

17-3-0402-B ML A Reduction for Transit-Served Locations. All projects in B dash 3 and C dash 3 districts located within 1,320 feet of a CTA or METRA rail station entrance or a CTA bus line corridor roadway segment listed in Table 17-10-0102-B. 1 .b or within 2,640 feet of a CTA or METRA rail station entrance or a CTA bus line corridor roadway segment listed in Table 17-10-0102-B. Lb when the subject building is located along a pedestrian street or a pedestrian retail street, and which (1) provide no more than one parking space per dwelling unit, and (2) satisfy the criteria set forth in Sec. 17-13-0905-F, 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, or the planned development procedures of Sec. 17-13-0600 (if the project qualifies as a mandatory or elective planned development under Sections 17-8-0500 or 17-8-0600):

(Omitted text is unaffected by this ordinance)

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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 located within 1,320 feet of a CTA or METRA rail station entrance or a CTA bus line corridor roadway segment listed in Table 17-10-0102-B. 1 .b or within 2,640 feet of a CTA or METRA rail station entrance or a CTA bus line corridor roadway segment listed in Table 17-10-0102-B. 1 .b when the subject building is located along a pedestrian street or a pedestrian retail street, and which (1) provide no more than one parking space per dwelling unit, and (2) satisfy the criteria set forth in Sec. 17-13-0905-F, 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 Type 1 Zoning Map Amendment procedures of Sec. 17-13-0302, or the planned development procedures of Sec. 17-13-0600 (if the project qualifies as a mandatory or elective planned development under Sections 17-8-0500 or 17-8-0600).

(Omitted text is unaffected by this ordinance)

17-3-0408 Building Height.

(Omitted text is unaffected by this ordinance)

17-3-0408-B Building Height Increase for Transit-Served Locations.

1. All projects in B dash 3 and C dash 3 districts located within 1,320 feet of a CTA or METRA rail station entrance or a CTA bus line corridor roadway segment listed in Table 17-10-0102-B. 1.b or within 2,640 feet of a CTA or METRA rail station entrance or a CTA bus line corridor roadway segment listed in Table 17-10-0102-B. 1.b when the subject building is located along a pedestrian street or a pedestrian retail street, and which (a) provide no more than one parking space per dwelling unit, and (b) satisfy the criteria set forth in Sec. 17-13-0905-F, 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 1 Zoning Map Amendment procedures of Sec. 17-13-0302, or the planned development procedures of Sec. 17-13-0600 (if the project qualifies as a mandatory or elective planned development under Sections 17-8-0500 or 17-8-0600).

(Omitted text is unaffected by this ordinance)

17-3-0410 Number of Efficiency Units.

(Omitted text is unaffected by this ordinance)

17-3-0410-B Exemption.

(Omitted text is unaffected by this ordinance)

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2. The limits on efficiency units do not apply to transit-served developments within 660 feet of a CTA or METRA rail station entrance or a CTA bus line corridor roadway segment listed in Table 17-10-0102-B.1.b.

SECTION 2. Section 17-4-0400 of Title 17 of the Municipal Code of Chicago, the Chicago Zoning Ordinance, is hereby amended by inserting the underscored language, as follows:

17-4-0400 Bulk and density standards.

(Omitted text is unaffected by this ordinance)

17-4-0404-C MLA Reduction for Transit-Served Locations. Projects in D dash 3 districts located within 1,320 feet of a CTA or METRA rail station entrance or a CTA bus line corridor roadway segment listed in Table 17-10-0102-B.1.b or within 2,640 feet of a CTA or METRA rail station entrance or a CTA bus line corridor roadway segment listed in Table 17-10-0102-B.1.b when the subject building is located along a pedestrian street or a pedestrian retail street, and which (1) provide no more than one parking space per dwelling unit, and (2) satisfy the criteria set forth in Sec. 17-13-0905-F, 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, or the planned development procedures of Sec. 17-13-0600 (if the project qualifies as a mandatory or elective planned development under Sections 17-8-0500 or 17-8-0600).

(Omitted text is unaffected by this ordinance) 17-4-0405 Floor

Area Ratio.

(Omitted text is unaffected by this ordinance)

17-4-0405-C FAR Increase for Transit-Served Locations. All projects in D dash 3 districts located within 1,320 feet of a CTA or METRA rail station entrance or a CTA bus line corridor roadway segment listed in Table 17-10-0102-B.1.b or within 2,640 feet of a CTA or METRA rail station entrance or a CTA bus line corridor roadway segment listed in Table 17-10-0102-B.1.b when the subject building is located along a pedestrian street or a pedestrian retail street, and which (1) provide no more than one parking space per dwelling unit, and (2) satisfy the criteria set forth in Sec. 17-13-0905-F, 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 Type I Zoning Map Amendment procedures of Sec. 17-13-0302, or the planned development procedures of Sec. 17-13-0600 (if the project qualifies as a mandatory or elective planned development under Sections 17-8-0500 or 17-8-0600). Projects that receive a floor area increase under this section are not eligible for additional bonus floor area under Sec. 17-4-1000, nor shall a floor area increase under this section be credited against bonus floor area under Section 17-4-1000.

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(Omitted text is unaffected by this ordinance) 17-4-0409 Number

of Efficiency Units.

(Omitted text is unaffected by this ordinance) 17-4-0409-B

Allowed Exceptions.

(Omitted text is unaffected by this ordinance)

2. The limits on efficiency units do not apply to transit-served developments within 660 feet of a CTA or METRA rail station entrance or a CTA bus line corridor roadway segment listed in Table 17-10-0102-B.1.b.

SECTION 3. Section 17-10-0100 of Title 17 of the Municipal Code of Chicago, the Chicago Zoning Ordinance, is hereby amended by inserting the underscored language, as follows:

17-10-0102 Bulk and Density Standards.

(Omitted text is unaffected by this ordinance) 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 1,320 feet of a CTA or METRA rail station entrance or a CTA bus line corridor roadway segment listed in Table 17-10-0102-B.1.b or within 2,640 feet of a CTA or METRA rail station entrance or a CTA bus line corridor roadway segment listed in Table 17-10-0102-B.1.b when the subject building is located along a pedestrian street or a pedestrian retail street. The minimum off-street automobile parking ratios for residential uses may be further reduced by up to 100 percent from the otherwise applicable standards if the project is reviewed and approved as a special use in accordance with Sec. 17-13-0900, or in accordance with the Type 1 Zoning Map Amendment procedures of Sec. 17-13-0302, or the planned development procedures of Sec. 17-13-0600 (if the project qualifies as a mandatory or elective planned development under Sections 17-8-0500 or 17-8-0600).

Table 17-10-0102-B.1.a- CTA Bus Routes Included
(Incorporated for reference only: bus route name is subject to change.)

Route Name	Corridor
Chicago/66	Chicago Ave
79 th /79	79 th Street
Ashland/9	Ashland Ave
Ashland Express/X9	Ashland Ave

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Western/49	Western Ave
Western Express/X49	Western Ave
Garfield/55	Garfield Blvd

63 rd /63	63 rd Street
Hyde Park Express/2	South Lake Shore Drive
Jackson Park Express/6	South Lake Shore Drive
Jeffery JumD/J14	South Lake Shore Drive
South Shore ExDress/26	South Lake Shore Drive
Stony Island/28	South Lake Shore Drive
Stockton/LaSalle Express/134	North Lake Shore Drive
Clarendon LaSalle Express/135	North Lake Shore Drive
Sheridan LaSalle Express/136 (on Sheridan)	North Lake Shore Drive
Stockton/Michigan Express/143	North Lake Shore Drive
Inner Drive Michigan Express/146 Con Marine)	North Lake Shore Drive
Outer Drive Express/147 Con Sheridan)	North Lake Shore Drive
Clarendon Michigan Express/148	North Lake Shore Drive
67 th -69 th -71 ^s 767	67 th 769 th /71 st
Pershing/39	Pershing

Table 17-10-0102-B. 1.b-Bus Line Corridor Roadway Segments

Street Name	Segment		Served by Route(s) (subject to change)
	From	To	
Chicago Avenue	Fairbanks Court	Austin Boulevard	Chicago/66
79th Street	South Shore Drive	Cicero Avenue	79th/79
Ashland Avenue	Irving Park Road	95th Street	Ashland/9 Ashland Express/X
Western Avenue	Foster Avenue	79th Street	Western/49 Western Express/X49
55th/Garfield Blvd	E Hyde Park Blvd	Cicero Avenue	Garfield/55
63rd Street	Stony Island Avenue	Cicero Avenue	63rd/63
Stony Island Avenue	56th Street	95th Street	Hyde Park Express/2 Jackson Park Express/6 South Shore Express/26 Stony Island/28
Exchange Avenue/Commercial Avenue	83rd Street	91st Street	South Shore Express/26
Jeffery Blvd	67th Street	99th Street	Jeffery Jump/J14

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E Hyde Park Blvd	East End Avenue	Cottage Grove Ave	Hyde Park Express/2 Jackson Park Express/6 Stony Island/28
SHyde Park Blvd	E Hyde Park Blvd	56th Street	Jackson Park Express/6 Stony Island/28
Cottage Grove Avenue	E Hyde Park Blvd	60th Street	Hyde Park ExDress/2
60th Street	Stony Island Avenue	Cottage Grove Avenue	Hyde Park Express/2

67th Street	South Shore Drive	Stonv Island Avenue	Jackson Park Express/6 Jefferv South Shore Express/26 67th- 69th-71 st/67
91st Street	Mackinaw Avenue/Ewing Avenue	Commercial Avenue	South Shore Express/26
Ewine Avenue	91st Street	106th street	South Shore Express/26
83rd Street	South Shore Drive	Commercial Avenue	South Shore Express/26
South Shore Drive	67th Street	83rd Street	Jackson Park Express/6 Jefferv South Shore Express/26
S Lake Park Avenue	47th Street	56th Street	Hvde Park Exprcss/2 Jackson Park Express/6 Stonv Island/28
67th Street	Stonv Island Avenue	Rhodes Avenue	67th-69th-71 st/67
Rhodes Avenue	67th Street	Keefe Avenue	67th-69th-71 st/67
Keefe Avenue	Rhodes Avenue	69th Street	67th-69th-71 st/67
69th Street	Keefe Avenue	Western Avenue	67th-69th-71 st/67
Western Avenue	69th Street	71st Street	67th-69th-71 st/67
71st Street	Western Avenue	Kedzie Avenue	67th-69th-71 st/67
Pershing Road	Cottage Grove Avenue	Prairie Avenue	Pershing/39
Prairie Avenue	Pershing Road	41st Street	Pershing/39
41st Street	Prairie Avenue	Indiana Avenue	Pershing/39
Indiana Avenue	41st Street	Pershing Road	Pershing/39
Pershing Road	Indiana Avenue	LaSalle Street	Pershing/39
LaSalle Street	Pershing Road	35th Street	Pershing/39
Michigan Avenue	Pershing Road	41st Street	Pershing/39
41st Street	Michigan Avenue	Indiana Avenue	Pershing/39
Clarendon Avenue	Lawrence Avenue	Irving Park Avenue	Clarendon LaSalle Express/135 Clarendon Michigan Express/148

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Irvine Park Avenue	Clarendon Avenue	Marine Drive	Clarendon LaSalle Express/135 Clarendon Michiean Express/148
Marine Drive	Foster Avenue	Irvine Park Avenue	Sheridan LaSalle Express/136 (on Sheridan) Inner Drive Michigan Express/146 (on Marine) Clarendon Michigan Express/148
Sheridan Road	Howard Avenue	Foster Avenue	Sheridan LaSalle Express/136 (on Sheridan) Outer Drive Express/147 (on Sheridan)
Sheridan Road	Belmont Avenue	Di verse v Parkwav	Stockton/LaSalle Express/134 Stockton/Michigan Express/143
Lake Shore Drive (Inner Drive)	W Sheridan Road	Belmont Avenue	Clarendon LaSalle Express/135 Inner Drive Michigan Express/146

2. In B, C, D or M districts, minimum off-street automobile parking ratios for nonresidential 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 1,320 feet of a CTA or METRA rail station entrance or a CTA bus line corridor roadway segment listed in Table 17-10-0102-B. 1 .b or within 2,640 feet of a CTA or METRA rail station entrance or a CTA bus line corridor roadway segment listed in Table 17-10-0102-B.1.b when the subject building is located along a pedestrian street or a pedestrian retail street. Any reduction in minimum off-street automobile parking ratios in excess of 50% under this Section 17-10-0102-B.2 shall be approved only as an Administrative Adjustment under the provisions of Section 17-13-1003-EE. 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.

(Omitted text is unaffected by this ordinance)

4. The 1,320-foot and 2,640-foot distances specified in this section must be measured along a straight line between the rail station entrance and the nearest boundary of the lot to be developed or, when applied to a CTA bus line corridor roadway segment listed in Table 17-10-0102-B.1.b, between the roadway segment centerline and the nearest boundary of the lot to be developed.

(Omitted text is unaffected by this ordinance)

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SECTION 4. The City shall, within 18 months of the passage of this ordinance, publish an Equitable Transit Oriented Development Policy Plan. The Office of the Mayor shall have primary responsibility for producing this document. The intent of this document shall be to measure the success of Chicago's policies to encourage development near transit served locations and explore opportunities to further support transit, affordable housing, and equitable development through transit-oriented development and other incentives. Further details to be examined under the Policy Plan are outlined in Exhibit A.

SECTION 5. 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 6. This ordinance shall be in full force and effect upon passage and approval.

EXHIBIT A

The Equitable Transit Oriented Development Policy Plan shall establish performance indicators for measuring the success of the transit-oriented development (TOD) provisions of Chicago's Zoning Ordinance and evaluate the performance of the TOD provisions since their inception. It shall recommend standards for the selection of transit-served geographies, with access to either rail or high-frequency bus transit service, where the TOD provisions shall apply. It shall also assess the current performance of the TOD provisions, identify policy best practices, and recommend revisions to the TOD provisions where appropriate in topic areas that may include:

- a. Avoiding displacement of residents, small businesses, cultural institutions, and community organizations;
- b. Allowing levels of development intensity and mixture of uses appropriate for the multimodal transportation context and surrounding land use;
- c. Allowing levels of parking appropriate for the multimodal transportation context and surrounding land use;
- d. Encouraging investment in communities of color and low-income communities and appropriately addressing various market conditions;
- e. Discouraging use of single-occupancy vehicles through travel demand management;
- f. Identifying methods to support transit system investment through development; and
- g. Facilitating effective coordination of City plans and programs between City departments and with external stakeholders, including businesses.

Development of the Equitable Transit Oriented Development Policy Plan shall be coordinated with civic stakeholder groups and provide substantial opportunity for community engagement. The results of this plan should be used to propose further revisions to the TOD provisions.

