

**AN ORDINANCE AMENDING THE CITY'S ZONING ORDINANCE
RELATED TO BICYCLE PARKING.**

WHEREAS, the City of Rolling Meadows is a home rule municipality in accordance with Article VII, Section 6 of the Constitution of the State of Illinois of 1970 and has the authority to exercise any power and perform any function pertaining to its government and affairs; and

WHEREAS, Section 122-394 ("Amendments") of Chapter 122 ("Zoning") sets forth procedures for considering amendments to the map and text of the City's Zoning Ordinance.

WHEREAS, the City desires to amend the Zoning Ordinance related to bicycle parking ("**Requested Amendment**"); and

WHEREAS, the City's Planning and Zoning Commission ("**PZC**"), after notice was provided as required by law, conducted a public hearing on February 4, 2025 to consider an application to consider the Requested Amendment; and

WHEREAS, after taking and considering all testimony presented at the public hearing, the PZC made the findings of fact enumerated in **Exhibit A** and recommended that the City Council approve the Requested Amendment; and

WHEREAS, the Corporate Authorities of the City of Rolling Meadows have determined that it would be in the best interest of the City to approve the Requested Amendment as set forth in this Ordinance.

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of Rolling Meadows, Illinois:

Section 1: Recitals. The recitals set forth above are incorporated herein by reference as the findings of the Corporate Authorities.

Section 2: Amendment to Section 122-160. Pursuant to Sections 122-394 ("Amendments") and the City's home rule authority, Section 122-160 ("Bicycle Parking") of Article IV ("Off-Street Parking and Loading") of Chapter 122 ("Zoning") is hereby amended as follows [additions are **bold and double-underlined**; deletions are struck through]:

Sec. 122-160. - Bicycle parking.

- (a) **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.**
- (b) All nonresidential developments which provide automobile parking facilities shall provide bicycle parking facilities (bike racks) at a ratio of at least one bicycle parking space for every ten automobile parking spaces.
- (c) Multi-family developments shall provide interior bicycle parking facilities for building residents at a ratio of at least one bicycle parking space for every three dwelling units. Such bicycle parking facilities must be provided near the building entrance accessible to

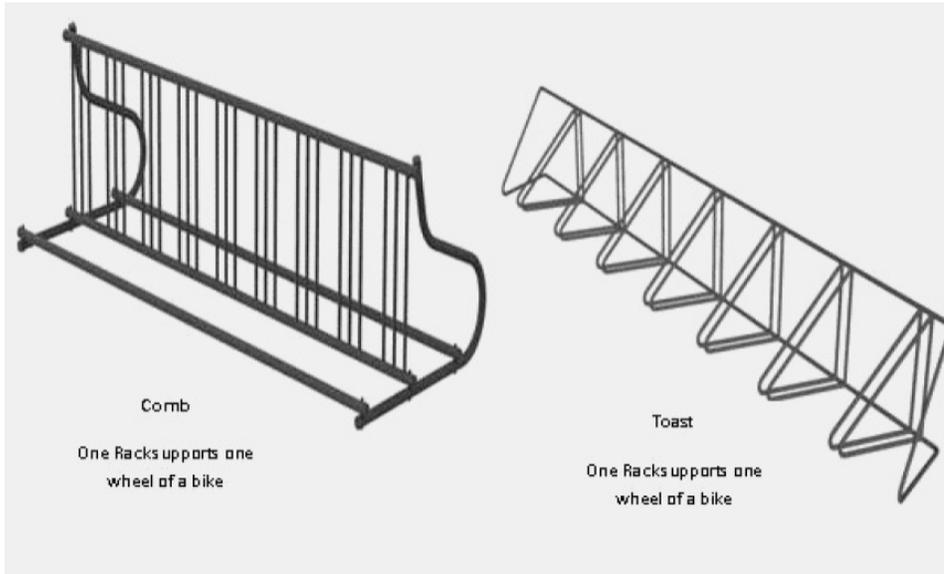
the street. Multi-family developments shall also provide bicycle parking facilities for visitors/public at a ratio of at least one bicycle parking space for every 20 automobile parking spaces provided and shall meet the location criteria under section 122-160, **whichever is closer.**

- (d) No development, except a one- or two-family development, shall have fewer than three bicycle/moped parking spaces nor be required to exceed a maximum of ten such spaces.
- (e) Bicycle parking facilities for nonresidential developments and bicycle parking facilities provided for the visitors and/or public shall be located within the parkway/street furniture zone a maximum distance of 50 feet from the building entrance, or shall be located at least as close as the closest automobile space.
- (f) **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) **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').**
 - (2) **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.**
 - (3) **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.**
- (g) Each bicycle parking facility shall include a metal anchor sufficient to secure the bicycle frame when used in conjunction with a user supplied **U-Frame** lock.

(1) The following types of Bicycle Racks are permitted: inverted “U”, post and loop, and wheel well-secure.

INVERTED U also called staple, loop		Common style appropriate for many uses; two points of ground contact. Can be installed in series on rails to create a free-standing parking area in variable quantities. Available in many variations.
POST & RING		Common style appropriate for many uses; one point of ground contact. Compared to inverted-U racks, these are less prone to unintended perpendicular parking. Products exist for converting unused parking meter posts.
WHEELWELL-SECURE		Includes an element that cradles one wheel. Design and performance vary by manufacturer; typically contains bikes well, which is desirable for long-term parking and in large-scale installations (e.g. campus); accommodates fewer bicycle types and attachments than the two styles above.

(2) The following types of Bicycle Racks are prohibited: comb, toast, and other wheel bending racks, which provide no support for the bicycle frame.

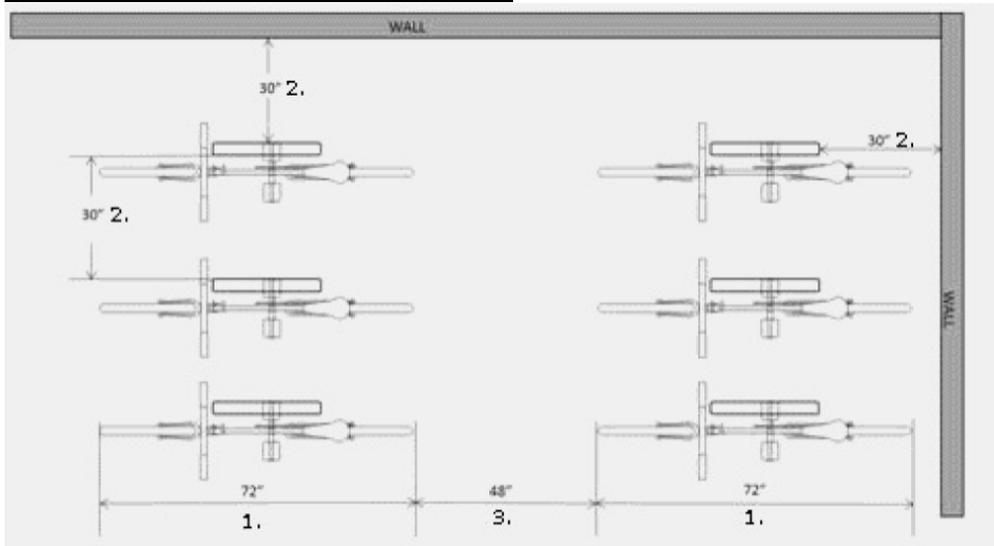


(h) Each bicycle rack shall be placed in accordance with the requirements as described and illustrated in this section.

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

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



(i) Existing developments are required to provide a Bike Parking Facility that meets the criteria under section 122-160 when any permit is issued to reconfigure the parking lot. Restriping of an existing parking lot, as is, does not qualify as a reconfiguration.

Section 3: Severability. If any provision of this Ordinance or part thereof is held invalid by a court of competent jurisdiction, the remaining provisions of this Ordinance shall remain in full force and effect, and shall be interpreted, applied, and enforced so as to achieve, as near as may be, the purpose and intent of this Ordinance to the greatest extent permitted by applicable law.

Section 4: Effective Date. This Ordinance shall be in full force and effect from and after its passage, approval, and publication in pamphlet form in the manner provided by law.

PASSED AND APPROVED by the City Council of Rolling Meadows, Cook County, Illinois, this 25th day of February, 2025.

AYES: Boucher, Reyez, Koehler, McHale, Budmats, O'Brien

NAYS: 0

ABSENT: Vinezeano



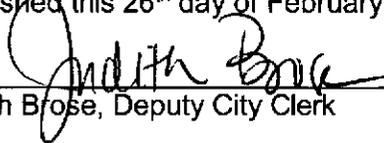
Lara Sanoica, Mayor

ATTEST:



Judith Brose, Deputy City Clerk

Published this 26th day of February, 2025.



Judith Brose, Deputy City Clerk

Exhibit A

PZC Findings of Fact

Amendment Standards

Standard 1) Potential impacts: *The amendment shall not adversely impact existing land uses in proximity to a subject property, or, in the case of a text amendment, the overall zoning district purpose or intent of a code section proposed for amendment. The amendment should not unreasonably affect the value, use and enjoyment of nearby properties.*

Findings: The proposed text amendment does not adversely impact the purpose or intent of the Code, or the use or enjoyment of any property. The addition of high-quality bike parking would make these properties more desirable.

Standard 2) Trend of development/consistency: *Map amendments should be a logical extension of the trend of development in the area around the subject property, or consistent with the approved comprehensive plan. In the case of a text amendment, the amendment shall be consistent with the overall zoning district purpose or intent of a code section proposed for amendment.*

Findings: The proposed text amendment is consistent with the existing bike parking requirements and add several new standards applicable in all cases.

Standard 3) Externalities: *Relevant physical or market conditions that may have changed to make the existing zoning of a property inappropriate, or that make the proposed text amendment necessary for this chapter to be in keeping with the desirable development of the city shall be specified.*

Findings: As user experiences continue to evolve and new technology in bike parking come forward communities will need to reevaluate these rules so they can continue to provide bike parking facilities that encourage usage.

Standard 4) City plans: *Amendments should be consistent with the City's Comprehensive Plan, Official Map, and all other plans and policies adopted by the city.*

Findings: This amendment does not interfere with the implementation of the City's Comprehensive Plan or Official Map and is consistent with the City's Sustainability Plan.

Standard 5) Zoning appropriateness: *The extent to which use of the subject property (or relevant properties in the case of a text amendment) is diminished by the current zoning standards or designation and is no longer suitable for the underlying zoning shall be specified.*

Findings: Current bike parking standards are minimal and do not go far enough to encourage adequate end-of-ride bike parking that would be seen as an asset by the user. It is fair to say that the current standards are no longer suitable and the proposed additions provide the needed minimum requirements for the City to begin to develop a bicycle network.