

ORDINANCE NO. 185480

An ordinance amending Sections 12.03, 12.21 and 12.26 of the Los Angeles Municipal Code to update 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.

Sec. 2. 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 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 complies with Section 12.21.A.5(c) of this Code. In cases where additional bicycle parking spaces are required as a result of an addition to an existing building, the maximum number of bicycle parking spaces eligible to be applied toward the required number of automobile parking spaces shall be calculated based on the total number of bicycle parking spaces provided for the existing building plus the number of bicycle parking spaces provided for the addition. 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 major transit stop, as defined in Subdivision (b) of Section 21155 of the California Public Resources Code as that section may be amended from time to time, 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, those spaces may be replaced subject to the limits described in this Subdivision, not exceeding a total of four 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 major transit stop, as defined in Subdivision (b) of Section 21155 of the California Public Resources Code, 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, then 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 based on the shortest distance between any point on the lot and a qualified major transit stop.

In cases where additional automobile parking spaces are required as a result of an addition to an existing building, the maximum number of required automobile parking spaces eligible to be satisfied using bicycle parking spaces shall be calculated based on the total number of automobile parking spaces provided for the existing building plus the number of automobile parking spaces required for the addition.

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 the

requirements of Section 12.21.A.16, or provided when not required by Code, the ratio of short- to long-term bicycle parking provided may be determined by the business or property owner.

Sec. 3. Subdivision 16 of Subsection A of Section 12.21 of the Los Angeles Municipal Code is amended in its entirety to read as follows:

16. **Bicycle Parking and Shower Facilities.** Bicycle parking spaces 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 according to the ratios specified for each marginal increment of dwelling units specified in Table 12.21 A.16(a)(1)(i). A minimum of two short-term bicycle parking spaces shall be provided in all cases.

**Table 12.21 A.16 (a)(1)(i)  
Required Short-term and Long-term Bicycle Parking Spaces by  
Residential Dwelling Unit**

<b>Dwelling Units</b>	<b>Short-term Spaces</b>	<b>Long-term Spaces</b>
1-25	1 space per 10 units	1 space per unit
26-100	1 space per 15 units	1 space per 1.5 units
101-200	1 space per 20 units	1 space per 2 units
201+	1 space per 40 units	1 space per 4 units

(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 short- and long-term bicycle parking for the following types of senior and eldercare housing shall be the same as for institutional uses in Table 12.21 A.16 (a)(2): Alzheimer's/Dementia Care

Housing; Assisted Living Care Housing; Eldercare Facility; Senior Independent Housing; Skilled Nursing Care Housing; Home for the Aged, No Medical or Nursing Care; Home for the Aged, with Special Care, Philanthropic; Home for the Aged, with Special Care, Private; and Retirement Hotel.

(ii) **Guest Rooms.** All hotels, motels, and apartment hotels containing more than five guest rooms shall provide both short- and long-term bicycle parking, respectively, at a rate of one per ten guest rooms. A minimum of two short-term and two long-term bicycle parking spaces shall be provided.

(iii) **Buildings With Dwelling Units and Guest Rooms.** The total amount of bicycle parking for a building containing both dwelling units and guest rooms shall be calculated by adding the number of required bicycle parking spaces for dwelling units to the number of required bicycle parking spaces for 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 two short-term and two 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 number required by the California Green Building Standards Code Section 5.106.4, as that section may be amended from time to time.

**Table 12.21 A.16 (a)(2)**  
**Required Bicycle Parking Spaces per Building Floor Area as**  
**Defined under Section 12.03**

<b>Land Use</b>	<b>Short-term Bicycle Parking</b>	<b>Long-term Bicycle Parking</b>
<b>Commercial Uses</b>		
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)
<b>Institutional Uses</b>		
All Institutional Uses	1 per 10,000 sq. ft. (minimum 2)	1 per 5,000 sq. ft. (minimum 2)
<b>Industrial Uses</b>		
All Industrial Uses	1 per 10,000 sq. ft. (minimum 2)	1 per 10,000 sq. ft. (minimum 2)
<b>Other Uses</b>		
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 five 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 five short-term bicycle parking spaces will be provided, except that in park space of less than two 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 as that section may be amended from time to time.

(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 all requirements for such 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 6 feet (72 inches) in length.

(a) **Vertical Storage.** Long-term bicycle parking may be mounted so that the bicycle is stored vertically. Such devices that hold the bicycle by the wheel shall be designed to support the bicycle without damaging the wheels. Vertically installed bicycle parking shall be a minimum of 4 feet (48 inches) deep and 6 feet (72 inches) in height.

(b) **Stacked Storage.** Long-term or short-term bicycle parking may be mounted so that bicycles are stored in a stacked, two-tier layout, provided 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) **Horizontal Storage.** 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 2 feet (24 inches) wide.

(a) Individual racks installed beside each other 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, except that bicycle parking spaces providing a tray or channel for insertion of bicycle wheels 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 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 beside each other 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 2 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. However, 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 7 feet (84 inches) shall be provided. For facilities where two tiers of bicycle parking are installed one above another, minimum headroom of 4 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 5 feet of open space marked to prohibit parking.

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 shorter operating hours 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. The provisions of this section do not 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, at least 50 percent of short-term bicycle parking shall be located outside buildings; however, no more than eight short-term bicycle parking spaces per 100 linear feet of street frontage shall be required to be outside. The remaining required short-term bicycle parking spaces may be provided inside the building on the ground floor, or inside the parking garage on 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 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 100 feet of walking distance from a pedestrian entrance.

(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 Subparagraph (iv).

(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 be equal to or greater than 50 percent of the number of dwelling units on the same floor.

(v) **Bicycle Share Station Docks.** Bicycle share station docks counted toward the requirements for 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) above 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 bicycle storage area need not comply with the siting requirements of this Subparagraph (2) above. 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.

If some or all required bicycle parking spaces are provided by means of an attended bicycle parking service, the service shall be available to building occupants at all times during the hours the building is in operation. If, for any reason, an Attended Bicycle Parking Service is discontinued, the associated land uses may no longer count the attended bicycle parking service toward the required number of bicycle parking spaces and shall be required to provide a number of bicycle parking spaces equivalent to the number formerly provided by the attended bicycle parking service.

(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 of this Code.

(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 four 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 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 four 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 as of March 13, 2013, as applicable:

(1) Any entitlement application filed and accepted as complete prior to March 13, 2013 with the exception of CEQA review as determined by the Department of City Planning.



(2) Any project for which the City has approved an entitlement application as of March 13, 2013, 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.

(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) or to the siting requirements specified in Section 12.21.A.16(e)(2)(iii) and (iv) 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 or siting, the Director must find that the location, 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 or siting meets the needs of bicyclists at least as effectively as the requirements of Section 12.21.A.16(e)(1).


Sec. 4. The first paragraph of Subsection C of Section 12.26 of the Los Angeles Municipal Code is amended to read as follows:

**C. Parking Facility Modification.** The Superintendent of Building or the Superintendent’s designee may grant slight modifications in the requirements of Sections 12.21.A.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.

Sec. 5. 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.

Approved as to Form and Legality

MICHAEL N. FEUER, City Attorney


By   
OSCAR MEDELLIN  
Deputy City Attorney

Date February 28, 2018

Pursuant to Charter Section 559, I **disapprove** this ordinance on behalf of the City Planning Commission and recommend that it not be adopted . . . . .

March 1, 2018

See attached report.

  
Vincent P. Bertoni, AICP  
Director of Planning

File No. 12-1297-S1


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I hereby certify that the foregoing ordinance was passed by the Council of the City of Los Angeles, **by a vote of not less than two-thirds** of all of its members.

CITY CLERK

MAYOR





Ordinance Passed 03/27/2018

Approved 03/28/2018

Ordinance Effective Date: 05/09/2018  
Council File No.: 12-1297-S1

# DECLARATION OF POSTING ORDINANCE

I, Julia Amanti 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.** 185480 - a copy of which is hereto attached, was finally adopted by the Los Angeles City Council on 03/27/2018, 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, I conspicuously 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 beginning on 03/30/2018 and will be continuously posted for ten or more days.

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



\_\_\_\_\_  
Deputy Clerk

Date: 03/29/2018

Ordinance Effective Date: 05/09/2018

Council File No.: 12-1297-S1