



Bikeable Design

APPENDICES



City of Los Angeles
Department of City Planning


chapter six: **Appendices**

This chapter provides the adopted Bicycle Parking Ordinance and current Department of Building and Safety Requirements.

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Guidance for Bicycle Parking Requirements

CITY OF LOS ANGELES
Department of Building and Safety
INTRA-DEPARTMENTAL CORRESPONDENCE

Date: March 26, 2013
To: All Plan Check Personnel
From: Lincoln Lee, Chief 
Development Services Case Management
Subject: **BICYCLE PARKING REQUIREMENTS**

Ordinance No. 182386 (attached) amends Los Angeles Municipal Code (LAMC) to encourage safe and secure bicycle parking and expand the bicycle parking requirements beyond commercial, institutional and industrial uses to include residential developments. This ordinance, effective as of March 13, 2013, also allows replacement of some of the required automobile parking spaces with bicycle parking spaces for existing commercial uses.

Any permit for a new development or additions of floor area, dwelling unit or guest room to an existing development shall be subject to the requirements of providing bicycle parking spaces with the following exceptions:

1. Unmanned Facilities.
2. Any development with individually accessed private garages for each unit such as townhouses or group dwellings.
3. Any Change of Use permit including Adaptive Reuse projects.
4. Any residential building containing 3 or less dwelling units; 5 or less guest rooms; or a combination of five or less dwelling units plus guest rooms.
5. Any project where plans were accepted by the Department of Building and Safety per Section 12.26A3 prior to March 13, 2013.
6. As determined by the Department of City Planning, any project for which the Project has an approved entitlement or a filed and accepted application.

The following are the highlights of the ordinance and a few examples showing the calculation of the required bicycle parking spaces for different uses:

How Many Bicycle Parking Spaces Are Required?

Short-term and Long-term bicycle parking spaces shall be provided per Table 12.21A.16(a)(2) for a new development OR only for the portion of a new addition to an existing development.

After the first 100 bicycle parking spaces are provided for non-residential uses listed in Table 12.21A.16(a)(2), additional required bicycle parking spaces may be provided at a rate of 5% of the automobile parking spaces for both short and long term bicycle parking spaces according to the Los Angeles Green Building Code Article 99.05.106.4. These bicycle parking spaces can be either Short or Long Term as determined by the business or property owner beyond the first 100 bicycle parking spaces. This 5% rate can be applied to replacement only and not swapping.

Example 1

An office Building with 1,500,000 sq. ft. of floor area.

- Code required automobile parking spaces = 3000 (based on 1/500)
- Code required Bicycle parking spaces = 150 (short) and 300 (long) = 450 total

Beyond 100 required bicycle parking spaces, this building would be eligible for the reduction in the number of required bicycle parking spaces

- Per LA Green Code = 5% of 3000 = 150 bicycle parking are required
- Total bicycle parking spaces required = First 100 (required by table) +50 (150 - first100) = 150

Conclusion: The project shall provide 150 bicycle parking spaces instead of 450 per table. For the first 100, they should provide the same ratio as the table: 100 (100/300) = 34 minimum for Short-term and 66 minimum for Long-term. The remaining bicycle parking spaces per the Green code above the first 100 can be either short or long-term.

How Many New Automobile Parking Spaces Can Be Replaced?

By providing the bicycle parking spaces as required per Table 12.21A.16(a)(2), one of the incentives allows the reduction in the number of code-required automobile parking spaces for the site.

By providing the required and additional non-required bicycle parking spaces, the code-required automobile parking spaces can be reduced by the number of bicycle parking spaces divided by 4 and up to a maximum of:

- 20% for non-residential projects
- 30% of non-residential projects located within 1,500 ft. of a transit stop as defined by 12.24.Y. (including any stops along the rapid transit lines showed as a white dot on the system map: Go to the web site for the map:
http://www.metro.net/riding_metro/maps/images/15_min_map.pdf
- 10% for residential project
- 15% for residential projects located within 1,500 ft. of a transit stop

as defined by 12.24.Y

- 30% if the project has received a density bonus, however, this special incentive **shall not apply** to projects that received a parking reduction per section 12.22.A.25(d)
- The 10% or 15% replacement can be combined with the parking reduction per section 12.22A25(d).

If the number of bicycle parking spaces required by the code would not maximize the reduction as permitted above, a developer may choose to provide more bicycle parking spaces up to the percentage allowed as long as four bicycle parking spaces are provided for each automobile parking space replaced.

Example 2 –

Part a)

An affordable residential project with 88 units located within 1,500 of a transit stop.

- Code required automobile parking spaces: 176
- Code required bicycle parking spaces: 9 (short term) + 88 (long term) = 97
- Incentive: 97 bicycle parking / 4 = 24 cars
- Check: $24/176 = 13.6\% < 15\%$ (since it is close to transit, this works)

Final requirement for the project is $176 - 24 = 152$ automobile spaces and 97 bicycle spaces.

Example 2 –

Part b)

The owner wants to maximize the automobile reduction by 30%, by providing more bicycle parking spaces for the same project instead of one of the existing parking reductions allowed by the density bonus incentive.

- Maximum reduction permitted: 30% of 176 = 52.8 automobile spaces (not to exceed 30%)
- Bicycle parking spaces required: $52 \times 4 = 208$ total bicycle parking spaces (instead of 97)
- Total Required automobile parking spaces after reduction = $176 - 52 = 124$ spaces
- Required bicycle parking spaces = 208 (9 short; 88 long; 111 either short or long)
- Final requirement is 124 automobile parking spaces and 208 bicycle parking spaces.

The developer does not have to replace the entire 30% if they wish to provide less bicycle parking spaces. The developer could replace only 20% if they provided 140 bicycle parking spaces.

How Many Existing Automobile Parking Spaces Can Be Swapped?

Another incentive: How many bicycle parking spaces can be swapped for existing automobile parking spaces. This can also be applied to an existing land use permit without a building on site.

- It can be useful when an old parking lot needs to be restriped but can't maintain the same number of automobile parking spaces designed with the latest parking lot requirements.
- It can be useful for any change of use permit that requires additional automobile parking spaces with limited space on site.

Any bicycle parking spaces beyond the code-required ones can be either short or long term as determined by the business or property owner. The % swapping is the same as mentioned above for replacement except for a smaller site with less than 20 onsite existing automobile parking spaces, up to 4 automobile parking spaces can be swapped. Each automobile parking space shall be swapped with four bicycle parking spaces.

Example 3

Change of use of an existing 3000 sf. of retail space to restaurant.

- Nonconforming required automobile parking spaces on site = existing automobile parking spaces provided = two on site (shall be maintained)
- Additional automobile parking spaces due to change of use:
 $3000/100 - 3000/250 = 18$

Swapping automobile parking spaces using bicycle parking spaces:

- Bicycle parking spaces required: $4 \times 4 = 16$ bicycle parking spaces (2 short and 2 long; 12 can be either long or short - With 20 or less provided on site, only 4 automobile parking spaces can be swapped).

Conclusion: Provide additional 14 automobile parking spaces with 16 bicycle parking spaces.

Locations and Design Requirements.

Specific requirements are outlined in the code, but in general terms each bicycle parking space should be designed as follows:

- Located close to the entrance (50 ft. short term, see code for long term)
- Provide a minimum dimension of 2 ft. wide x 6 ft. long
- Provide support for the bicycle in two places
- Allow easy access to and from the parking space
- Provide securely bike's anchor to the ground
- Installed to allow the use of a lock unless one is provided
- Provide signage and lighting
- Long-term bicycle parking shall be secured from the general public, roofed


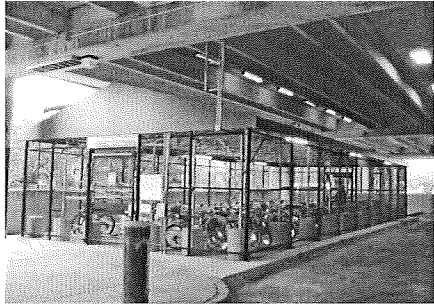


and enclosed on all sides to protect the bicycle from inclement weather.

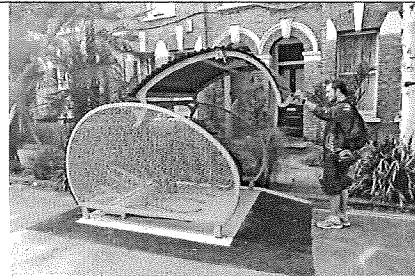
- Long-term bicycle including bicycle cages shall not be located in the required front yard, open space, landscaping area or within one of the dwelling units/guest rooms.
- Bicycle racks can be located within the front yard beyond the required landscaping area.
- Both bicycle racks and bicycle cages can be located in the passageway, side yard or rear yard.

Bicycle Parking Spaces In the Public Right of Way.

A bicycle corral or bicycle racks located in the public right of way within 500 feet from the project as approved by Department of Transportation may count towards the required short term bicycle parking spaces even for swapping. Any short term bicycle parking spots located within the public right-of-way shall be approved by BOE.

Examples of Good Bike Parking

<p>Short Term U-Rack</p> 	<p>Long Term Outdoor Long-term</p> 
<p>Bicycle Corral</p> 	<p>Indoor Long-term</p> 
<p>Art Racks</p>	<p>Outdoor Long-term- bike cage</p>

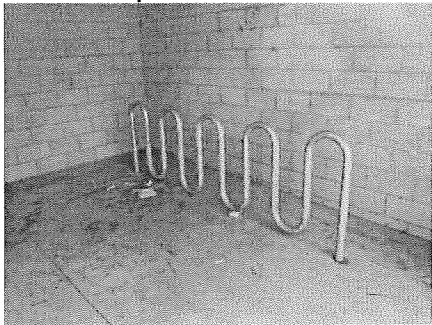


Indoor Long Term

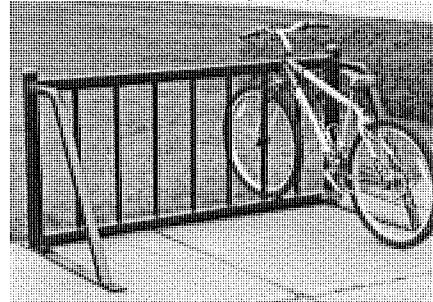


Not permitted for Short or Long Term spaces:

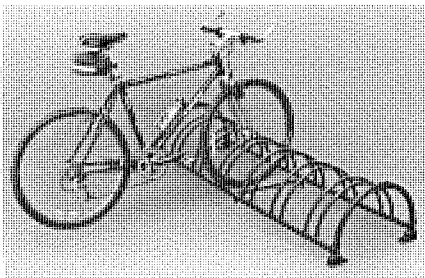
Wave racks do not support bikes in more than one place.



Ladder racks only support front wheel.



Wheel-bender racks do not support the bike in two places and when the bike falls over it ruins the wheel.



Bicycle Parking Ordinance

ORDINANCE NO. 182386

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 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 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, 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 12.24.Y may replace up to 15 percent of the required automobile parking spaces with bicycle parking. If a residential building has applied for and 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. 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) 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 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. A Bureau of Engineering permit may be issued only after the business operators or property owner receives issuance of plan approval or a permit by the Department of Transportation pursuant to LAMC Section 85.04.

(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) **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.

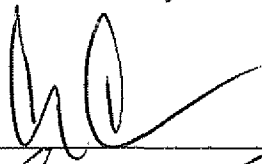
Sec. 7. Subdivision 5 of Subsection A of Section 12.21.1 of the Los Angeles Municipal Code is amended to read as follows:

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.

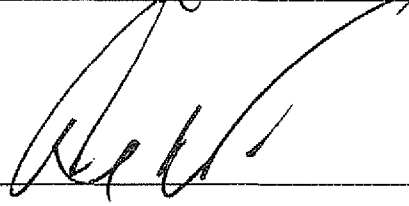
Sec. 8. The City Clerk shall certify to the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or by posting for ten days in three public places in the City of Los Angeles: one copy on the bulletin board 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 JAN 16 2013.

JUNE A. LAGMAY, City Clerk

By  Deputy

Approved JAN 31 2013


Mayor

Approved as to Form and Legality

CARMEN A. TRUTANICH, City Attorney

By 
ADRIENNE S. KHORASANEE
Deputy City Attorney

Date 1/16/13

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

January 16, 2013

See attached report *Form ML*


Michael LoGrande
Director of Planning

File No(s). 12-1297-S1
CF 09-2896; CPC-2011-309-CA

DECLARATION OF POSTING ORDINANCE

I, MARIA VIZCARRA, state as follows: I am, and was at all times hereinafter mentioned, a resident of the State of California, over the age of eighteen years, and a Deputy City Clerk of the City of Los Angeles, California.

Ordinance No. 182386 – Amending Sections 12.03, 12.21, and 12.21.1 of the Los Angeles Municipal Code to allow business operators and property owners to install bicycle parking in the public right of way - a copy of which is hereto attached, was finally adopted by the Los Angeles City Council on **January 16, 2013**, and under the direction of said City Council and the City Clerk, pursuant to Section 251 of the Charter of the City of Los Angeles and Ordinance No. 172959, on **February 1, 2013** I posted a true copy of said ordinance at each of the three public places located in the City of Los Angeles, California, as follows: 1) one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; 2) one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; 3) one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

Copies of said ordinance were posted conspicuously beginning on **February 1, 2013** and will be continuously posted for ten or more days.

I declare under penalty of perjury that the foregoing is true and correct.

Signed this **1st** day of **February, 2013** at Los Angeles, California.



Maria Vizcarra, Deputy City Clerk

Ordinance Effective Date: **March 13, 2013**

Council File No. **12-1297-S1**