

SUBSTITUTE **ORDINANCE**

WHEREAS, through the efforts of the Department of Planning and Development and the City Council, the City Council is introducing and approving more proactive zoning map amendments in Transit-Served Locations; and

WHEREAS, the Chicago Zoning Ordinance includes review and approval stipulations that afford greater Transit-Served Location bonuses to projects that are approved via Type 1 zoning map amendments; and

WHEREAS, the 2024 Cut the Tape Report recommended that City Council "Advance legislation to adopt transformational changes to the City's zoning code, including eliminating minimum parking requirements, streamlining special use, and more"; and

WHEREAS, the City Council of the City of Chicago can more effectively leverage proactive zoning map amendments to develop affordable housing by partially implementing Cut the Tape Report recommendations by revising Floor Area Ratio, Minimum Lot Area, and Parking requirements in Transit-Served Locations; now, therefore,

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

SECTION 1. Chapter 17-3 of the Chicago Zoning Ordinance shall be amended by adding the underlined language and removing the stricken language, as follows:

(omitted text is unaffected by this ordinance)

17-3-0402-B MLA Reduction for Transit-Served Locations. All projects in B-3 and C-3 districts located within 2,640 feet of a CTA or METRA rail station entrance or exit or within 1,320 feet of a CTA bus line corridor roadway segment listed in Table 17-17-0400-B and which are in compliance with Section 17-3-0308 are eligible to use the 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 Section 17-13-0302, ~~or~~; the *planned development* procedures of Section 17-13-0600 (if the project qualifies as a mandatory or elective *planned development* under Sections 17-8-0500 or 17-8-0600); or, if the project is subject to the requirements of the Affordable Requirements Ordinance due to an entitlement as defined in 2-44-085:

(omitted text is unaffected by this ordinance)

17-3-0403-B FAR Increase for Transit-Served Locations. All projects in B-3 and C-3 districts located within 2,640 feet of a CTA or METRA rail station entrance or exit or within 1,320 feet of a CTA bus line corridor roadway segment listed in Table 17-17-0400-B and which are in compliance with Section 17-3-0308 may increase the maximum *floor area ratio* standard as established in the table below. 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 Section 17-13-0302, ~~or~~; the *planned development* procedures of Section 17-13-0600 (if the project qualifies as a mandatory or elective *planned development* under Sections 17-8-0500 or

17-8-0600); or, if the project is subject to the requirements of the Affordable Requirements Ordinance due to an entitlement defined in 2-44-085.

(omitted text is unaffected by this ordinance)

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

1. All projects in B-3 and C-3 districts located within 2,640 feet of a CTA or METRA rail station entrance or exit or within 1,320 feet of a CTA bus line corridor roadway segment listed in Table 17-17-0400-B and which are in compliance with Section 17-3-0308 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 Section 17-13-0302; ~~or the planned development procedures of Section 17-13-0600 (if the project qualifies as a mandatory or elective planned development under Sections 17-8-0500 or 17-8-0600);~~ or, if the project is subject to the requirements of the Affordable Requirements Ordinance due to an entitlement as defined in 2-44-085.

2. All projects in B dash 3 and C dash 3 districts subject to Sec. 2-45-115 that (a) qualify for and are granted a building height increase under Sec. 17-3-0408-B.1 above, and (b) provide at least 50% of the required affordable units on-site, are eligible for additional 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; ~~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);~~ or, if the project is subject to the requirements of the Affordable Requirements Ordinance due to an entitlement as defined in 2-44-085.

(omitted text is unaffected by this ordinance)

SECTION 2. Section 17-10-0102-B of the Chicago Zoning Ordinance shall be amended by adding the underlined language and removing the stricken language, as follows:

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

1. (a) In RM5, RM5.5, RM6, RM6.5, B, C, D, M or PMD subarea B all districts except D districts, minimum off-street automobile parking ratios 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 2,640 feet of a CTA ~~or METRA~~ rail station entrance or exit or within 1,320 feet of a CTA bus line corridor roadway segment listed in Table 17-17-0400-B. ~~Any reduction in minimum off-street automobile parking ratios in excess of 50% under this Section 17-10-0102-B.1 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.1 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.~~

(b) In D districts, minimum off-street automobile parking ratios 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 2,640 feet of a CTA rail station entrance or exit or within 1,320 feet of a CTA bus line corridor roadway segment listed in Table 17-17-0400-B. Any reduction in minimum off-street automobile parking ratios in excess of 50% under this Section 17-10-0102-B.1(b) 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.1(b) 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.

(c) In all districts, minimum off-street automobile parking ratios 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 2,640 feet of a METRA rail station entrance or exit. Any reduction in minimum off-street automobile parking ratios in excess of 50 percent under this Section 17-10-0102-B.1(c) 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 percent under this Section 17-10-0102-B.1(c) 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)

SECTION 3. Section 17-13-0302 of the Chicago Zoning Ordinance shall be amended by adding the underlined language and removing the stricken 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:

(omitted text is unaffected by this ordinance)

(d) [Reserved] ~~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 4. Section 17-13-1003-EE of the Chicago Zoning Ordinance shall be amended by adding the underlined language and removing the stricken language, as follows:

17-13-1003-EE Parking Reduction for Transit-Served Locations.

1. The Zoning Administrator is authorized to approve an *administrative adjustment* reducing off-street parking requirements from the otherwise applicable standards by more than 50% as expressly authorized in subsections (b) and (c) of Section 17-10-0102-B.1.

(omitted text is unaffected by this ordinance)

SECTION 5. This ordinance shall be in effect upon passage and publication.

Daniel La Spata
Alderman, 1st Ward