

Request for City Council Action

Date: April 28, 2015

Agenda Section: Consent No. 5.	Originating Department: Planning Services/Legal
Item: An Ordinance Approving a Text Amendment Relative to Bicycle Parking Requirements. No. 5.	Approved:

Background and Summary:

On April 14, 2015 the City Council considered an Ordinance that would amend language within Title 15 of the Carbondale Revised Code in relation to bicycle parking. Changes to the Ordinance include an incentive that would allow a developer to install additional bicycle parking in exchange for a reduction in the amount of vehicle parking spaces; new requirements for bicycle parking within the BPR district; and diagrams were included that clarify the type of racks that are permissible and addresses the spacing between the racks and other features. These changes are intended to encourage the use of bicycles throughout the community by requiring amenities that will accommodate the needs of bicyclist.

After some discussion, the Council directed staff to draft language that would help balance the desire to provide bicycle amenities within the BPR district, with the unique design challenges of building within the district. The language presented at the April 14 meeting included a provision that would allow the bicycle parking requirement to be waived if adequate space was not available on the site or on the adjacent public right-of-way. The consensus of the Council was that the bicycle parking requirement should not be waived, but rather an alternative approach should be included in the Ordinance.

To accommodate the desire of the Council, language has been included in the Ordinance that would allow developers within the BPR district two possibilities. The first and preferred choice would be to install the bicycle rack on private property in accordance with the requirements of Title 15. If the first possibility is not feasible, the second would allow the developer to purchase a bicycle rack that would be donated to the City. The City would then install the rack within the BPR district in a nearby area that is underserved by bicycle amenities. The amended language will ensure that the overall design of a site and the desire to provide outdoor amenities are not hindered by the bicycle rack requirement, while at the same time allowing the City to expand bicycle parking within a revitalized downtown.

Engineering Approval Obtained	Finance Approval Obtained	Legal Approval Obtained	Approval Obtained	Manager's Approval Obtained
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Council Action: Motion by _____ 2nd by _____ to _____

Attached for City Council review are the following:

1. An Ordinance approving changes to Title 15 of the Carbondale Revised Code relative to bicycle parking requirements.
2. A copy of the approved minutes of the Planning Commission for public hearing PC 15-07.
3. A copy of the staff report to the Planning Commission. (PC 15-07)

Additional Information:

1. *Constituent/Advisory Body Impact:* The Planning Commission conducted a public hearing on February 18, 2015, and voted (6 yes-0 no) to recommend approval of the proposed text amendment to the City Council. A notice of the public hearing was published in the *Southern Illinoisan* on February 1, 2015. No one spoke in favor or in opposition to the proposed text amendment.
2. *Financial Impact:* None
3. *Staff Impact:* Staff will be responsible for reviewing bicycle parking designs and issuing all applicable zoning and building permits.

Recommended Action:

It is recommended that the City Council move “To adopt the Ordinance approving a text amendment relative to bicycle parking requirements.”



CITY OF CARBONDALE, ILLINOIS

ORDINANCE NO. 2015-___

AN ORDINANCE AMENDING SECTION 15-4.8.7 and 15-4.8.10 OF THE REVISED CODE
OF THE CITY OF CARBONDALE, ILLINOIS RELATIVE TO BICYCLE PARKING
REQUIREMENTS

ADOPTED BY THE CITY COUNCIL
OF THE CITY OF CARBONDALE, ILLINOIS

THE 28th DAY OF APRIL, 2015

Published in pamphlet form by authority of the City Council of the City of Carbondale, Jackson
County, Illinois, this 29th day of April, 2015.

CERTIFICATE OF PUBLICATION

I, Jennifer Sorrell, the duly qualified City Clerk of the City of Carbondale, Illinois, and
the official custodian of the records of said City, do hereby certify that this Ordinance was
published in pamphlet form by authority of the City Council on the 29th day of April, 2015.

Jennifer Sorrell, City Clerk
City of Carbondale, Illinois

ORDINANCE NO. 2015-____

**AN ORDINANCE AMENDING SECTION 15-4.8.7 and 15-4.8.10 OF THE REVISED
CODE OF THE CITY OF CARBONDALE, ILLINOIS RELATIVE TO BICYCLE
PARKING REQUIREMENTS**

WHEREAS, the City of Carbondale, Illinois is a home rule unit of local government under the Illinois Constitution, 1970, Article VII, Section 6; and,

WHEREAS, pursuant to Article VII, Section 6(a), of the Illinois Constitution, 1970, the City of Carbondale may exercise any power and perform any function pertaining to its government and affairs including, but not limited to, the power to regulate for the protection of the public health, safety, morals and welfare; and,

WHEREAS, the City of Carbondale initiated a text amendment to amend Section 15-4.8.7 and 15-4.8.10 of the Revised Code of the City of Carbondale, Illinois, relative to bicycle parking requirements; and,

WHEREAS, a notice of the hearing stating its purpose was published in the *Southern Illinoisan* on the 1st day of February, 2015, being at least (15) days prior to said hearing; and,

WHEREAS, a hearing of the Planning Commission of the City of Carbondale was called at 6:00 p.m. on the 18th day of February, 2015, in the City Council Chambers in said City to consider facts and evidence in regard to this request; and,

WHEREAS, the Planning Commission conducted said hearing pursuant to the notice given, and to the laws of the State of Illinois; and,

WHEREAS, said Planning Commission thereafter filed with the City Council a report of its hearing disclosing its findings of fact and its recommendation, said recommendation being as follows: to approve PC 15-07, text amendment to Section 15-4.8.7 and 15-4.8.10 of the Carbondale Revised Code; and,

WHEREAS, the City Council of the City of Carbondale has considered the findings of fact filed by the Planning Commission, the record of the Commission's public hearing, and the provisions of the zoning ordinance, and based thereon, finds that it is in the best interests of the City of Carbondale, Illinois that the zoning ordinance be amended.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CARBONDALE, ILLINOIS, AS FOLLOWS:

Section 1. That Section 15-4.8.7 and 15-4.8.10 of the Revised Code of the City of Carbondale is hereby amended as provided in Exhibit "A," attached hereto and made a part hereof by reference.

Section 2. That all ordinances and parts thereof in conflict herewith are expressly repealed and are of no other force and effect.

Section 3. The repeal of any ordinance by this Ordinance shall not affect any rights accrued or liability incurred under said repealed ordinance to the effective date hereof. The provisions of this Ordinance, insofar as they are the same or substantially the same as those of any prior ordinance, shall be construed as a continuation of said prior ordinance.

Section 4. That it is the intention of the City Council of the City of Carbondale that this Ordinance and every provision thereof shall be considered separable and the invalidity of any section, clause, or provision of this Ordinance shall not affect the validity of any other portion of this Ordinance.

Section 5. That the City Council of the City of Carbondale finds that the subject matter of this Ordinance pertains to the government and affairs of the City of Carbondale and is passed pursuant to the provisions of Article VII, Section 6(a) of the 1970 Illinois Constitution.

Section 6. That this Ordinance shall take effect upon its passage, approval, recording, and publication in pamphlet form in accordance with law.

APPROVED: _____
Donald D. Monty, Acting Mayor

ATTEST: _____
Jennifer Sorrell, City Clerk

APPROVED AS TO LEGALITY AND FORM:

P. Michael Kimmel, City Attorney

Exhibit A

§4.8 OFF-STREET PARKING, LOADING AND STACKING TITLE 15. ARTICLE 4. SITE DEVELOPMENT STANDARDS

§4.8.7. Minimum Off-Street Parking Requirements

There shall be parking provided for each structure and use hereafter erected, structurally altered, or enlarged, unless elsewhere exempted. The minimum number of accessory off-street parking spaces shall be provided in accordance with Table B: Off-Street Parking Schedule. When determination of the number of off-street parking spaces required by this ordinance results in a requirement of a fractional space, any fraction one-half or less may be disregarded while a fraction in excess of one-half shall be counted as one parking space.

A. Parking Schedule

TABLE B: Off-Street Parking Schedule

TABLE B: Off-Street Parking Schedule		
1	DWELLING AND LODGING USES	
	Bed and breakfast establishment	2 spaces per dwelling unit for the permanent resident family in the dwelling unit(s) plus 1 space for each 2 paid overnight guests (based on design capacity)
	Fraternities or sororities and dormitories	2 spaces plus 1 additional space for each 2 occupants in accordance with designed capacity
	Group homes	1 space for each staff person on maximum shift, plus 1 space for each 6 members, or fraction thereof, of the service dependent population
	Group living: assisted living	2 spaces plus 0.5 space for each dwelling unit
	Group living: nursing homes and similar types of establishments	1 space for each 3 beds, in accordance with designed capacity
	Hotels or motels	1.25 spaces for each lodging room or dwelling unit; plus parking spaces as required for other uses on the premises (such as restaurant, bars, etc.) as indicated elsewhere in this Table B
	Inn	2 spaces for the permanent resident family plus 1 space for each 2 paid overnight guests (based on design capacity) plus 1 space for each 4 seats in the eating facility if the eating facility is open to the public other than paid overnight guests
	Multi-unit dwellings; two-, three- or four-unit dwellings; and rooming houses	1 space per bedroom with a minimum of 1.5 spaces per dwelling unit
	Single-unit dwellings	2 spaces per dwelling unit if on a local street: 3 spaces per dwelling unit if on an arterial road or collector street, provided, however, that a single unit dwelling that is occupied as a rooming house shall provide parking as required in this subsection for a rooming house. Parking within a garage shall not be counted toward the minimum parking requirement.
2	THEATERS, SCHOOLS, INSTITUTIONS AND AUDITORIUMS OR OTHER PLACES OF ASSEMBLY:	
	Auditoriums, stadiums, theaters, houses of worship and similar public assembly uses, except school auditoriums	1 space for each 5 seats
	Day care centers, child care centers, day nurseries, nursery schools, kindergartens, play groups and centers or workshops for mentally or physically handicapped	1 space for each 5 students in accordance with licensed or designed capacity
	Hospitals	1.5 spaces per bed in accordance with designed capacity; plus additional spaces for outpatient clinics, schools, etc., located within the hospital building, in accordance with requirements indicated elsewhere in this Table B
	Libraries	1 spaces for each 1,000 square feet of gross floor area or fraction thereof
	Museums, art galleries	1 space for each 1,000 square feet of gross floor area or fraction thereof
	Private clubs and lodges	1 space for each 5 seats in accordance with designed seating capacity
	School or institutional auditoriums	If on same site as school, parking for school includes parking for the auditorium
	Schools, commercial or trade, music, dance or business school	1 space for each 250 gross square feet of office floor area or fraction thereof, plus 1 space for each 3 students in accordance with designed capacity
	Schools, elementary or junior high	1 space for each 5 students of design capacity

TABLE B: Off-Street Parking Schedule

	Schools, high (except those high schools with only 9th and 10th grades which follow criteria for junior high school)	1 space for each 4 students of design capacity
3.	RECREATION USES, COMMERCIAL OR NONCOMMERCIAL:	
	Bowling alleys	4 spaces for each alley and spaces as may be required herein for affiliated uses such as restaurants
	Health salons, swimming pools, dance halls, recreational buildings and community centers	4 spaces for each 1,000 square feet of floor area that is open to users
4	BUSINESS, COMMERCIAL AND INDUSTRIAL USES:	
	Automobile service stations	1 space for each 6 pump meters or fraction thereof, and 2 spaces for each service bay
	Banks and other financial institutions	1 space for each 300 square feet of gross floor area or fraction thereof
	Carryout establishments handling sale of food and/or refreshments for consumption off the premises (excluding grocery and similar stores)	1 space per 300 square feet of gross floor area
	Carwash:	Self-serve, no parking but see stacking spaces §4.8.9 ; if staffed, one space per projected peak-hour employee, plus stacking spaces
	Coin operated laundromat	1 space for each 4 coin operated cleaning, washing, and drying machines, in accordance with designed capacity
	Home occupation	1 additional space
	Industrial or manufacturing operations	1 space per 2 employees on largest shift, plus 15 percent of that number of spaces for company vehicles or visitors. Documentation regarding number of employees shall be provided to the administrative official
	Mini-warehouses	1 space for each 50 storage cubicles to be located at the project office for the use of prospective customers or active customers conducting business with the mini-warehouse management plus 2 spaces for the manager's quarters (if provided). off-street parking and loading for mini-warehouse customers at their individual cubicles shall be provided within the minimum circulation driveways, as required, in §4.8.6.13 of this section
	Offices, public or private, except medical, veterinary and dental	1 space for each 300 square feet of gross floor area or fraction thereof
	Offices of doctors, dentists, veterinarians and medical, dental, or veterinary clinics; and small animal hospitals or clinics	1 space for each 250 square feet of gross floor area or fraction thereof
	Restaurants, quality	1 space per 250 square feet of gross floor area 1 space or for every 2 seats of permitted fire occupancy, whichever is less
	Restaurants and cafes, high turnover and fast-food	1 space per 100 square feet of gross floor area plus required stacking spaces for drive-through lane(s)
	Retail, convenience	1 space for each 200 square feet of gross floor area plus 1.5 spaces for each gas pump
	Retail, lumber and home improvement	1 space for each 400 square feet of gross floor area (exterior lumber yards or garden supply shopping areas shall be included in gross floor area for this calculation)
	Retail, large items, including furniture and appliance stores, motor vehicle sales, bona fide wholesale stores not catering to the general public, household equipment, machinery sales	1 space for each 500 square feet of gross floor area
	Retail stores not elsewhere classified (in this subsection I); this classification includes "super stores," discount stores and supermarkets	1 space for each 200 square feet of gross floor area or fraction thereof
	Shopping centers	1 space per 225 square feet of gross leasable floor area or fraction thereof
	Warehouse and storage establishment and freight or truck terminals	4 spaces plus 1 space for each 1,500 square feet over 4,500 square feet of gross floor area or fraction thereof plus truck parking

TABLE B: Off-Street Parking Schedule

5 SERVICE UNITS		
	Funeral home	1 space for each 5 chapel or parlor seats
	Salons, hair, tanning, nail and other	1 space for each 200 square feet of gross floor area or fraction thereof

B. Reduction for Mixed or Joint Use of Parking Spaces

Upon a written request, the Development Assistance Committee may authorize a reduction in total number of required parking spaces for two or more uses jointly providing off-street parking when their respective hours of need of maximum parking do not normally overlap. Reduction of parking requirements, because of joint use, shall be approved if the following conditions are met:

1. The applicant submits a parking study with sufficient data to demonstrate that hours of maximum demand for parking by the respective uses do not normally overlap.
2. The applicant submits a legal agreement, approved by the City Attorney, guaranteeing the joint use of off-street parking spaces so long as the uses requiring parking are in existence or until required parking is provided elsewhere in accordance with the provisions of this Zoning Ordinance.

C. Reduction for Additional Bicycle Parking

Commercial developments are eligible for a one time reduction in vehicle parking spaces in exchange for additional bicycle parking facilities. The number of vehicle parking spaces may be reduced by two (2) spaces in exchange for five (5) additional bicycle parking spaces.

C.D. Employee Parking

Parking spaces required on an employee basis shall be based on the maximum number of employees on duty or residing on the premises at any one time.

D.E. Other Uses

Parking spaces for other permitted uses not listed above shall be provided on the same basis as required for the most similar use or as reasonably determined by the Development Assistance Committee. Parking spaces for other special uses not listed above shall be provided as required by the City Council after a hearing by the Planning Commission and guided by the above requirements and the special use performance standards; however, the council may set higher requirements for any special use case.

§4.8.10. Bicycle Parking

Bicycle parking shall be provided by all school, multiple family, commercial, recreation and industrial uses.

A. Spaces

Bicycle parking spaces shall provide space to park bicycles and a means to secure each bicycle without securing it to a light post, bench, tree or other site amenity.

B. Number of Spaces

A minimum of one bicycle parking space shall be provided for every ten required vehicular spaces. At least two spaces shall be provided for each public and employee entrance by all individual uses except for uses for which no bicycle parking is required. Large commercial and industrial developments shall require a maximum of 20 bicycle parking spaces.

C. Location of Facilities

The dispersion and proximity of all bicycle parking facilities required by this section shall provide for convenient bicycle parking which shall be separated from automobile parking by a physical barrier or by at least five feet (5') where automobile parking is prohibited to protect parked bicycles from damage by vehicles. Bicycle parking facilities shall be located on the same lot or parcel of land as the use for which such facilities are required, and shall be a maximum of twenty five feet (25') from the public and employee entrances. Bicycle parking shall be installed so that it does not interfere with the flow of pedestrian and vehicular traffic. Bicycle parking shall include racks or other facilities to provide for bicycle security.

D. Other Requirements

Any bicycle parking facilities serving any use other than dwellings of two units per building or less shall meet the following off-street parking lot requirements:

1. Surfacing

The bicycle rack shall be installed on either asphalt or concrete, and shall be so graded and drained as to provide for the adequate runoff and disposal of surface water.

2. Lighting

Where lighting facilities are provided for the bicycle parking area, they shall be designed and installed so as to reflect the light away from any contiguous residentially zoned property.

3. Access to Facilities

Convenient access to bicycle parking facilities shall be provided and shall minimize travel distances from adjoining sidewalks and pathways to the bicycle parking facilities. Where access is via a sidewalk or pathway, curb ramps shall be installed as appropriate.

4. Signage

Where not clearly visible from the public right of way, directional signage shall be provided to direct bicyclists from the right of way to the bicycle parking facility.

5. Installation

Bicycle racks shall be installed according to the manufacturer's instructions.

A. Applicability

Bicycle parking facilities shall be provided for all school, multi-family, commercial, recreational and industrial uses. This section, which regulates bicycle parking, shall extend to all real property located within the corporate city limits of Carbondale, Illinois and within one and one-half miles thereof as shown on the official Zoning Map.

B. Bicycle Parking Facility

A bicycle parking facility is defined as a designated area which shall offer a secure space for bicycle storage. Bicycle parking facilities shall offer either a lockable enclosure in which a bicycle can be stored or a stationary rack upon which the bicycle can be locked. Bicycle parking spaces should allow the user to securely attach both the bicycle frame and one tire to the bike rack with the use of a U-frame lock.

C. Number of Spaces

1. For uses requiring motor vehicle parking spaces, bicycle parking shall be provided at a rate of one (1) bicycle parking space for each ten (10) motor vehicle spaces or fraction thereof, with a minimum of two bicycle parking spaces being provided.
2. Large commercial and industrial developments shall require a maximum of 20 bicycle parking spaces.
3. For uses in the BPR, Primary Business, District one space shall be provided for each 2,000 ft² of gross commercial floor area, with a minimum of two bicycle parking spaces being provided.

- (a) The required bicycle parking should be located on private property whenever possible. If the developer finds that the bicycle parking cannot be adequately provided on the site, the developer shall purchase and donate to the City a bicycle rack or racks that will accommodate the required bicycle parking. The City will then install the bicycle rack(s) on public property within the BPR, Primary Business, district in an area in proximity to the development site where bicycle parking is inadequate.

D. Bicycle Parking Incentive

Commercial developments are eligible for a one time reduction in vehicle parking spaces in exchange for additional bicycle parking facilities. The number of vehicle parking spaces may be reduced by two (2) spaces in exchange for five (5) additional bicycle parking spaces.

E. Bicycle Parking Facilities Location

Bicycle parking shall be installed so that it does not interfere with the flow of pedestrian and vehicular traffic in accordance with the rules outlined below.

1. Distance from Entrances

Bicycle parking facilities shall be located on the same lot or parcel of land as the use for which such facilities are required, and shall be a maximum of fifty feet (50') from the public and employee entrances.

2. Distance from Motor Vehicle Parking

The dispersion and proximity of all bicycle parking facilities required by this section shall provide for convenient bicycle parking which shall be separated from automobile parking by a physical barrier or by at least five feet (5').

3. Access

Convenient access to bicycle parking facilities shall be provided and shall minimize travel distances from adjoining sidewalks and pathways to the bicycle parking facilities. A pedestrian accessible sidewalk must be provided between the bicycle parking facility and the building entrance.

4. Surfacing

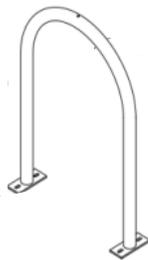
The bicycle rack shall be installed on either asphalt or concrete, and shall be so graded and drained as to provide for the adequate runoff and disposal of surface water.

F. Bike Rack Types

Each bicycle rack should allow the user to securely attach both the bicycle frame and one tire to the rack with the use of a U-frame lock.

1. Permitted Bicycle Racks

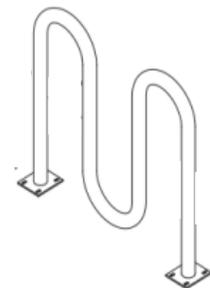
The following types are examples of permitted bicycle racks, Inverted "U", Post and Loop, and Wave designs. Additional designs may be approved by the Development Services Director.



Inverted "U"
One Rack Supports 2 Bikes



Post and Loop
One Rack Supports 2 Bikes



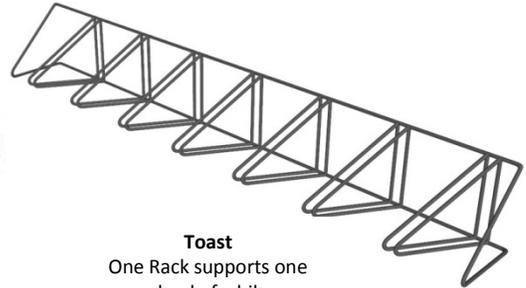
Wave
One Rack Supports 5 Bikes

2. Prohibited Bicycle Racks

The following types are examples of prohibited bicycle racks, Comb, Toast, and other wheel bending racks, which provide no support for the bicycle frame.



Comb
One Rack supports one wheel of a bike



Toast
One Rack supports one wheel of a bike

G. Bicycle Space Dimension Requirements

Each bicycle rack shall be placed in accordance with the requirements as described and illustrated in this section.

1. Length of Bicycle Parking Space

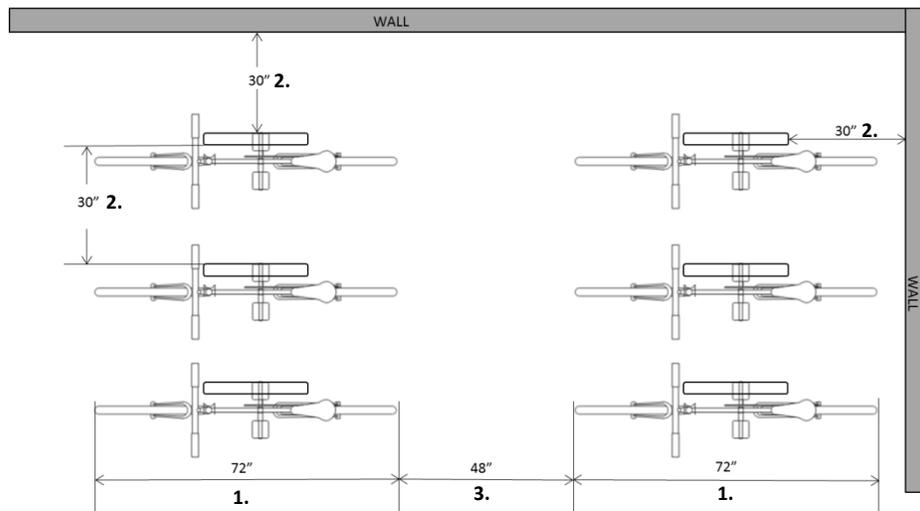
Bicycle Parking space shall be at least six feet (6') long.

2. Unobstructed Area around Bicycle Parking Space

A thirty inch (30") space of unobstructed paved surface shall surround the bicycle parking loops to allow the wheels of the parked bicycles to rest on the paved surface and allow for the minimum distance from adjacent walls, structures, and other racks.

3. Aisles between Racks

A four foot (4') width aisle, measured from tire to tire, shall be maintained between multiple rows of bike racks.



H. Lighting

Lighting shall be provided in bicycle parking area so that all facilities are thoroughly illuminated and visible from adjacent sidewalks and motor vehicle parking lots. Bicycle parking shall at a minimum meet the lighting standards for motor vehicle parking as outlined in §4.8.6.K.

I. Signage

Where not clearly visible from the public right-of-way, directional signage shall be provided to direct bicyclists from the right-of-way to the bicycle parking facility.



MINUTE EXCERPTS
PC 15-07
Carbondale Planning Commission
Wednesday, January 28, 2015
Room 108, 6:00 p.m.
City Hall/Civic Center

Mr. Anz opened PC 15-07 to order at 6:00 p.m.

Members Present: Grant, Loos, Anz, Field, Lilly and Kang

Members Absent: Barke, Schachel, Love and Bradshaw (ex-officio)

Staff Present: Wallace, Taylor

1. Public Hearings

PC 15-07 - The City of Carbondale has requested a text amendment relative to bicycle parking regulations.

Mr. Anz declared Public Hearing PC 15-07 open and asked Mr. Wallace to read the legal notice.

Mr. Wallace read the legal notice.

Mr. Anz asked Mr. Taylor to present the staff report.

Mr. Taylor, Planner for the City of Carbondale, was sworn in and read part A of the staff report.

Mr. Anz asked if there were any questions of staff.

Mr. Grant asked if someone could use the incentive allowance twice.

Mr. Wallace answered that the parking allowance is a one time incentive.

There was a discussion about the 5:2 parking incentive ratio.

Mr. Anz asked if there were any plans in the future for bicycle shelters.

Mr. Wallace answered that at this time there are not any plans.

Mr. Anz asked if there were any more questions from Commission to staff.

There were none.

Mr. Anz asked if anyone would like to speak in favor of the application.

No one spoke in favor.

Mr. Anz asked if anyone would like to speak in opposition of the application.

No one spoke in opposition.

Mr. Anz asked Mr. Taylor to complete the staff report.

Mr. Taylor read part B and C of the staff report, with a recommendation to approve PC 15-07.

Mr. Anz asked if there were any questions for staff.

Ms. Field asked if this would be sufficient to get us the Bicycle Friendly Designation or if there are other things that staff is working on.

Mr. Wallace answered that the application is very extensive and that this is only one component that gives Carbondale additional points.

Mr. Grant asked about the requirements for a new development and if the 5 parking spaces as referenced in the incentive are in addition to what is already required of them.

Mr. Wallace replied correct.

Mr. Wallace also wanted to add that the 5 bicycle spaces was determined by the number of bikes held in a three loop bike rack, which is a standard rack and is commonly used in new developments.

There was a discussion about different types of the bike racks.

Mr. Anz asked if customized bike racks would be allowed.

Mr. Wallace answered that there is a provision in the new code that allows staff to approve additional designs as long as the rack meets the requirements.

Mr. Grant asked if the bicycle racks will be allowed to be on the right of way.

Mr. Wallace answered that the racks would be allowed on the right of way only if it is approved by the Public Works Director.

Mr. Anz requested that the accessible spaces that are required be held to the higher number, if using the incentive drops the development to a lower requirement.

Mr. Wallace answered that a note can be added to hold the development to the higher number of accessible spaces.

Mr. Anz asked if there were any questions from anyone to anyone.

There were none.

Mr. Anz declared the Public Hearing closed at 6:26pm.

Mr. Kang moved, seconded by Mr. Loos, that the Commission accept as findings of fact Part A of the staff report for PC 15-07, no person spoke in favor of or in opposition.

The motion passed on a unanimous voice vote.

There was a general discussion regarding bicycle parking requirements in the BPR district.

Mr. Grant moved, seconded by Mr. Kang, that the Planning Commission recommend to City Council, they approve PC 15-07 as staff recommends with one change in regards to the bicycle parking requirement in the BPR district as follows:

If sufficient space is not available to ensure safe passage in accordance with the Illinois Accessibility Code, this requirement shall be waived

Roll Call Vote:

Yes – 6 (Grant, Loos, Anz, Field, Kang, Lilly)

No – 0

Mr. Wallace announced that PC 15-07 will go to Council on March 24, 2015.

M-E-M-O-R-A-N-D-U-M

TO: City of Carbondale Planning Commission
FROM: Jessica Sergeev, Planner
RE: PC 15-07, Text amendment relative to bicycle parking requirements
DATE: February 11, 2015

(Planning Commission Public Hearing on Wednesday, February 18, 2015 6:00 p.m.)

PART A. GENERAL INFORMATION

1. Applicant:
City of Carbondale
200 South Illinois Avenue
Carbondale Il, 62901
2. Requested Action and Background:

During the January 14, 2015, Carbondale Planning Commission meeting, the Commission initiated a text amendment relative to bicycle parking requirements within Title 15 of the Carbondale Revised Code. This text amendment was initiated in preparation for Carbondale to apply for a Bicycle Friendly Community designation.

The Bicycle Friendly Community (BFC) designation is a component of the League of American Bicyclists whose mission is to improve bicycle safety throughout the Country through education, advocacy, and promotion. The League of American Bicyclists awards this designation to communities which encourage people to bicycle for transportation and recreation through engineering, education, encouragement, enforcement, and evaluation. Currently there are nine (9) Bicycle Friendly Communities in Illinois. A community's bicycle-ability has become a powerful economic development tool to help attract business and human capital and illustrates a community's dedication to providing quality-of-life amenities to its residents. Providing alternative transportation modes also benefits the environment and conveys a community's dedication to sustainability.

The City can achieve additional points toward a Bicycle Friendly Community designation by having in place an ordinance which allows bicycle parking in substitute of motor vehicle parking. The Carbondale Revised Code currently does not contain this provision. The Carbondale Revised Code currently requires new school, multi-family, commercial, recreational and industrial developments to provide one (1) bicycle parking space for each ten (10) motor vehicle parking spaces (§4.8.10.B). The Planning Commission is requesting to allow for an incentive that with the addition of five (5) bicycle parking spaces, a developer could reduce the required motor vehicle parking by two (2) spaces.

The City has been pursuing alternative transportation related goals since 1976. In November of 1976, the City Council adopted a Drainways/Greenways Plan that recommended the creation of off-street corridors to be used for bicycle and pedestrian paths. Bicycleways and pedestrian paths have since been included in almost every major planning activity for the City. In the most recent Carbondale Comprehensive Plan adopted by the City in 2010, emphasis was placed on Carbondale becoming a “walkable, bicycleable community” with improved downtown connections for pedestrian and bicycle traffic (Focus Areas 2.3 and 3.3). One way of promoting the “walkable, bicycleable community” is to “amend the zoning ordinance to include specific standards for bicycle parking at multi-family complexes and commercial developments” (Focus Area 3.3). The Carbondale Comprehensive Plan also “encourages enhancing the appearance of development and compatibility between districts by strengthening and clarifying enforcement language in the zoning ordinance relating to issues such as pedestrian bicycle compatibility with parking lot design. The bicycle standards can be improved to include best practices in bicycle parking design, location, and access” (Focus Area 2.5). For these reasons, staff provided additional clarification to the existing bicycle parking requirements to meet recommendations set forth by the Association of Pedestrian and Bicycle Professionals (APBP). In addition to providing additional bicycle amenities that will enhance Carbondale as a community, this amendment also provides Carbondale with the opportunity to obtain additional points when applying for the Bicycle Friendly Community designation.

A copy of the current Carbondale Revised Code bicycle parking requirements are attached as Exhibit A. Staff’s recommended changes to the bicycle parking requirements are attached as Exhibit B.

PART B. ANALYSIS

The City of Carbondale Planning Commission is proposing a text amendment to improve the bicycle parking regulations within the Carbondale Revised Code.

In October 2014, the Paul Simon Public Policy Institute conducted an Alumni Community Survey collecting data on various topics related to Downtown Carbondale. In the survey, the alumni were asked, “As a student at SIU, how did you get around most days?”, participants answered that on average 14% rode a bicycle as their primary form of transportation. Specifically from 2011 to 2015, the survey found 17% of students used their bicycles as their primary form of transportation. When participants were asked, “In deciding where to live, indicate how important each of the following would be to you?”, 63% responded that there needs to be more places to bicycle. Finally when alumni were asked to rate different aspects of the

community when deciding where to live, areas with bicycle paths were rated third most important, only surpassed by quality of schools and sidewalks and places to take walks. The results of the survey show Carbondale residents are expressing interest in more bicycle friendly facilities and policies.

In order to develop appropriate regulations staff reviewed Bicycle Parking Guidelines as set by the Association of Pedestrian and Bicycle Professionals and numerous communities which have received the Bicycle Friendly Community designation.

Staff's first recommendation is to modify the bicycle parking requirements for the BPR, Primary Business, district. Currently, bicycle parking requirements are based on the number of motor vehicle spaces required. Staff has set new guidelines for the BPR district due to the lack of motor vehicle parking requirements in the district. Staff finds that many communities with Bicycle Friendly Community designations base downtown bicycle parking requirements on the gross square footage of the commercial space. Milwaukee, WI requires 1 bicycle parking space for each 2,000ft² of commercial space and Portland, OR requires a minimum of 2 parking spaces or 1 space for each 5,000ft² of commercial space. Staff's recommendation is requiring 1 bicycle parking space per every 2,000ft² of gross commercial floor area within the BPR district. This requirement will provide the greatest amount of bicycle parking for the limited amount of space in the BPR and encourage patrons to use healthy and sustainable forms of transportation.

The current Carbondale Revised Code requires bicycle parking to be located within 25' from an entrance. It is staff's experience that this has proven to be restrictive to developers and problematic for site design. Bicycle Parking Guidelines established by the APBP, recommends locating bicycle racks a maximum of 50' from the entrance. Many BFC communities, including Champaign, IL and Flagstaff, AZ, exceed this distance and require bicycle parking within 100' from the main building entrance. Staff recommends extending the current allowed distance to 50' to adhere to APBP Guidelines while still providing convenient and visible bicycle parking for cyclists.

The present Carbondale Revised Code requires developers to provide the space to park bicycles and a means to secure each bicycle without securing it to a light post, bench, tree, or other site amenity. The APBP states that people are less likely to bicycle if there is inadequate bicycle parking or if the parking provided is likely to damage the bicycle. Therefore, they recommend that the bicycle be supported by at least the wheel and one part of the frame of the bicycle. If the bicycle is only supported by the wheel, the bicycle is less secure and is more likely to incur damage by being pushed over and bending the wheel. Therefore, staff recommends permitting bicycle racks that adhere to these guidelines and prohibit the use of bicycle racks which do not provide support for the bicycle frame and wheel, as illustrated in Exhibit B.

Although the Carbondale Revised Code does require developers to provide space for bicycle parking the code does not provide specific bicycle rack spacing dimensions. Staff has specified the required bicycle spacing dimensions and provided a diagram to illustrate the recommendations of the Bicycle Parking Guidelines from APBP. Similar guidelines have been incorporated into bicycle parking standards for Bicycle Friendly Communities such as Champaign, IL and Flagstaff, AZ to allow for optimal circulation of bicycle and pedestrians.

In addition to these changes staff recommends that an incentive be incorporated into the code to allow developers to defer motor vehicle parking in exchange for bicycle parking. Similar incentives have been incorporated into the Bicycle Friendly Communities of Portland, OR, Chicago, IL and Grand Rapids, MI. Portland has obtained a platinum level Bicycle Friendly Community designation and allows developers to remove one (1) motor vehicle parking space for every 5 non-required bicycle parking spaces. In the city of Chicago a non-residential use may use up to two vehicle parking spaces as space for providing additional bicycle parking. Grand Rapids, allows for the reduction of 1 motor vehicle space for each additional 4 bicycle parking spaces. Staff recommends the City adopt a similar policy by allowing new construction, which is required to provide bicycle parking, the opportunity to provide an additional five (5) spaces of bicycle parking and eliminate up to two (2) motor vehicle parking spaces. The decision to reduce the parking space requirement by two, rather than by one, was guided by the manner in which most parking lots are designed. Generally parking lots include a double parking stall module, this double module includes two spaces that are placed back to back with an aisle between the two. This creates a double module that includes two 18' parking spaces and a 24' aisle measuring 60' in total. By allowing a reduction of two parking spaces, an entire double module can be eliminated, rather than simply removing one space which would still require the construction of the aisle. The incentive to the developer is more financially beneficial by allowing the elimination of the two spaces.

It is staff's opinion these changes to the Carbondale Revised Code will help clarify the standards for the design of bicycle parking and in addition, will reaffirm the City's commitment to becoming a more bicycle friendly community.

PART C. RECOMMENDATION

Based on the analysis presented in this report, Staff recommends the Planning Commission approve PC 15-07.

Exhibit A: Current Carbondale Revised Code

4. Sites with drive-through lanes for uses other than banks or fast-food shall include two stacking spaces per lane.

C. Area, Design, Location

1. The area required for stacking for drive-through lanes shall not be counted as part of the required parking area;
2. Stacking areas shall be located and designed so that they do not block public sidewalks or driveways providing access and egress to the site or adjoining sites;
3. The required number of stacking spaces shall be provided on the site and shall not include space in a street, alley or any portion of a right-of-way;
4. Alleys or driveways in or abutting areas designed, approved, or developed for residential use shall not be used for circulation of traffic for drive-up facilities;
5. Drive-in facilities and stacking lanes shall be located and designed to minimize turning movements relative to driveway access to streets and intersections;
6. Where turns are required in the exit lane, the minimum distance from any drive-up station to the beginning point of the curve shall be thirty-four feet (34'). The minimum inside turning radius shall be twenty-five feet (25');
7. Drive-in facilities and stacking lanes shall be located and designed to minimize or avoid complete conflicts between vehicular traffic and pedestrian areas such as sidewalks, crosswalks, or other pedestrian access ways;
8. A bypass lane shall be provided; and
9. Stacking areas shall be paved to the same standards as parking lots outlined in §4.8.6.

§4.8.10. Bicycle Parking

Bicycle parking shall be provided by all school, multiple-family, commercial, recreation and industrial uses.

A. Spaces

Bicycle parking spaces shall provide space to park bicycles and a means to secure each bicycle without securing it to a light post, bench, tree or other site amenity.

B. Number of Spaces

A minimum of one bicycle parking space shall be provided for every ten required vehicular spaces. At least two spaces shall be provided for each public and employee entrance by all individual uses except for uses for which no bicycle parking is required. Large commercial and industrial developments shall require a maximum of 20 bicycle parking spaces.

C. Location of Facilities

The dispersion and proximity of all bicycle parking facilities required by this section shall provide for convenient bicycle parking which shall be separated from automobile parking by a physical barrier or by at least five feet (5') where automobile parking is prohibited to protect parked bicycles from damage by vehicles. Bicycle parking facilities shall be located on the same lot or parcel of land as the use for which such facilities are required, and shall be a maximum of twenty-five feet (25') from the public and employee entrances. Bicycle parking shall be installed so that it does not interfere with the flow of pedestrian and

vehicular traffic. Bicycle parking shall include racks or other facilities to provide for bicycle security.

D. Other Requirements

Any bicycle parking facilities serving any use other than dwellings of two units per building or less shall meet the following off-street parking lot requirements:

1. Surfacing

The bicycle rack shall be installed on either asphalt or concrete, and shall be so graded and drained as to provide for the adequate runoff and disposal of surface water.

2. Lighting

Where lighting facilities are provided for the bicycle parking area, they shall be designed and installed so as to reflect the light away from any contiguous residentially zoned property.

3. Access to Facilities

Convenient access to bicycle parking facilities shall be provided and shall minimize travel distances from adjoining sidewalks and pathways to the bicycle parking facilities. Where access is via a sidewalk or pathway, curb ramps shall be installed as appropriate.

4. Signage

Where not clearly visible from the public right-of-way, directional signage shall be provided to direct bicyclists from the right-of-way to the bicycle parking facility.

5. Installation

Bicycle racks shall be installed according to the manufacturer's instructions.

§4.8.11. Outdoor Storage and Uses

A. Applicability

This section shall apply to the use of parking lots or paved or other open areas contiguous to parking lots for outdoor storage or sales where permitted by this Zoning Ordinance. This section does not allow such uses but simply provided standards that affect such uses where they are allowed by other sections of this Zoning Ordinance.

B. Site Plan

Areas to be used for outdoor storage, outdoor sales, or the parking or storage of modular units or trailers for temporary storage shall be designated on the site plan.

C. Location, Screening

Areas used for outdoor storage, outdoor sales or the parking or storage of modular units or trailers shall not be located within fifty feet (50') of property in an R-1 or R-2 zoning district.

D. Area, Design

1. Site area for areas used for any of the outdoor uses enumerated in this section shall be computed separately from and shall be provided in addition to all required parking and stacking areas;

Exhibit B: Staff's Recommended Text Amendment

A. Reduction for Mixed or Joint Use of Parking Spaces

Upon a written request, the Development Assistance Committee may authorize a reduction in total number of required parking spaces for two or more uses jointly providing off-street parking when their respective hours of need of maximum parking do not normally overlap. Reduction of parking requirements, because of joint use, shall be approved if the following conditions are met:

1. The applicant submits a parking study with sufficient data to demonstrate that hours of maximum demand for parking by the respective uses do not normally overlap.
2. The applicant submits a legal agreement, approved by the City Attorney, guaranteeing the joint use of off-street parking spaces so long as the uses requiring parking are in existence or until required parking is provided elsewhere in accordance with the provisions of this Zoning Ordinance.

B. Reduction for Additional Bicycle Parking

The required amount of motor vehicle parking spaces for commercial developments may be reduced in exchange for additional bicycle parking facilities. The number of vehicle parking spaces may be reduced by two (2) spaces in exchange for five (5) additional bicycle parking spaces.

B.C. Employee Parking

Parking spaces required on an employee basis shall be based on the maximum number of employees on duty or residing on the premises at any one time.

C.D. Other Uses

Parking spaces for other permitted uses not listed above shall be provided on the same basis as required for the most similar use or as reasonably determined by the Development Assistance Committee. Parking spaces for other special uses not listed above shall be provided as required by the City Council after a hearing by the Planning Commission and guided by the above requirements and the special use performance standards; however, the council may set higher requirements for any special use case.

§4.8.8. Off-Street Loading

Off-street loading spaces scaled to the type of vehicle anticipated to utilize the spaces shall be provided accessory to any structure which is to be erected or substantially altered, and which requires the receipt or distribution of materials or merchandise by trucks or similar vehicles in accordance with the following:

A. Location

Off-street loading berths shall be on the same lot as the principal use and they shall not be located in a front yard.

B. Screening

When a use which requires or provides off-street loading facilities adjoins a residential district, such facilities shall be concealed from view therefrom by a fence or wall not less than six feet (6') or more than eight feet (8') in height. In lieu of a concealing fence, a densely planted evergreen tree or shrub hedge shall be provided and maintained to not less than six feet (6') in height. If an evergreen tree or shrub hedge is utilized, original plantings shall be at least three feet (3') in height.

2. Sites with drive-through lanes for fast-food restaurants shall include four stacking spaces per lane;
3. Sites with automatic car washes shall include four stacking spaces per bay;
4. Sites with drive-through lanes for uses other than banks or fast-food shall include two stacking spaces per lane.

C. Area, Design, Location

1. The area required for stacking for drive-through lanes shall not be counted as part of the required parking area;
2. Stacking areas shall be located and designed so that they do not block public sidewalks or driveways providing access and egress to the site or adjoining sites;
3. The required number of stacking spaces shall be provided on the site and shall not include space in a street, alley or any portion of a right-of-way;
4. Alleys or driveways in or abutting areas designed, approved, or developed for residential use shall not be used for circulation of traffic for drive-up facilities;
5. Drive-in facilities and stacking lanes shall be located and designed to minimize turning movements relative to driveway access to streets and intersections;
6. Where turns are required in the exit lane, the minimum distance from any drive-up station to the beginning point of the curve shall be thirty-four feet (34'). The minimum inside turning radius shall be twenty-five feet (25');
7. Drive-in facilities and stacking lanes shall be located and designed to minimize or avoid complete conflicts between vehicular traffic and pedestrian areas such as sidewalks, crosswalks, or other pedestrian access ways;
8. A bypass lane shall be provided; and
9. Stacking areas shall be paved to the same standards as parking lots outlined in §4.8.6.

§4.8.10. Bicycle Parking

A. Applicability

Bicycle parking facilities shall be provided for all school, multi-family, commercial, recreational and industrial uses. This section, which regulates bicycle parking, shall extend to all real property located within the corporate city limits of Carbondale, Illinois and within one and one-half miles thereof as shown on the official Zoning Map.

B. Bicycle Parking Facility

A bicycle parking facility is defined as a designated area which shall offer a secure space for bicycle storage. Bicycle parking facilities shall offer either a lockable enclosure in which a bicycle can be stored or a stationary rack upon which the bicycle can be locked. Bicycle parking spaces should allow the user to securely attach both the bicycle frame and one tire to the bike rack with the use of a U-frame lock.

C. Number of Spaces

1. For uses requiring motor vehicle parking spaces, bicycle parking shall be provided at a rate of one (1) bicycle parking space for each ten (10) motor vehicle spaces or fraction thereof, with a minimum of two bicycle parking spaces being provided.
2. Large commercial and industrial developments shall require a maximum of 20 bicycle parking spaces.
3. For uses in the BPR, Primary Business, District one space shall be provided for each 2,000 ft² of gross commercial floor area, with a minimum of two bicycle parking spaces being provided.
 - (a) In the event sufficient bicycle parking is available on the adjacent public right-of-way, this requirement may be waived.
 - (b) The required bicycle parking may be installed on the public right-of-way after a review by the City's Public Works Director to ensure there is adequate space for safe passage of pedestrians

D. Bicycle Parking Incentive

The required amount of motor vehicle parking spaces for commercial developments may be reduced in exchange for additional bicycle parking facilities. The number of vehicle parking spaces may be reduced by two (2) spaces in exchange for five (5) additional bicycle parking spaces.

E. Bicycle Parking Facilities Location

Bicycle parking shall be installed so that it does not interfere with the flow of pedestrian and vehicular traffic in accordance with the rules outlined below.

1. Distance from Entrances

Bicycle parking facilities shall be located on the same lot or parcel of land as the use for which such facilities are required, and shall be a maximum of fifty feet (50') from the public and employee entrances.

2. Distance from Motor Vehicle Parking

The dispersion and proximity of all bicycle parking facilities required by this section shall provide for convenient bicycle parking which shall be separated from automobile parking by a physical barrier or by at least five feet (5').

3. Access

Convenient access to bicycle parking facilities shall be provided and shall minimize travel distances from adjoining sidewalks and pathways to the bicycle parking facilities. A pedestrian accessible sidewalk must be provided between the bicycle parking facility and the building entrance.

4. Surfacing

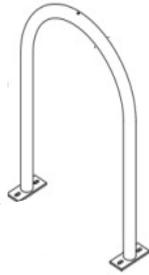
The bicycle rack shall be installed on either asphalt or concrete, and shall be so graded and drained as to provide for the adequate runoff and disposal of surface water.

F. Bike Rack Types

Each bicycle rack should allow the user to securely attach both the bicycle frame and one tire to the rack with the use of a U-frame lock.

1. Permitted Bicycle Racks

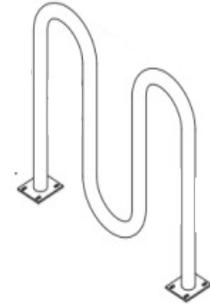
The following types are examples of permitted bicycle racks, Inverted “U”, Post and Loop, and Wave designs. Additional designs may be approved by the Development Services Director.



Inverted “U”
One Rack Supports 2 Bikes



Post and Loop
One Rack Supports 2 Bikes



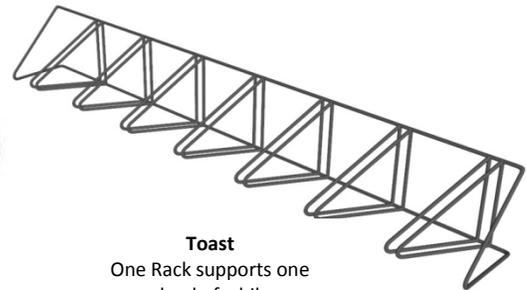
Wave
One Rack Element is a Vertical Segment of the Rack

2. Prohibited Bicycle Racks

The following types are examples of prohibited bicycle racks, Comb, Toast, and other wheel bending racks, which provide no support for the bicycle frame.



Comb
One Rack supports one wheel of a bike



Toast
One Rack supports one wheel of a bike

G. Bicycle Space Dimension Requirements

Each bicycle rack shall be placed in accordance with the requirements as described and illustrated in this section.

1. Length of Bicycle Parking Space

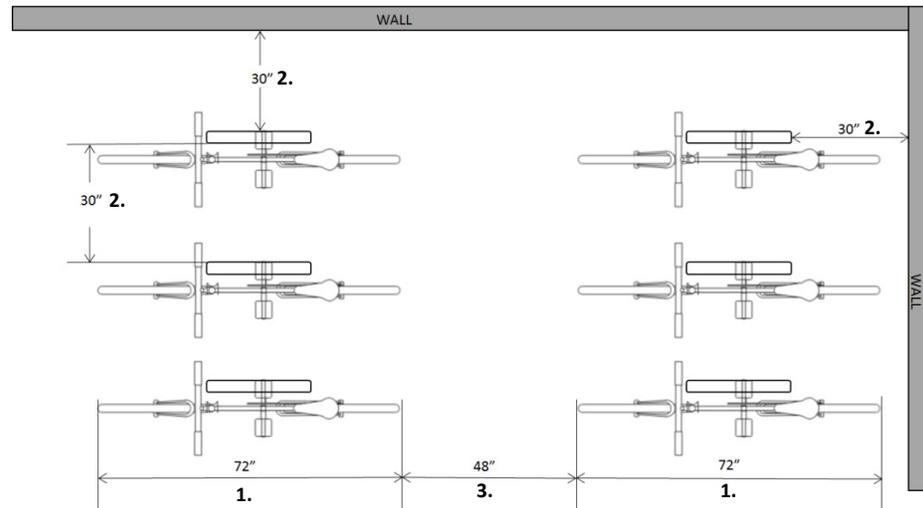
Bicycle Parking space shall be at least six feet (6’) long.

2. Unobstructed Area around Bicycle Parking Space

A thirty inch (30”) space of unobstructed paved surface shall surround the bicycle parking loops to allow the wheels of the parked bicycles to rest on the paved surface and allow for the minimum distance from adjacent walls, structures, and other racks.

3. Aisles between Racks

A four foot (4') width aisle, measured from tire to tire, shall be maintained between multiple rows of bike racks.



H. Lighting

Lighting shall be provided in bicycle parking area so that all facilities are thoroughly illuminated and visible from adjacent sidewalks and motor vehicle parking lots. Bicycle parking shall at a minimum meet the lighting standards for motor vehicle parking as outlined in §4.8.6.K.

I. Signage

Where not clearly visible from the public right-of-way, directional signage shall be provided to direct bicyclists from the right-of-way to the bicycle parking facility.

§4.8.11. Outdoor Storage and Uses

A. Applicability

This section shall apply to the use of parking lots or paved or other open areas contiguous to parking lots for outdoor storage or sales where permitted by this Zoning Ordinance. This section does not allow such uses but simply provided standards that affect such uses where they are allowed by other sections of this Zoning Ordinance.

B. Site Plan

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C. Location, Screening

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