Charter Section 558 (b)(2), the proposed ordinance (Appendix A) will be in conformity with the public necessity, convenience, general welfare, and good zoning practice in that it supports:

Goal 5A of the Framework Element of the General Plan by supporting "a livable City for existing and future residents and one that is attractive to future investment. A city of interconnected, diverse neighborhoods that builds on the strengths of those neighborhoods and functions at both the neighborhood and citywide scales."

Objective 5.8 of the Framework Element of the General Plan to “reinforce or encourage the establishment of a strong pedestrian orientation in designated neighborhood districts, community centers, and pedestrian-oriented subareas within regional centers, so that these districts and centers can serve as a focus of activity for the surrounding community and a focus for investment in the community.”

Policy 5.8.1h of the Framework Element of the General Plan by accommodating the “inclusion of bicycle parking areas and facilities to reduce the need for vehicular use.”

Goal A of the Transportation Element of the General Plan to require “adequate accessibility to work opportunities and essential services, and acceptable levels of mobility for all those who live, work, travel, or move goods in Los Angeles.”

Objective 2 of the Transportation Framework Element of the General Plan, to “mitigate the impacts of traffic growth, reduce congestion, and improve air quality by implementing a comprehensive program of multimodal strategies that encompass physical and operational improvements as well as demand management” through:

- the implementation of Policy 2.3e by providing, “Bicycle access and parking facilities.”
- the implementation of Policy 2.11 by efforts to, “Continue and expand requirements for new development to include bicycle storage and parking facilities, where appropriate.”

CHARTER SECTION 559

For the foregoing reasons and as provided under the authority of Charter Section 559 and City Plan Case No. 13505-A, I find that my action conforms with all applicable portions of the General Plan and with the July 14, 2011 action of the City Planning Commission, and I therefore approve this ordinance and recommend that it be adopted by the City Council.

Sincerely,



MICHAEL J LOGRANDE
Director of Planning

Attachment

ORDINANCE NO. _____

An ordinance amending Sections 12.03, 12.21, and 12.21.1 of the Los Angeles Municipal Code (LAMC) to extend bicycle parking requirements to 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 include 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 in proper alphabetical order:

BICYCLE CAGE. A locked bicycle parking area that has been fenced off to prohibit access by the general public. Bicycle cages shall contain bicycle racks that provide a means of securing the bicycle frame at two points to a securely anchored rack.

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

BICYCLE ROOM. A locked bicycle parking area that has been walled off to prohibit access by the general public. Bicycle rooms shall contain bicycle racks that provide a means of securing the bicycle frame at two points to a securely anchored rack.

Sec. 2. The definition of "Floor Area" in Section 12.03 of the Los Angeles Municipal Code is amended to read as follows:

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, space for the landing and storage of helicopters, and Basement storage areas.

Buildings on properties zoned RA, RE, RS, and R1, except properties in the Coastal Zone which are not designated as Hillside Area, are subject to the definition of Residential Floor Area.

Sec. 3. Subdivision 4 of Subsection A of Section 12.21 of the Los Angeles Municipal Code is amended to read as follows:

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 the Code for all uses except residential buildings may be replaced by bicycle parking at a ratio of one automobile parking space for every four bicycle parking spaces provided. Notwithstanding the foregoing, no more than 20 percent of the required automobile parking spaces 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 12.21.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, up to 4 parking spaces may be replaced.

Residential buildings 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 12.21.Y 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. 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).

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, the ratio of short-term to long-term bicycle parking provided may be determined by the business or property owner.

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

(c) **For Commercial and Industrial Buildings.** Except as otherwise provided in subparagraphs (1) through (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.

Sec. 5. 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 as follows:

(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 a building is increased, then automobile and bicycle parking shall be provided for the increased floor area as set forth in Sections 12.21.A.4 and 12.21.A.16. The parking requirements for existing buildings set forth in Section 12.21.A.4(m) shall still apply to an historic building and any change of use of that building.

Sec. 6. Subdivision 16 of Subsection A of Section 12.21 of the Los Angeles Municipal Code is amended to read as follows:

16. **Bicycle Parking and Shower Facilities.** 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.** 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 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.

(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.

**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		
<i>Office</i>	1 per 10,000 sq. ft. (minimum 2)	1 per 5,000 sq. ft. (minimum 2)
<i>Warehouse</i>	1 per 10,000 sq. ft. (minimum 2)	1 per 10,000 sq. ft. (minimum 2)

<i>Health Clubs</i>	1 per 2,000 sq. ft. (minimum 2)	1 per 2,000 sq. ft. (minimum 2)
<i>Restaurants and Bars, General</i>	1 per 2,000 sq. ft. (minimum 2)	1 per 2,000 sq. ft. (minimum 2)
<i>Restaurant, Small (floor area less than 1,000 sq. ft.)</i>	2 per restaurant	2 per restaurant
<i>Retail Stores, General</i>	1 per 2,000 sq. ft. (minimum 2)	1 per 2,000 sq. ft. (minimum 2)
<i>Retail, Furniture Stores</i>	1 per 10,000 sq. ft. (minimum 2)	1 per 10,000 sq. ft. (minimum 2)
<i>Trade Schools, Private Universities, and Private Colleges</i>	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)
<i>Hotels and Hostels</i>	1 per 20 guest rooms (minimum 2)	1 per 20 guest rooms (minimum 2)
<i>All other Commercial Uses</i>	1 per 10,000 sq. ft. (minimum 2)	1 per 10,000 sq. ft. (minimum 2)
Institutional Uses		
<i>All Institutional Uses</i>	1 per 10,000 sq. ft. (minimum 2)	1 per 5,000 sq. ft. (minimum 2)
Industrial Uses		
<i>All Industrial Uses</i>	1 per 10,000 sq. ft. (minimum 2)	1 per 10,000 sq. ft. (minimum 2)
Other Uses		
<i>Auditoriums</i>	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)
<i>Private Elementary Schools, Private High Schools, and Charter Schools</i>	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 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 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.

(e) **Design Standards.**

(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 that hold the bicycle upright by wheel contact shall hold at least 180 degrees of wheel arc. Bicycle parking installed vertically shall 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 spaces 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) 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.

(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 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 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 must provide direct access to, a public street.

(iv) **Combination of Uses.** Where there is a combination of uses on a lot, 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 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.

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

(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 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 submit an application to the Department of Transportation's Bicycle Program 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 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 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 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) **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.

(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.

Sec. 7. Subdivision 5 of Subsection A of Section 12.21.1 of the Los Angeles Municipal Code is amended to read as follows:

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 building, except for the space devoted to bicycle parking, stairways, elevator shafts, light courts, rooms housing mechanical equipment incidental to the operation of buildings, and outdoor eating areas of ground floor restaurants.

Sec. 8. The City Clerk shall certify to the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or by posting for ten days in three public places in the City of Los Angeles: one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; and one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

I hereby certify that this ordinance was passed by the Council of the City of Los Angeles, at its meeting of _____.

JUNE A. LAGMAY, City Clerk

By _____ Deputy

Approved _____

Mayor

Approved as to Form and Legality

CARMEN A. TRUTANICH, City Attorney

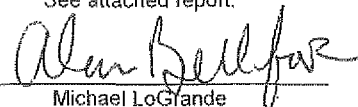
By  _____
ADRIENNE S. KHORASANEE
Deputy City Attorney

Date July 18, 2012

Pursuant to Charter Section 559, I approve this ordinance on behalf of the City Planning Commission and recommend that it be adopted

July 31, 2012

See attached report.

 _____
Michael LoGrande
Director of Planning

File No(s). CF 09-2896; CPC-2011-309-CA