

REQUEST FOR Planning Commission Action



PLANNING COMMISSION MEETING DATE:

MAY 11, 2009

TITLE:

**PUBLIC HEARING - ZONING ORDINANCE
AMENDMENT NO. 2009-03 TO REQUIRE BICYCLE
PARKING FOR NEW DEVELOPMENT PROJECTS AND
TO AMEND CITYWIDE DESIGN GUIDELINES**

PLANNING COMMISSION SECRETARY

APPROVED

- As Recommended
- As Amended
- Set Public Hearing For _____

DENIED

- Applicant's Request
- Staff Recommendation

CONTINUED TO _____

Prepared by Melanie G. McCann

Executive Director

Planning Manager

RECOMMENDED ACTION

Recommend that the City Council:

1. Adopt an ordinance approving Zoning Ordinance Amendment No. 2009-03.
2. Receive and file amendments to the Citywide Design Guidelines.

DISCUSSION

Request of Applicant

The City of Santa Ana is initiating a request to amend Chapter 41 of the Santa Ana Municipal Code and create design and development guidelines to provide bicycle parking in new development and major rehabilitation projects.

The scope of the proposed amendment to the Zoning Code is to: 1) create a definition for a "bicycle parking space" and 2) identify the number of bicycle parking spaces to be required for residential and non-residential development in Santa Ana. In addition, it is proposed that an additional chapter be added to the Citywide Design Guidelines to address the aesthetic nature and location of bicycle support facilities, such as bicycle parking spaces.

DISCUSSION

The City of Santa Ana General Plan, including the Circulation Element and Growth Management Element, contain goals and policies that establish a vision for long term sustainability and multiple modes of transportation

to serve the Santa Ana community. The proposed bicycle parking space requirements and design guidelines will help facilitate the use of alternative modes of transportation that are not motorized, thereby helping to improve air quality, reduce greenhouse gases and improve health and fitness for the Santa Ana community.

Presently, the Zoning Code does not include any requirements for bicycle parking to be provided within development projects. The proposed amendment to Chapter 41 is intended as an incremental first step to promote bicycle support facilities and sustainability travel options in Santa Ana. In preparing recommendations for this amendment, a number of bicycle parking policies from a variety of local jurisdictions and organizations were referenced for their applicability to Santa Ana. As detailed in Exhibit 1, the proposed amendment identifies a prescribed number of bicycle parking spaces to serve guests and visitors for specific uses; including commercial/retail, public gathering areas, industrial/manufacturing and multiple family residences. As proposed, the amendment to the zoning code will require the inclusion of bicycle parking in the site design for new development and major rehabilitation projects. It is also proposed that the Bristol Specific Plan be amended to eliminate its bicycle parking requirements. Specifically, the standard for five bicycle parking spaces per 50 linear feet of street frontage for development in the Bristol Specific Plan area would be removed; allowing the proposed bicycle parking requirements for the Zoning Code to be applied consistently citywide (Exhibit 2).

In addition to the Zoning Code Amendment proposal, Exhibit 3 details the amendment proposed to the Citywide Design Guidelines to provide a framework for the placement, size and location of bicycle parking. It is proposed that a new "Chapter 16 - Bicycle Support Facilities", be added to the Citywide Design Guidelines. These new guidelines would act as a reference for designers and developers to implement the bicycle parking requirements in a functional and aesthetically pleasing manner.

With the approval of the Citywide Design Guidelines in 2006 as a working document, the City Council delegated the Executive Director of Planning and Building Agency the authority to make future change to the Guidelines. With input from Planning Commission, the Executive Director is to submit a memo to the City Manager, copied to the City Council with the proposed changes to the Citywide Design Guidelines. The City Council may choose at its next regularly scheduled meeting to set the item for discussion, otherwise the proposed changes will be incorporated into the Citywide Design Guidelines.

Based upon the analysis and the proposal's consistency with the General Plan goals, to promote quality development and encourage a variety of transportation alternatives to serve the Santa Ana community, it is recommended that the Planning Commission recommend that the City Council approve Zoning Ordinance Amendment No. 2009-03 and receive and file the amendments to the Citywide Design Guidelines.

CEQA Compliance

In accordance with the California Environmental Quality Act, the proposed project is a General Rule Exemption per Section 15303 as the project includes the addition of appurtenances to development sites. Environmental Review No. 2009-26 will be filed for this project.



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MGM:jm

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Chapter 41 ZONING CODE

ARTICLE I. DEFINITIONS

Sec. 41-137.1 Parking space, bicycle

A bicycle parking space is a space within a public or private property, exclusive of street right-of-way, driveways, ramps, walkways, required landscape areas or work space for the temporary parking or storage of one (1) bicycle. A bicycle parking space is primarily for visitors and guests, and shall include a permanently affixed post or rack for attaching a bicycle.

ARTICLE XV. OFF-STREET PARKING

Section 41-1307.1 Bicycle parking spaces

All development projects (as defined by Section 41-668) shall provide short term bicycle parking on-site as follows:

- a. Retail and service commercial development shall provide bicycle parking at a rate of five (5) percent of the required automobile parking, but not less than four (4) bicycle spaces.
- b. Office, industrial and manufacturing development of greater than 15,000 gross square feet shall provide a minimum of two (2) bicycle parking spaces.
- c. Multifamily residences of five or more units shall provide a minimum of four (4) bicycle spaces.
- d. Key activity locations and public gathering uses including but not limited to theaters, recreation facilities, libraries, churches/temples, and schools shall provide a minimum of four (4) bicycle parking spaces or eight (8) bicycle parking spaces if more than 50 parking spaces are required.
- e. If a use conducted in a building or on a site is not clearly defined as it relates to the application of this requirement, determination shall be at the discretion of the planning manager as to the appropriate bicycle parking requirement as listed in subsections a through d above. Such determination may be appealed to the planning commission and city council.
- f. Any development project located within the Central Business (C3) or Central Business-Artist's Village (C3-A) shall be exempt from this section.

Sec. 41-681.1. Rehabilitation of nonresidential buildings--Sites of less than fifteen thousand square feet.

Rehabilitation of any nonconforming building which is used for any nonresidential purpose and which is located on a site having less than fifteen thousand (15,000) square feet or gross area is subject to the following exceptions from section 41-681:

- (1) Rehabilitation which is limited to structural alterations without any building expansion is permitted if all signage on the building and the site on which it is located is brought into conformity with the requirements of this chapter, except that, in the case of such alterations being undertaken by a tenant on a site having more than one (1) tenant,

such alterations are permitted if all signage on the area leased by such tenant is brought into conformity with the requirements of this chapter.

(2) Rehabilitation which includes expansion of the building is permitted when the total floor area of all such expansions occurring in any five-year period does not exceed ten (10) per cent of the floor space of the building as it existed at the beginning of such time period, provided that the following conditions are satisfied:

- a. All signage on the building and the site on which it is located shall be brought into conformity with the requirements of this chapter.
- b. Off-street parking shall be provided in conformance with the requirements of this chapter. With regard to sites having more than one (1) business occupant, only the occupant undertaking the building expansion is required to achieve conformity with the applicable off-street parking requirements of this chapter.
- c. Landscaping shall be improved to bring the site on which the building is located into closer compliance with the landscaping requirements of this chapter, as deemed appropriate by the planning director.
- d. Bicycle parking shall be improved to bring the site on which the building is located into closer compliance with the bicycle parking requirements of this chapter, as deemed appropriate by the planning director.

(3) Rehabilitation which includes expansion of the building is permitted when the total floor area of all such expansions occurring in any five-year period exceeds ten (10) per cent but does not exceed twenty-five (25) per cent of the floor space of the building as it existed at the beginning of such time period, if the building and the site on which it is located is brought into conformity with all of the requirements of this chapter except those pertaining to building setbacks (minimum yards), minimum lot size, and minimum street frontage. With regard to sites having more than one (1) business occupant, only the occupant undertaking the building expansion is required to achieve conformity with the applicable off-street parking requirements of this chapter.

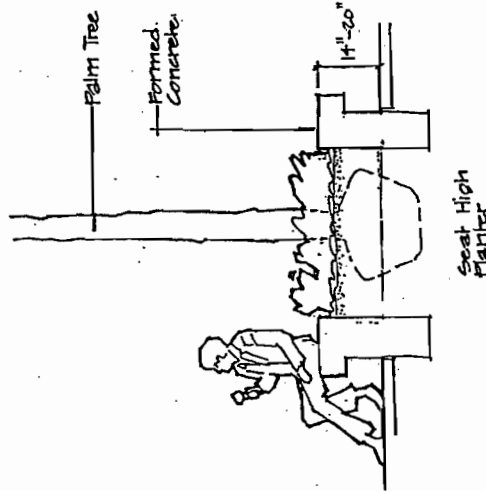
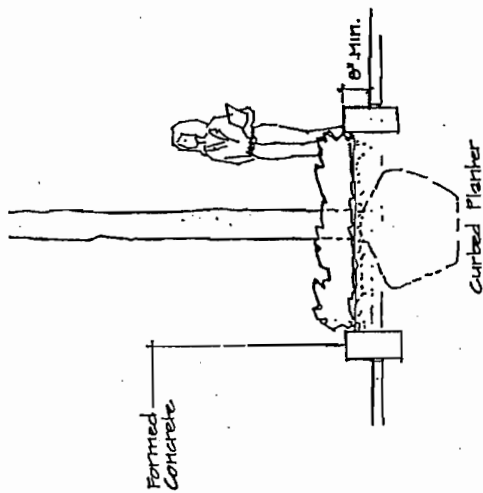
Sec. 41.681.2. Same--Sites of fifteen thousand square feet or more.

Rehabilitation of any nonconforming building which is used for any nonresidential purpose and which is located on a site having fifteen thousand (15,000) square feet or more of gross area is subject to the following exceptions from section 41-681:

- (1) Rehabilitation which is limited to structural alterations without any building expansion is permitted if all signage on the building and the site on which it is located is brought into conformity with the requirements of this chapter, except that, in the case of such alterations being undertaken by a tenant on a site having more than one (1) tenant, such alterations are permitted if all signage on the area leased by such tenant is brought into conformity with the requirements of this chapter.
- (2) Rehabilitation which includes expansion of the building is permitted when the total floor area of all such expansions occurring in any five-year period does not exceed ten (10) per cent of the floor space of the building as it existed at the beginning of such time period, provided that the following conditions are satisfied:

- a. All signage on the building and the site on which it is located shall be brought into conformity with the requirements of this chapter.
- b. Off-street parking shall be provided in conformance with the requirements of this chapter. With regard to sites having more than one (1) business occupant, only the occupant undertaking the building expansion is required to achieve conformity with the applicable off-street parking requirements of this chapter.
- c. Landscaping shall be improved to bring the site on which the building is located into closer compliance with the landscaping requirements of this chapter, as deemed appropriate by the planning director.
- d. Bicycle parking shall be improved to bring the site on which the building is located into closer compliance with the bicycle parking requirements of this chapter, as deemed appropriate by the planning director.

Bristol Street Corridor Specific Plan



PLANTER TYPES
FIGURE 24

6.3.5 Paving

Paving areas wider than 4 feet or larger in area than 100 square feet shall be paved with one or more of the following: concrete unit pavers; embossed, integral-color concrete; natural stone. Special paving shall be used in driveway entrances adjacent to the public sidewalk.

All other paving shall be broom-finished, scored concrete.

The use of strong paving patterns and special finishes in plaza or pedestrian gathering areas is encouraged.

6.3.6 Planters

The use of planters in plaza or pedestrian gathering areas is encouraged. For the planters to have a significant visual impact, the total surface area covered by planters should not be less than 20 percent of any given paved or plaza area.

6.3.7 Furnishings

Drinking fountains, waste receptacles, newspaper stands, flagpoles, etc., shall be provided. Benches, chairs or other seating features shall be movable and suitable for overnight, secured storage.

Seating may also be provided in the form of planter walls, retaining walls or other such elements that do not encourage loitering.

Five bicycle parking posts shall be provided for each 50 feet of commercial frontage. Posts may be combined in racks or be single-standing. Racks or posts shall be galvanized steel.

6.3.8 Irrigation

Spray irrigation shall be restricted to turf and ground cover areas. Sprinklers shall be vandal-resistant, pop-up in type. Trees and vines shall be drip or flood-irrigated.

6.4 Circulation

Objective:

Provide adequate areas for safe, efficient vehicular movement.

6.4.1 Service Access

The site design for commercial areas shall permit adequate access and movement of service vehicles, including waste, service and fire-emergency vehicles. When parked, these vehicles shall not hinder the operation of parking areas (except during off-hours) nor shall encroach upon public or other private property.

15.7 Eligible Artwork Types15-3
15.8 Artwork Location 15-4
15.9 Lighting15-4
15.10 Ownership and Maintenance 15-5

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16.3 Site Planning, Compatibility and Lot Design 16-1

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Chapter 16

Bikeway Support Facilities Guidelines

16.2 GENERAL DESIGN OBJECTIVES

The objectives of these guidelines are to encourage well designed development with appropriate site amenities to support traveling by bicycle, that:

16.1 INTRODUCTION

The Bicycle Support Facilities Guidelines are intended to assist site designers and developers implementing the City's goals to encourage alternative modes of transportation, improve air quality, reduce greenhouse gas emissions, and improve health and physical fitness for residents. This Chapter provides guidance for including bicycle parking to support sustainable development practices throughout Santa Ana.

While short term bicycle parking (bike post or rack) are more common, opportunities for long term bike parking (bike lockers) are also encouraged, as appropriate.

- Provides bicycle parking at popular destinations, key activity locations, attractions and other points of interest.
- Incorporates bicycle parking in the design of new and rehabilitated development projects.
- Includes site furniture, such as bicycle racks and lockers that complement the aesthetic character of the site.



Figure 16-1: Example of "Wave" bike rack providing five bicycle parking spaces.



16.3 SITE PLANNING, COMPATIBILITY & LOT DESIGN

Bicycle parking should be located as close as possible to the main entrance of the building. In addition, the following site design and placement guides should be considered:

- Locate bicycle parking facilities so they will not obstruct pedestrian and auto traffic.
- Provide a physical barricade such as a curb, bollard, landscaping or other type of safety measure between bicycle and vehicle parking areas.

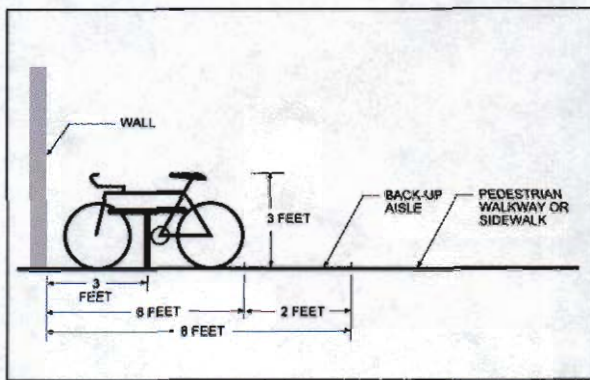


Figure 16-2: Elevation showing separation between bicycle parking and pedestrian walkways

- Highly-visible, well-lit bicycle parking should be securely mounted to the ground.
- Short term parking should consist of bicycle racks that enable the frame and one or both wheels to be secured with a user supplied cable for U-lock.
- Bicycle racks and lockers should complement the aesthetic and architectural character of the site.



Figure 16-3: Example of bicycle parking mounted to the ground.

- Bicycle post or rack should be of durable material, such as stainless steel.
- The standard bicycle parking dimension should be a minimum six feet in length, with a width ranging from one to two feet. In addition, there should be sufficient space around the bike rack to make use possible.
- The bicycle space or rack should provide a minimum back-up area of two feet that should be clear of all pedestrian and vehicular paths.

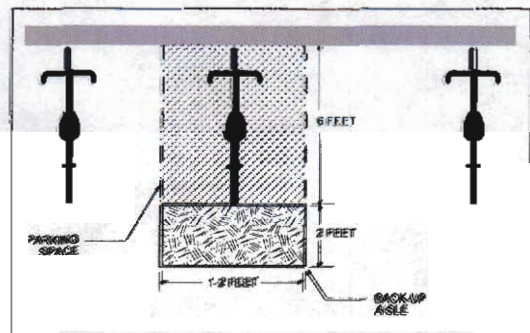


Figure 16-4: View of the back-up area for bicycle parking.