

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 where bicycle parking spaces are required as a result of an addition to an existing building, 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. .

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 includes at least the minimum number of restricted affordable units to receive 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, long- and short-term bicycle parking shall be provided. Long-term bicycle parking shall be provided at a rate of one per dwelling unit. In addition, short-term bicycle parking shall be provided at a rate of one per ten dwelling units. In such cases, a minimum of two short-term bicycle parking spaces shall be provided.

(a) 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 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)
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.
- (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.
 - (a) 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 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.

(a) 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.

(b) 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 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:

(a) 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.

(b) 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.

(c) 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.

(e) 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.

(a) 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 on the ground floor, or on the ground floor of the parking garage with a direct access to a public street.

(a) For new developments, short-term bicycle parking shall be located to maximize visibility from a 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 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 pedestrian entrance, short term bicycle parking shall be distributed in approximately equal proportions among all 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 provided 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.

(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 may be provided in one or more bicycle parking facilities within 200 feet of each use.

(vii) **Multiple Buildings.** For a development site with multiple buildings, required bicycle parking may be sited in one or more bicycle parking facilities within 200 feet of each building. .

(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 500 feet of a bicycle share station 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. In all cases, the number of bicycle share docks counted toward the required number of short-term bicycle parking spaces shall not exceed 10 percent of the total number of short-term bicycle parking spaces required for the subject site.

(iii) Where bicycle share docks are counted toward the required number of short-term bicycle parking spaces, residential and non-residential uses may replace a percentage of the required automobile parking spaces with bicycle share docks in a manner consistent with the limitations and replacement ratio established in Section 12.21.A.4.

(iv) 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.

(4) **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, including residents and/or employees, 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 12.21.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.