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**Regarding: Equity/Affordability Impacts of Bicycle Parking Ordinance**

To the City of Los Angeles Planning Commissioners:

We, members of the Green L.A. Transportation Work Group, support reforming city parking code to ensure a more equitable, more livable and more sustainable Los Angeles. We generally support both reducing the city's excessive suburban car parking requirements and making bicycle parking ubiquitous.

We're pleased to see the city taking a more comprehensive approach to require supplying both short and long-term bicycle parking with new multi-family, commercial, institutional and industrial developments. We are impressed that the city has had the foresight to also include some level of swapping car parking for bicycle parking and we strongly support this policy for commercial and industrial uses.

We are, however, very concerned about this sort of parking swap for housing. Reducing residential parking requirements without a requirement to produce affordable housing undermines state and local housing policies and goals. These state policies include the State Density Bonus Law (SB 1818) that requires local jurisdictions to incentivize affordable housing by providing increased density and parking reductions in exchange for the inclusion of a minimum of 5% affordable units. The parking reduction is a critical part of this package. By effectively relaxing car parking requirements, the ordinance will undermine use of the density bonus in Los Angeles.

For buildings that contain residential units, we recommend that both the proposal to swap 20% of the required car parking spaces for bicycle parking and the additional proposed incentive to allow a 30% car-bike swap in areas located within 1,500 feet of transit facilities, including bus stops, be limited solely to developments that accept the City's affordable housing density bonus and offer affordable units. Furthermore, we recommend that an exception be added so that swapping out car spaces for bicycle parking spaces shall not be made available in connection with condominium conversions or any development that demolishes rent-stabilized apartments or apartments with affordability restrictions, unless each rent-stabilized unit or affordable unit is replaced on a one-for-one basis.

We therefore request that the proposed bike parking ordinance be amended to ensure bicycle parking without undermining mechanisms for creating and preserving affordable housing.

Sincerely,

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Ryan Lehman, Green L.A. Transportation Work Group

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