

ORDINANCE NO. 2017-02

AN ORDINANCE OF THE CITY OF SANTA CRUZ AMENDING CHAPTERS 24.12 OF
THE CITY OF SANTA CRUZ MUNICIPAL CODE AND THE LOCAL COASTAL
PROGRAM RELATING TO OFF-STREET PARKING REQUIREMENTS TO
ADD REQUIREMENTS FOR ELECTRICAL VEHICLE CHARGING EQUIPMENT AND
CLARIFY BICYCLE PARKING REQUIREMENTS

BE IT ORDAINED by the City of Santa Cruz as follows:

Section 1. Section 24.12.200 of the Santa Cruz Municipal Code is hereby amended as follows:

24.12.200 PURPOSE.

The purpose of the regulations contained herein is to reduce street congestion and traffic hazards and to add to the safety and convenience of citizens, by providing adequate, attractively designed, and functional facilities for off-street parking and loading as an integral part of every use of land in the city. A further purpose is to promote sustainable and alternative transportation practices and transportation/parking management. This section of the Zoning Ordinance is also part of the Local Coastal Implementation Plan.

(Ord. 2013-10 § 1 (part), 2013: Ord. 2002-25 § 2 (part), 2002: Ord. 94-33 § 59, 1994: Ord. 85-46 § 1 (part), 1985).

Section 2. Section 24.12.241 of the Santa Cruz Municipal Code is hereby added to read as follows:

24.12.241 ELECTRIC VEHICLE CHARGING STATION REQUIREMENTS.

1. Definitions.

a. Electric Vehicle: a vehicle that operates, either partially or exclusively, on electrical energy from the electrical grid, or an off grid source, that is stored on board for motive purposes.

b. Electric Vehicle Supply equipment (EVSE) Installed: EVSE Installed shall mean an installed Level 2 EVSE, as defined by the California Green Building Standards Code (CAL Green) of California Building Standards regulations, et. seq.

2. Required spaces are Rounded. When determination of the number of required electric vehicle parking stalls by this title results in a requirement of a fractional space, any fraction of less than one-half (1/2) may be disregarded, while a fraction of one-half (1/2) or more, shall be counted as one parking space.

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3. Electric Vehicle Charging Stations.

a. Electric Vehicle (EV) Charging for Multi-Family Residential Structures. New multifamily dwellings on a single site with 5 or more units shall provide 12% of total parking, but no fewer than one, as Electric Vehicle parking space with EVSE Installed. Multifamily projects requiring an EV van accessible parking space shall receive a credit of one parking space.

b. Electric Vehicle (EV) Charging for Non-Residential Structures. New non-residential structures shall provide parking spaces with EVSE installed in accordance with the following table:

Total Number of Actual Parking Spaces	Total Number of Actual or Required EVSE Spaces, whichever is greater
0-9	0
10-25	1
26-50	2
51-75	4
76-100	5
101-150	7
151-200	10
201 and over	6 percent of total

Section 3. Section 24.12.250 of the Santa Cruz Municipal Code is hereby amended as follows:

24.12.250 BIKE PARKING REQUIREMENTS.

1. Bicycle parking facilities shall be provided for any new building, addition or enlargement of an existing building, or for any change in the occupancy, except when the project property is located within the Parking District Number 1.

2. Bike Spaces and Type Required. Bicycle parking facilities quantity and type shall be provided in accordance with the following schedule, with fractional quantity requirements for bike parking over .5 to be rounded up. Each bicycle parking space shall be no less than six feet long by two feet wide and shall have a bicycle rack system in compliance with the bike rack classifications listed in subsection 3. Fractional amounts of the type of parking facilities may be shifted as desired.:

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		Number of Bicycle Parking Spaces Required	Classification
a.	Commercial, industrial, office, retail, service Number of auto parking spaces	2 + 15% of auto parking requirement	20% Class 1 80% Class 2
b.	Multifamily residential (3 or more units)	1 space per unit	100% Class 1 Garages or secure accessible indoor areas count One space per four units Class II
c.	Public, or commercial recreation (See Land Use Code 7XX)	35% of auto parking	10% Class 1 90% Class 2
d.	Schools	1 space per 3 students	100% Class 2 secured, covered
e.	Park-and-ride lots and transit centers	35% of auto parking	80% Class 1 20% Class 2
f.	Lodging	1 space per 5 units	10% Class 1 90% Class 2

3. Classification of Facilities.

a. “Class 1 bicycle facility” means a locker, individually locked enclosure or supervised area within a building providing protection for each bicycle therein from theft, vandalism and weather.

b. “Class 2 bicycle facility” means a stand or other device constructed so as to enable the user to secure by locking the frame and one wheel of each bicycle parked therein. Racks must be easily usable with both U-locks and cable locks. Racks should support the bikes in a stable upright position so that a bike, if bumped, will not fall or roll down. Racks that support a bike primarily by a wheel, such as standard “wire racks” are damaging to wheels and thus are not acceptable. (See Bikes are Good Business design guidelines.)

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4. Location and Design of Facilities.

- a. Bicycle parking should be located in close proximity to the building's entrance and clustered in lots not to exceed sixteen spaces each.
- b. Bicycle parking facilities shall support bicycles in a stable position without damage to wheels, frame or other components.
- c. Bicycle parking facilities should be located in highly visible, well-lighted areas to minimize theft and vandalism.
- d. Bicycle parking facilities shall be securely anchored to the lot surface so they cannot be easily removed and shall be of sufficient strength to resist vandalism and theft.
- e. Bicycle parking facilities shall not impede pedestrian or vehicular circulation, and should be harmonious with their environment both in color and design. Parking facilities should be incorporated whenever possible into building design or street furniture.
- f. Racks must not be placed close enough to a wall or other obstruction so as to make use difficult. There must be sufficient space (at least twenty-four inches) besides each parked bike that allows access. This access may be shared by adjacent bicycles. An aisle or other space shall be provided to bicycles to enter and leave the facility. This aisle shall have a width of at least six feet to the front or rear of a bike parked in the facility.
- g. Paving is not required, but the outside ground surface shall be finished or planted in a way that avoids mud and dust.
- h. Bike parking facilities within auto parking areas shall be separated by a physical barrier to protect bicycles from damage by cars, such as curbs, wheel stops, poles or other similar features.

5. Variation to Requirements.

- a. **Substitution of Car Parking with Bike Parking.** New and preexisting developments may convert up to 10% of their auto spaces to unrequired additional bike parking, as long as the spaces are conveniently located near the entrance. Converted parking spaces must yield at least six bike parking spaces per auto space.
- b. Where the provision of bike parking is physically not feasible the requirements may be waived or reduced to a feasible level by the zoning administrator in accordance with city bike parking standards for existing buildings.

(Ord. 95-20 § 1, 1995; Ord. 94-15 § 1, 1994).

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PASSED FOR PUBLICATION this 14th day of February, 2017, by the following vote:

AYES: Councilmembers Krohn, Mathews, Watkins, Brown, Noroyan; Vice Mayor Terrazas.

NOES: None.

ABSENT: Mayor Chase.

DISQUALIFIED: None.

APPROVED: ss/David Terrazas, Vice Mayor

ATTEST: ss/Bren Lehr, City Clerk Administrator

PASSED FOR FINAL ADOPTION this 28th day of February, 2017, by the following vote:

AYES:

NOES:

ABSENT:

DISQUALIFIED:

APPROVED: _____
Mayor

ATTEST: _____
City Clerk Administrator

This is to certify that the above and foregoing document is the original of Ordinance No. 2016-08 and that it has been published or posted in accordance with the Charter of the City of Santa Cruz.

City Clerk Administrator