

ORDINANCE NO. 2025-11

AN ORDINANCE OF THE CITY OF SANTA CRUZ AMENDING SANTA CRUZ MUNICIPAL CODE SECTIONS 24.10.2300 - PURPOSE, CENTRAL BUSINESS DISTRICT (CBD), 24.10.2301 - USES, DEVELOPMENT STANDARDS, AND DESIGN GUIDELINES, 24.12.250 - BIKE PARKING REQUIREMENTS, 24.12.290 - VARIATIONS TO REQUIREMENTS, AND THE ZONING MAP AND DELETING PART 24(A) - CBD SUBDISTRICT E – LOWER PACIFIC AVENUE IN IT'S ENTIRETY, TO IMPLEMENT THE EXPANSION OF THE BOUNDARY OF THE DOWNTOWN PLAN AND REZONE THE PARCELS IN THE SOUTH OF LAUREL AREA (CEQA: PROJECT STUDIED IN AN EIR)

WHEREAS, the Downtown Plan was initially adopted as part of the recovery process from the Loma Prieta Earthquake and is implemented through various Parts of the Santa Cruz Municipal Code; and

WHEREAS, in December 2020 the City Council selected the boundary of the area to be studied for potential expansion of the Downtown Plan and directed staff to pursue grant funding to support a project to expand the Downtown; and

WHEREAS, the work to consider the expansion of the Downtown Plan has included multiple community meetings, surveys, and focus groups as well as public hearings with both the City Council and the City Planning Commission; and

WHEREAS, in June 2022, January 2023, and June 2024 the City Council and the City Planning Commission provided direction to staff regarding the form of development and level of development intensity that should be studied for the South of Laurel Area; and

WHEREAS, amendments to the Santa Cruz Municipal Code are required in order to implement the expansion of the Downtown Plan boundary as currently proposed; and

WHEREAS, at its April 17, 2025 meeting, the City Planning Commission reviewed the proposed additions, modifications including rezonings, and deletions to the Santa Cruz Municipal Code and found that the public necessity, and the general community welfare, and good zoning practice shall be served and furthered; and that the proposed amendments are in general conformance with the principles, policies, and land use designations set forth in the General Plan, Local Coastal Plan and any adopted area or specific plan as proposed to be amended; and

WHEREAS, the proposed amendments and additions to the Santa Cruz Municipal Code have been analyzed as part of an Environmental Impact Report on the project to expand the boundary of the Downtown Plan and

WHEREAS, at its April 17, 2025 meeting the City Planning Commission passed a motion that recommended the City Council certify the associated Draft and Final Environmental Impact Report and approve the proposed additions, modifications including rezonings, and deletions to the Santa Cruz Municipal Code.

NOW THEREFORE BE IT ORDAINED THAT the proposed zoning map amendments, as shown in the Exhibits Existing and Proposed Zoning Maps and Exhibit List of Parcels Proposed for Rezoning are approved; and

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

**Section 1.** Section 24.10.2300 - Purpose of Part 24: Central Business District (CBD) of the Santa Cruz Municipal Code regarding the Central Business District Zone District is hereby amended to read as follows:

**24.10.2300 PURPOSE.**

This part implements the Land Use Plan, Development Standards and Design Guidelines of the Downtown Plan (Plan), a specific plan. It is intended to refine the Plan in the area of land use and regulations. It supports the purpose of the Plan, in the context of the General Plan, which aims to maintain downtown the urban center of the city, with the many functions a city center serves. This chapter of the Zoning Ordinance is also part of the Local Coastal Implementation Plan.

The Central Business District Zone of the Downtown Plan is divided into five subareas, in order to enhance the character of each by special consideration of the character of each.

**Section 2.** Section 24.10.2301 - Uses, Development Standards, and Design Guidelines of Part 24: Central Business District (CBD) of the Santa Cruz Municipal Code regarding the Central Business District Zone District is hereby amended to read as follows:

**24.10.2301 USES, DEVELOPMENT STANDARDS AND DESIGN GUIDELINES**

Chapter 4 of the Downtown Plan, as amended, is hereby adopted by reference, and the planning and community development department shall maintain copies of the Downtown Plan in both hard copy and electronic form, for use and examination by the public. The policies and regulations set forth in Chapter 4 of the Downtown Plan shall control all uses in the CBD, Central Business District, and its five subdistricts: Pacific Avenue Retail District; Front Street Riverfront Corridor; South of Laurel Area; Cedar Street Village Corridor; and North Pacific Area.

**Section 3.** Part 24(A) - CBD Subdistrict E – Lower Pacific Avenue, of Chapter 24.10 - Land Use Districts, is hereby deleted in its entirety.

**Section 4.** Section 24.12.250 - Bike Parking Requirements of Chapter 24.12 - Community Design, of the Santa Cruz Municipal Code is hereby amended to read 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.

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 one-half 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 (4).

	<b>Example</b>	<b>Number of Bicycle Parking Spaces Required</b>	<b>Classification</b> <b>Class 1 = Long-Term</b> <b>Class 2 = Short-Term</b>
<b>Industrial</b>	Warehousing, manufacturing	1 per 7,500 square feet, minimum 2 spaces	80% Class 1 20% Class 2
<b>Office and financial institutions</b>	General office, medical, clinic, research and development, banks	1 per 1,500 square feet, minimum 2 spaces	20% Class 1 80% Class 2
<b>Retail/service or other commercial</b>	Grocery store, hardware store, personal services, handicraft	1 per 1,000 square feet, minimum 2 spaces	20% Class 1 80% Class 2
<b>Restaurant/bar</b>	Restaurant, deli, coffee shop, bar/tasting rooms	1 per 500 square feet, minimum 2 spaces	20% Class 1 80% Class 2
<b>Multifamily residential (3 or more units)</b>	Housing developments with 3 or more units	See classification column	Class 1 – 1 space per unit – garages or secure accessible indoor areas count Class 2 – 1 space per 4 units, minimum 2 spaces
<b>Commercial recreation</b>	Sports arenas, theaters	See classification column	Class 1 – 1 per 10,000 square feet Class 2 – 1 per 40 seats, minimum 10
<b>Civic uses (civic, cultural, public, and religious assembly)</b>	Library or museum, places of public or religious assembly	1 per 1,000 square feet	10% Class 1 90% Class 2
<b>Schools</b>		1 per 5 students	20% Class 1 80% Class 2*

			*Must be in secure area such as bike cage or within gated school grounds, preferably with weather protection such as roof
<b>Park-and-ride lots</b>		1 per 10 auto parking spaces, minimum 2 spaces	100% Class 1
<b>Transit centers</b>		See classification column	30 Class 1 spaces 12 Class 2 spaces
<b>Lodging</b>	Hotel, motel	1 per 5 rooms/units	10% Class 1 90% Class 2
<b>Commercial parking</b>		1 per 10 auto parking spaces	100% Class 1
<b>Downtown Plan Area– Residential uses</b>	Multifamily housing	See classification column	1 Class 1 bicycle parking space per unit 1 Class 2 bicycle parking space per 15 units
<b>Downtown Plan Area– Nonresidential uses</b>	Any nonresidential uses in district	1 per 1,000 square feet	25% Class 1 75% Class 2 The Class 2 spaces shall be publicly accessible, and the style shall be inverted U.
<b>Emergency shelters</b>	See Section 24.12.1610	1 per 3 occupants	25% Class 1 75% Class 2 The Class 2 spaces shall be publicly accessible, and the style shall be inverted U.

- For projects requiring twenty or more bike parking spaces, a bike fix-it station is required. A fix-it station shall include at a minimum a bicycle pump; 2.5, 3, 4, 5, 6, and 8 mm Allen wrenches; 8, 9, 10, 11, 15, and 32 mm box wrenches; two tire levers; and a Phillips and flat head screwdriver. For projects requiring twenty or more bicycle parking spaces, a minimum of five percent of required bicycle parking spaces must have a larger footprint of three feet by ten feet, which must be provided in a horizontal, floor level rack. These spaces will be available for larger bicycles such as e-bikes, cargo bikes, bikes with trailers, and other larger bicycles.

4. 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. Class 1 facilities are intended for long-term storage.
- 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 provide two points of contact to bicycle frames, so that they are 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. The preferred Class 2 bike rack style is an inverted U, which meets code requirements. Racks that support a bike primarily by a wheel, such as standard “wire racks,” are damaging to wheels and thus are not acceptable. Class 2 facilities are intended for short-term storage.

5. Location and Design of Facilities.

- a. Bicycle parking shall be located in well-lit locations within forty feet of the building’s entrance and clustered in lots not to exceed sixteen spaces each.
- b. Bicycle parking facilities shall provide two points of contact to bicycle frames to support bicycles in a stable position without damage to wheels, frame or other components.
- c. Bicycle parking facilities shall be located in highly visible, well-lit 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) beside 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.

- i. Any bicycle parking provided in double-decker bicycle racks shall have a lift-assist mechanism to aid the user in parking their bicycle on the upper rack.
- j. If vertical wall hanging bicycle racks are used for Class 2 bicycle parking, thirty percent of required Class 2 bicycle parking must be provided in racks that meet Class 2 requirements in subsection (4)(b) at ground level.
- k. If required Class 2 bicycle parking is not clearly visible to bicyclists approaching from adjacent public roadways or paths, signs shall indicate the locations of the facilities on the exterior of the building at each major entrance and in other appropriate locations. Where necessary, additional directional signage to the bicycle parking area shall be provided.

6. Variation to Requirements.

- a. Substitution of Car Parking With Bike Parking. New and preexisting developments may reduce up to ten percent of their parking requirement with the provision of unrequired additional bike parking, as long as the spaces are conveniently located within forty feet of a building entrance. This parking reduction must yield at least six bike parking spaces per converted auto space. These bike parking spaces shall be in addition to the bike parking facilities required by this section, and provided in the same ratio of Class 1 and Class 2. The total available parking reduction granted shall be calculated in conformance with the city parking reduction worksheet in effect at the time a complete planning application is submitted.
- b. Where the provision of bike parking is not feasible, the requirements may be waived or reduced to a feasible level by the zoning administrator in accordance with city bike parking standards.
- c. Downtown Plan Area – All Nonresidential Uses. Businesses and developments within Parking District No. 1 are not required to provide Class 2 bicycle parking on site if adequate on-site space is not available, as determined by the planning director. The city shall permit required bicycle parking within the public right-of-way for the downtown parking district area in locations and amounts determined by the director of public works.

**Section 5.** Section 24.12.290 - Variations to Requirements of Chapter 24.12 - Community Design of the Santa Cruz Municipal Code is hereby amended to read as follows:

**24.12.290 VARIATIONS TO REQUIREMENTS.**

The off-street parking requirements of this part may be satisfied or modified in the following ways:

- 1. Parking District Number 1. If the property being occupied or proposed to be occupied is in Parking District Number 1 and requires a number of parking spaces greater than the existing use, and not otherwise accommodated on the site, an in-lieu fee shall be assessed as identified in the Downtown Parking resolution.

**Section 6.** The City Council finds and determines that the adoption of this ordinance is considered a “project” under California Code of Regulations, Title 14, section 15378(a)(1) of the California Environmental Quality Act (CEQA) Guidelines, and has, as part of the larger package of items being considered at its May 13, 2025 public hearing, certified an Environmental Impact Report addressing this item.

**Section 7.** If any section or portion of this ordinance is found to be invalid by a court of competent jurisdiction, such finding shall not affect the validity of the remainder of the ordinance, which shall continue in full force and effect.

**Section 8.** This ordinance shall take effect and be in full force thirty (30) days after final adoption for areas of the City outside the Coastal Zone and shall take effect and be in full force upon certification by the California Coastal Commission for areas of the City located within the Coastal Zone.

PASSED FOR PUBLICATION this 13<sup>th</sup> day of May, 2025, by the following vote:

AYES: Councilmembers Trigueiro, Newsome, Golder, O’Hara; Vice Mayor Kalantari-Johnson; Mayor Keeley.

NOES: None.

ABSENT: None.

DISQUALIFIED: Councilmember Brunner.

APPROVED: \_\_\_\_\_  
Fred Keeley, Mayor

ATTEST: \_\_\_\_\_  
Bonnie Bush, City Clerk Administrator

ORDINANCE NO. 2025-11

PASSED FOR FINAL ADOPTION this 27<sup>th</sup> day of May, 2025, by the following vote:

AYES:

NOES:

ABSENT:

DISQUALIFIED:

APPROVED: \_\_\_\_\_  
Fred Keeley, Mayor

ATTEST: \_\_\_\_\_  
Bonnie Bush, City Clerk Administrator

This is to certify that the above and foregoing document is the original of Ordinance No. 2025-11 and that it has been published or posted in accordance with the Charter of the City of Santa Cruz.

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Bonnie Bush, City Clerk Administrator