



# City of Chicago



O2013-5995

Office of the City Clerk

## Document Tracking Sheet

<b>Meeting Date:</b>	7/24/2013
<b>Sponsor(s):</b>	Emanuel, Rahm (Mayor)
<b>Type:</b>	Ordinance
<b>Title:</b>	Amendment of Title 17 of Municipal Code regarding transit-oriented development
<b>Committee(s) Assignment:</b>	Committee on Zoning, Landmarks and Building Standards



OFFICE OF THE MAYOR  
CITY OF CHICAGO

RAHM EMANUEL  
MAYOR

July 24, 2013

TO THE HONORABLE, THE CITY COUNCIL  
OF THE CITY OF CHICAGO

Ladies and Gentlemen:

At the request of the Commissioner of Housing and Economic Development, I transmit herewith an ordinance amending the zoning code regarding transit-oriented development.

Your favorable consideration of this ordinance will be appreciated.

Very truly yours,

Mayor

**ORDINANCE**

**BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CHICAGO:**

**SECTION 1.** Section 17-3-0402 of Title 17 of the Municipal Code of Chicago, the Chicago Zoning Ordinance, is hereby amended by deleting the struck-through language and inserting the underscored language as follows:

**17-3-0402 Lot Area per Unit (Density).**

**17-3-0402-A Lot Area per Unit (Density) Standards.** Where allowed, all residential development in B and C districts is subject to the following minimum lot-area-per-unit standards:

District	Minimum Lot Area per Unit (square feet)		
	Per Dwelling Unit	Per Efficiency Unit	Per SRO Unit
Dash 1	2,500	2,500	Not Allowed
Dash 1.5	1,350	1,350	Not Allowed
Dash 2	1,000	700	700
Dash 3	400	300	200
Dash 5	200	135	100

**17-3-0402-B MLA Reduction for Transit-Served Locations.** All projects in B dash 3 and C dash 3 districts that reduce vehicular parking from the otherwise required minimum parking standard by 50% for residential uses or 50% or more for non-residential uses, pursuant to Sec. 17-10-0102-B, are eligible to use reduced *lot area* per unit standards as established in the table below. These minimum *lot area* reductions are allowed only if the project is reviewed and approved in accordance with the Type I Zoning Map Amendment procedures of Sec. 17-13-0302:

District	Minimum Lot Area per Unit (square feet)		
	Per Dwelling Unit	Per Efficiency Unit	Per SRO Unit
Dash 3	<u>300</u>	<u>200</u>	<u>135</u>

**SECTION 2.** Section 17-3-0403 of the Zoning Ordinance is hereby amended by adding a new Section 17-3-0403-B, as follows:

**17-3-0403 Floor Area Ratio.**

*(Omitted text is unaffected by this ordinance)*

**17-3-0403-B FAR Increase for Transit-Served Locations.** All projects in B dash 3 and C dash 3 districts that reduce vehicular parking from the otherwise required minimum parking standard by 50% for residential uses or 50% or more for non-residential uses, pursuant to Sec. 17-10-0102-B, may increase the maximum *floor area ratio* standard to 3.5. This *floor area ratio* increase is allowed only if the project

is reviewed and approved in accordance with the *planned development* procedures of Sec. 17-13-0600.

**SECTION 3.** Section 17-3-0408 of the Zoning Ordinance is hereby amended by deleting the struck-through language and inserting the underscored language as follows:

**17-3-0408 Building Height.**

*(Omitted text is unaffected by this ordinance)*

**17-3-0408-B Building Height Increase for Transit-Served Locations.** All projects in B dash 3 and C dash 3 districts that reduce vehicular parking from the otherwise required minimum parking standard by 50% for residential uses or 50% or more for non-residential uses, pursuant to Sec. 17-10-0102-B, are eligible for increases in maximum *building height* as established in the table below. These *building height* increases are allowed only if the project is reviewed and approved in accordance with the Type I Zoning Map Amendment procedures of Sec. 17-13-0302.

<u>District</u>	<u>Maximum Building Height (feet)</u>			
	<u>Lot frontage of 25 feet or less</u>	<u>Lot frontage of more than 25 and less than 50 feet</u>	<u>Lot frontage of 50 to 99.9 feet</u>	<u>Lot frontage of 100 feet or more</u>
Buildings with Ground-floor Commercial Space that complies with Sec. 17-3-0305				
<u>Dash 3</u>	<u>50</u>	<u>55</u>	<u>70</u>	<u>75</u>
Buildings without Ground-floor Commercial Space that complies with Sec. 17-3-0305				
<u>Dash 3</u>	<u>50</u>	<u>50</u>	<u>65</u>	<u>70</u>

**17-3-0408-BC Exemption for Wrigley Field Adjacent Area.** The *building height* limits of Sec. 17-3-0407 0408 do not apply to residential construction in the “Wrigley Field Adjacent Area,” as defined in Chapter 4-388 of the Municipal Code.

**SECTION 4.** Section 17-4-0404 of the Zoning Ordinance is hereby amended by adding a new Section 17-4-0404-C, as follows:

**17-4-0404 Lot Area per Unit.**

*(Omitted text is unaffected by this ordinance)*

**17-4-0404-C MLA Reduction for Transit-Served Locations.** Projects in D dash 3 districts that reduce vehicular parking from the otherwise required minimum parking standard by 50% for residential uses or 50% or more for non-residential uses, pursuant to Sec. 17-10-0102-B, are eligible to use reduced *lot area* per unit standards as established in the table below. These minimum *lot area* reductions are allowed only if the project is reviewed and approved in accordance with the Type I Zoning Map Amendment procedures of Sec. 17-13-0302.

<u>Dash Designation</u>	<u>Reduced Minimum Lot Area per Unit (square feet)</u>
<u>-3</u>	Dwelling units: 300 Efficiency units: 200 SRO units: 135

**SECTION 5.** Section 17-4-0405 of the Zoning Ordinance is hereby amended by adding a new

Section 17-4-0405-C, as follows:

**17-4-0405 Floor Area Ratio.**

*(Omitted text is unaffected by this ordinance)*

**17-3-0405-C FAR Increase for Transit-Served Locations.** All projects in D dash 3 districts that reduce vehicular parking from the otherwise required minimum parking standard by 50% for residential uses or 50% or more for non-residential uses, pursuant to Sec. 17-10-0102-B, may increase the maximum floor area ratio standard to 3.5. This increase is allowed only if the project is reviewed and approved in accordance with the *planned development* procedures of Sec. 17-13-0600.

**SECTION 6.** Section 17-8-0500 of the Zoning Ordinance is hereby amended by adding new Sections 17-8-0516 and 17-8-0517, as follows:

**17-8-0500 Mandatory planned development thresholds.**

*(Omitted text is unaffected by this ordinance)*

**17-8-0516 Floor Area Increases for Transit-Served Locations.** *Planned development* review and approval is required for any development in B dash 3 and C dash 3 districts requesting a floor area increase under Sec. 17-3-0403-B. *Planned development* review and approval is also required for any development in D dash 3 districts requesting a floor area increase under Sec. 17-3-0405-C.

**SECTION 7.** Section 17-10-0102-B of the Zoning Ordinance is hereby amended by deleting the struck-through language and inserting the underscored language as follows:

**17-10-0102-B Transit-Served Locations.**

1. In B, C or D districts, minimum off-street automobile parking ratios for residential uses may be reduced by up to 50 percent from the otherwise applicable standards for new construction or rehabilitation or reuse of existing structures located within 600 feet of a CTA or METRA rail station entrance or within 1,200 feet of a CTA or METRA rail station entrance when the subject building is located along a *pedestrian street* or a *pedestrian retail street*.

2. ~~For new construction in such locations, the Zoning Administrator is authorized to approve off street parking ratio reductions of up to 25 percent if the Commissioner determines, based on information provided by the applicant, that transit use and alternatives to private automobile use will be actively promoted and/or that other factors are likely to result in automobile ownership rates that are lower than indicated by applicable off street parking ratios. In B, C, D or M districts, minimum off-street automobile parking ratios for non-residential uses may be reduced by up to 100 percent from the otherwise applicable standards for new construction or rehabilitation or reuse of existing structures located within 600 feet of a CTA or METRA rail station entrance or within 1,200 feet of a CTA or METRA rail station entrance when the subject building is located along a *pedestrian street* or a *pedestrian retail street*. Any party requesting a reduction in excess of 50% under this Section 17-10-0102-B.2 shall provide notice to the alderman of the ward in which the subject property is located, and no such reduction shall be approved until at least 10 days after the date that such notice was delivered to the alderman.~~

3. Vehicular parking ratio reductions for transit-served locations are authorized only when the subject development includes at least one bicycle parking space for each automobile parking space that would otherwise be required under the applicable standards of Section 17-10-0200. When such

calculations result in a bicycle parking requirement in excess of 50 bicycle parking spaces, the limits described in Section 17-10-0301-B shall not apply. All bicycle parking design is subject to the regulations of Section 17-10-0302.

3 4. The 600-foot and 1,200-foot distances specified in this section must be measured along a straight line between the rail station entrance and the entrance of the building for which the parking reduction is requested.

4 5. ~~In B or C districts with a dash 5 density designation or in~~ In the RM6 or RM6.5 districts, the required parking may be reduced as approved in a Planned Development or by the Zoning Administrator pursuant to a Type I Rezoning Ordinance for developments which meet all of the following criteria:

- a. qualify for and are approved pursuant to the Planned Development provisions of Chapter 17-8 or for Type I rezoning under the provisions of Section 17-13-0302;
- b. are located within 250 feet of an entrance to a CTA or Metra rail station, as measured from the nearest boundary of the lot to be developed;
- c. include in the building or buildings to be constructed or rehabilitated at least one bicycle parking space for each automobile parking space that would otherwise be required under Section 17-10-0200; and
- d. provide additional alternatives to automobile ownership, such as car-sharing vehicles or other shared modes of transportation.

*(Omitted text is unaffected by this ordinance)*

**SECTION 8.** Section 17-13-0302 of the Zoning Ordinance is hereby amended by deleting the struck-through language and inserting the underscored language as follows:

**17-13-0302 Type 1 and Type 2 zoning map amendments.**

**17-13-0302-A Type 1.**

1. A Type 1 application is required for proposals ~~to rezone property:~~
  - (a) to rezone property to a zoning district that allows a *floor area ratio* that is 2 or more times higher than the subject property's existing zoning classification must submit a Type 1 application (for example, rezoning from RT4 to a B or C dash 3 classification would require a Type 1 application, since the FAR allowed under dash 3 [3.0] is more than double that of the RT4 district [1.2]);
  - (b) to rezone property from a zoning district that does not impose maximum height limits to a zoning district that does impose maximum height limits; ~~or~~
  - (c) to rezone property from a zoning district that does not allow *household living* uses to a zoning district that does allow *household living* uses (for example, rezoning from an M district to an R district); or
  - (d) to reduce the minimum lot area per unit standards or increase the maximum height limits as allowed in Sections 17-3-0402-B, 17-3-0408-B and 17-4-0404-C.

*(Omitted text is unaffected by this ordinance)*

**SECTION 9.** To the extent that any ordinance, resolution, rule, order or provision of the Municipal Code of Chicago, or any portion thereof, is in conflict with any provision of this ordinance, the provisions of this ordinance shall control. The provisions of this ordinance are declared to be separate and severable. The invalidity of any provision of this ordinance, or the invalidity of the application thereof to any person or circumstance, shall not affect the validity of the remainder of this ordinance, or the validity of its application to other persons or circumstances.

**SECTION 10.** This ordinance shall be in full force and effect upon passage and approval.