

Transit-Oriented Development (TOD) Ordinance (revised 9-24-15)

17-3-0400 Bulk and density standards.

17-3-0402-B MLA 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 within 2,640 feet of a CTA or METRA rail station entrance 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](#)):

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

17-3-0403 Floor Area Ratio.

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 within 2,640 feet of a CTA or METRA rail station entrance 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](#)).

 **17-3-0403-C Additional FAR Increase for On-Site Affordable Housing Units in Transit-Served Locations.** All projects in B dash 3 and C dash 3 districts subject to Sec. [2-45-115](#) that qualify for and are granted a floor area ratio increase of 0.5 under Sec. [17-3-0403-B](#) above are eligible for additional floor area ratio increases as follows: (1) projects that provide at least 50% of the required affordable units on-site may increase the maximum floor area ratio standard by an additional 0.25 to 3.75, and (2) projects that provide 100% of the required affordable units on-site may increase the maximum floor area ratio standard by an additional 0.5 to 4.0. These floor area ratio 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](#)).

17-3-0408 Building Height.

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 within 2,640 feet of a CTA or METRA rail station entrance 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 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](#)).

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](#)).

District	Maximum Building Height (feet)			
	Lot frontage of 25 feet or less	Lot frontage of more than 25 and less than 50 feet	Lot frontage of 50 to 99.9 feet	Lot frontage of 100 feet or more
Buildings with Ground-Floor Commercial Space that Complies with Sec. 17-3-0305				
Dash 3	50	55	70	75
Dash 3 - with at least 50% Sec. 2-45-115 Units	55	60	75	80
Buildings without Ground-Floor Commercial Space that Complies with Sec. 17-3-0305				
Dash 3	50	50	65	70
Dash 3 - with at least 50% Sec. 2-45-115 Units	55	55	70	75

17-10-0102 Off-street Parking Exemptions and Reductions.

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 within 2,640 feet of a CTA or METRA rail station entrance 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 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](#)).

2. 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 1,320 feet of a CTA or METRA rail station entrance or within 2,640 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 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.

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](#).

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.

5. 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.

17-13-0900 Special uses.

17-13-0905-F Parking Reductions for Transit-Served Locations.

1. Specific Criteria. No special use application for the reduction of off-street parking requirements for residential and non-residential uses from the otherwise applicable standards by more than 50% as expressly authorized in Sec. [17-10-0102-B](#), may be approved unless the Zoning Board of Appeals finds that the special use meets the General Criteria of Sec. [17-13-0905](#) and all of the following specific criteria:

- (a) the project complies with the applicable standards of Sec. [17-10-0102-B](#);
- (b) the project complies with the standards and regulations of Sec. [17-3-0500](#) pertaining to pedestrian streets and pedestrian retail streets, even if the project is not located along a pedestrian street or a pedestrian retail street;
- (c) the project complies with the general goals set forth in the Transit Friendly Development Guide: Station Area Typology, and any other station-specific plans, designs or guidelines adopted by the Chicago Plan Commission;
- (d) the applicant will actively promote public transit and alternatives to automobile ownership through car sharing programs or other shared modes of transportation, such as funding the installation of new public bike-share (Divvy) docks or stations within or adjacent to the project site and the purchase of bikes for such docks or stations, subject to the review and approval of the Chicago Department of Transportation of such bike-share expenditures; and

(e) the requested reduction will be offset by enhancements to the pedestrian environment that are not otherwise required, such as wider sidewalks, decorative pavement, trees, raised planters, outdoor seating, special lighting, bus shelters or other types of weather protection for pedestrians, transit information kiosks, or other pedestrian amenities.

2. Before approving a special use to reduce off-street parking requirements in transit-served locations in excess of 50%, the Zoning Board of Appeals must consider the availability of on-street parking in the vicinity of the project.

3 The Zoning Board of Appeals is authorized to require the applicant to submit a travel demand management plan prepared by a qualified professional that addresses the transportation impacts of the development on parking and transit use, and which includes a description of the strategies and programs the applicant will implement to reduce parking demands.

17-13-1000 Administrative adjustments.

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 for non-residential uses from the otherwise applicable standards by more than 50% as expressly authorized in Sec. [17-10-0102-B](#).

2. Such an *administrative adjustment* may be approved only when the Zoning Administrator determines that the proposed reduction meets the general approval criteria of Section [17-13-1007-B](#).