

TOD SUPPORTIVE ZONING CODE UPDATE

STEERING COMMITTEE

MEETING #6

Mon, February 14, 2022



AGENDA

1. Call to Order
2. Roll Call
3. Approval of Meeting Minutes
4. Discussion: 2nd Round of Draft Code Amendments
5. Public Comment
6. Next Steps
7. Adjourn



ZONING CODE

2ND ROUND OF DRAFT CODE AMENDMENTS

DISCUSSION



DISCUSSION

2ND ROUND, DRAFT CODE AMENDMENTS

INACTIVE GROUND FLOOR USES

Updated the description and standards to regulate inactive ground floor uses

EXAMPLE

4. Limitations on Inactive Ground Floor Uses: Constant foot traffic is typically viewed as a key factor in promoting a business district with vibrant street life enabling pedestrians, bicyclists, and transit riders to safely and conveniently access businesses and services at the ground floor of buildings. On one hand, active ground floor uses like restaurants and stores are generally viewed as active ground floor uses due to the foot traffic they generate from pedestrians, bicyclists, and transit riders passing by on the sidewalk or street. On the other hand, inactive uses like certain offices and residential uses do not generate as much foot traffic in comparison to retail uses. To minimize inactive ground floor uses in business districts, Table 4: Business Districts Permitted Uses in section 10-5-9 outlines the following standards to help meet this end:

(a) Allow dwellings above the ground floor as a permitted use

(b) Allow dwellings at the ground floor as a special use

(c) Allow offices at the ground floor of a single-story building as a special use

(d) Allow offices at the ground floor of a multi-story building as a special use

(e) Allow offices above the ground floor as a permitted use

The utilization of special use permits provides Village officials with greater latitude in assessing how proposed uses will impact street life and encouraging inactive ground floor uses to locate above the ground floor, where possible. In addition to residential dwellings, inactive ground floor uses generally include offices that generate little to no customer or client traffic. Inactive ground floor uses may also gain less benefit from the visibility afforded by a ground floor location, in comparison to another commercial use, such as a restaurant, store, or certain offices (e.g., tax preparation businesses, realtors, financial planners, doctors, dentists, etc.) that may either enhance their clientele through walk-in traffic or generate a significant level of turnover of customers throughout the day.



DISCUSSION

2ND ROUND, DRAFT CODE AMENDMENTS

USE LISTS

Updated use designations

EXAMPLES

RESIDENTIAL DISTRICTS

- Added assisted living facility as a special use (S)
- Added new use(s) to the use list:
 - ELECTRIC VEHICLE CHARGING STATION

BUSINESS DISTRICTS

- Changed assisted living facility to a special use (S)
- Added certain residential uses as a special use (S)
- Added dwellings at ground floor as a special use (S)
- Allowed multiple-family and townhouse dwellings as a special use (S) in B1-C and permitted use in B1-TC
- Added new use(s) to the use list:
 - OFFICE ABOVE THE GROUND FLOOR
 - OFFICE AT THE GROUND FLOOR
 - RESTAURANT W/ OUTDOOR DINING
 - ELECTRIC VEHICLE CHARGING STATION



DISCUSSION

2ND ROUND, DRAFT CODE AMENDMENTS

HEIGHT & YARDS

Updated building height and yard requirements

EXAMPLES

- Changed measurement standard for minimum building height from 2 stories to 24 ft
- Added clarifying language to standard regarding additional 5 ft front yard allowance for restaurants offering outdoor dining, including compliance with standards for:
 - WALKING SPACE
 - ADA ACCESSIBILITY
 - CONTIGUITY OF YARD SPACE
 - MINIMAL PATHWAYS TO BUILDING ENTRANCE



Updated parking requirements for bikes, motorcycles, scooters, and mopeds

EXAMPLES

- Made bike parking a requirement for all new developments
- Added size standards for bike parking
- Updated locking mechanism standards for bike parking
- Added size and location standards for motorcycles, scooters, and mopeds

6. Bicycle parking racks may be mounted to the ground, wall, or ceiling, depending on space configuration. A grounded bicycle rack typically requires minimum dimensions of 2 feet in width, 6 feet in length, and 7½ feet in height for each bicycle space. A bicycle rack mounted to the wall or ceiling typically requires minimum dimensions of 2 feet in width, 3½ feet in length, and 7½ feet in height for each bicycle space.

7. Each bicycle parking facility shall include a locking mechanism (or similar means to secure the bicycle frame) designed to enable a bicyclist to adequately secure their bicycle frame to the facility when utilized in conjunction with a user supplied lock. The proposed design of the bicycle parking facility, including the locking mechanism (or similar means to secure the bicycle frame), shall be submitted for village review and approval.



DISCUSSION

2ND ROUND, DRAFT CODE AMENDMENTS

ELECTRIC VEHICLES

Added new standards for electric vehicle charging stations

ELEMENTS

- Permitted locations
- Retail vs private use
- Use of parking spaces

10-8-10: ELECTRIC VEHICLE CHARGING STANDARDS:

The Village may approve the installation of electric vehicle charging stations in certain residential districts and all business districts as a means of accommodating electric vehicle charging throughout the Village. Electric vehicle charging stations help to encourage alternative energy sources and provide a service to electric vehicle drivers, while also protecting the health, safety, and general welfare of the community.

(A) Permitted Locations:

1. Electric vehicle charging stations shall be permitted as a special use in the R3 and R4 residential districts and the B1 and B2 business districts, particularly as an accessory use to the primary use, located in designated parking areas, and intended solely to provide a convenient means of charging electric vehicles that would otherwise be on site.
2. If the primary use of electric vehicle charging stations is the retail charging of electric vehicles that would not otherwise be on site, then the use is considered a part of a gas station or motor vehicle service station, as defined in Chapter 11, and allowed only in zoning districts that permit gas stations and motor vehicle service stations.

(B) Electric Vehicle Charging Station Standards: Electric vehicle charging stations shall meet the following standards:

1. Design: Parking must adhere to the standards established in this chapter.
2. Minimum Off-street Required Parking: Parking spaces with electric vehicle charging stations count toward satisfying the minimum off-street parking requirements, as set in Section 10-8-9 provided that:
 - (a) The spaces are open for use by non-electric vehicles; and
 - (b) The electric vehicle charging stations are non-proprietary.
3. Private Single Family Home Electric Vehicle Charging Station Standards: Electric vehicle charging stations located on properties used for single-family or two-family homes must adhere to the following standards:
 - a. Be provided only for private use of the property owner, resident, or their non-paying guests;
 - b. Be located in a garage, under a covered parking space (e.g., carport), on the exterior wall of the home or garage, or affixed to a freestanding pole adjacent to an outdoor parking space subject to applicable building setbacks; and
 - c. Be rated for outdoor use when located outside of a garage.



DISCUSSION

2ND ROUND, DRAFT CODE AMENDMENTS

DEFINITIONS

Updated definitions of zoning terms

EXAMPLES

- Clarified definitions for:
 - COWORKING SPACE
 - LIVE/WORK SPACE
- Added new definitions:
 - ELECTRIC VEHICLE
 - ELECTRIC VEHICLE CHARGING STATION
- Revised existing definitions:
 - REPLACED “ELDERLY” W/ “OLDER ADULTS” IN CERTAIN DEFINITIONS
 - ADDED “ELECTRIC VEHICLE CHARGING STATION” TO DEFINITIONS FOR GAS STATIONS AND MOTOR VEHICLE SERVICE STATION
 - REMOVED “PROFESSIONAL” FROM DEFINITION FOR OFFICE
 - REPLACED “OUTDOOR CAFÉ” W/ “OUTDOOR DINING”



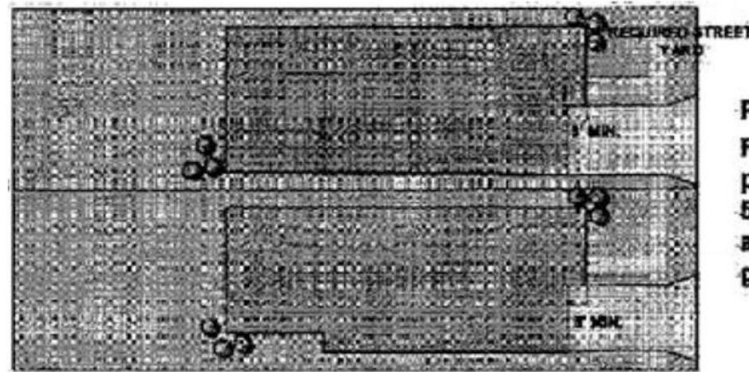
DISCUSSION

2ND ROUND, DRAFT CODE AMENDMENTS

GRAPHICS

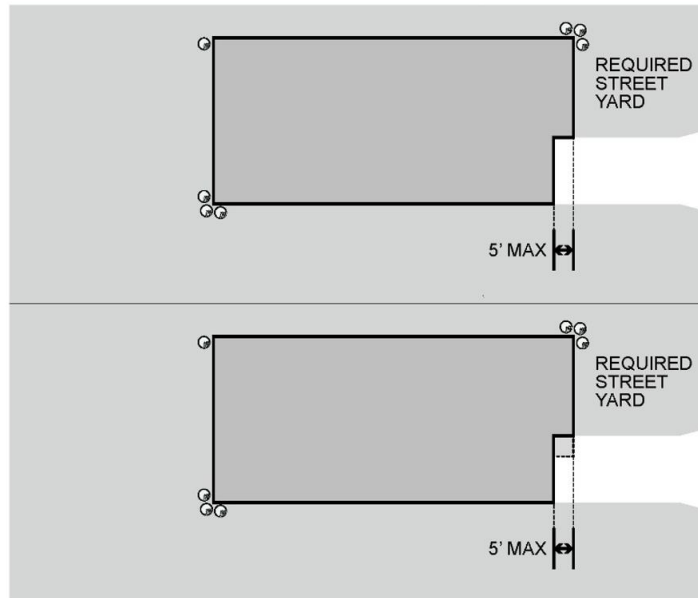
Updated zoning graphics for clarity

CURRENT GRAPHIC



PREFERRED:
 Front facade or porch should protrude 5' in front of attached front-loading garage

UPDATED GRAPHIC



PREFERRED:
 Front façade or porch should protrude 5' in front of attached front-loading garage.



SIGN CODE

2ND ROUND OF DRAFT CODE AMENDMENTS

DISCUSSION



Updated certain sign standards

EXAMPLES

- Added new or updated definitions for:
 - POLE SIGN]
 - PYLON SIGN]
 - PROJECTING SIGN]
 - BLADE SIGN]
 - TEMPORARY SIGN, BUSINESS IDENTIFICATION
- Prohibited box and cabinet signs
- Added restriction that nonconforming signs must be removed after 30 days (w/ option for 30-day extension)
- Added new regulations for temporary business identification signs in the B2 District, including requirement that installation must be done by a licensed contractor w/ an appropriate permit



DISCUSSION

2ND ROUND, DRAFT CODE AMENDMENTS

SIGN CODE

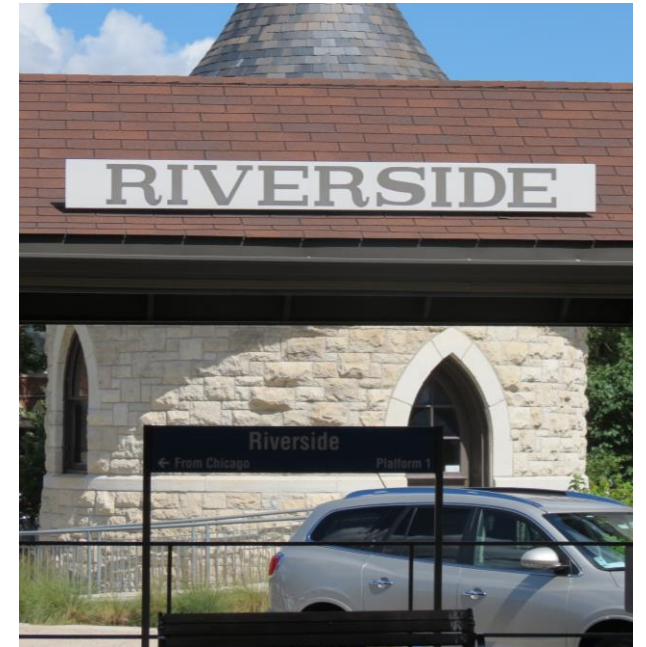
Coordinating sign standards for Metra station

ISSUES

- Metra generally prefers the allowance of signs (static and digital formats) that are operationally- or ADA-mandated for transit facilities
- Riverside's standards for electronic reader board signs may need to be updated to properly allow for Metra's plans for digital displays, which are ADA-mandated
- Metra prefers its standard sign design vs custom signs
- Metra has submitted a proposal to Riverside for its standard platform number signs

STEPS

- Communicating w/ Metra planning and design staff
- Obtaining feedback from Village staff, Planning & Zoning Commission, and Preservation Commission
- Obtaining feedback from Steering Committee



PUBLIC COMMENT

The public is welcome to provide comment at this time



NEXT STEPS

PROPOSED DRAFT CODE AMENDMENTS

JAN	Review 2 nd round of code amendments w/ Village and RTA staff
FEB	Review 2 nd round of code amendments w/ Steering Committee
FEB-MAR	Review 2 nd round of code amendments w/ Planning & Zoning Commission and Preservation Commission

FINAL CODES

FEB-MAR	Make final revisions to prepare final Zoning and Sign Code Updates
MAR-APR	Review final Zoning and Sign Code Updates w/ Village and RTA staff
MAR-APR	Review final Zoning and Sign Code Updates w/ Steering Committee

FINAL CODES REVIEW & ADOPTION

MAR-MAY	Review and adopt final Zoning and Sign Code Updates w/ Village officials
	<ul style="list-style-type: none"> - PUBLIC HEARING - PLANNING & ZONING COMMISSION - PRESERVATION COMMISSION - VILLAGE BOARD

All dates subject to change

