

SUBJECT: ZONE TEXT AMENDMENT: BICYCLE PARKING

INITIATED BY: PLANNING & DEVELOPMENT SERVICES DEPARTMENT  
(Bianca Siegl, Long Range Planning Manager)  
(Jerry Hittleman, Senior Contract Planner)

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## STATEMENT ON THE SUBJECT

The Planning Commission will hold a public hearing to consider a Zone Text Amendment to clarify bicycle parking standards for new and expanded buildings.

## RECOMMENDATION

Staff recommends that the Planning Commission hold the public hearing, consider all pertinent testimony, and recommend approval to the City Council by adopting the following:

- 1) Draft Resolution No. PC 18-1292: **A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WEST HOLLYWOOD, RECOMMENDING THAT THE CITY COUNCIL APPROVE A ZONE TEXT AMENDMENT TO CHANGE BICYCLE PARKING STANDARDS FOR CERTAIN BUILDINGS, CITYWIDE, WEST HOLLYWOOD, CALIFORNIA.** (EXHIBIT A)

## BACKGROUND/ANALYSIS

Section 19.28.150 of the West Hollywood Municipal Code requires that bicycle parking and related support facilities such as showers and lockers be provided for new and expanded residential and non-residential projects in the City of West Hollywood. The City's 2011 Bicycle Task Force Report identified a need for increased and improved bicycle parking in development projects. Similarly, the community input process for the City's recently adopted Pedestrian and Bicycle Mobility Plan (2017) and the Transportation Demand Management Ordinance (2018) identified a need for updated bicycle parking standards for private property in order to facilitate trips by bicycle in the City. The purpose of the proposed Zone Text Amendment (ZTA) is to assure that bicycle parking and storage standards are up-to-date, encourage safe and convenient bike storage facilities, and address the latest technological advances (i.e. electric bicycles) used by residents, employees, and visitors to the City.

### Current Municipal Code

Section 19.28.150 Bicycle Parking and Support Facilities, of the West Hollywood Municipal Code requires that for non-residential land uses, a minimum of one employee bicycle parking space for each 7,500 square feet of gross floor area, and a minimum of one visitor or short-term bicycle parking space for each 10,000 square feet

of gross floor area shall be provided. Support facilities including showers and lockers are also required for non-residential buildings over 10,000 square feet. For residential projects of five or more units, one bicycle parking space for each four units are required to be provided outside of the unit. Various bicycle parking design standards that apply to parking racks, parking layout, aisles, and signage are also included in the current Code. There is currently no requirement that bike parking be located at or near grade, which may mean that cyclists are expected to ride to lower parking levels or other inconvenient locations in order to store their bicycles.

**Proposed Bicycle Parking ZTA Requirements**

Revisions are proposed for Section 19.28.020 Applicability and Section 19.28.150 Bicycle Parking and Support Facilities. As described below, they include a change to the number of bicycle parking spaces required for residential and non-residential projects, when shower/locker facilities are required, improved requirements for security for shower/locker facilities, a new requirement for secure bicycle parking locations, a provision for electric bicycle charging, and the addition of a clause allowing the Planning and Development Services Director to allow modified bicycle parking plans. A discussion of the major revisions is presented below.

1. **Applicability.** Adherence to bicycle parking standards are required for all new buildings and expansion of existing non-residential structures by more than 10,000 square feet and 4 or more units for a residential project. No bicycle facilities will be required for a non-residential change of use as this could be burdensome to a new business owner that is not planning a major building expansion or renovation.
2. **Bicycle Parking.** Bicycle parking facilities will be required as follows:

Land Use	Short-Term/Visitor Bicycle Parking	Long-Term Employee or Resident Bicycle Parking
Non-Residential	One bicycle parking space for each 5,000 to 9,999 square feet and one space for each additional 10,000 square feet of gross floor area. A minimum of 2 spaces shall be provided per business.	One bicycle parking/storage space for each 7,500 square feet of gross floor area
Multi-Family Residential (Projects of 5 or more units)	One bicycle parking space for each 4 residential units	One bicycle parking/storage space for each 2 residential units
Mixed-Use Projects	Same as specified above	Same as specified above

3. **Bicycle Parking Design.** The proposed ZTA will allow long-term horizontal or vertical storage systems for bicycles within any building. Alternate bicycle storage plans could be approved by the Planning and Development Services Director.

4. Bicycle Parking Location. The ZTA will require bicycle parking to be on the ground floor or first level of a parking garage of a building in a secure location. Shower facilities are also required to be on the ground floor of a building or above for security purposes. These new provisions will avoid any major conflicts with vehicles in an underground garage and would improve security and ease of access for people with bicycles.
5. In-Lieu Payment for Short-Term Parking. For existing buildings where existing site constraints prohibit locating short-term bicycle parking on-site, the ZTA allows the applicant to satisfy the requirement by paying the City an established cost of an appropriately sized bicycle rack for providing the short-term parking within the public right-of-way.
6. Electric Bicycles. Due to the increased popularity of electrical bicycles, at least one electrical outlet will be required to be available in each long-term bicycle parking area for charging purposes.
7. Bicycle Plan Modification. The ZTA will allow a modified bicycle parking plan to be approved by the Planning and Development Services Director.
8. Shower and Locker Facilities. New buildings and buildings that undergo a major remodel will be required to provide shower and locker facilities. For all other projects such as minor additions the addition of showers and lockers may not be feasible. Shower and locker facilities will be required to be located in proximity to one another on the ground floor or above within a building. No shower or locker facilities would be allowed within a parking structure or garage. A shower and locker facility exemption was incorporated into the proposed ZTA to provide flexibility for provision of shower and locker facilities where arrangements with a health club or other similar facility located within 3 blocks of the building can provide similar facilities at no cost to the employees.

## **PUBLIC OUTREACH**

The staff team presented the proposed ordinance to the West Hollywood Chamber of Commerce Government Affairs Committee (GAC) meeting on October 9, 2018. The GAC was generally supportive of the proposed revisions to the revised ordinance. Committee member comments included:

- Concern about the cumulative impact of new requirements for residential and commercial projects such as carshare, EV chargers, bike parking, etc.
- Commented that the initially proposed requirement for one bicycle parking space for each residential unit is too high and could be cut by approximately half. This recommendation is reflected in this staff report.
- Support for the allowance of alternative, space-saving bike storage areas, such as vertical and stacked storage options. The allowance of vertical bike storage areas was added to the draft ZTA.

- Questioned how often existing shower/locker facilities are used and whether it is a necessary improvement. An option for the use of shower/locker facilities in a health club or other similar facility proximity to the proposed project is allowed as a substitute for the provision of shower/locker facilities.

## **PUBLIC NOTICE**

The City published a legal notice in the *Beverly Press* and *West Hollywood Independent* on November 1, 2018; and by a mailing to neighborhood watch groups and other neighborhood organizations.

## **PLANNING COMMISSION LONG-RANGE PLANNING SUBCOMMITTEE**

The Long-Range Planning Subcommittee discussed the proposed zone text amendment on September 20, 2018. The Commissioners were generally supportive of the amendment and provided comments regarding the potentially excessive amount of bicycle storage space required for residential buildings, bicycle storage space design/location and provision of locker/shower facilities. In response to Commissioner feedback, staff revised the proposed ordinance to require a reduced amount of residential bicycle parking spaces (4 bicycle spaces per unit was revised to 2 spaces per unit), ensure that bicycle storage space arrangements could be flexible, that bicycle storage areas could be located on the ground floor or first level of a parking garage or structure, and that locker facilities are located in proximity to shower facilities.

## **ENVIRONMENTAL REVIEW**

The proposed zone text amendment is Categorically Exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15061 of the CEQA Guidelines. Section 15061 states that CEQA applies only to projects that have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA. The implementation of enhanced bicycle parking requirements will create an environment for increased usage of bicycles in the City of West Hollywood that will benefit air quality through less dependence on automobiles and will not result in any negative physical changes to the environment.

## **EXHIBITS**

A. Draft Resolution No. PC 18-1292