

## Appendix N: Bicycle Parking Ordinance

**ORDINANCE NO. #1-13.**

**AN ORDINANCE AMENDING CHAPTER 40 OF THE MUNICIPAL CODE  
OF THE CITY OF DAVIS TO ADD ARTICLE 40.25A  
ESTABLISHING BICYCLE PARKING STANDARDS**

WHEREAS, the City of Davis (“City”) is a nationally acknowledged leader in bicycle planning and use; and

WHEREAS, the City is committed to improving bicycle infrastructure and facilities within the City for residents, students, employees and visitors and increasing the bicycle mode share as described in the City’s General Plan and Bicycle Action Plan; and

WHEREAS, the availability of sufficient and appropriate bicycle parking is a critical part of the City’s strategy to increase bicycle use and meet the goals of its Beyond Platinum Bicycle Action Plan; and

WHEREAS, the purpose of this Bicycle Parking Ordinance for the City is to establish consistent standards for bicycle parking in the city and the need to provide predictability for new developments; and

WHEREAS, the Bicycle Parking Ordinance provides for secure bicycle parking for customers, employees, visitors, and City residents; and

WHEREAS, the standards in the Bicycle Parking Ordinance would supersede and replace bicycle parking guidelines in the Bicycle Action Plan; and

WHEREAS, the Davis Bicycle Advisory Commission reviewed the Ordinance on August 6, 2012 and recommended that the City Council adopt the Bicycle Parking Ordinance; and

WHEREAS, the Safety and Parking Advisory Commission reviewed the Ordinance on November 1, 2012 and recommended that the City Council adopt the Bicycle Parking Ordinance; and

WHEREAS, the Planning Commission held a public hearing on June 12, 2013 and recommended that the City Council adopt the Bicycle Parking Ordinance; and

WHEREAS, the City Council of the City of Davis held a public hearing on October 15, 2013 to consider adoption of the Ordinance; and

WHEREAS, the proposed amendment is exempt from further environmental review pursuant to CEQA Guidelines Section 15303 which categorically exempts new, small facilities and structures and accessory structures, Section 15311 which categorically exempts minor accessory structures, and Section 15061, the general rule that CEQA only applies to projects which have the potential for causing significant effects on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA.

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF DAVIS DOES HEREBY ORDAIN AS FOLLOWS:**

**SECTION 1. Findings**

The City Council of the City of Davis hereby finds:

1. The Davis Bicycle Advisory Commission held a public meeting on August 6, 2012 to consider the ordinance and recommended approval of the ordinance by the City Council.

2. The Safety and Parking Advisory Commission held a public meeting on November 1, 2012 to consider the ordinance and recommended approval of the ordinance by the City Council.
3. The Planning Commission held a public hearing on June 12, 2012 and recommended approval of the ordinance by the City Council.
4. That the proposed ordinance is in general conformance with the City of Davis General Plan—in particular, supporting the City’s goal of reaching a 30% bicycle mode share.
5. That the public necessity, convenience and general welfare require the adoption of the proposed ordinance, in that, it provides consistent standards for safe and adequate bicycle parking in developments throughout the City.
6. That the proposed amendment is exempt from further environmental review pursuant to CEQA Guidelines Section 15303 which categorically exempts new, small facilities and structures and accessory structures, Section 15311 which categorically exempts minor accessory structures, and Section 15061, the general rule that CEQA only applies to projects which have the potential for causing significant effects on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA.

**SECTION 2. Amendment**

Chapter 40 of the Municipal Code of the City of Davis is hereby amended to add a new Article 40.25A to Chapter 40, as follows:

ARTICLE 40.25A      Bicycle Parking Standards

Sections:

- Section 40.25A.010      Purpose
- Section 40.25A.020      Applicability
- Section 40.25A.030      Definitions
- Section 40.25A.040      Bicycle parking standards
- Section 40.25A.050      Detailed standards and installation guidelines
- Section 40.25A.060      Calculation of required spaces
- Section 40.25A.070      Alternative compliance
- Section 40.25A.080      Incentives

**Section 40.25A.010 Purpose**

The purpose of this article is to establish definitions and standards for bicycle parking throughout the City of Davis.

**Section 40.25A.020 Applicability**

(a) The provisions of this article shall apply to:

- (1) All new multiple dwelling developments, non-residential developments, community facilities and commercial uses set forth in the provisions of this article requiring planning approval or a building permit.
- (2) Existing developments that involve a change in use (e.g. from retail to quick serve restaurant, or residential to office) requiring planning approval or a building permit.

- (3) Existing developments that involve expansion, intensification, addition or any other changes to the site requiring planning approval or a building permit.
- (b) The provisions of this article do not apply to:
  - (1) Single-family residences and duplexes.

**Section 40.25A.030 Definitions**

The terms in this article have the meanings set forth below:

**Alternative Compliance:** The determination that the prescribed bicycle parking standard per land use type is not warranted for a particular project because of the use or location and that an adjustment to the standard for the project is necessary, based on the considerations established for alternative compliance.

**Bicycle Parking Space:** The volume of space that is used to accommodate the storage of one locked bicycle. Bicycle parking spaces are to be designed and spaced in a way that accommodates for typical two-wheel bicycles and alternative bicycles.

**Alternative Bicycle:** Non-traditional bicycles with larger parking space requirements, including but not limited to, cargo bikes, bikes with trailers, recumbent bikes, etc.

**Long Term Bicycle Parking:** Bicycle parking spaces intended to be used for periods of time that are longer than two hours and are targeted to residents, employees and other long term users. Long term bicycle parking typically offers increased levels of security in lit, covered, and permanently anchored locations, which are proximate to employee or resident locations/entrances. Long term bicycle parking may be accompanied or used in conjunction with storage lockers, locked rooms or enclosures, and parking areas internal to the building.

**Short Term Bicycle Parking:** Bicycle parking spaces intended to be used for periods of time that are two hours or less and are targeted to visitors, customers and other short term users. Short term bicycle parking racks shall provide two points of contact for a bicycle, allow for locking of the frame to the rack, and be securely anchored to the ground or wall. Short term bicycle parking shall be in a visible location, as near as possible to entrances.

**Section 40.25A.040 Bicycle parking standards**

- (a) This article establishes bicycle parking standards as follows, except as further noted:

**City of Davis Bicycle Parking Standards**

<b>Land Uses</b>	<b>Examples</b>	<b>Standard</b> (sf = gross square feet)	<b>Short Term Parking</b>	<b>Long Term Parking</b>
Residential - group living	Fraternity, sorority, co-op housing	1 per bed	25%	75%
Residential - multi family	Apartments, condominiums	1 per bedroom	25%	75%
Lodging	Hotel, motel	1 per 10 guest rooms	50%	50%

Restaurant – quick serve	Deli, coffee shop, bar	1 per 150 sf	75%	25%
Restaurant – sit down	Restaurant	1 per 500 sf	75%	25%
Retail, general commercial	Grocery store, hardware, furniture	1 per 1000 sf	75%	25%
Commercial Services	Garden supply, appliance stores, auto repair, auto dealership (office/showroom)	1 per 1000 sf	75%	25%
Office	Professional, medical, dental, government, clinic, bank	1 per 1,500 sf	75%	25%
Shopping Center	Mix of personal services, retail, restaurants, offices	1 per 1,750 sf	75%	25%
Institutional	Schools, day care	1 per 2,500 sf	75%	25%
Light Industrial	R&D, business park	1 per 2,000 sf	25%	75%
Industrial	Warehouse, manufacturing, hospital	1 per 7,500 sf	25%	75%
Civic, cultural, religious centers	Library or museum (occupancy), places of worship (seats)	10% of maximum occupancy or seats	75%	25%
Commercial Recreation	Theater (seats), health club (occupancy)	10% of maximum occupancy or seats	75%	25%
Open space, parks, recreational uses	Ball field, driving range, playground, parks	As determined by the Community Development and Sustainability Director		
*Downtown (Core Area)	Includes all non-residential land use types in downtown	Apply same standards for land use above when feasible. City provides an on-going bicycle rack program for the Downtown Core Area.		

(b) \*Downtown Core Area – All Non-Residential Uses. The City employs an on-going bicycle parking program within the public right-of-way for the Downtown Core Area. Businesses and developments within the Downtown Core Area are not required to provide bicycle parking if adequate on-site space is not available, as determined by the Community Development and Sustainability Director. Downtown multi-family developments shall comply with the requirements of this article.

(c) Minimum requirements. All non-residential uses shall provide a minimum of two bicycle parking spaces per site. In the case of multi-tenant buildings minimum required bicycle parking shall be two spaces per tenant. Alternative compliance may supersede this requirement.

(d) Alternative compliance, as established in Section 40.25A.070, may be applied to all land use classifications.

(e) Short-term and long-term percentages listed in the table are intended as guidelines subject to a final determination by the Community Development and Sustainability Director.

**Section 40.25A.050 Detailed standards and installation guidelines**

All accessory bicycle parking spaces shall be provided on the same parcel as the building or use to which such spaces are required. Bicycle rack installation locations must be near or within visual site distance of building entrances. Further detailed standards and findings- such as acceptable dimensions are provided in the Association of Pedestrian and Bicycle Professionals' "Bicycle Parking Guidelines" and the City of Davis "Project Development Standards Guide", which is maintained by the Department of Community Development and Sustainability.

**Section 40.25A.60 Calculation of required spaces**

(a) When a tract of land is developed with a mixed use building or development such as residential/commercial, residential/office, or retail/office, but is developed under single ownership or control, the required bicycle parking will be determined by calculating the required parking for each individual land use and then adding the individual requirements together to create a total bicycle parking requirement.

(b) When the required number of spaces is based on net building area, the net building area of any accessory use is included with the primary use in the calculation. (e.g. manufacturing site with accessory office space).

(c) After the bicycle parking requirement has been calculated, if the requirement results in a fraction of a space to be provided, the parking space requirement shall be rounded to the nearest whole number.

**Section 40.25A.070 Alternative Compliance**

(a) Upon written request by the applicant, the Community Development and Sustainability Director or her/his designee may approve alternative compliance from the provisions of this article, which may include, but is not limited to, a reduction or deviation in the number, type, or location of the required bicycle parking, and may include a waiver of the requirement.

(b) Considerations used in the determination may include, but are not limited to:

- (1) Physical site planning constraints;
- (2) Proximity to existing bicycle parking;
- (3) Projects that cannot be classified into the provided land use categories;
- (4) Provision of enhanced bicycle facilities provided in the development;
- (5) Inclusion of the site within a larger development for which adequate bicycle parking is already provided; or
- (6) Unforeseen circumstances or individual land use changes

**Section 40.25A.080 Incentives**

(a) Should a business or institution be interested in going above and beyond the bicycle parking requirements and amenities as specified in this article, certain measures can be taken. The Director of Community Development or her/his designee reserves the right to implement certain incentives to help assist the implementation of increased bicycle amenities, such as, locker rooms, showers, or indoor secure bicycle parking. Potential incentives may include offsetting the required number of vehicle parking spaces (2 spaces maximum or five percent (5%) of required vehicle parking), or other design requirements to accommodate space for secure bicycle parking, and other bicycle commuter amenities.

**SECTION 3. Amendment.**

Section 40.05.090(c) of the Davis Municipal Code is hereby deleted and of no further force or effect.

**SECTION 4. Amendment.**

Section 40.11.070 (INTERIM RESIDENTIAL CONVERSION (RC) ZONE) of the Davis Municipal Code is hereby amended to read in full as follows:

**40.11.070 Special conditions.**

(a) A site plan and architectural approval shall be required for all remodeled, converted structures, for new building structures and building additions and for any other exterior site reversion, except for single family and duplex use.

(b) Off-street parking and loading facilities shall be required for all uses as follows:

(1) New building structures and uses shall be required to provide off-street parking per Sections 40.25.010 to 40.25.120.

(2) Building conversions and additions requiring an expansion of seventy-five percent or more of the existing gross building square footage shall be required to provide off-street parking per Sections 40.25.010 and 40.25.120.

(3) Building conversions and additions requiring an expansion of fifty percent to seventy-four percent of the existing gross building square footage shall be required to provide off-street parking at a ratio of one-half that required per Sections 40.25.010 and 40.25.120. Where the total number of spaces required by this subsection calls for a fraction of a space of one-half or greater, it shall require the provision of one full space.

(4) Building conversions and additions requiring an expansion of less than fifty percent of the existing gross building square footage shall be required to provide off-street parking at a ratio of one-third that required per Sections 40.25.010 and 40.25.120. Where the total number of spaces required by this subsection calls for a fraction of a space of one-half or greater, it shall require the provision of one full space. Unpaved parking lot and driveway surfaces may be utilized; provided, that the surfacing material and drainage are reviewed and approved by the community development and sustainability director.

(5) Joint driveway and parking lots are encouraged where feasible.

(c) Fencing. Fences shall be designed to complement the residential character of adjacent buildings, as reviewed and approved by the community development and sustainability director or his/her designee, except for single-family and duplex residences used as such.

(d) Landscaping. Landscaping shall be provided to enhance the residential character of the zone. This shall include the preservation of all trees and landscaping, including lawns, where appropriate to maintain the residential character.

(e) Signing. All signs for converted or new structures and uses shall have the following characteristics and be approved by the community development and sustainability director or his/her designee:

(1) New buildings and converted uses may have a maximum of twenty-five square feet in total signing, including temporary signs. Any one sign shall be a maximum of fifteen square feet,

which may be located on the building under the roofline or may be located on a low profile pole structure not to exceed six feet in height and must be set back five feet from the property line.

(2) New buildings and converted uses which have a second frontage on a street may be credited with an additional twenty-five square feet of signing if that signing is utilized on that particular secondary frontage. New buildings and converted uses which have a second frontage on a public parking lot, alley or pedestrian/bicycle alley may be credited with an additional fifteen square feet of signing if that signing is utilized on that particular secondary frontage.

(3) All signs are to be architecturally compatible with the zone.

(4) Unified total sign programs are encouraged for multiple use and buildings and adjacent uses.

(5) Otherwise, uses must conform to the provisions of Section 40.26.020.

(f) Building colors, scale and building materials of new or converted buildings are to be compatible with the purpose of the zone and existing adjacent structures and/or the neighborhood, as determined by the community development and sustainability director or his/his designee.

(g) Street parking should be converted to a diagonal parking, where feasible, subject to approval by the public works department.

(h) The planning commission may allow variance from the ordinance-established setback requirements when the planning commission has determined that the setbacks substantially obstruct the fulfillment of residential conversion objectives.

**SECTION 4. Amendment.**

Section 40.14.090(e) of the Davis Municipal Code is hereby deleted and of no further force or effect.

**SECTION 5. Amendment.**

Section 40.15.090(f) of the Davis Municipal Code is hereby deleted and of no further force or effect.

**SECTION 6. Amendment.**

Section 40.18A.070(b) of the Davis Municipal Code is hereby amended to read in full as follows:

**40.18A.070 Special conditions.**

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(b) Off-street parking and loading facilities shall be required for all uses, as provided in Sections 40.25.010.

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**SECTION 7. Amendment.**

Section 40.26.4000(f)(2) of the Davis Municipal Code is hereby deleted and of no further force or effect.

**SECTION 8. Effective Date**

These ordinance amendments shall become effective on and after the thirtieth (30<sup>th</sup>) day following its adoption and shall be published as required by law.



INTRODUCED on \_\_\_\_\_, AND PASSED AND ADOPTED on \_\_\_\_\_, by the following vote:

AYES:

NOES:

ABSENT:

ATTEST:

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Joseph F. Krovoza  
Mayor

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Zoe S. Mirabile, CMC  
City Clerk