

CITY OF SANTA MONICA

BICYCLE PARKING

PURPOSE & GOALS

The City of Santa Monica encourages bicycle transportation as a means to reduce traffic congestion, vehicle miles travelled, greenhouse gas emissions, and promote community health and quality of life. Bicycle Parking standards facilitate mobility, access and active, healthy living by requiring:

- Adequate parking facilities for bicycles when they are not in use
- Amenities for bicycle commuters: showers, lockers, repair & maintenance facilities, information
- Bikeshare facilities, conveniently located and available to all
- Location and design to ensure safe convenient property access for people walking and biking

A. DEFINITIONS

1. **Bicycle Parking Space.** A volume of space that can accommodate locked storage of one bicycle. Typical design should consider average length of 6', width of 2' and vertical clearance of 7'. If bicycles can be locked to each side of the rack without conflict, each side shall be counted toward a bicycle parking space.
2. **Short-term bicycle parking.** Bicycle parking that is designed for parking needs of less than 3 hours, and consists of bicycle racks to which the bicycle frame and at least one wheel can be securely locked to the rack. Racks are securely anchored to the ground.
3. **Long-term bicycle parking.** Bicycle parking that is designed for parking needs over 3 hours, and enclosed on all sides to protect bicycles from weather. Acceptable examples include bike lockers, bicycle rooms, bike cages and attended bicycle facilities. Except in the case of lockers and attended bicycle facilities, all long-term parking provides a means of securing the bicycle frame and at least one wheel to a securely anchored rack, and includes some form of access control.
4. **Secure Bicycle Parking** – an area designated for bicycle parking that is located behind a locked gate or door.
5. **Bike Share.** A service in which bicycles are made available for shared use to individuals who do not own them.
6. **Bike Center.** An area that contains secure bicycle parking and commuter amenities that may include lockers, showers, retail and repair services, information and be staffed or allow only key-card access.
7. **Bike Room.** A Secure Bicycle Parking area equipped with proper lighting, access controls and cameras for monitoring the space.
8. **Bicycle Parking Area.** Includes any and all of the following: Bicycle Parking Spaces, Short-term Bicycle Parking, Long-Term Bicycle Parking, Secure Bicycle Parking, Bike Centers and Bike Rooms

B. REQUIREMENTS

All new buildings or structures, substantial remodels, change of use and tenant improvements shall provide bicycle facilities per the following table.

9. Commercial Buildings. All commercial buildings, hospitals and institutions, hotels, office buildings and industrial buildings shall provide short-term and long-term bicycle parking per the table. If a use is not listed the Planning and Community Development Director or designee may determine if bike parking must be provided.
10. Residential. 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. In these cases any combination that results in more than 3 combined dwelling units and guest rooms will require bicycle parking per the table below.
11. Mixed-Use Buildings. In instances where a building contains components of more than one of the aforementioned categories, the requirements will be based on the sum of the individual uses as described above.
12. Fractions. In cases where the number of bicycle parking spaces calculated results in a fraction, values equal to or greater than one half shall be rounded up.
13. Any change of use. In cases where the Planning and Community Development Department Director or designee determines there is a change of use to an existing building the development must comply with bicycle parking per the table below.
14. Short-term secure bike parking must be provided for any special event
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15. Bicycle parking per the table shall be provided on site unless otherwise determined by an adopted Area Plan.

Bicycle Facilities Table.

2011 BIKE PLAN		SHORT TERM	LONG TERM	Showers	Personal Lockers	Bike Share
Use						
	Restaurant	1 per 3000	1 per 2000	1 unisex per 40,000 sqf and 1 additional for each 20,000	50% of total longer term spaces provided	
	Retail - Gen Food and Grocery	1 per 4000	1 per 3000	1 unisex per 40,000 sqf and 1 additional for each 20,000	50% of total longer term spaces provided	1 station
	Retail	1 per 1000	1 per 10,000	1 unisex per 40,000 sqf and 1 additional for each 20,000	50% of total longer term spaces provided	
	Office	1 per 8000	1 per 5000	1 unisex per 40,000 sqf and 1 additional for each 20,000	50% of total longer term spaces provided	1 station
	Hotel	8	per room 0.2	1 unisex per 40,000 sqf and 1	50% of total longer term	1 station

2011 BIKE PLAN		SHORT TERM	LONG TERM	Showers	Personal Lockers	Bike Share
				additional for each 20,000	spaces provided	
	Multi-family without private individual garages	0.1 per bedroom	1 per bedroom			

BICYCLE PARKING DESIGN

1. All bicycle parking spaces shall be conveniently located and designed for easy access.
2. Except in the case of individual locking bicycle lockers and attended bicycle parking, all bicycle parking spaces shall accommodate a small u shaped lock and designed so that this lock can secure the bicycle frame and at least one wheel to a securely anchored rack.
3. Bicycle parking areas shall have be sufficiently well lit to ensure high visibility of the rack and any locker or showers area for safety and easy access.
4. Bicycle parking areas must contain signage that clearly shows how the bicycle should be locked for optimum security and a number where to contact the owner with questions or report theft. These signs shall be exempt from public sign totals.
5. Every bicycle parking facility shall identify a clear path of travel from the street to every bicycle parking space. Stairs are discouraged along the path of travel to any bicycle parking space. Should stairs be necessary, they shall be designed to incorporate a ramp or channel so that bikes can be taken up or down the stairs without being carried.
6. Bicycle parking spaces shall be separated from automobile parking spaces by a wall, fence, curb, protective bollards or by at least five feet of open space. When bicycle parking is immediately adjacent to accessible automobile parking, aisles or loading areas provided may count towards the open space requirement for bicycle parking so long as they are immediately adjacent to the bicycle parking.
7. Each bicycle parking area provided must have at least one electric outlet for charging electric bicycles.
8. All short-term bicycle parking shall be located so as to be no further than 25' of travel distance from the main entrance of the building and provide directional signage at the main entrance if bike parking is not visible.
9. If outdoor dining is permissible short term bicycle parking may be provided within the same parameters.
10. Showers and personal lockers with adequate room for changing shall be provided for all new commercial buildings and any tenant improvements determined by the Planning and Community Development Department to be a substantial remodel based on the table of Bicycle Facilities.
 - a. Showers and lockers must be adjacent to or incorporated into the building these facility serve.
 - b. Personal lockers must be provided for at least 50%of the total number of bicycle parking spaces provided.
 - c. One shower or one shower per 25 bicycle parking spaces, whichever is greater, for every project of 20,000 sq ft or more.

11. Every long-term bicycle parking area must include directional signage visible from the street and provide access to the parking spaces 24 hours a day and provide a convenient path of travel that does not require the exclusive use of any subterranean vehicular ramp. Parking should be located on the ground floor, but in certain circumstances may be located on the 1st floor of the subterranean parking level, if approved by the Director of Planning and Community Development or designee.
 - a. Bicycle lockers shall be designed to accommodate bicycles with a length of 6' and a minimum width of 2' .
 - b. Bicycle lockers shall provide doors that open to a 90-degree angle and be clearly labeled with instructions for use.
 - c. Bicycle lockers may be stacked only when designed with an assist mechanism that will allow for easy access into the locker without lifting a bicycle. Additional space requirements may be necessary to accommodate this design.
 - d. One of every 10 Bicycle parking spaces must to accommodate a large cargo bicycle to the satisfaction of the Director of Planning and Community Development or designee.
 - e. Additional design requirements will be established and mat be revised by the Planning and Community Development Department Director or designee.

D. IN LIEU FEES

If the Planning and Community Development Director determines during City's plan review process that there is no room available on site in lieu fees may be paid toward future bicycle parking improvements (Bike Center, in-street corrals). Fees will be determined per bike parking space required and adopted annually with the City's fee process.

E. REDUCTION IN AUTO PARKING

Automobile parking spaces under established requirements in the Municipal Code except for buildings approved prior to 2013 may be replaced at a ratio of one automobile parking space for every 8 short or 5 long-term bicycle parking spaces for each automobile parking space. A combination of the two may be discretionarily reviewed and approved by the Planning and Community Development Director or designee. No more than 10% of the required automobile parking spaces may be replaced in this manner. For buildings with less than 10 automobile parking spaces one automobile parking space may be replaced.

F. BICYCLE FACILITIES AND INFORMATION ALLOWED

Bicycle parking, bikeshare stations and signs to direct people to them serve to guide people using the street and discourage vehicle congestion. They may be permitted on street or public property on the same basis as outdoor dining or wherever the Director of Community Development or designee finds that they will benefit circulation and access in any district.