

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.

The Planning Commission of the City of West Hollywood hereby finds, resolves, and orders as follows:

SECTION 1. The City of West Hollywood initiated amendments to the Zoning Ordinance Code to revise bicycle parking and support facilities provisions to include short and long term bicycle parking requirements , and bicycle parking design standards for new or remodeled buildings to support and enhance bicycle usage in the City of West Hollywood.

SECTION 2. A public hearing was duly noticed for the Planning Commission meeting of November 1, 2018, by publication in the Beverly Press newspaper, the West Hollywood Independent Newspaper, and the City website and by announcement on City Channel 6 by November 1, 2018.

SECTION 3. The proposed zone text amendment is 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.

SECTION 4. The proposed ZTA is consistent with the Primary Strategic Goals in the City of West Hollywood General Plan: (1) PSG-4 Develop Parking Opportunities. The proposed ZTA is also compliant with other General Plan goals, including M-5: Create an environmentally and financially sustainable transportation network that provides for the mobility and livability needs of West Hollywood residents and M-8: Manage parking supply to serve residents, businesses and visitors., businesses and visitors.

SECTION 5. Based on the foregoing, the Planning Commission of the City of West Hollywood hereby recommends approval to the City Council of Zoning Text Amendment ZTA18-0013, which is attached hereto as Attachment A.

PASSED, APPROVED AND ADOPTED by the Planning Commission of the City of West Hollywood at a regular meeting held this 15th day of November, 2018 by the following vote:

AYES: Commissioner: Buckner, Erickson, Hoopingarner, Vice-Chair
Carvalho, Chair Jones.

NOES: Commissioner: Altschul, Bass.

ABSENT: Commissioner: None.

ABSTAIN: Commissioner: None.



STACEY E. JONES, CHAIRPERSON

ATTEST:



BIANCA SIEGL, LONG RANGE PLANNING MANAGER

Decisions of the Planning Commission are subject to appeal in accordance with the procedures set forth in West Hollywood Municipal Code Chapter 19.76. Any action to challenge the final decision of the City of West Hollywood made as a result of the public hearing on this application must be filed within the time limits set forth in Code of Civil Procedure Section §1094.6.

ATTACHMENT A

Draft Zone Text Amendment

(New text indicated with underlining, deleted text with strikethrough.)

Chapter 19.28 Off-Street Parking and Loading Standards, Section 19.28.020
Applicability of the Zoning Ordinance of Title 19 of the West Hollywood Municipal
Code is amended as follows:

A. *Off-Street Parking, Bicycle Parking, and Loading Required.* Every use, including a change or expansion of a use or structure, shall have properly maintained off-street parking and loading areas in compliance with the provisions of this chapter. Adherence to bicycle parking and support facility standards are required for: (i) all new buildings; (ii) expansion of existing non-residential structures by more than 10,000 square feet; and (iii) expansion of existing residential structures by 4 or more units. No additional bicycle parking facilities or shower facilities are required for a change of use.

B. *Timing of Improvements.* A use shall not be commenced and structures shall not be occupied until improvements required by this chapter are completed to the satisfaction of the Planning and Development Services Director.

C. *Waivers to Specific Requirements.* The review authority may waive or reduce any of the parking design and landscaping requirements of this chapter upon finding that the waiver or modification is in the interest of the public health, safety, and welfare. The review authority may not reduce the number of parking, bicycle, or loading spaces required except through the variance, parking reduction or modification processes.

Chapter 19.28, Section 19.28.150 Bicycle Parking and Support Facilities of Zoning Ordinance of Title 19 of the West Hollywood Municipal Code is amended as follows:

Bicycle parking facilities, showers, and lockers shall be provided in the following manner:

A. *Number of Spaces Required.* ~~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. For residential projects of five or more units, one bicycle parking space for each four units shall be provided outside of the unit.~~

<u>Land Use</u>	<u>Short-Term/Visitor Bicycle Parking</u>	<u>Long-Term Employee or Resident Bicycle Parking</u>
<u>Non-Residential</u>	<u>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.</u>	<u>One bicycle parking/storage space for each 7,500 square feet of gross floor area</u>
<u>Multi-Family Residential (Projects of 5 or more units)</u>	<u>One bicycle parking space for each 4 residential units</u>	<u>One bicycle parking/storage space for each 2 residential units</u>
<u>Mixed-Use Projects</u>	<u>Residential portion (Projects of 5 units or more units): 1 bicycle parking space for each 4 residential units; Commercial Portion: 1 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.</u>	<u>Residential Portion (Projects of 5 units or more units): One bicycle parking/storage space for each 2 residential units; Commercial Portion: One bicycle parking/storage space for each 7,500 square feet of gross floor area</u>

B. Bicycle Parking Design and Devices. Bicycle parking areas shall be designed and provided in the following manner:

1. Parking Racks. Each bicycle parking space shall include a stationary parking device to adequately support the bicycle.
2. Parking Layout.
 - a. Aisles. Access to bicycle parking spaces shall be at least five feet in width.

- b. Storage Spaces-Design.
 - i. Horizontal Storage. Each horizontal bicycle space shall be designed to maintain a minimum of two feet in width and six feet in length and have a minimum of seven feet of overhead clearance.

- ii. Vertical Storage. Each vertical or wall-mounted bicycle space shall be designed to maintain a minimum of 3 feet 6 inches in length with 3 feet between spaces with a minimum of seven feet of overhead clearance.

- iii. Alternate bicycle storage plans may be approved by the Planning and Development Services Director.

- c. Bicycle Parking Location

~~i. Long-Term Bicycle Parking. Relationship to Non-residential Structure Entrances. Bicycle spaces shall be conveniently located and generally on the ground floor or first level of a parking structure/garage of a building in a secured location within proximity to the main entrance of the building a structure and shall not interfere with pedestrian access. Bicycle spaces shall not be located within required storage areas for the building.~~

~~ii. Short-Term/Visitor Bicycle Parking. Visitor bicycle parking spaces shall be located in well-lit and convenient areas on private property within 50 feet of the main entrance to the building.~~

~~iii. For existing buildings and changes of use where existing site constraints prohibit locating short-term bicycle parking on-site, the applicant shall 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.~~

~~d. Security. Long-term bicycle parking shall be secured as follows:~~

- ~~i. An enclosed locker for individual bicycles; or~~
- ~~ii. An enclosed locked bicycle storage area with bicycle racks within; or~~
- ~~iii. A rack or stand inside the ground floor of a building that is within view of an attendant or security guard.~~

~~ef. Relationship to Motor Vehicle Parking. Bicycle spaces shall be separated from motor vehicle parking spaces or aisles by a fence, wall, or curb, or by at least five feet of open area, marked to prohibit motor vehicle parking.~~

~~f. Surfacing. The surface of bicycle parking areas shall be subject to approval of the Planning and Development Services Director.~~

~~e. Residential Bicycle Parking. Bicycle spaces shall not be located within the front setback of a residential structure and wall mounted bicycle parking devices within required storage areas shall not constitute bicycle parking spaces for the purpose of fulfilling residential bicycle parking requirements.~~

~~3. Electric Bicycles. At least one electrical outlet shall be available in each long-term bicycle parking area for the use of electrical assisted bicycle charging.~~

~~3. Additional Facilities. The review authority may require additional bicycle parking facilities if it is determined that:~~

- ~~a. The anticipated occupants of the development are likely to generate a greater than usual demand for bicycle parking by employees;~~
- ~~b. Additional bicycle parking is necessary to mitigate significant traffic impacts; or~~
- ~~c. The location or design of the development allows for the provision of additional bicycle parking without imposing a hardship on the applicant.~~

~~C. Signs. Where short-term bicycle parking areas for non-residential land uses are not clearly visible to approaching cyclists, signs shall be provided to indicate the locations of the facilities.~~

~~D. Surfacing. The surface of bicycle parking areas shall be subject to the approval of the Director, and shall minimize dust.~~

~~DE. Interior Parking Spaces. Square footage dedicated to interior bicycle parking shall not be included in the gross floor area for calculating the parking requirement.~~

~~E. The Planning and Development Services Director may approve a modified bicycle parking plan that allows for changes to required location, layout, and~~

number of spaces if a finding is made that special circumstances preclude full compliance with the bicycle parking requirements.

F. Required Shower, Dressing, and Locker Facilities. New non-residential land uses and Major Remodels or additions of non-residential land uses projects of 10,000 square feet or larger shall provide shower, dressing, and locker facilities in compliance with the following standards:-

1. Shower, and Dressing, and Locker Areas. A minimum of one shower facility shall be provided in new applicable projects with a gross floor area between 10,000 and 24,999 square feet, two showers in projects between 25,000 square feet and 124,999 square feet, and four showers for any project over 125,000 square feet. Dressing areas and lockers shall be provided for shower facilities as specified below.

2. Shower, dressing, and locker areas shall be located in proximity to one another in a secured location on the ground floor of a building or above.

3. No shower or locker facilities shall be located within a parking structure or garage.

4. Lockers. Lockers for clothing and other personal effects shall be located in close proximity to showers and dressing areas to permit access to locker areas by all either genders. A minimum of four one clothes lockers per each shower shall be installed, provided for each employee bicycle parking space required.

5. General Shower and Locker Provisions.

a. The review authority shall review and approve the design of shower, dressing area, and clothes locker facilities with respect to safety, security, and convenience.

b. ~~The review authority may require additional showers, dressing areas, and lockers if it is determined that:~~

~~(1) The anticipated occupants of the development are likely to generate a greater than usual demand for showers or lockers by employees; or~~

~~(2) The location or design of the development allows for the provision of additional showers and lockers without imposing a hardship on the developer or the property owner.~~

~~c. Floor area dedicated to showers and clothes lockers shall not be included in the gross floor area for calculating the parking requirement.~~

~~d. Required showers shall not be removed during tenant improvements or through subsequent remodeling. They may be relocated with the approval of the Director.~~

6. Shower/Locker Exemption. An owner of an existing or proposed building subject to the requirements of this Section shall be exempt from Subsection F upon submitting proof to the Planning and Development Services Director that the owner has made arrangements with a health club or other facility, located within 3 blocks of the building, to provide showers and lockers at no cost to the employees who work in the owner's building.

7. Residential Project Exemption. Residential projects are exempt from providing shared shower and locker facilities.