

Appendix F

PROPOSED CHANGES TO ZONING CODE

Santa Rosa City Code – Title 20, Zoning Code

20.36.090 – Bicycle Parking Requirements and Design Standards

Bicycle parking shall be provided for all multi-family and non-residential uses in compliance with this Section.

Definitions:

Class I (long-term) bicycle parking: Intended for bicyclists who need to park a bicycle and its components and accessories for more than two hours. Such parking is typically for employees, students, residents and commuters. Class I parking provides a high level of security, such as bicycle lockers and restricted access bicycle enclosures.

Class II (short-term) bicycle parking: Intended for shoppers, customers, and visitors who require bicycle parking for up to two hours. Class II parking are primarily bicycle racks.

A. Number of bicycle spaces required.

1. **Parking requirements by land use.** Development projects shall provide at minimum, the number of bicycle parking spaces as shown in Table F.1, as applicable to the land use(s). Projects within city limits not subject to city permitting are recommended to provide the number of bicycle parking spaces as shown in Table F.2.
2. In all cases, a calculation of the required number of spaces that results in a fraction shall be rounded up to the next whole number.
3. Where Table F.1 and Table F.2 establishes a parking requirement based on the floor area of a use in a specified number of square feet (e.g. 1 space per 1,000 square feet), the floor area shall be construed to mean gross floor area.
4. Expansion of structure, change in use. When existing, conforming or non-conforming structures, other than single family dwellings, are enlarged or increased in capacity by more than 10 percent, or when a change or expansion in use requires more parking than is presently provided, parking spaces shall be provided in accordance with Table F-1.
5. Uses not listed. A land use not specifically listed in Table F-1 shall provide parking as determined by the Director. The Director shall use the requirements of Table F-1 for similar uses as a guide in determining the minimum number of bicycle parking spaces to be provided.
6. Bench or bleacher seating. Where fixed seating is provided (e.g., benches or bleachers), a seat shall be construed to be 18 inches of bench space for the purpose of calculating the number of required bicycle parking spaces.

B. Bicycle Parking Devices.

PARKING. Note: UNIVERSAL minimum of 2 long-term and 2 short term parking spaces.

Table F. 1 - Required Minimum Bicycle Parking Supply

LAND USE	CLASS 1/LONG-TERM: 1 SPACE . . .	CLASS 2/SHORT TERM: 1 SPACE . . .	NOTES
<i>Agricultural</i>			
Wine tasting room (without food service)	per 15,000 sf	per 10,000 sf of net bldg area	
<i>Industry, Manufacturing And Processing, Wholesaling</i>			
Industrial, manufacturing, warehouse, distribution, storage	per 20,000 sf	per 40,000 sf	
Research & Development	per 10,000 sf	per 20,000 sf	
<i>Recreation, Education, And Public Assembly</i>			
Health clubs/swimming pools, commercial recreation, playing fields for organized sports, community centers	per 15,000 sf	per 5,000 sf	25% of the Class 2 spaces should be large enough for bikes with attached trailers
Libraries	per 10,000 sf	per 5,000 sf	25% of the Class 2 spaces should be large enough for bikes with attached trailers
Museums	per 15,000 sf	per 10,000 sf	
Convention halls, meeting facilities (public or private)	per 15,000 sf	2% of maximum attendance capacity	10% of the Class 2 spaces should be large enough for bikes with attached trailers
Religious institutions/places of worship (churches, temples, etc)	per 12,000 sf	2% of maximum attendance capacity	5% of the Class 2 spaces should be large enough for bikes with attached trailers
Parks/playgrounds	N.A.	5% of expected users during peak periods	50% of the Class 2 spaces should be large enough for bikes with attached trailers
Nursery, Kindergarten, elementary schools	per 10 employees	per 20 students	comb racks within secured cages/enclosures are acceptable for Class 1 parking in schools
Middle, junior and high schools	per 10 employees + per 15 students	per 10 students	comb racks within secured cages/enclosures are acceptable for Class 1 parking in schools
College/university facilities/bldgs, Trade/vocational schools	per 10,000 sf, or per 10 employees + per 20 students, whichever is greater	per 20 students	Parking for college student housing and college recreational/sports facilities should be based on those respective categories.
Sports and entertainment assembly facility (e.g., theatres, stadiums)	per 50 seats	per 25 seats	10% of the Class 2 spaces should be large enough for bikes with attached trailers

Table F. 1 - Required Minimum Bicycle Parking Supply (continued)

LAND USE	CLASS 1/LONG-TERM: 1 SPACE...	CLASS 2/SHORT TERM: 1 SPACE...	NOTES
Residential Uses			
Multi dwelling with private garage (or private storage space big enough for bike storage) per unit	n/a	per 15 units	
Multi dwelling w/o private garage per unit, Mobile Home Parks	per 3 units	per 15 units	
Group quarters (including boarding/rooming houses, dormitories, organizational houses), multi-family affordable housing, live/work and work/live units	per 1 unit	per 15 units	
Senior housing	per 15 units	per 15 units	Parking users should not be require to do any heavy lifting or pushing (doors or bikes)
Retail Trade			
All retail/trade, except those listed below	per 12,000 sf	per 10,000 sf	10% of the Class 2 spaces should be large enough for bikes with attached trailers
Auto-oriented sevicees and retail	per 20,000 sf	per 20,000 sf	
Restaurants, table service	per 10,000 sf	per 5,000 sf	
Counter-ordering restaurants, cafes, bars	per 10,000 sf	per 2,500 sf	
Shopping centers	per 12,000 sf	per 5,000 sf	10% of the Class 2 spaces should be large enough for bikes with attached trailers
Services - Professional			
Office bldgs	per 10,000 sf	per 20,000 sf	
Professional/Financial services.	per 10,000 sf	per 10,000 sf	
Services - General			
Day care for 15 or more children, adult day care	per 10 employees	minimum 2 spaces	10% of the Class 2 spaces should be large enough for bikes with attached trailers
Hotels/motels/B&Bs	per 15 rooms	See Table F.2 for recommendations	
Personal services (i.e. barber, spa, nails)	per 10,000 sf	per 10,000 sf	
Hospitals, clinic/lab, urgent care, doctor office, health care facility, veterinary services	per 10,000 sf	per 20,000 sf	

Table F.2- Recommended Bicycle Parking Supply

LAND USE	CLASS 1/LONG TERM: 1 SPACE...	CLASS 2/SHORT TERM: 1 SPACE...	NOTES
City-owned public buildings.	per 10,000 sf	per 20,000 sf	
Park and Ride facilities (mostly serving commuters)	per 20 auto spaces	per 40 auto spaces	
Off-street parking garages and lots	per 20 auto spaces	per 10 auto spaces	College parking lots/garages may be exempt, if bike parking is provided closer to buildings (lecture halls, labs, etc)
Transit centers (bus/rail)	5% of projected A.M.peak period daily ridership.	1.5% of projected A.M.peak period daily ridership.	Bus stops for local service with less than 100 daily boardings may be exempt
Hotels/motels/B&Bs	See Table F.1 for requirements	per 25 rooms	
Post Offices	per 10,000 sf	per 5,000 sf	
Public Agencies/Services (County, Special Districts, State, Federal, etc)	per 10,000 sf	per 20,000 sf	The City has no jurisdiction over County, State, Federal or Special entities, so these would be recommendations for those institutions.
Wineries (w/o tasting room), farms, other agricultural production	per 20,000 sf	per 40,000 sf	

1. **Class I (long-term):** Class I bicycle parking comes in two forms. Both forms protect the entire bicycle and its components from theft, vandalism, and inclement weather.
 - a) **Bicycle lockers:** A bicycle locker is a fully enclosed space for one bicycle, accessible only to the owner of the bicycle. A bicycle locker must be equipped with an internally mounted key-actuated or electronic locking mechanism, and not lockable with a user-provided lock. Groups of internal-lock bicycle lockers may share a common electronic access mechanism provided that each locker is accessible only to its assigned user. Bicycle lockers shall be constructed of molded plastic/fiberglass, solid metal or perforated metal.
 - b) **Restricted-access bicycle enclosure:** A restricted-access bicycle enclosure is a covered or indoor locked area containing within it one bicycle rack space for each bicycle to be accommodated, and accessible only to the owners of the bicycles parked within it. The doors of such enclosures must be fitted with key or electronic locking mechanisms that admit only users and managers of the facility. The enclosure doors must close and lock automatically if released.

2. Class II (short-term)-Bicycle racks:

Bicycle racks must meet the following criteria

- a. Supports the bicycle upright by its frame in two places
- b. Prevents the wheel of the bicycle from tipping over
- c. Enables the bicycle frame and at least one wheel to be secured to the rack with a U-lock. (See Figure 1)
- d. Rack is constructed of materials that resist cutting by manual tools such as bolt cutters, hand saws, abrasive cutting cables and pipe cutters.
- e. Rack is securely anchored to the ground.
- f. Rack tubing shall be made of steel or stainless steel. Square tubing shall be 2-inch square with minimum wall thickness of 0.188". Round tubing shall be 2-inch schedule 40 pipe with minimum wall thickness of 0.154".

C. Bicycle Parking Layout

1. General Guidelines

- a) The footprint dimensions of a typical bicycle (that are the basis for these bicycle parking standards) are 72" length, 24" width, and 48" height. The footprint dimensions of a typical bicycle with a trailer are 120" length, 36" width, and 48" height. (See Figure 3)
- b) Bicycle parking facilities shall be separated from vehicle parking and vehicle circulation areas by a physical barrier or by a minimum clearance of 60" to protect parked bicycles from damage by vehicles, including front and rear overhangs of parked or moving vehicles. The clearance area shall be marked to prohibit automobile parking.

**Appendix X
RESOLUTION NO. 27835**

RESOLUTION NO. 27835

RESOLUTION OF THE COUNCIL OF THE CITY OF SANTA ROSA ADOPTING THE 2010 BICYCLE AND PEDESTRIAN MASTER PLAN

WHEREAS, pursuant to State law and regional regulations, the City of Santa Rosa is required to update its Bicycle and Pedestrian Master Plan every five years as a condition to receive State Article III, Transportation Development Act funds and other regional and federal funding; and

WHEREAS, the City of Santa Rosa's 2010 Bicycle and Pedestrian Master Plan update is consistent with the requirements of the Streets and Highways Code Section 89.2; and

WHEREAS, on October 14, 2010, the Planning Commission held a public hearing in consideration of the 2010 Bicycle and Pedestrian Master Plan project, and its associated general plan and driveway specific plan amendments, at which time all persons were invited to speak or submit written comments; and

WHEREAS, the Planning Commission has recommended that the Council adopt the 2010 Bicycle and Pedestrian Master Plan, subject to specific recommendations that have been presented in the staff report to the Council; and

WHEREAS, the Council on February 1, 2011 held a public hearing in consideration of the Initial Study/Mitigated Negative Declaration on the possible environmental consequences of the proposed Bicycle and Pedestrian Master Plan project, and adopted the Mitigated Negative Declaration and associated Mitigation Monitoring Plan and found on the foregoing the Council has determined that the 2010 Bicycle and Pedestrian Master Plan will not have a significant effect upon the environment and is in compliance with CEQA; and

WHEREAS, on February 1, 2011 the Council conducted a public hearing in consideration of the 2010 Bicycle and Pedestrian Master Plan update and associated 2015 General Plan and specific plan amendments; and

WHEREAS, adoption of the 2010 Bicycle and Pedestrian Master Plan update by the Council will further General Plan transportation goals and objectives that support pedestrian and bicycle transportation and foster pedestrian and bicycle friendly environments; and

WHEREAS, changes to the 2010 Bicycle and Pedestrian Master Plan update ("2010 BMAP update") are necessary to ensure consistency between the Division Station Area Specific Plan and the 2010 Bicycle and Pedestrian Master Plan, as follows:

(1) Revises:
 • the proposed Class II--Bike Route on Seventh Street at Beaver to connect with E Street via Cherry Street (Route 39, 7*)

Res. No. 27835
Page 1 of 5

Figure 1

See Figure 2 for Examples of racks for Class II –short term parking.



**Figure 2:
RECOMMENDED RACKS**

- c) Where bicycle parking areas are not clearly visible to approaching bicyclists, directional signs (in compliance with Section 20-38,040 subsection E) shall be posted at the building entrance to direct cyclists to the bicycle parking facilities.
- d) Lighting of bicycle parking facilities shall be provided in compliance with Section 20-30.080 (Outdoor Lighting)¹

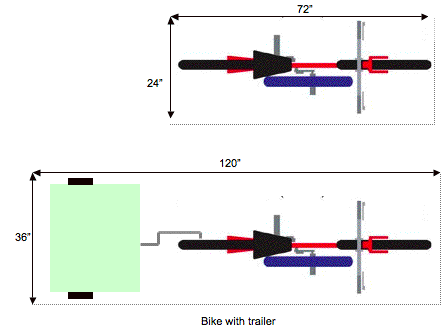
2. Bicycle Lockers (Class I/long term parking)

- a) Bicycle lockers shall be located on the shortest route of travel to the building entrance, and shall be at least as convenient and close to building entrances as the nearest non-disabled automobile parking space.

1 However the text of Section 20-30.080 say “Outdoor lighting on private property” It should applicable to public property as well.

- b) An aisle into which the door of a bicycle locker opens shall be at least 72” wide. Bicycle locker doors shall open to at least 90 degrees from the front of the locker. The minimum aisle width between bicycle locker walls and other walls, fences, or curbs is 60”, unless the bicycle locker is directly next to the wall, fence, or curb. (See Figure 4)

Figure 3: Single bike footprint at bike racks



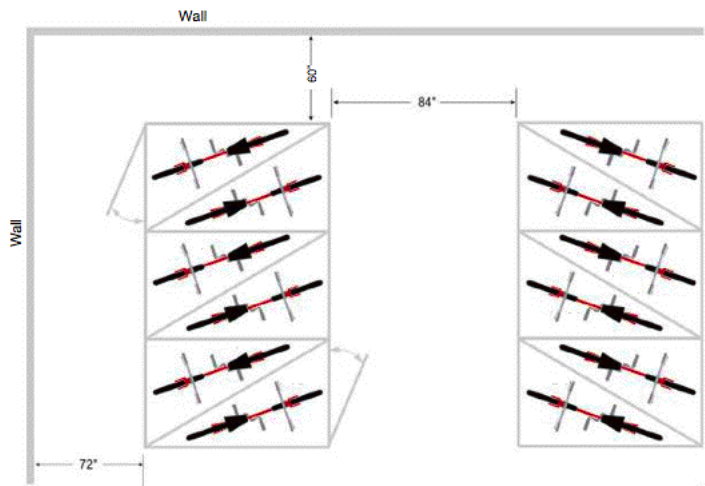
- c) Bicycle lockers shall be identified by a sign at least 12”x12” in size that lists the name or title, and the phone number or electronic contact information, of the person in charge of the facility.

3. Bicycle racks (Class II /short-term)

- a. Bicycle racks shall be located within 50 feet of a main visitor entrance(s). Where there is more than one building on a site or where a building has more than one main entrance, the short-term bicycle parking must be distributed to serve all buildings’ main entrances.
- b. The minimum footprint of two bicycles properly parked on either side of an inverted U bicycle rack (front-rear and rear-front) is 72” length by 36” width. Where bikes with trailers are expected to be parked, the footprint shall be enlarged to to 120” length by 54” width. (See Figure 5)

- c. A minimum 60” wide aisle shall be provided to allow bicycles to maneuver in and out of the bike parking areas and between rows of bicycle parking facilities. Aisle width shall be measured between the footprints that bicycles will occupy when parked properly on bicycle racks. (See Figure 6)

Figure 4: Sample Bike Locker Layout (courtesy APBP)



- d. A minimum of 60” clearance shall be provided between walls, fences or other obstructions and the center-axis of the bicycle rack closest to the wall. (See also Figure 6)

- e. Bicycle racks intended to accommodate bicycles with trailers should have a minimum aisle clearance of 156” (See Figure 6).

- f. Bicycle racks may be positioned diagonally to save space. The minimum widths for aisles and other clearances may be adjusted based on the skew angle A. The distance in inches between the centers of two parallel skewed racks is $36 \sin A$. The distance in inches between the centers of two rows of skewed racks is $132 \cos A$. The distance in inches between the centers of two rows of skewed racks used by bicycles with trailers is $228 \cos A$. (See Figure 7 and Table F-3)

D. Required shower facilities.

All new buildings and additions to existing buildings that result in a total floor area as shown in the following table shall be required to provide employee showers and dressing rooms for each gender as shown in Table F-4

Table F-4

<i>Type of Land Use</i>	<i>Number of Showers for Employees required for Specified Building Floor Area</i>	
	1 Shower for Each Gender	1 Additional Shower for Each Gender
Office Uses (business, professional)	50,000 to 149,999 sf	Each 100,000 sf over 150,000
Retail Trade, Service Uses	50,000 to 299,9999 sf	Each 200,000 sf over 300,000
Manufacturing and Industrial	50,000 to 299,999 sf	Each 200,000 sf over 300,000

Figure 5: Footprint for fully-occupied racks

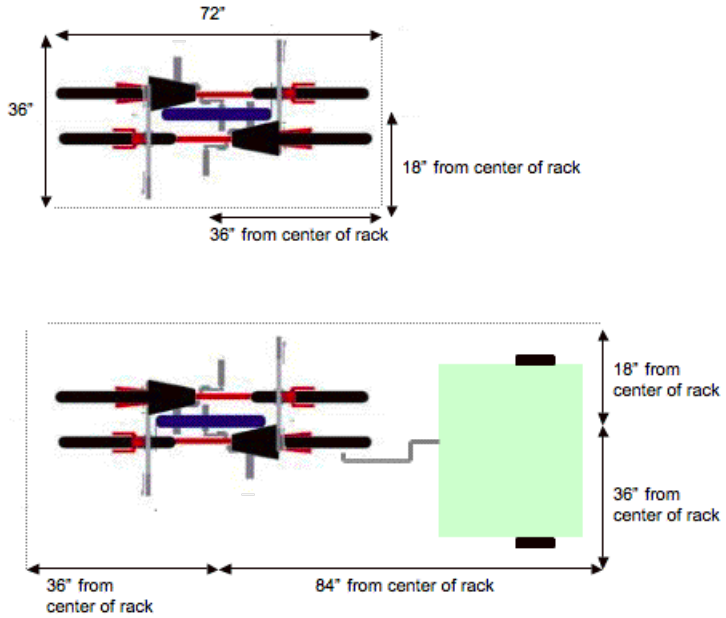


Figure 6: Bike rack parking lot layout

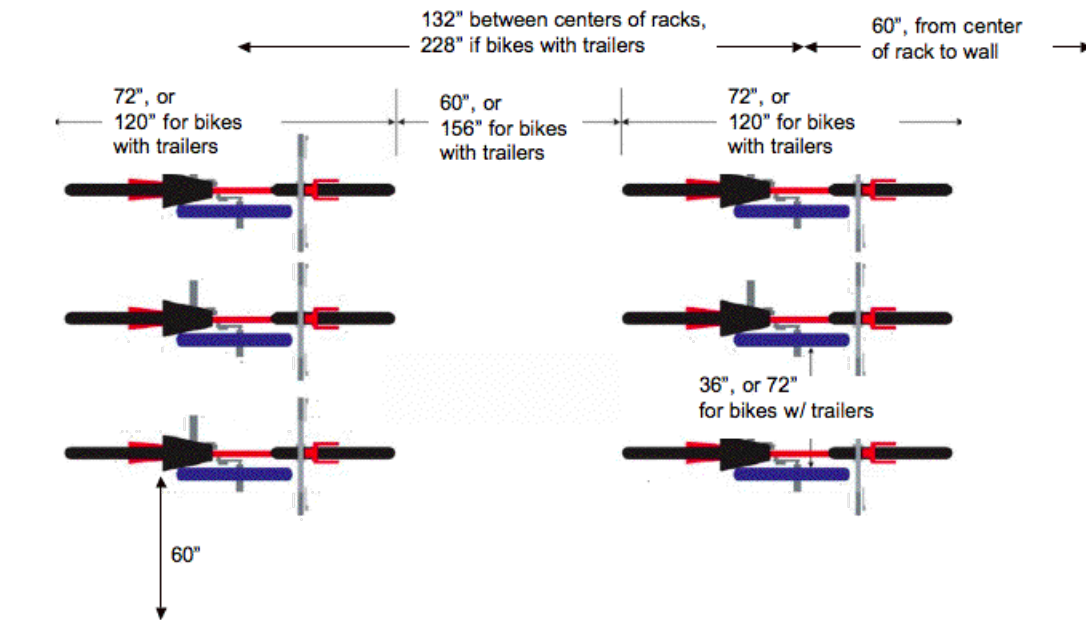


Table F-3 Measurements for Figure 7: skewed bike racks (inches, minimum distance)

	<i>Aisle between two rows of racks</i>	<i>Aisle between two rows of racks, for bikes with trailers</i>	<i>Between wall and nearest rack</i>	<i>Two side by side racks</i>
Degrees (A)	132 Cos A	228 Cos A	48 sin A	36 sin A
Parallel to wall - 0	132	228	0	0
10	130	225	9	7
20	125	215	17	13
30	115	198	24	18
40	102	175	31	24
50	85	147	37	28
60	67	115	42	32
70	46	79	46	34
80	24	40	48	36
Perpendicular to wall - 90	1	1	48	36

Figure 7: Bike racks installed at skew angle A

