

# Bicycle Parking

CODE AMENDMENT | Q&A | November 7, 2016



## **What is the purpose of the Bicycle Parking Code Amendment?**

The purpose of the Bicycle Parking Code Amendment is to update and refine the City's requirements and standards for bicycle parking in new and enlarged buildings.

## **Why is the Bicycle Parking Code Amendment needed?**

The City added bicycle parking requirements to the Zoning Code in 2013. While the 2013 ordinance has provided needed regulation for new development projects, a number of projects required relief from certain provisions. Common issues include the difficulty of meeting the location criteria for short- and long-term bicycle parking, as well as the provision of bicycle parking in certain types of senior housing in which demand for bicycle parking is lower.

Additionally, clarification is required for the definition of a bus station for the purpose of allowing greater auto parking replacement near transit, as well as how bicycle share docks and bicycle valet services (which were not contemplated in the 2013 ordinance) might be counted toward bicycle parking requirements. The rules concerning bicycle parking where multiple uses exist on the same lot also require reevaluation.

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

## **What are the key elements of the Bicycle Parking Code Amendment?**

### Bicycle parking requirement changes:

- Establishes lower bicycle parking ratios for various types of senior housing.
- Allows required bicycle parking to be based on only a main use, where an accessory use comprises no more than 10 percent of a building or site,.
- Defines "bus station" for the purpose of establishing proximity to transit for calculating automobile parking replacement.
- States that residential projects need only contain the required number of restricted affordable units for a density bonus to qualify for 30% auto parking replacement, without applying for a density bonus incentive(s).
- Discontinues the separate residential and commercial bicycle parking ratios for hotels, motels, and apartment hotels. Requires one long-term and one short-term bicycle parking space for every ten guest rooms.
- Establishes rules for counting bicycle share docks toward required bicycle parking, as follows:

- Provides definitions for “Bicycle Share Dock,” “Bicycle Share Service Provider,” and “Bicycle Share Station.”
- Allows bicycle share docks located on private property to count toward short-term bicycle parking requirements.
- Allows up to 4 bicycle share docks to be counted toward short-term bicycle parking requirements if they are located within 500 feet of the subject property.
- Allows bicycle share docks to count toward auto parking replacement consistent with current limitations.
- Establishes lower automobile parking requirements for affordable housing, senior housing (including elder care), and special needs housing near transit consistent with State law, and states that the replacement of automobile parking with bicycle parking may not result in fewer automobile spaces than allowed by State law.

#### Bicycle parking location changes:

- Revises location criteria for long-term bicycle parking to allow greater flexibility, establishing three options, in order of preference:
  1. Ground level with convenient access to the street and building lobby.
  2. In automobile parking area, either on pedestrian entry level or with elevator/ramp access.
  3. One level above or below ground level with elevator/ramp access.
- Revises location criteria for short-term bicycle parking to allow greater flexibility, as follows:
  - Allows short-term bicycle parking in new-construction buildings to be located in interior spaces or in parking garages where exterior space is inadequate.
  - Removes the requirement for bicycle parking to be at least as close as the closest off-street auto parking space.
  - Allows bicycle parking up to 100 feet from the main entrance (instead of 50).
  - Allows bicycle parking to be distributed “in approximately equal proportions” among multiple entrances.
- Prohibits unreasonable rules that interfere with access to bicycle parking, including bans on bicycles in elevators that provide access to bicycle parking, bans on walking of bicycles in pedestrian areas that provide access to bicycle parking, and hours of operation shorter than those of the building or the automobile parking.
- Provides a definition for “attended bicycle parking facility;” i.e., bicycle valet, and states that only the pick-up/drop-off location must comply with location criteria.

#### Bicycle parking design changes:

- Modifies minimum rack dimensions to accommodate more space-efficient configurations, such as vertically staggered racks and two-tier racks.
- Allows applicants to seek a Director’s Decision to approve design alternatives.

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

The Code amendment will apply to projects submitted to the Department of Building and Safety for plan check after the effective date of the ordinance. Therefore, any projects submitted (including a complete set of plans and a plan check fee) or processed before the effective date will not be affected by this proposed Code amendment.

**What are the next steps? How can I get more information or share my input?**

On **November 17, 2016 at 10:00 a.m.**, in Room 1050 of Los Angeles City Hall, the Department of City Planning will hold a public hearing to gather input on the proposed Code amendment. The Department will consider all input received and prepare a staff recommendation report for the consideration of the City Planning Commission.

The proposed Code amendment is tentatively scheduled to be considered by the Commission at its regular meeting on January 12, 2017. Following Commission approval, any Code amendment must be adopted by the City Council in order to become enacted.

Interested parties may share their comments on the proposed Code amendment at the November 17 public hearing, as well as in writing and by email. Written comments may be submitted to Niall Huffman, [niall.huffman@lacity.org](mailto:niall.huffman@lacity.org), 200 N Spring St Room 701, Los Angeles, CA 90012. Please reference Case No. **CPC-2016-4216-CA** in your correspondence.

In order to be considered in the Department's staff recommendation report to the Commission, written comments should be submitted no later than **December 10, 2016 at 5:00 p.m.** Comments submitted after this date should be addressed directly to the City Planning Commission at [CPC@lacity.org](mailto:CPC@lacity.org).

For questions, or to join our interested parties list for future updates on the proposed Code amendment, please contact Niall Huffman, [niall.huffman@lacity.org](mailto:niall.huffman@lacity.org), (213) 978-3405.