



DEPARTMENT OF CITY PLANNING
RECOMMENDATION REPORT



CITY PLANNING COMMISSION

DATE: May 12, 2011
TIME: after 8:30 a.m.*
PLACE: Los Angeles City Hall
Room 350
200 N. Spring St.
Los Angeles, CA 90012

CASE NO: CPC-2011-309-CA
COUNCIL FILES: 09-2896
CEQA: ENV-2011-310-ND
LOCATION: Citywide
COUNCIL DISTRICT: All
PLAN AREAS: All

PUBLIC HEARING REQUIRED

SUMMARY: A proposed ordinance (Appendix A) amending the Los Angeles Municipal Code (LAMC) to: expand bicycle parking requirements to include some multi-family residential development; increase the amount of bicycle parking required for new development and additions to commercial, institutional, and industrial uses; require bicycle parking for commercial, industrial, and manufacturing uses of less than 10,000 sq. ft.; refine siting and design requirements for bicycle parking; require that both short-term and long-term bicycle parking be provided; 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.

RECOMMENDED ACTIONS:

- 1. Adopt the staff report as its report on the subject.
- 2. Adopt the findings in Attachment 1.
- 3. Adopt the Negative Declaration (Attachment 2) as the CEQA clearance on the subject.
- 4. Approve the proposed ordinance (Appendix A) and recommend its adoption by the City Council.

MICHAEL LOGRANDE
Director of Planning

LINN K. WYATT
Chief Zoning Administrator

THOMAS ROTHMANN
City Planner, Code Studies
Telephone: (213) 978-1891

ALAN BELL, AICP
Deputy Director
CHARLIE RAUSCH
Senior City Planner, Office of Zoning Administration
RYE BAERG
Project Manager

ADVICE TO PUBLIC: *The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communication may be mailed to the Commission Secretariat, 200 North Main Street, Room 272, Los Angeles, CA 90012 (Phone No. 213/978-1300). While all written communications are given to the Commission for consideration, the initial packets are sent a week prior to the Commission's meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to these programs, services, and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request no later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at 213/978-1300.

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SUMMARY

The proposed ordinance (Appendix A) amends the Los Angeles Municipal Code (LAMC) to expand bicycle parking requirements for most new developments and buildings undergoing major remodels. The proposed changes support the current efforts of the City of Los Angeles to encourage bicycling and implement ten separate policies within the Bicycle Master Plan.

Current bicycle parking requirements should be amended to better meet the needs of cyclists, support a more balanced transportation mode split, and meet the goals of the Bicycle Master Plan. On January 19, 2011, the City Council adopted Motion 09-2896 directing the Department of City Planning, in conjunction with the Department of Transportation, to report back with recommendations to update the City's bicycle parking requirements. Specifically, the motion requested that staff examine the possibility of increasing the number of bicycle parking spaces required, the feasibility of requiring short and long-term bicycle parking, whether bicycle parking should be tied to automobile parking or building square footage, and the possibility of expanding bicycle parking to cover residential uses.

The proposed ordinance seeks to address these issues and provide adequate secure bicycle parking at most new developments and additions that increase the floor area of a building by:

1. expanding bicycle parking requirements to most multifamily residential buildings;
2. increasing the amount of bicycle parking required for commercial, institutional, and manufacturing buildings and expand the requirements to cover buildings with less than 10,000 square feet;
3. requiring that both long and short-term bicycle parking be provided;
4. improving siting requirements to ensure that bicycle parking will be placed in easily accessible and visible locations;
5. providing design standards to ensure that bicycle parking meets the needs of cyclists;
6. setting clear rules that allow businesses to install short-term bicycle parking within the public right-of-way; and
7. amending current provisions that allow the substitution of bicycle parking for automobile parking.

The proposed ordinance will ensure that adequate, secure, and safe bicycle parking is provided in most new developments and additions that increase floor area. Further, it will ensure that all bicycle parking is installed in a manner that maximizes its use through specific design requirements. Through these measures the proposed ordinance will encourage the use of bicycles as a viable transportation option within Los Angeles by providing quality end-of-trip facilities.

STAFF REPORT

Initiation

On January 19, 2011, the City Council adopted Motion 09-2896 (Rosendahl, Garcetti) directing the Department of City Planning, in conjunction with the Department of Transportation, to report back with recommendations to update the City's bicycle parking requirements to "increase the number of bicycle parking spaces required for new development" and require bicycle parking for a wider range of development projects.

More recently, on March 1, 2011, the City adopted a new Bicycle Master Plan, which provides policy direction for updating the City's bicycle parking requirements. The proposed ordinance seeks to implement or address 10 separate policies within the Bicycle Master Plan.

Background

To better understand the specific needs for bicycle parking, staff began researching bicycle parking within academic literature, recommended design standards by professional organizations, currently available bicycle parking infrastructure in the City of Los Angeles, and bicycle parking ordinances in other cities across the United States and within California.

From this research, staff drafted a "discussion" ordinance with input from the Departments of Transportation and Building and Safety. This "discussion" ordinance was circulated for public comment period of 60 days, from February 18, 2011 to April 19, 2001. A public hearing was conducted on March 23, 2011, which was attended by nearly 30 members of the public. In addition, several outreach meetings with the cycling community were held to ensure that proposals in Appendix A meet the needs of bicyclists in Los Angeles. Staff also distributed copies of the ordinance to and met with representatives from neighborhood councils, business groups, and other interested parties to ensure that their concerns were taken into consideration.

Current Zoning Code Provisions

The LAMC currently requires that bicycle parking be provided for any project located within a commercial or industrial zone at a rate of 2% of automobile parking for buildings over 10,000 square feet. Effectively, this requires one bicycle parking space per 25,000 square feet for many commercial and industrial uses. There are no requirements for bicycle parking in multifamily residential buildings or any building with less than 10,000 square feet of floor area. In addition, the current regulations provide limited design guidelines on bicycle parking location and installation. Also, they do not differentiate between short and long-term bicycle parking and do not provide adequate siting requirements to facilitate the proper placement of bicycle parking. Finally, the current regulations allow substitution of

required automobile parking for bicycle parking at a ratio of one-to-one, but for only up to two automobile parking spaces.

Policy Framework

In addition to goals and policies articulated in the Bicycle Master Plan, the proposed ordinance supports numerous City, County, State, and Federal policies.

Federal. Title 23 of the United States Code requires metropolitan planning organizations to develop long-range transportation plans and Transportation Improvement Plans (TIPs). Further, Section 134(C)(2) of Title 23 mandates that the TIPs include bicycle transportation facilities. The Southern California Association of Governments (SCAG) compiles a list of projects that will be funded under this plan. While a TIP may have specific projects that include bicycle parking, there's no mandate that a particular city require bicycle parking. However, section 217(G)(1) of Title 23 specifically mandates that all metropolitan planning organizations shall give due consideration to bicyclists in their transportation plans. This directive is enacted locally through both the 1996 Bicycle Plan and the 2010 Bicycle Master Plan as portions of the Los Angeles Transportation Element, which contains instructions to directive for the revision of the bicycle parking requirements.

State. SB375 (2008) is an extension of AB32 (2006) and seeks to limit greenhouse gas emissions through the transportation land use connection. SB375 contains specific language promoting bicycle usage through "Mode splitting that allocates trips between automobile, transit, carpool, and bicycle and pedestrian trips" and also requires that each transportation planning agency "adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system."

Regional. SCAG works in conjunction with the Southern Californian Air Quality Management District (SCAQMD) and the California Air Resources Board (CARB) to implement the region's Air Quality Management Plan (AQMP). SCAG does this primarily through its work in transportation planning which is directed through the Regional Transportation Plan (RTP). The RTP acknowledges bicycling as an important TDM strategy and states that, "Bicyclists and pedestrians should always be included in general plan updates" (2008) and contains specific directives to promote creation of bicycle facilities.

County. The Los Angeles County Metropolitan Transportation Authority is responsible for setting transportation policy within the Long Range Transportation Plan. Specifically the plan states:

"According to SCAG's State of the Commute report, 21 percent of commute trips are five miles or less. National survey results state that three out of four shopping trips are less than five miles in length, 37 percent of students live less than a mile from school, and 20 to 25 percent of all peak-hour congestion is the result of parents driving their children to and from school. These are trips that can easily be made by bicycle if safe conditions exist."

And with regards to bicycle parking:

“Bicycle parking at employment centers and local destinations also helps reduce the expanding need for costly automobile parking, particularly in dense urban areas where space is limited. As many as 20 bicycles can be parked in the space of one automobile.”

The City of Los Angeles. Transportation Element Goal 2.3 aims for “bicycle access and parking facilities; and adequate and appropriate lighting for pedestrian, vehicular, bicycle, and transit use” as means of Transportation Demand Management. It also requires that the city “Continue and expand requirements for new development to include bicycle storage and parking facilities, where appropriate.”

In 2010, Los Angeles adopted the California Green Building Code with some minor adjustments. This code requires that buildings meet either the requirements in the Green Building code or the local ordinance whichever is more restrictive. While the Green Buildings does increase the level of bicycle parking required above what Los Angeles currently requires, the design standards and levels of bicycle parking required were considered to be insufficient by staff to meet the needs of bicyclists. Staff’s proposed ordinance goes beyond the requirements in the Green Building Code to ensure that bicycle parking is well designed and provided in sufficient amounts.

Proposed Zoning Code Provisions

- ***RECOMMENDATION: Change the base unit for most uses from a percentage of automobile parking to a ratio based on square footage.***

JUSTIFICATION: Using automobile parking as the basis for bicycle parking is problematic. If automobile parking standards are reduced, bicycle parking standards will also be reduced. Basing bicycle parking requirements on automobile requirements would thus provide less bicycle parking in areas where demand for bicycle parking would be higher. Therefore, the proposed ordinance uses square footage as the basis for most uses.

- ***RECOMMENDATION: Expand the requirements to include most multifamily residential buildings.***

JUSTIFICATION: Staff recommends a ratio of one long-term space per dwelling unit, which is in accordance with ratios found in other cities. Portland, OR updated its bicycle parking requirements to 1.5 spaces per dwelling unit for buildings in the central city and 1.1 per unit in all other areas. Chicago updated their bicycle parking requirements in 2004 to require one bicycle parking space per two automobile parking spaces, which would be the equivalent of one per dwelling unit for many residential buildings in Los Angeles. The proposed ordinance would not apply to single family homes, duplexes and buildings with private garages such as townhomes.

- **RECOMMENDATION: Increase the number of bicycle parking spaces required for commercial, institutional, and industrial uses and expand the requirements to buildings of less than 10,000 square feet.**

JUSTIFICATION: Bicycling as a mode share of journey to work trips in Los Angeles has increased by approximately 20% between 2000 and 2008. In 2002, SCAG estimated that roughly 160,000 trips per day were taken by bicycle in Los Angeles. Given the City's commitment to improving conditions for cyclists these numbers will continue to rise. In addition, according to the U.S Department of Energy the national median lifespan for commercial buildings is 70-75 years. Thus, in order to provide ample bicycle parking in the years to come, the number of bicycle parking spaces must be increased to ensure that adequate capacity is provided in all new developments.

The previous floor of 10,000 square feet was made obsolete by the Los Angeles Green Building Code. Likewise, cyclists should have adequate parking at all of their destinations.

- **RECOMMENDATION: Expand the requirements for bicycle parking to City owned and leased buildings and parking lots.**

JUSTIFICATION: Requirements for City Buildings were proposed as part of the City's bicycle master plan under Policy 1.2.3 A. Likewise, all City buildings must provide bicycle parking under the Los Angeles Green Building Code. Requirements for City buildings have been set to the most ambitious bicycle parking requirements found by the Planning Department's survey of other cities. Multiple stakeholders expressed their desire to see the City lead by example.

- **RECOMMENDATION: Do not require bicycle parking for buildings undergoing a change of use.**

JUSTIFICATION: Since bicycle parking will be provided on a square footage basis for most uses, buildings undergoing a change of use will not be required to provide bicycle parking. In order to encourage the installation of bicycle parking when buildings undergo a change of use, a limited number of automobile spaces may be replaced with bicycle parking. This will provide multiple benefits to the City. Small property and business owners who currently struggle to find additional parking for their buildings will be able to swap a limited number of spaces through the provision of bicycle parking. Likewise, destinations that have historically not provided bicycle parking will have an incentive to retrofit their businesses during a change of use to accommodate bicycles.

- **RECOMMENDATION: Provide definitions for and require short and long term bicycle parking.**

JUSTIFICATION: Different cyclists have different parking needs due primarily to the threat of theft and vandalism. The longer a bicycle is parked in a public location the greater the opportunity for theft or vandalism. The FBI reports that bicycle theft

composed 3.4% of all theft in the United States in 2009. In comparison, purse snatching and pick-pocketing make up less than 1% of all theft. Long-term bicycle parking is for visits of more than two hours, while short-term parking is generally considered for visits of shorter than two hours.

- ***RECOMMENDATION: Provide clear siting requirements for bicycle parking to ensure that bicycle parking is located to encourage and maximize use.***

JUSTIFICATION: The proper siting of bicycle parking is important for two reasons. The first is the need to reduce opportunities for theft and vandalism as noted above. The second is to ensure that bicycle parking is used. Bicycle parking has historically been an afterthought in many developments. There are numerous cases of bicycle parking being located behind buildings, in alleyways, and in the bottom of parking garages. Such parking is rarely accompanied by signage to help bicyclists locate these facilities. To encourage bicycling, bicycle parking should be located in conveniently accessed locations that facilitate bicyclists entering and leaving a site with minimal effort.

- ***RECOMMENDATION: Provide detailed design standards to ensure that developers install quality bicycle parking facilities.***

JUSTIFICATION: The design standards provided in the current ordinance do not provide sufficient guidance to developers. Likewise, many recent innovations in bicycle parking facilities require that the current code be amended to include such facilities. The proposed ordinance provides detailed design standards for developers, including requirements for lighting and signage.

- ***RECOMMENDATION: Allow for and provide clear rules for private businesses to locate bicycle parking within the public right-of-way.***

JUSTIFICATION: The Department of Transportation currently installs bicycle parking within the public right-of-way upon the request of business owners. The proposed ordinance would allow business owners to count existing racks towards their bicycle parking requirements. In addition, the proposed ordinance creates a definition for bicycle corrals and outlines the process necessary for businesses to apply for the installation of a bicycle corral. A bicycle corral replaces a single on street automobile parking space with as many as 12 bicycle parking spaces, which dramatically increases the parking capacity of each space.

- ***RECOMMENDATION: Allow for the replacement of automobile parking with bicycle parking.***

JUSTIFICATION: The LAMC currently allows the minimum number of automobile parking spaces required to be reduced on a 1 for 1 basis in C and M zones for all required bicycle parking. In addition, policy 1.2.7 F of the Bicycle Master Plan supports the replacement of automobile parking with bicycle parking in properties “adjacent to a transit station and/or at commercial and manufacturing locations.”

This provision increases the number of bicycle spaces required to replace an automobile space from one to four. It also sets strict limits on the number of required automobile spaces that can be replaced. Allowing for the replacement of automobile parking with bicycle parking will provide a small amount of flexibility for property owners and encourage buildings undergoing a change of use to provide bicycle parking.

Public Outreach

The Department of City Planning made numerous outreach attempts concerning the proposed ordinance. These included meetings and/or correspondence with:

- PlanCheck
- BOMA (Building Owners and Management Association of Greater Los Angeles)
- VICA (Valley Industry and Commerce Association)
- CCA (Central City Association)
- BAC (The Bicycle Advisory Committee which includes a representative from each council district)
- Circulation to Neighborhood Councils
- Repeated contact with Bicycle Advocates (such as LACBC)
- Postings in Bicycle related blogs to inform the bicycling community of the ordinance
- A Staff Public Hearing hosted by the Planning Department

In addition, the Department received numerous written comments via email. Feedback from these various sources was incorporated into the proposed ordinance. Much of the feedback centered on specific wording concerning design requirements. Many of these changes have already been discussed above. However, one additional suggestion was made that requires additional clarification.

During the public hearing, planning staff was asked to include provisions that would exclude projects that had already passed the initial stages of regulatory review from the provisions of the ordinance. This will avoid costly and time consuming revisions that would be required if such projects were forced to comply with the proposed regulations. A similar procedure was initiated during the implementation of the Green Building Code, and thus staff took direction from this precedent to include the desired language by excluding projects that have already filed a complete entitlement application, received approval of an entitlement application, or had plans accepted by Building and Safety for plan check.

CONCLUSION

The proposed ordinance (Appendix A) will ensure that adequate, secure, and safe bicycle parking is provided in most new developments and additions to buildings that increase floor area. Furthermore, it will ensure that all bicycle parking installed is done so in a manner that maximizes its use through specific design requirements. Through these measures the proposed ordinance will encourage the use of bicycles as a viable means of transportation

within Los Angeles by providing quality end-of-trip facilities. Encouraging bicycling will reduce congestion, improve air quality, reduce greenhouse gas emissions, and improve public health.

APPENDIX A: PROPOSED ORDINANCE

ORDINANCE NO. _____

A proposed ordinance amending Sections 12.03, 12.21, and 12.21.1 of the Los Angeles Municipal Code (LAMC) to expand bicycle parking requirements to cover 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 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 alphabetically.

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

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. Except that buildings on properties zoned RA, RE, RS, and R1, and not located in a Hillside Area or Coastal Zone are subject to the definition of Residential Floor Area.

Sec. 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.** 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 code may be replaced by bicycle parking at a ratio of one automobile parking space for every four bicycle parking spaces provided. No more than 20 percent of the required automobile parking spaces shall be replaced for a site. Automobile parking spaces for affordable housing projects or any buildings located within 1,500 feet of a portal of a fixed rail transit station, or bus station, or other similar transit facility as defined by Section 12.21 Y may replace up to 30 percent of the required automobile parking spaces with bicycle parking. For buildings with less than 20 required automobile parking spaces up to 4 parking spaces may be replaced. Bicycle parking installed in this manner 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 in this manner 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 A16, the ratio of short-term to long-term bicycle parking provided may be determined by the business or property owner.

Sec. 3. Paragraph (c) of Subdivision 4 of Subsection A of Section 12.21 of the Los Angeles Municipal Code is amended to read:

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

~~In the case of buildings where bicycle parking spaces are required by Subdivision 16. of this subsection, the minimum number of required automobile parking spaces may be reduced by the same number as the number of bicycle spaces required for the building.~~

Sec. 4. 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:

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

Sec. 5. 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. ~~Off-street parking~~ Parking spaces for bicycles and facilities for employee showers and lockers shall be provided for new development and additions that increase a building's floor area as follows:

(a) **LAND USES.** In the C and M zones, for any building, portion thereof or addition thereto used for non-residential purposes which contains a floor area in excess of 10,000 square feet, bicycle parking spaces shall be provided at the rate of two percent of the number of automobile parking spaces required by this section for such non-residential uses; provided, however, that at least one bicycle parking space shall be provided for any such building having a floor area in excess of 10,000 square feet of non-residential use. If the calculation of the number of required spaces under this paragraph results in a number including a fraction, the next highest whole number shall be the number of spaces required.

(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 one per ten dwelling units or guest rooms. A minimum of two short term bicycle parking spaces shall be provided in such cases.

(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 which require automobile parking under Subsection 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 12.21A16(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 12.21A16(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

<u>Land Use</u>	<u>Short-term Bicycle Parking</u>	<u>Long-term Bicycle Parking</u>
<u>Commercial Uses</u>		
<i><u>Office</u></i>	<u>1 per 10,000 sq. ft. (minimum 2)</u>	<u>1 per 5,000 sq. ft. (minimum 2)</u>
<i><u>Warehouse</u></i>	<u>1 per 10,000 sq. ft. (minimum 2)</u>	<u>1 per 10,000 sq. ft. (minimum 2)</u>
<i><u>Health Clubs</u></i>	<u>1 per 2,000 sq. ft. (minimum 2)</u>	<u>1 per 2,000 sq. ft. (minimum 2)</u>
<i><u>Restaurants and Bars, General</u></i>	<u>1 per 2,000 sq. ft. (minimum 2)</u>	<u>1 per 2,000 sq. ft. (minimum 2)</u>
<i><u>Restaurant, Small (floor area less than 1,000 sq. ft.)</u></i>	<u>2 per restaurant</u>	<u>2 per restaurant</u>
<i><u>Retail Stores, General</u></i>	<u>1 per 2,000 sq. ft. (minimum 2)</u>	<u>1 per 2,000 sq. ft. (minimum 2)</u>
<i><u>Retail, Furniture Stores</u></i>	<u>1 per 10,000 sq. ft. (minimum 2)</u>	<u>1 per 10,000 sq. ft. (minimum 2)</u>
<i><u>Trade Schools, Private Universities, and Private Colleges</u></i>	<u>1 per 500 square feet or 1 per 50 fixed seats whichever is greater (minimum 2)</u>	<u>1 per 1,000 square feet or 1 per 100 fixed seats whichever is greater (minimum 2)</u>
<i><u>Hotels and Hostels</u></i>	<u>1 per 20 guest rooms (minimum 2)</u>	<u>1 per 20 guest rooms (minimum 2)</u>
<i><u>All other Commercial Uses</u></i>	<u>1 per 10,000 sq. ft. (minimum 2)</u>	<u>1 per 10,000 sq. ft. (minimum 2)</u>
<u>Institutional Uses</u>		
<i><u>All Institutional Uses</u></i>	<u>1 per 10,000 sq. ft. (minimum 2)</u>	<u>1 per 5,000 sq. ft. (minimum 2)</u>
<u>Industrial Uses</u>		
<i><u>All Industrial Uses</u></i>	<u>1 per 10,000 sq. ft. (minimum 2)</u>	<u>1 per 10,000 sq. ft. (minimum 2)</u>
<u>Other Uses</u>		

<u>Auditoriums</u>	<u>1 per 350 square feet or 1 per 50 fixed seats whichever is greater (minimum 2)</u>	<u>1 per 700 square feet or 1 per 100 fixed seats whichever is greater (minimum 2)</u>
<u>Private Elementary Schools, Private High Schools, and Charter Schools</u>	<u>4 per classroom (minimum 2)</u>	<u>1 per 10 classrooms (minimum 2)</u>

(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 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 automobile 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 which 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 the City's Public Recreation Plan short-term bicycle parking shall be provided at a rate of 10% of 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 two (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.** Unmanned facilities such as standalone public restrooms in parks or unmanned cellular antenna facilities shall not be required to provide bicycle parking.

~~(b) **STIPULATIONS.** The bicycle parking space requirements in Paragraph (a) shall also apply to any building, regardless of zone, owned by the City of Los Angeles and used by the City for government purposes which contains a floor area in excess of 10,000 square feet.~~

(1) **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.

(2) **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.

~~(c) **BICYCLE PARKING DEFINITIONS.** All bicycle parking spaces required by this Subdivision shall include a stationary parking device which adequately supports the bicycle. In addition, at least half of the bicycle parking spaces shall include a stationary parking device which securely locks the bicycle without the use of a user-supplied cable or chain. Devices which hold the bicycle upright by wheel contact must hold at least 180 degrees of wheel arc.~~

(1) **SHORT-TERM BICYCLE PARKING.** Short-term bicycle parking shall consist of bicycle racks which support the bicycle frame at two points. Racks which support only the wheel of the bicycle shall not be 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% 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 bike lockers, bicycle rooms, bike 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.

(d) **DESIGN STANDARDS.** Each bicycle parking space shall be a minimum of two feet in width and six feet in length and shall have a minimum of six feet of overhead clearance.

(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 which hold the bicycle upright by wheel contact must hold at least 180 degrees of wheel arc. Bicycle parking

installed vertically must 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 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.

(iv) For single-tiered bicycle parking, minimum headroom of eight feet (96 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 shall be required at each building entrance as per subparagraph 12.21 A.16(d)(4).

(b) Short-term bicycle parking spaces shall be located no farther than 50 ft. 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 shall provide direct access to a public street.

(iv) **COMBINATION OF USES.** In cases of mixed-use development, 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 Sec .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 shall comply with Section 14.4.7.

(e) **ADDITIONAL REQUIRMENTS AND ALLOWANCES.** ~~Bicycle parking spaces shall be located no farther than the distance from a main entrance of the building to the nearest off-street automobile parking space.~~

(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 shall be responsible for applying for a B permit as directed under Section 62.105 to install short-term bicycle parking within the public right-of-way.

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

(c) Business operators or property owners who choose to install bicycle parking within the public right-of-way shall be responsible for maintaining the racks according to the standards set forth in a Covenant Maintenance Agreement with either the Department of Transportation or the Bureau of Engineering.

(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 petition the City to install and maintain their own bicycle corrals immediately in front of their property.

(a) Businesses or property owners who do so may count all of 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 cover the construction and maintenance costs of building said bicycle corrals.

(c) Multiple businesses or property owners may petition the City 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 business 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 B permit as directed under LAMC Sec. 62.105 to install bicycle corrals within the public right-of-way.

(e) Business operators or property owners who choose to install bicycle corrals within the public right-of-way shall be responsible for maintaining the racks according to the standards set forth in a Covenant Maintenance Agreement with either the Department of Transportation or the Bureau of Engineering.

(g) 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 towards 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 Sec. 91.6307 of this Code. Personal lockers shall only be required for long-term bicycle parking.

(f) **EXEMPTIONS.** The provisions of this section shall not apply to any of the following projects, which shall comply with the prior version of this section, 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 as per section 12.26 A.3.

~~(f) 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.~~

~~(g) Aisles providing access to bicycle parking spaces shall be at least five feet in width.~~

~~(h) Signage which is clearly legible upon approach to every automobile entrance to the parking facility shall be displayed indicating the availability and location of bicycle parking.~~

~~(i) Showers and lockers shall be provided as required by Section 91.6307 of this Code. (Amended by Ord. No. 177,103, Eff. 12/18/05.)~~

Sec. 6. Subdivision 5 of Subsection A of Section 12.21.1 of the Los Angeles Municipal Code is amended to read:

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 floor of the 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. 7. The City Clerk shall certify...

ATTACHMENT 1: FINDINGS

LAND USE FINDINGS

The City Planning Department recommends that the City Planning Commission, in accordance with Charter Section 558, find:

1. in accordance with Charter Section 556, the proposed ordinance (Appendix A) is in substantial conformance with the purposes, intent and provisions of the General Plan in that it is in substantial conformance with the purposes, intent, and provisions of the Transportation Element of the City's General Plan. Appendix A implements the Los Angeles Bicycle Master Plan adopted on March 1, 2011 which is Chapter IX of the Transportation Element of the City's General plan. Policy Objective 1.2 seeks to "Encourage the use of bicycles for everyday transportation by ensuring the provision of convenient and secure bicycle parking and support facilities citywide." The proposed ordinance addresses and supports policy 1.2.2 A Sidewalk Bicycle Parking Program by setting clear rules for business owners to install bicycle racks within the public right-of-way; policy 1.2.2 B On Street Bicycle Parking Corrals by creating a definition for bicycle corrals and clear rules for the establishment of such corrals; policy 1.2.3 A Bicycle Parking Standards in City Facilities by requiring that all City owned and leased facilities provide both short and long-term bicycle parking; policy 1.2.3 C Recreation and Parks Bicycle Parking Standards by requiring that a minimum number of bicycle parking spaces be provided in most new City parks; policy 1.2.7 A Private Property Bicycle Parking Standards for Commercial and Industrial Projects by increasing the number of bicycle parking spaces required in new commercial, institutional, and industrial uses and buildings undergoing additions; policy 1.2.7 B Private Property Bicycle Parking Standards for Residential Projects by requiring that bicycle parking be provided in most new multifamily residential projects; policy 1.2.4 D Transit Oriented District Plans by allowing a greater percentage of automobile parking to be swapped with bicycle parking in areas that are within 1,500 ft of some transit facilities; 1.2.4 E TDM Ordinance Revision encouraging the use of bicycles as an alternative to the automobile and allowing a limited amount of automobile parking to be replaced by bicycle parking; policy 1.2.4 F Expand Bicycle Parking Standard through encouraging the use of bicycles as an alternative means of transportation by allowing automobile parking to be replaced by bicycle parking; policy 3.2.6 Economic Benefits of Bikeway Improvement Program by allowing for bicycle corrals to increase the patrons that can park in a single automobile parking space and allowing the replacement of automobile parking spaces with bicycle parking spaces; and

in addition, the proposed ordinance (Appendix A) supports Policies 2.3, 2.5, 2.11, and 3.15 of the Transportation Element in regards to Transportation Demand Management. Policy 2.3 is supported through the "development of transportation facilities and services that encourage transit ridership, increase vehicle

occupancy, and improve pedestrian and bicycle access” such as bicycle parking and appropriate lighting for bicycle facilities. Policy 2.5 promotes bicycle access in or near “mixed use corridors” and for “nonwork purposes.” The proposed ordinance provides bicycle parking for many non-work purposes and has specific provisions for mixed use developments. Policy 2.11 promotes expanded requirements for bicycle parking and storage facilities in new developments. Policy 3.15 promotes enhancing bicycle access to neighborhood districts and community centers. The provision of bicycle corrals will provide public bicycle parking in such areas. Likewise, all public recreational facilities will be required to provide bicycle parking facilities; and

the proposed ordinance (Appendix A) supports policy 2.4.2 D within the Housing Element to establish design guidelines and development standards for bicycle parking and to provide bicycle parking within residential developments; and

2. in accordance with Charter Section 558 (b)(2), the proposed ordinance (Appendix A) will be in conformity with public necessity, convenience, general welfare and good zoning practice in that it will provide bicycle parking and increased access for bicyclists in most new developments and additions. Providing bicycle parking facilities will encourage bicycling as an alternative to the private automobile which addresses issues 8.1 and 8.2 of the General Plan Framework that state, “Transportation policy needs to ensure that basic accessibility needs are met,” and “These strategies require significant investments in rail and bus transit, as well as public policies to encourage shifts away from the single-occupant automobile to other choices”; and

in accordance with the City Planning Commission policy, “Do Real Planning”, the proposed ordinance (Appendix A) is in substantial conformance with the intent and purpose of item 12 to revisit our “one size fits all” suburban parking standards, the proposed ordinance (Appendix A) allows for the substitution of a limited amount of automobile parking for bicycle parking. This allowance will give business owners flexibility when undergoing a change of use where limited space is available for automobile parking. Likewise, this allowance will give developers a limited amount of flexibility when designing new green buildings that are “health conscious and environmentally friendly” which is in conformance with item 7 “Produce green buildings.”

ENVIRONMENTAL FINDING

In accordance with the California Environmental Quality Act (CEQA), a Negative Declaration (Attachment 2) was published on February 10, 2011. Providing bicycle parking supports environmental goals by encouraging bicycling and shifting trips away from automobiles. On all measures the proposed ordinance (Appendix A) will have either no or a less than significant effect on the environment.

CITY OF LOS ANGELES
 OFFICE OF THE CITY CLERK
 ROOM 395, CITY HALL
 LOS ANGELES, CALIFORNIA 90012
 CALIFORNIA ENVIRONMENTAL QUALITY ACT
NEGATIVE DECLARATION

LEAD CITY AGENCY City of Los Angeles	COUNCIL DISTRICT CITYW
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PROJECT TITLE ENV-2011-310-ND	CASE NO. CPC-2011-309-CA
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PROJECT LOCATION
N/A

PROJECT DESCRIPTION
 A proposed ordinance amending Sections 12.03, 12.21, and 12.21.1 of the Los Angeles Municipal Code (LAMC) to require bicycle parking spaces for new multi-family residential developments, define acceptable locations for bicycle parking, require that both short-term and long-term bicycle parking be provided, improve design standards, and increase the levels of bicycle parking provided in all new developments, major remodels, buildings undergoing a change of use, and parking lots undergoing renovation to meet accessibility requirements.


NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY
 City of Los Angeles, Department of City Planning
 200 N. Spring St, Room 763
 Los Angeles, CA 90012

FINDING:
 The City Planning Department of the City of Los Angeles has Proposed that a negative declaration be adopted for this project. The Initial Study indicates that no significant impacts are apparent which might result from this project's implementation. This action is based on the project description above.

Any written comments received during the public review period are attached together with the response of the Lead City Agency. The project decision-maker may adopt this negative declaration, amend it, or require preparation of an EIR. Any changes made should be supported by substantial evidence in the record and appropriate findings made.

THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.

NAME OF PERSON PREPARING THIS FORM	TITLE	TELEPHONE NUMBER
THOMAS ROTHMANN	City Planner	(213) 978-1370

ADDRESS 200 N. SPRING STREET, 7th FLOOR LOS ANGELES, CA. 90012	SIGNATURE (Official) 	DATE 2/4/ 2011
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CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012
CALIFORNIA ENVIRONMENTAL QUALITY ACT
INITIAL STUDY
and CHECKLIST
(CEQA Guidelines Section 15063)

LEAD CITY AGENCY: City of Los Angeles	COUNCIL DISTRICT: CITYW	DATE: 02/04/2011
RESPONSIBLE AGENCIES: Department of City Planning		
ENVIRONMENTAL CASE: ENV-2011-310-ND	RELATED CASES: CPC-2011-309-CA	
PREVIOUS ACTIONS CASE NO.:	<input type="checkbox"/> Does have significant changes from previous actions. <input type="checkbox"/> Does NOT have significant changes from previous actions	
PROJECT DESCRIPTION: PROPOSED ORDINANCE AMENDING SECTIONS 12.03, 12.21 AND 12.21.1 OF THE LAMC TO REQUIRE BICYCLE PARKING SPACES FOR NEW MULTI FAMILY RESIDENTIAL DEVELOPMENTS		
ENV PROJECT DESCRIPTION: A proposed ordinance amending Sections 12.03, 12.21, and 12.21.1 of the Los Angeles Municipal Code (LAMC) to require bicycle parking spaces for new multi-family residential developments, define acceptable locations for bicycle parking, require that both short-term and long-term bicycle parking be provided, improve design standards, and increase the levels of bicycle parking provided in all new developments, major remodels, buildings undergoing a change of use, and parking lots undergoing renovation to meet accessibility requirements.		
ENVIRONMENTAL SETTINGS: The City of Los Angeles is the second largest city in the United States by population with an estimated 4 million residents. The city's boundaries cover a total area of 498.3 square miles (1,291 km ²), comprising 469.1 square miles (1,214.9 km ²) of land and 29.2 square miles (75.7 km ²) of water, reflecting a diverse terrain of urbanized areas, beaches, mountains, and valleys. The City of Los Angeles is divided into 15 City Council districts and 35 Community Plan Areas.		
PROJECT LOCATION: N/A		
COMMUNITY PLAN AREA: CITYWIDE STATUS: <input type="checkbox"/> Does Conform to Plan <input type="checkbox"/> Does NOT Conform to Plan	AREA PLANNING COMMISSION: MULTIPLE	CERTIFIED NEIGHBORHOOD COUNCIL: NONE
EXISTING ZONING: N/A	MAX. DENSITY/INTENSITY ALLOWED BY ZONING: N/A	LA River Adjacent: YES
GENERAL PLAN LAND USE: N/A	MAX. DENSITY/INTENSITY ALLOWED BY PLAN DESIGNATION: N/A	
	PROPOSED PROJECT DENSITY: N/A	

Determination (To Be Completed By Lead Agency)

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



City Planner

(213) 978-1370

Signature

Title

Phone

Evaluation Of Environmental Impacts:

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:
 - a. Earlier Analysis Used. Identify and state where they are available for review.
 - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c. Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
 - a. The significance criteria or threshold, if any, used to evaluate each question; and
 - b. The mitigation measure identified, if any, to reduce the impact to less than significance.

Environmental Factors Potentially Affected:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

<input type="checkbox"/> AESTHETICS	<input type="checkbox"/> GREEN HOUSE GAS EMISSIONS	<input type="checkbox"/> POPULATION AND HOUSING
<input type="checkbox"/> AGRICULTURE AND FOREST RESOURCES	<input type="checkbox"/> HAZARDS AND HAZARDOUS MATERIALS	<input type="checkbox"/> PUBLIC SERVICES
<input type="checkbox"/> AIR QUALITY	<input type="checkbox"/> HYDROLOGY AND WATER QUALITY	<input type="checkbox"/> RECREATION
<input type="checkbox"/> BIOLOGICAL RESOURCES	<input type="checkbox"/> LAND USE AND PLANNING	<input type="checkbox"/> TRANSPORTATION/TRAFFIC
<input type="checkbox"/> CULTURAL RESOURCES	<input type="checkbox"/> MINERAL RESOURCES	<input type="checkbox"/> UTILITIES AND SERVICE SYSTEMS
<input type="checkbox"/> GEOLOGY AND SOILS	<input type="checkbox"/> NOISE	<input type="checkbox"/> MANDATORY FINDINGS OF SIGNIFICANCE

INITIAL STUDY CHECKLIST (To be completed by the Lead City Agency)

Background

PROPONENT NAME:

City of Los Angeles, Department of City Planning

PHONE NUMBER:

(213) 978-1353

APPLICANT ADDRESS:

200 N. Spring St, Room 763

Los Angeles, CA 90012

AGENCY REQUIRING CHECKLIST:

Department of City Planning

DATE SUBMITTED:

02/04/2011

PROPOSAL NAME (if Applicable):

Code Amendment to Update Bicycle Parking Requirements

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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I. AESTHETICS				
a.	Have a substantial adverse effect on a scenic vista?			✓
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			✓
c.	Substantially degrade the existing visual character or quality of the site and its surroundings?			✓
d.	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			✓
II. AGRICULTURE AND FOREST RESOURCES				
a.	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?			✓
b.	Conflict with existing zoning for agricultural use, or a Williamson Act contract?			✓
c.	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?			✓
d.	Result in the loss of forest land or conversion of forest land to non-forest use?			✓
e.	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?			✓
III. AIR QUALITY				
a.	Conflict with or obstruct implementation of the applicable air quality plan?			✓
b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			✓
c.	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			✓
d.	Expose sensitive receptors to substantial pollutant concentrations?			✓
e.	Create objectionable odors affecting a substantial number of people?			✓
IV. BIOLOGICAL RESOURCES				
a.	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			✓
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?			✓
c.	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			✓
d.	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			✓
e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			✓
f.	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?			✓
V. CULTURAL RESOURCES				

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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a.	Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?				✓
b.	Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?				✓
c.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				✓
d.	Disturb any human remains, including those interred outside of formal cemeteries?				✓
VI. GEOLOGY AND SOILS					
a.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				✓
b.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Strong seismic ground shaking?				✓
c.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Seismic-related ground failure, including liquefaction?				✓
d.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Landslides?				✓
e.	Result in substantial soil erosion or the loss of topsoil?				✓
f.	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				✓
g.	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?				✓
h.	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				✓
VII. GREEN HOUSE GAS EMISSIONS					
a.	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?				✓
b.	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?				✓
VIII. HAZARDS AND HAZARDOUS MATERIALS					
a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				✓
b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				✓
c.	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				✓
d.	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				✓
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				✓
f.	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				✓
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				✓

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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h.	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				✓
IX. HYDROLOGY AND WATER QUALITY					
a.	Violate any water quality standards or waste discharge requirements?				✓
b.	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				✓
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?				✓
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?				✓
e.	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?				✓
f.	Otherwise substantially degrade water quality?				✓
g.	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				✓
h.	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				✓
i.	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				✓
j.	Inundation by seiche, tsunami, or mudflow?				✓
X. LAND USE AND PLANNING					
a.	Physically divide an established community?				✓
b.	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				✓
c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?				✓
XI. MINERAL RESOURCES					
a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				✓
b.	Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				✓
XII. NOISE					
a.	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?				✓
b.	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?				✓
c.	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?				✓
d.	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?				✓

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				✓
f.	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				✓
XIII. POPULATION AND HOUSING					
a.	Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				✓
b.	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				✓
c.	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				✓
XIV. PUBLIC SERVICES					
a.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection?				✓
b.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Police protection?				✓
c.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Schools?				✓
d.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Parks?				✓
e.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Other public facilities?				✓
XV. RECREATION					
a.	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				✓
b.	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				✓
XVI. TRANSPORTATION/TRAFFIC					
a.	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?				✓

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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b.	Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?				✓
c.	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				✓
d.	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				✓
e.	Result in inadequate emergency access?				✓
f.	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				✓

XVII. UTILITIES AND SERVICE SYSTEMS

a.	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				✓
b.	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				✓
c.	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				✓
d.	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?				✓
e.	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				✓
f.	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?				✓
g.	Comply with federal, state, and local statutes and regulations related to solid waste?				✓

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

a.	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				✓
b.	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?				✓
c.	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?				✓

Note: Authority cited: Sections 21083, 21083.05, Public Resources Code. Reference: Section 65088.4, Gov. Code; Sections 21080, 21083.05, 21095, Pub. Resources Code; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

DISCUSSION OF THE ENVIRONMENTAL EVALUATION (Attach additional sheets if necessary)

The Environmental Impact Assessment includes the use of official City of Los Angeles and other government source reference materials related to various environmental impact categories (e.g., Hydrology, Air Quality, Biology, Cultural Resources, etc.). The State of California, Department of Conservation, Division of Mines and Geology - Seismic Hazard Maps and reports, are used to identify potential future significant seismic events; including probable magnitudes, liquefaction, and landslide hazards. Based on applicant information provided in the Master Land Use Application and Environmental Assessment Form, impact evaluations were based on stated facts contained therein, including but not limited to, reference materials indicated above, field investigation of the project site, and any other reliable reference materials known at the time.

Project specific impacts were evaluated based on all relevant facts indicated in the Environmental Assessment Form and expressed through the applicant's project description and supportive materials. Both the Initial Study Checklist and Checklist Explanations, in conjunction with the City of Los Angeles's Adopted Thresholds Guide and CEQA Guidelines, were used to reach reasonable conclusions on environmental impacts as mandated under the California Environmental Quality Act (CEQA).

The project as identified in the project description will not cause potentially significant impacts on the environment. Therefore, this environmental analysis concludes that a Negative Declaration shall be issued for the environmental case file known as **ENV-2011-310-ND** and the associated case(s), **CPC-2011-309-CA**.

ADDITIONAL INFORMATION:

All supporting documents and references are contained in the Environmental Case File referenced above and may be viewed in the EIR Unit, Room 763, City Hall.

For City information, addresses and phone numbers: visit the City's website at <http://www.lacity.org> ; City Planning - and Zoning Information Mapping Automated System (ZIMAS) cityplanning.lacity.org/ or EIR Unit, City Hall, 200 N Spring Street, Room 763. Seismic Hazard Maps - <http://gmw.consrv.ca.gov/shmp/> Engineering/Infrastructure/Topographic Maps/Parcel Information - <http://boemaps.eng.ci.la.ca.us/index01.htm> or City's main website under the heading "Navigate LA".

PREPARED BY:	TITLE:	TELEPHONE NO.:	DATE:
THOMAS ROTHMANN	City Planner	(213) 978-1370	02/04/2011

APPENDIX A: ENVIRONMENTAL IMPACTS EXPLANATION TABLE

	Impact?	Explanation	Mitigation Measures
I. AESTHETICS			
		<p>The proposed ordinance amends Sections 12.03, 12.21, and 12.21.1 of the Los Angeles Municipal Code (LAMC) to require bicycle parking spaces for new multi-family residential developments, define acceptable locations for bicycle parking, require that both short-term and long-term bicycle parking be provided, improve design standards, and increase the levels of bicycle parking provided in all new developments, major remodels, buildings undergoing a change of use, and parking lots undergoing renovation to meet accessibility requirements.</p> <p>Bicycle parking can be provided through numerous applications as described in the proposed ordinance. The square footage for required for bicycle parking is minimal, each space requiring only 12 square feet in comparison to the 114 to 221 square feet required for an automobile space. The current code allows automobile parking spaces to be replaced by bicycle parking spaces on a one-to-one ratio. However, the current code requires very little bicycle parking and only requires bicycle parking in buildings over 10,000 square feet. The proposed amendment requires more bicycle parking by increasing the bicycle to automobile parking replacement ratio to allow for one automobile parking space to be replaced by two bicycle parking spaces. Therefore, the proposed code amendment will not impact the existing aesthetic of the building or neighborhood.</p> <p>The proposed code amendment will not change how existing regulations govern building heights, allowed land uses or development intensities in the neighborhoods and communities. The code amendment project itself does not include any specific physical development. Consequently...</p>	
a.	NO IMPACT	...adoption of the proposed code amendment will not result in, nor make easier to result in, a substantial adverse effect on a scenic vista; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
b.	NO IMPACT	...adoption of the proposed code amendment will not result in the substantial damage of, nor make easier to substantially damage, scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway; as defined by the California Environmental Quality Act (CEQA). In cases where historic structures were to undergo a change of use that required additional bicycle parking, subparagraph 12.21 A.4(x)(2) of the Los Angeles Municipal Code will be amended so that no additional bicycle parking would be required unless the floor area of such buildings were to increase. No adverse impact will result.	NA
c.	NO IMPACT	...adoption of the proposed code amendment will not result in substantial degradation of, nor make easier to substantially degrade, the existing visual character or quality of the site and its surroundings; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
d.	NO IMPACT	...adoption of the proposed code amendment will not result in, nor make easier to result in, new sources of substantial light or glare that would adversely affect day or nighttime views in the area; as defined by the California Environmental Quality Act (CEQA). The proposed code amendment does require that lighting is provided bicycle facilities, however, it specifies that such lighting meet the current requirements set forth in the zoning code in section Sec .12.21 A.5(k). No adverse impact will result.	NA
II. AGRICULTURE AND FOREST RESOURCES			
		<p>The proposed ordinance amends Sections 12.03, 12.21, and 12.21.1 of the Los Angeles Municipal Code (LAMC) to require bicycle parking spaces for new multi-family residential developments, define acceptable locations for bicycle parking, require that both short-term and long-term bicycle parking be provided, improve design standards, and increase the levels of bicycle parking provided in all new developments, major remodels, buildings undergoing a change of use, and parking lots undergoing renovation to meet accessibility requirements.</p> <p>The proposed code amendment does not include language dictating specific physical development criteria that will impact existing agriculture and forest resources in a surrounding neighborhood and community. Furthermore, the proposed code amendment</p>	

	Impact?	Explanation	Mitigation Measures
		will not change how existing regulations govern building heights, allowed land uses or development intensities in the neighborhoods and communities where bicycle parking is installed. Consequently...	
a.	NO IMPACT	...adoption of the proposed code amendment will not lead to the conversion of, nor make easier to convert, Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
b.	NO IMPACT	...adoption of the proposed code amendment will not result in, nor make easier to result in, conflict with existing zoning for agricultural use, or a Williamson Act contract; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
c.	NO IMPACT	...adoption of the proposed code amendment will not result in, nor make easier to result in, a conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Codes section 12220(g)), timberland (as defined by Public Resources Codes section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)); as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
d.	NO IMPACT	...adoption of the proposed code amendment will not will not result in, nor make easier to result in, a loss of forestland or conversion of forest land to non-forest use; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
e.	NO IMPACT	...adoption of the proposed code amendment will not involve, nor make easier to involve, other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forestland to non-forest use; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
III. AIR QUALITY			
		<p>The proposed ordinance amends Sections 12.03, 12.21, and 12.21.1 of the Los Angeles Municipal Code (LAMC) to require bicycle parking spaces for new multi-family residential developments, define acceptable locations for bicycle parking, require that both short-term and long-term bicycle parking be provided, improve design standards, and increase the levels of bicycle parking provided in all new developments, major remodels, buildings undergoing a change of use, and parking lots undergoing renovation to meet accessibility requirements.</p> <p>Excessive automobile parking has been shown to encourage driving and thus reduce air quality. By allowing the conversion of automobile parking into bicycle parking excessive driving will be discouraged while bicycling is encouraged. This will result in an improvement of air quality within the basin. Furthermore, the amendment will not change how existing City regulations governing building heights, nor will it change allowed land uses or development intensities within the City of Los Angeles.</p> <p>Implementation of the code amendment project would not increase population levels or net density in the City of Los Angeles. The project would not contribute to population growth in excess of that forecasted in the AQMP. Consequently...</p>	
a.	NO IMPACT	...adoption of the proposed code amendment will not conflict or obstruct, nor make easier to conflict or obstruct, the implementation of the application air quality management plan (AQMP); as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
b.	NO IMPACT	...adoption of the proposed code amendment will not violate, nor make easier to violate, any air quality standard or contribute substantially to, nor make easier to contribute substantially to, an existing or projected air quality violation; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
c.	NO IMPACT	...adoption of the proposed code amendment will not result in, nor make easier to result in, a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard	NA

	Impact?	Explanation	Mitigation Measures
		(including releasing emissions which exceed quantitative thresholds for ozone precursors); as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	
d.	NO IMPACT	...adoption of the proposed code amendment will not result in the exposure of, nor make easier to expose, sensitive receptors to substantial pollutant concentrations; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
e.	NO IMPACT	...adoption of the proposed code amendment will not result in, nor make easier to result in, objectionable odors affecting a substantial number of people; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
IV. BIOLOGICAL RESOURCES			
		<p>The proposed ordinance amends Sections 12.03, 12.21, and 12.21.1 of the Los Angeles Municipal Code (LAMC) to require bicycle parking spaces for new multi-family residential developments, define acceptable locations for bicycle parking, require that both short-term and long-term bicycle parking be provided, improve design standards, and increase the levels of bicycle parking provided in all new developments, major remodels, buildings undergoing a change of use, and parking lots undergoing renovation to meet accessibility requirements.</p> <p>Biological resources may be found throughout the City of Los Angeles. However, the proposed code amendment project itself does not promote any physical development that would affect these resources. Furthermore, the amendment will not change how existing City regulations governing building heights, nor will it change allowed land uses or development intensities within the City of Los Angeles. Consequently...</p>	
a.	NO IMPACT	...adoption of the proposed code amendment will not result in, nor make easier to result in, a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
b.	NO IMPACT	...adoption of the proposed code amendment will not result in, nor make easier to result in, a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
c.	NO IMPACT	...adoption of the proposed code amendment will not result in, nor make easier to result in, a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
d.	NO IMPACT	...adoption of the proposed code amendment will not interfere substantially with, nor make easier to interfere substantially with, the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
e.	NO IMPACT	...adoption of the proposed code amendment will not conflict with, nor make easier to conflict with, any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
f.	NO IMPACT	...adoption of the proposed code amendment will not conflict with, nor make easier to conflict with, the provisions of an adopted Habitat Conservation Plan, natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA

	Impact?	Explanation	Mitigation Measures
V. CULTURAL RESOURCES			
		<p>The proposed ordinance amends Sections 12.03, 12.21, and 12.21.1 of the Los Angeles Municipal Code (LAMC) to require bicycle parking spaces for new multi-family residential developments, define acceptable locations for bicycle parking, require that both short-term and long-term bicycle parking be provided, improve design standards, and increase the levels of bicycle parking provided in all new developments, major remodels, buildings undergoing a change of use, and parking lots undergoing renovation to meet accessibility requirements.</p> <p>Bicycle parking can be provided through numerous applications as described in the proposed ordinance. The square footage for required for bicycle parking is minimal, each space requiring only 12 square feet in comparison to the 114 to 221 square feet required for an automobile space. The current code allows automobile parking spaces to be replaced by bicycle parking spaces on a one-to-one ratio. However, the current code requires very little bicycle parking and only requires bicycle parking in buildings over 10,000 square feet. The proposed amendment requires more bicycle parking by reducing the bicycle to automobile parking replacement ratio to allow for one automobile parking space to be replaced by two bicycle parking spaces. Therefore, the proposed code amendment will not impact the existing aesthetic of the building or neighborhood.</p> <p>Cultural resources may be found throughout the City of Los Angeles. However, the proposed code amendment project itself does not promote any physical development that would affect these resources. Consequently...</p>	
a.	NO IMPACT	...adoption of the proposed code amendment will not cause, nor make easier to cause, a substantial adverse change in the significance of a historical resource as defined in § 15064.5; as defined by the California Environmental Quality Act (CEQA). In cases where historic structures were to undergo a change of use that required additional bicycle parking, subparagraph 12.21 A.4(x)(2) of the Los Angeles Municipal Code will be amended so that no additional bicycle parking would be required unless the floor area of such buildings were to increase. No adverse impact will result.	NA
b.	NO IMPACT	...adoption of the proposed code amendment will not cause, nor make easier to cause, a substantial adverse change in the significance of an archaeological resource as defined in § 15064.5; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
c.	NO IMPACT	...adoption of the proposed code amendment will not cause, nor make easier to cause, a substantial adverse change in the significance of an archaeological resource as defined in § 15064.5; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
d.	NO IMPACT	...adoption of the proposed code amendment will not encourage the direct or indirect destruction, nor make easier to directly or indirectly destroy, a unique paleontological resource or site or unique geologic feature; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
e.	NO IMPACT	...adoption of the proposed code amendment will not result in the disturbance of, nor make easier to disturb, any human remains, including those interred outside of formal cemeteries; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
VI. GEOLOGY AND SOILS			
		<p>The proposed ordinance amends Sections 12.03, 12.21, and 12.21.1 of the Los Angeles Municipal Code (LAMC) to require bicycle parking spaces for new multi-family residential developments, define acceptable locations for bicycle parking, require that both short-term and long-term bicycle parking be provided, improve design standards, and increase the levels of bicycle parking provided in all new developments, major remodels, buildings undergoing a change of use, and parking lots undergoing renovation to meet accessibility requirements.</p> <p>The proposed code amendment project itself does not promote any physical development that would affect geological and soil resources. Furthermore, the amendment will not change how existing City regulations governing building heights, nor will it change allowed land uses or development intensities within the City of Los Angeles. Consequently...</p>	

	Impact?	Explanation	Mitigation Measures
a.	NO IMPACT	...adoption of the proposed code amendment will not result in the exposure of, nor make easier to expose, people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault (in reference to Division of Mines and Geology Special Publication 42); as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
b.	NO IMPACT	...adoption of the proposed code amendment will not result in the exposure of, nor make easier to expose, people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: strong seismic ground shaking; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
c.	NO IMPACT	...adoption of the proposed code amendment will not result in the exposure of, nor make easier to expose, people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: seismic-related ground failure, including liquefaction; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
d.	NO IMPACT	...adoption of the proposed code amendment will not result in the exposure of, nor make easier to expose, of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: landslides; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
e.	NO IMPACT	...adoption of the proposed code amendment will not result in, nor make easier to result in, substantial soil erosion or the loss of topsoil, as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
f.	NO IMPACT	...adoption of the proposed code amendment will not encourage, nor make easier, the development of a project on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
g.	NO IMPACT	...adoption of the proposed code amendment will not encourage, nor make easier, the development of a project on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
h.	NO IMPACT	...adoption of the proposed code amendment will not result in, nor make easier to result in, soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
VII. GREEN HOUSE GAS EMISSIONS			
		<p>The proposed ordinance amends Sections 12.03, 12.21, and 12.21.1 of the Los Angeles Municipal Code (LAMC) to require bicycle parking spaces for new multi-family residential developments, define acceptable locations for bicycle parking, require that both short-term and long-term bicycle parking be provided, improve design standards, and increase the levels of bicycle parking provided in all new developments, major remodels, buildings undergoing a change of use, and parking lots undergoing renovation to meet accessibility requirements.</p> <p>Implementation of the code amendment project would not increase population levels or net density in the City of Los Angeles. As the project would not contribute to population growth in excess of that forecasted in the AQMP. Consequently...</p>	
a.	NO IMPACT	...adoption of the proposed code amendment will not lead to the generation of, nor make easier to generate, greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
b.	NO IMPACT	...adoption of the proposed code amendment will not result in a conflict with, nor make easier to conflict with, an applicable plan, policy or regulation adopted for the purpose of	NA

	Impact?	Explanation	Mitigation Measures
		reducing the emissions of greenhouse gases; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	
VIII. HAZARDS AND HAZARDOUS MATERIALS			
		<p>The proposed ordinance amends Sections 12.03, 12.21, and 12.21.1 of the Los Angeles Municipal Code (LAMC) to require bicycle parking spaces for new multi-family residential developments, define acceptable locations for bicycle parking, require that both short-term and long-term bicycle parking be provided, improve design standards, and increase the levels of bicycle parking provided in all new developments, major remodels, buildings undergoing a change of use, and parking lots undergoing renovation to meet accessibility requirements.</p> <p>All bicycle parking installed must meet the requirements set forth by Fire and Building code regulations. The proposed code amendment project itself does not promote any physical development that would affect hazards and hazardous materials. Consequently...</p>	
a.	NO IMPACT	...adoption of the proposed code amendment will not result in, nor make easier to result in, a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
b.	NO IMPACT	...adoption of the proposed code amendment will not result in, nor make easier to result in, a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
c.	NO IMPACT	...adoption of the proposed code amendment will not result in the emission of, nor make easier to emit, hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
d.	NO IMPACT	...adoption of the proposed code amendment will not be encourage the location of, nor make easier to locate, a new development on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
e.	NO IMPACT	...adoption of the proposed code amendment will not result in, nor make easier to result in, in a safety hazard for people residing or working in a project area located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
f.	NO IMPACT	...adoption of the proposed code amendment will not result in, nor make easier to result in, a safety hazard for people residing or working in a project area within the vicinity of a private airstrip; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
g.	NO IMPACT	...adoption of the proposed code amendment will not impair the implementation of or physically interfere, nor make easier to impair the implementation of or physically interfere, with an adopted emergency response plan or emergency evacuation plan; as defined by the California Environmental Quality Act (CEQA). All bicycle parking must be installed to meet Building and Fire Code specifications and thus will not obstruct any emergency response or evacuation plans. No adverse impact will result.	NA
h.	NO IMPACT	...adoption of the proposed code amendment will not result in the exposure of, nor make easier to expose, people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA

	Impact?	Explanation	Mitigation Measures
IX. HYDROLOGY AND WATER QUALITY			
	-	<p>The proposed ordinance amends Sections 12.03, 12.21, and 12.21.1 of the Los Angeles Municipal Code (LAMC) to require bicycle parking spaces for new multi-family residential developments, define acceptable locations for bicycle parking, require that both short-term and long-term bicycle parking be provided, improve design standards, and increase the levels of bicycle parking provided in all new developments, major remodels, buildings undergoing a change of use, and parking lots undergoing renovation to meet accessibility requirements.</p> <p>The proposed code amendment project itself does not promote any physical development that would affect hydrology and water quality. Furthermore, the amendment will not change how existing City regulations governing building heights, nor will it change allowed land uses or development intensities within the City of Los Angeles. Consequently...</p>	-
a.	NO IMPACT	...adoption of the proposed code amendment will not result in the violation, nor make easier to violate, any water quality standards or waste discharge requirements; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
b.	NO IMPACT	...adoption of the proposed code amendment will not result in, nor make easier to result in, the substantial depletion of groundwater supplies or result in the substantial interference of, or make easier to substantially interfere with, groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
c.	NO IMPACT	...adoption of the proposed code amendment will not result in the substantial alteration of, nor make easier the substantial alteration of, the existing drainage patterns of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or situation on- or off-site; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
d.	NO IMPACT	...adoption of the proposed code amendment will not result in the substantial alteration of, nor make easier the substantial alteration of, the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or will it result in the substantial increase of, nor make easier the substantial increase of, the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
e.	NO IMPACT	...adoption of the proposed code amendment will not result in the creation of or contribution to, nor make easier to create or contribute to, runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
f.	NO IMPACT	...adoption of the proposed code amendment will not result in, nor make easier to result in, otherwise substantially degrade water quality; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
g.	NO IMPACT	...adoption of the proposed code amendment will not result in the placement of, nor make easier the placement of, housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
h.	NO IMPACT	...adoption of the proposed code amendment will not result in the placement of, nor make easier the placement of, structures in a 100-year flood hazard area that would impede or redirect flood flows; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
i.	NO IMPACT	...adoption of the proposed code amendment will not result in the exposure of, nor make easier the exposure of, people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
j.	NO IMPACT	...adoption of the proposed code amendment will not result in the inundation by, nor make	NA

	Impact?	Explanation	Mitigation Measures
		easier the inundation by, seiche, tsunami, or mudflow; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	
X. LAND USE AND PLANNING			
	-	<p>The proposed ordinance amends Sections 12.03, 12.21, and 12.21.1 of the Los Angeles Municipal Code (LAMC) to require bicycle parking spaces for new multi-family residential developments, define acceptable locations for bicycle parking, require that both short-term and long-term bicycle parking be provided, improve design standards, and increase the levels of bicycle parking provided in all new developments, major remodels, buildings undergoing a change of use, and parking lots undergoing renovation to meet accessibility requirements.</p> <p>Excessive automobile parking has been shown to encourage driving and thus reduce air quality. By allowing the conversion of automobile parking into bicycle parking excessive driving will be discouraged while bicycling is encouraged. This will result in an improvement of air quality within the basin. Furthermore, the amendment will not change how existing City regulations governing building heights, nor will it change allowed land uses or development intensities within the City of Los Angeles.</p> <p>Implementation of the code amendment project would not increase population levels or net density in the City of Los Angeles. As the project would not contribute to population growth in excess of that forecasted in the AQMP. Consequently...</p>	-
a.	NO IMPACT	...adoption of the proposed code amendment will not in the physical division of, nor make easier the physical division of, an established community; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
b.	NO IMPACT	...adoption of the proposed code amendment will not result in, nor make easier, a conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
c.	NO IMPACT	...adoption of the proposed code amendment will not result in, nor make easier, a conflict with any applicable habitat conservation plan or natural community conservation plan; as defined by the California Environmental Quality Act (CEQA). No adverse impact would result.	NA
XI. MINERAL RESOURCES			
	-	<p>The proposed ordinance amends Sections 12.03, 12.21, and 12.21.1 of the Los Angeles Municipal Code (LAMC) to require bicycle parking spaces for new multi-family residential developments, define acceptable locations for bicycle parking, require that both short-term and long-term bicycle parking be provided, improve design standards, and increase the levels of bicycle parking provided in all new developments, major remodels, buildings undergoing a change of use, and parking lots undergoing renovation to meet accessibility requirements.</p> <p>The proposed amendment will not change how existing City regulations governing building heights, nor will it change allowed land uses or development intensities within the City of Los Angeles.</p> <p>The proposed code amendment project itself does not promote any physical development that would affect mineral resources nor would it change development standards in a way that might allow access to said mineral resources. Consequently...</p>	-
a.	NO IMPACT	...adoption of the proposed code amendment will not result, nor make easier to result in, the loss of availability of a known mineral resource that would be of value to the region and the residents of the state; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
b.	NO IMPACT	...adoption of the proposed code amendment will not result in, nor make easier to result in, the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA

	Impact?	Explanation	Mitigation Measures
XII. NOISE			
	-	<p>The proposed ordinance amends Sections 12.03, 12.21, and 12.21.1 of the Los Angeles Municipal Code (LAMC) to require bicycle parking spaces for new multi-family residential developments, define acceptable locations for bicycle parking, require that both short-term and long-term bicycle parking be provided, improve design standards, and increase the levels of bicycle parking provided in all new developments, major remodels, buildings undergoing a change of use, and parking lots undergoing renovation to meet accessibility requirements.</p> <p>Providing adequate secure bicycle parking is seen as an essential component of encouraging bicycling as a viable means of transportation. Bicycles are one of the quietest forms of transportation, being virtually silent when compared to automobiles, trucks, busses and trains. Furthermore the provision of additional bicycle parking will encourage bicycle usage and therefore reduce noise generated by motorized transportation.</p> <p>The proposed code amendment project itself does not promote any physical development that would produce significant noise levels nor would it change development standards in a way that might allow future developments to produce excessive noise. Consequently...</p>	-
a.	NO IMPACT	...adoption of the proposed code amendment will not result in, nor make easier to result in, the exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
b.	NO IMPACT	...adoption of the proposed code amendment will not result in, nor make easier to result in, the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
c.	NO IMPACT	...adoption of the proposed code amendment will not result in, nor make easier to result in, a substantial permanent increase in ambient noise levels in any future development projects; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
d.	NO IMPACT	...adoption of the proposed code amendment will not result in, nor make easier to result in, the substantial (temporary or periodic) increase in ambient noise levels in any future development projects; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
XIII. POPULATION AND HOUSING			
	-	<p>The proposed ordinance amends Sections 12.03, 12.21, and 12.21.1 of the Los Angeles Municipal Code (LAMC) to require bicycle parking spaces for new multi-family residential developments, define acceptable locations for bicycle parking, require that both short-term and long-term bicycle parking be provided, improve design standards, and increase the levels of bicycle parking provided in all new developments, major remodels, buildings undergoing a change of use, and parking lots undergoing renovation to meet accessibility requirements.</p> <p>The proposed code amendment will not change how existing regulations govern building heights, allowed land uses or development intensities in the neighborhoods and communities. The code amendment project itself does not include any specific physical development. The proposed code amendment would not change existing City regulations governing building heights, nor would it change allowed land uses or development intensity within the City of Los Angeles. Implementation of the code amendment project would not increase population levels or net density in the City of Los Angeles. As the project would not contribute to population growth in excess of that forecasted in the AQMP. Consequently...</p>	-
a.	NO IMPACT	...adoption of the proposed code amendment will not result in the inducement of, nor make easier to induce, a substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure); as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
b.	NO IMPACT	...adoption of the proposed code amendment will not result in the displacement of, nor	NA

	Impact?	Explanation	Mitigation Measures
		make easier to displace, a substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	
c.	NO IMPACT	...adoption of the proposed code amendment will not result in the displacement of, nor make easier the displacement of, a substantial numbers of people, necessitating the construction of replacement housing elsewhere; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
XIV. PUBLIC SERVICES			
		<p>The proposed ordinance amends Sections 12.03, 12.21, and 12.21.1 of the Los Angeles Municipal Code (LAMC) to require bicycle parking spaces for new multi-family residential developments, define acceptable locations for bicycle parking, require that both short-term and long-term bicycle parking be provided, improve design standards, and increase the levels of bicycle parking provided in all new developments, major remodels, buildings undergoing a change of use, and parking lots undergoing renovation to meet accessibility requirements.</p> <p>Bicycle parking can be provided through numerous applications as described in the proposed ordinance. All bicycle parking must be installed to meet Building and Fire Code specifications and thus will not obstruct any emergency response or evacuation plans.</p> <p>The proposed code amendment project itself does not promote any physical development that would impact public services nor would it change development standards in a way that might allow future developments to impact public services. Consequently...</p>	
a.	NO IMPACT	...adoption of the proposed code amendment will not result in, nor make easier to result in, the substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service rations, response times or other performance objectives for an of the public services: Fire protection; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
b.	NO IMPACT	...adoption of the proposed code amendment will not result in, nor make easier to result in, a substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service rations, response times or other performance objectives for an of the public services: Police protection; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
c.	NO IMPACT	...adoption of the proposed code amendment will not result in, nor make easier to result in, a substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service rations, response times or other performance objectives for an of the public services: Schools; as defined by the California Environmental Quality Act (CEQA). While the proposed ordinance would require new schools and buildings used as schools through a change of use to provide bicycle parking, doing so would not impact the environment, affect acceptable service ratios, response times, or performance objectives for any public services. No adverse impact will result.	NA
d.	NO IMPACT	...adoption of the proposed code amendment will not result in, nor make easier to result in, substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service rations, response times or other performance objectives for an of the public services: Parks; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
e.	NO IMPACT	...adoption of the proposed code amendment will not result in, nor make easier to result in, a substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to	NA

	Impact?	Explanation	Mitigation Measures
		maintain acceptable service rations, response times or other performance objectives for an of the public services: Other public facilities; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	
XV. RECREATION			
		<p>The proposed ordinance amends Sections 12.03, 12.21, and 12.21.1 of the Los Angeles Municipal Code (LAMC) to require bicycle parking spaces for new multi-family residential developments, define acceptable locations for bicycle parking, require that both short-term and long-term bicycle parking be provided, improve design standards, and increase the levels of bicycle parking provided in all new developments, major remodels, buildings undergoing a change of use, and parking lots undergoing renovation to meet accessibility requirements.</p> <p>Bicycle parking can be provided through numerous applications as described in the proposed ordinance. The square footage for required for bicycle parking is minimal, each space requiring only 12 square feet in comparison to the 114 to 221 square feet required for an automobile space. The current code allows automobile parking spaces to be replaced by bicycle parking spaces on a one-to-one ratio. However, the current code requires very little bicycle parking and only requires bicycle parking in buildings over 10,000 square feet. The proposed amendment requires more bicycle parking by reducing the bicycle to automobile parking replacement ratio to allow for one automobile parking space to be replaced by two bicycle parking spaces. Therefore, the proposed code amendment will not impact the existing aesthetic of the building or neighborhood.</p> <p>The proposed code amendment project itself does not promote any physical development that would impact recreational facilities nor would it change development standards in a way that might allow future developments to impact recreational facilities. The proposed code amendment would not change existing City regulations governing building heights, nor would it change allowed land uses or development intensity within the City of Los Angeles. Consequently...</p>	
a.	NO IMPACT	...adoption of the proposed code amendment will not result in, nor make easier to result in, an increase in the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
b.	NO IMPACT	...adoption of the proposed code amendment will not encourage, or make easier, the construction or expansion of recreational facilities that might have an adverse physical effect on the environment; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
XVI. TRANSPORTATION/TRAFFIC			
		<p>The proposed ordinance amends Sections 12.03, 12.21, and 12.21.1 of the Los Angeles Municipal Code (LAMC) to require bicycle parking spaces for new multi-family residential developments, define acceptable locations for bicycle parking, require that both short-term and long-term bicycle parking be provided, improve design standards, and increase the levels of bicycle parking provided in all new developments, major remodels, buildings undergoing a change of use, and parking lots undergoing renovation to meet accessibility requirements.</p> <p>Bicycle parking can be provided through numerous applications as described in the proposed ordinance. The square footage for required for bicycle parking is minimal, each space requiring only 12 square feet in comparison to the 114 to 221 square feet required for an automobile space. The current code allows automobile parking spaces to be replaced by bicycle parking spaces on a one-to-one ratio. However, the current code requires very little bicycle parking and only requires bicycle parking in buildings over 10,000 square feet. The proposed amendment requires more bicycle parking by reducing the bicycle to automobile parking replacement ratio to allow for one automobile parking space to be replaced by two bicycle parking spaces. Therefore, the proposed code amendment will not impact the existing aesthetic of the building or neighborhood.</p> <p>The amendment will not change how existing City regulations governing building heights, nor will it change allowed land uses or development intensities within the City of Los Angeles. Implementation of the code amendment project would not increase population</p>	

	Impact?	Explanation	Mitigation Measures
		levels or net density in the City of Los Angeles. As the project would not contribute to population growth in excess of that forecasted in the AQMP. Consequently...	
a.	NO IMPACT	...adoption of the proposed code amendment will not result in, nor make easier to result in, a conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
b.	NO IMPACT	...adoption of the proposed code amendment will not result in, nor make easier to result in, a conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the country congestion management agency for designated roads or highways; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
c.	NO IMPACT	...adoption of the proposed code amendment will not result in, nor make easier to result in, a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
d.	NO IMPACT	...adoption of the proposed code amendment will not result in, nor make easier to result in, the substantial increase of hazards due to a design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
e.	NO IMPACT	...adoption of the proposed code amendment will not result in, nor make easier to result in, inadequate emergency access; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
f.	NO IMPACT	...adoption of the proposed code amendment will not result in, nor make easier to result in, a conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities supporting alternative transportation (e.g. bus turnouts, bicycle racks); as defined by the California Environmental Quality Act (CEQA). To the contrary, the proposed ordinance implements Policy 2.1 of the 1996 Bicycle Master Plan and Policy 1.2 of the 2010 Draft Bicycle Master Plan, which urge the City to require more bicycle parking. No adverse impact will result.	NA
XVII. UTILITIES AND SERVICE SYSTEMS			
		<p>The proposed ordinance amends Sections 12.03, 12.21, and 12.21.1 of the Los Angeles Municipal Code (LAMC) to require bicycle parking spaces for new multi-family residential developments, define acceptable locations for bicycle parking, require that both short-term and long-term bicycle parking be provided, improve design standards, and increase the levels of bicycle parking provided in all new developments, major remodels, buildings undergoing a change of use, and parking lots undergoing renovation to meet accessibility requirements.</p> <p>The proposed amendment will not change how existing City regulations governing building heights, nor will it change allowed land uses or development intensities within the City of Los Angeles.</p> <p>The proposed code amendment project itself does not promote any physical development that would affect utilities and service systems nor would it change development standards in any way that might degrade utilities and service systems. Consequently...</p>	
a.	NO IMPACT	...adoption of the proposed code amendment does not encourage the exceeding of wastewater treatment requirements of the applicable Regional Water Control Board; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
b.	NO IMPACT	...adoption of the proposed code amendment will not require or result in, nor make easier the requirement or to result in, the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects; as defined by the California Environmental Quality Act (CEQA). No	NA

	Impact?	Explanation	Mitigation Measures
		adverse impact will result.	
c.	NO IMPACT	...adoption of the proposed code amendment does not encourage the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
d.	NO IMPACT	...adoption of the proposed code amendment will not affect the availability of water supplies; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
e.	NO IMPACT	...adoption of the proposed code amendment will not affect the way in which wastewater treatment providers serve or may serve specific projects; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
f.	NO IMPACT	...adoption of the proposed code amendment will not affect the way in which landfills and solid waste disposal needs are regulated; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
g.	NO IMPACT	...adoption of the proposed code amendment will not affect local statutes and regulations related to solid waste; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE			
a.	NO IMPACT	As drafted, the proposed code amendment does not have the potential to degrade the quality of the environment, substantially reduce the critical habitat of fish or wildlife species, threaten to eliminate a plant or animal community, or result in the decline of any animal or plant species. No impact.	NA
b.	NO IMPACT	Potential impacts in all CEQA impact categories result in less than significant impacts. Therefore, the proposed code amendment's impacts are not cumulatively considerable, and no further cumulative impacts analysis is required. The proposed ordinance therefore is determined not to have any significant negative impacts on people or the environment.	NA
c.	NO IMPACT	The proposed code amendment does not have the potential to create significant impacts resulting in substantial environmental effects having a direct or indirect impact on human beings.	NA