City of Chicago

SO2022-2000

Office of the City Clerk

Document Tracking Sheet

Meeting Date:	6/22/2022
Sponsor(s):	Lightfoot (Mayor) Burnett (27) Hadden (49) Rodriguez (22) La Spata (1)
Type:	Ordinance
Title:	Amendment of Municipal Code Chapters 17-2, 17-3, 17-4, 17-10, 17-13, and 17-17 regarding equitable transit-oriented developments
Committee(s) Assignment:	Committee on Zoning, Landmarks and Building Standards

SUBSTITUTE ORDINANCE

WHEREAS, Every Chicagoan should be able to live in a vibrant, healthy and affordable community that connects them to transit and provides them access to jobs, schools, services, and more; and

WHEREAS, The City first adopted a Transit Served Location ordinance to encourage more development near public transit corridors in 2013 and expanded the ordinance in 2015 and 2019; and

WHEREAS, The 2019 Transit Served Location ordinance update included a mandate for the Mayor's Office, City Departments and Sister Agencies to develop an Equitable Transit-oriented Development ("ETOD") policy plan within 18 months; and

WHEREAS, In 2020, the City developed an ETOD policy plan to convey Chicago's approach to equitable, healthy and sustainable development near transit hubs and corridors; and the ETOD policy plan was the result of collaboration between 80+ community, non-profit and City leaders, along with developers, artists, environmentalists, organizers and public input; and

WHEREAS, The City's ETOD policy plan was adopted in 2021 by the Chicago Plan Commission, and the ETOD policy plan identified several priorities which required City Council action to implement; and

WHEREAS, While the City's existing Transit Served Location incentives lower the cost of development near transit, 90% of that investment has bypassed the South and West sides; and

WHEREAS, In 2021, 83 people were killed by car crashes within a half mile of rail stations, nearly half of all traffic deaths in the city—with deaths disproportionately occurring on the South and West sides; and

WHEREAS, Between 1993 and 2018, 90% of City subsidized affordable units were built outside of predominantly white, low-poverty areas; and increasing the diversity of housing options will not only provide more equitable access to public transportation, but also tackle Chicago's racial and socioeconomic segregation; and

WHEREAS, The positive impact of ETOD policies on social determinants of health and racial equity will therefore contribute to the vision of an equitable Chicago articulated in Healthy Chicago 2025 if implemented; and

WHEREAS, Updating land use policies to encourage sustainable development, accessibility, and street safety by 2023 is called for in the City's 2022 Climate Action Plan as an important strategy to reduce vehicle miles traveled and greenhouse gas emissions; and

WHEREAS, Bringing about ETOD requires a compressive approach and the City has already made progress through the launch of the Invest South/West economic development initiative; increased development of affordable housing near transit; and investment in transit infrastructure, safer street design, and bike-share expansion; and

WHEREAS, The Connected Communities Ordinance ("Ordinance") is a robust and contextually tailored set of updates to the zoning code that will spur job creation by attracting investment in developments that create walkable, mixed-use communities; and

WHEREAS, The Ordinance will grow the economy by allowing more homes and businesses near transit; make streets safer for Chicagoans who walk, bike, roll, and ride; and encourage more diverse & affordable housing in every neighborhood; and

WHEREAS, The Connected Communities Ordinance is an important and necessary step towards achieving the City's vision of ETOD through reforms to the City's zoning code, and continued investments are also required in Chicago's essential public transit system, cycling infrastructure, pedestrian-friendly streetscapes, and neighborhood economic development to fully realize the health, racial equity and climate benefits of ETOD; now, therefore,

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

SECTION 1. Section 14B-2-202 of the Municipal Code of Chicago is hereby amended by adding the language underscored, as follows:

14B-2-202 Definitions.

The provisions of Section 202 of IBC are adopted by reference with the following modifications:

(*Omitted text is unaffected by this ordinance.*)

170. Insert the following definition:

"**PARKING FACILITY <u>(except for Chapter 11)</u>.** A multi-level *structure* in which each level is used primarily for the purpose of storing private motor vehicles, and which does not necessarily have enclosing walls."

(*Omitted text is unaffected by this ordinance.*)

SECTION 2. Section 14B-11-1106 of the Municipal Code of Chicago is hereby amended by adding the language underscored, and by deleting the language struck through, as follows:

14B-11-1106 Parking and passenger loading facilities.

The provisions of Section 1106 of IBC are adopted by reference with the following modifications:

(*Omitted text is unaffected by this ordinance.*)

3. Revise the exception to Section 1106.5 to read:

"**Exceptions:**

<u>1.</u> In *private garages* that serve Group R-2, R-3 and R-4 occupancies, van-accessible parking spaces shall be permitted to have vehicular routes, *entrances*, parking spaces and access aisles with a minimum vertical clearance of 7 feet (2134 mm)."

2. Van-accessible spaces are not required in a parking *facility* exclusively serving the residents of a Group R-2, R-3 or R-4 occupancy that contains zero *Accessible units* and no more than 19 *dwelling units* or *sleeping units* that are either *Type A units* or *Type B units*."

(*Omitted text is unaffected by this ordinance.*)

SECTION 3. Chapter 17-2 of the Municipal Code of Chicago is hereby amended by adding the language underscored, and by deleting the language struck through, as follows:

CHAPTER 17-2 RESIDENTIAL DISTRICTS

17-2-0100 District descriptions.

(Omitted text is unaffected by this ordinance)

17-2-0103 RT, Residential Two-Flat, Townhouse and Multi-Unit Districts. The primary purpose of the RT districts is to accommodate *detached houses*, *two-flats, townhouses*, and low-density, *multi-unit residential buildings* at a *density* and building scale that is compatible with RS districts. The districts are intended to be applied in areas characterized by a mix of housing types. The districts are also intended to provide a gradual transition between RS districts and higher *density* RM districts. The RT districts are differentiated primarily on the basis of allowed *density* (minimum *lot area* per unit) and *floor area ratios*. ~~The RT4A designation is intended to accommodate and promote *multi-unit buildings* containing *accessible dwelling units*. See also Sec. 17-2-0105.~~

(Omitted text is unaffected by this ordinance)

17-2-0200 Allowed uses.

(Omitted text is unaffected by this ordinance)

17-2-0207 Use Table and Standards.

USE GROUP		Zoning Districts									
Use Category		RS	RS	RS	RT	RT	RM	RM	RM		
	Specific Use Type	1	2	3	3.5	4	4.5	5-5.5	6-6.5	Use Standard	Parking Standard
P= permitted by-right S = special use approval req'd PD = planned development approval req'd - = Not allowed											
RESIDENTIAL											
A. Household Living											
1.	Detached House	P	P	P	P/-	P/-	P/-	P/-	P/-	§ 17-2-0303-B	§ 17-10-0207-A
2.	Elderly Housing	-	-	-	P	P	P	P	P		§ 17-10-0207-A
3.	Two-Flat	-	-	P	P	P	P/-	P/-	P/-	§ 17-2-0303-B	§ 17-10-0207-A
4.	Townhouse	-	-	-	P	P	P	P	P	§ 17-2-0500	§ 17-10-0207-A

5.	Multi-Unit (3+ units) Residential	-	-	-	P	P	P	P	P	§ 17-2-0303-B	§ 17-10-0207-C

(Omitted text is unaffected by this ordinance)

17-2-0300 Bulk and density standards.

(Omitted text is unaffected by this ordinance)

17-2-0303 Lot Area per Unit (Density).

(Omitted text is unaffected by this ordinance)

17-2-0303-B Exemptions.

1. In the RS3 district the minimum *lot area* per *dwelling unit* may be reduced to 1,500 square feet when 60% or more of the *zoning lots* fronting on the same side of the *street* between the two nearest intersecting ~~streets~~ *streets* have been lawfully improved with *buildings* containing more than one *dwelling unit*. This exemption will only allow for the establishment of a two-unit *building*.

2. Ground floor *Type A units*, except those provided in *detached houses*, are exempt from inclusion in *minimum lot area* per *dwelling unit* calculations, in RS3, RS3.5, and RT4 districts.

3. *Detached houses* are a prohibited use in RT and RM districts that are within community preservation areas, as that term is defined in Section 2-44-085(B), and are also 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, except in RT districts where a *two-flat* is permitted but cannot be established pursuant to the applicable bulk and density standards, a *detached house* may be established.

4. *Two-flats* are a prohibited use in RM districts that are within community preservation areas, as that term is defined in Section 2-44-085(B), and are also 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, except in RM districts where a *multi-unit residential building* cannot be established pursuant to the applicable bulk and density standards, a *two-flat* may be established. Furthermore, only in those instances when no *two-flat* can be established pursuant to the applicable bulk and density standards, a *detached house* may be established.

(Omitted text is unaffected by this ordinance)

17-2-0304 Floor Area Ratio.

(Omitted text is unaffected by this ordinance)

~~**17-2-0304-B Exceptions.** *Multi-unit buildings* in the RT4 district that contain no more than 19 *dwelling units* and in which at least 33% of the units are *accessible dwelling units*~~

~~are subject to the maximum *floor area ratio* of the RT4A district if either of the following conditions exist:~~

~~1. More than 50% of the *zoning lots* fronting on the same side of the *street* between the two nearest intersecting *streets* contain *buildings* with a *height* of 38 feet or more; or~~
~~2. If the abutting *lots* on both sides of the subject *lot* contain *buildings* with a *height* of 38 feet or more.~~ Reserved.

17-2-0304-C Premiums. *Multi-unit residential buildings* located in an RM6 or RM6.5 district on lots that permit 50 or more *dwelling units*, based on the lot's zoning classification, are eligible for *floor area ratio* premiums in accordance with the following: For each one percent decrease in the number of *dwelling units* below the maximum number permitted under ~~Sec.~~ Section 17-2-0303-A, a 0.50% increase in the allowable *floor area ratio* is allowed, provided that the *floor area ratio* is not increased by more than 25% over the otherwise applicable maximum under ~~Sec~~. Section 17-2-0304-A.

17-2-0304-D Exemption. Ground floor *Type A units~~accessible dwelling units~~*, except those provided in *detached houses*, ~~are exempt from inclusion in *floor area ratio* calculations, that is, the square footage of a ground floor *accessible dwelling unit* shall not be included in calculating that building's total~~ will not be counted as floor area for the purpose of calculating *floor area ratio* in RS3, RS3.5, and RT4 ~~[except single-family residences] zoning~~ districts. ~~Proponents will certify under oath that grade level units will be built for parties with disabilities for perpetual use.~~

(Omitted text is unaffected by this ordinance)

17-2-0311 Building Height.

17-2-0311-A Standards. All *residential buildings* in R districts are subject to the following maximum *building height* standards except as expressly allowed in ~~Sec.~~ Section 17-2-0311-B:

District	Maximum Building Height (feet)
RS1	Principal residential buildings: 30 Principal nonresidential buildings: None
RS2	Principal residential buildings: 30 Principal nonresidential buildings: None
RS3	Principal residential buildings: 30 Principal nonresidential buildings: None
RT3.5	Principal residential buildings: 35 Principal nonresidential buildings: None
RT4	Principal residential buildings: 38 Principal nonresidential buildings: None
~~RT4A~~	~~Multi-unit buildings that contain no more than 19 dwelling units and in which at least 33% of the units are accessible dwelling units: 42~~ ~~All other principal residential buildings: 38~~
RM4.5	Principal residential buildings: Lot Frontage of less than 32 feet: 45 Lot Frontage of 32 feet or more: 47 Principal nonresidential buildings: None

RM5	Principal residential buildings: Lot Frontage of less than 32 feet: 45 Lot Frontage of 32 feet or more: 47 Principal nonresidential buildings: None
RM5.5	Principal residential buildings: Lot Frontage of 75 feet or less: 47 Lot Frontage of more than 75 feet: 60 Principal nonresidential buildings: None
RM6	Principal residential buildings: None (tall buildings require Planned Development approval in accordance with ~~Sec.~~ Section 17-13-0600) Principal nonresidential buildings: None
RM6.5	Principal residential buildings: None (note: tall buildings require Planned Development approval in accordance with ~~Sec.~~ Section 17-13-0600) Principal nonresidential buildings: None

~~**17-2-0311-A[a] Exceptions.** *Multi-unit buildings* in the RT4 district that contain no more than 19 *dwelling units* and in which at least 33% of the units are *accessible dwelling units* are subject to a maximum *building height* standard the RT4A district if either of the following conditions exist:~~

~~1. More than 50% of the *zoning lots* fronting the same side of the *street* between the two nearest intersecting *streets* contain buildings with a height of 38 feet or more; or~~
~~2. If the abutting *lots* on both sides of the subject *lot* contain buildings with a *height* of 38 feet or more.~~

17-2-0311-B Exemptions.

1. The *building height* limits of Sec. 17-2-0311-A do not apply to residential construction in the "Wrigley Field Adjacent Area", as defined in Chapter 4-388 of the Municipal Code.

2. *Multi-unit residential buildings* in the RT4 district that contain no more than 19 *dwelling units* and in which at least 25% of the *dwelling units* are *Type A units* are subject to a maximum *building height* standard of 42 feet.

(Omitted text is unaffected by this ordinance)

17-2-0313-B Exemption. The limits on *efficiency* units do not apply to ~~SROs,~~ *government-subsidized* or *elderly housing* developments, provided that the Zoning Administrator determines that such developments constitute bona fide ~~SROs,~~ *government-subsidized* or *elderly housing* developments.

SECTION 4. Chapter 17-3 of the Municipal Code of Chicago is hereby amended by adding the language underscored, and by deleting the language struck through, as follows:

CHAPTER 17-3 BUSINESS AND COMMERCIAL DISTRICTS

(Omitted text is unaffected by this ordinance)

17-3-0200 Allowed uses.

(Omitted text is unaffected by this ordinance)

17-3-0207 Use Table and Standards.

USE GROUP		Zoning Districts							
Use Category		B1	B2	B3	C1	C2	C3	Use Standard	Parking Standard
	Specific Use Type								
P= permitted by-right S = special use approval required PD = planned development approval required - = Not allowed									
RESIDENTIAL									
A. Household Living									
1.	Artist Live/Work Space located above the ground floor	P	P	P	P	P	-		§ 17-10-0207-C
2.	Artist Live/Work Space located on the ground floor	S	P	S	S	S	-		§ 17-10-0207-C
3.	Dwelling Units located above the ground floor	P	P	P	P	P	-		§ 17-10-0207-C
4.	Dwelling Units located ~~on the ground~~ below the second floor (as follows)								
4a.~~5.~~	Detached House	~~S~~ P/-	P/-	~~S~~ P/-	~~S~~ P/-	~~S~~ P/-	P/-	§ 17-3-0307.2; § 17-3-0307.4	§ 17-10-0207-A
4b.~~6.~~	Elderly Housing	S	P	S	S	S	-	§ 17-3-0307.3	§ 17-10-0207-D
4c.~~7.~~	Multi-Unit (3+ units) Residential	S	P	S	S	S	-	§ 17-3-0307.2	§ 17-10-0207-C
4d.~~8.~~	Single-Room Occupancy	S	P	S	S	S	-		§ 17-10-0207-B
4e.~~9.~~	Townhouse	S	P	S	S	S	-	§ 17-2-0500	§ 17-10-0207-A
4f.	Two-Flat	P/-	P/-	P/-	P/-	P/-	P/-	§ 17-3-0307.2; § 17-3-0307.4	§ 17-10-0207-A
(Omitted text is unaffected by this ordinance)									

17-3-0300 General district standards.

(Omitted text is unaffected by this ordinance)

17-3-0307 Exceptions

1. Any application seeking a zoning map amendment, pursuant to Section 17-13-0300, in order to establish a *residential*, *day care*, *hospital*, *parks and recreation*, *school*, *eating and drinking establishment* with an *outdoor* patio or outdoor assembly use that is proposed to be established within 660' of any (a) windrow *composting* facility, (b) *intensive*

manufacturing, production and industrial service use, (c) *Class III, Class IVA, Class IVB and Class V recycling facility*, (d) *warehousing, wholesaling, and freight movement* use, (e) *container storage*, (f) *freight terminal*, (g) outdoor storage of raw material as a principal use, (h) *waste-related use*, or (i) *manganese-bearing material operation use* may be allowed only if farther reviewed and approved in accordance with the *special use* procedures of Section 17-13-0900, unless it otherwise meets a *planned development* threshold of Section 17-8-0500.

2. In B and C districts with a dash 1, dash 1.5, dash 2, dash 3, or dash 5 suffix (e.g., B1-3) where a *multi-unit residential building* cannot be established pursuant to the applicable bulk and density standards, a *two-flat* may be established. Furthermore, only in those instances when no *two-flat* can be established pursuant to the applicable bulk and density standards, a *detached house* may be established. When a residential use is proposed below the second floor pursuant to this Section 17-3-0307.2 it may only be established pursuant to the *special use* review and approval procedures of Section 17-13-0900.

3. In B and C districts, *elderly housing* cannot be established in in the form of a *detached house* or *two-flat*.

4. *Detached houses* and *two flats* are prohibited uses in B and C districts that are within community preservation areas, as that term is defined in Section 2-44-085(B), and are also 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.

17-3-0308 Specific Criteria for Transit-Served Locations.

In B and C districts, any new construction within 2,640 feet of a CTA or METRA rail station entrance must satisfy all of the following specific criteria:

1. The project complies with the applicable standards of Section 17-10-0102-B;

2. The project complies with the standards and regulations of Section 17-3-0504, except paragraph H if the project is not located along a *pedestrian street*, pertaining to *pedestrian streets* and pedestrian retail streets, even if the project is not located along a *pedestrian street* or a pedestrian retail street;

3. 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;

4. *Residential building* projects shall not have a number of parking spaces in excess of 50% of the Minimum Automobile Parking Ratio for the applicable district listed in Section 17-10-0207 with any fractional result rounded up to the next higher whole number, unless additional parking spaces are approved as an *administrative adjustment* under the provisions of Section 17-13-1003-EE; and

5. The project complies with the Travel Demand Study and Management Plan rules of the Chicago Department of Transportation. The City's Commissioner of Transportation is authorized to issue Travel Demand Study and Management Plan rules consistent with this section.

17-3-0400 Bulk and density standards.

(Omitted text is unaffected by this ordinance)

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 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 exit or within 1,320 feet of a CTA bus line corridor roadway segment listed in Table 17-17-0400-B ~~17-10-0102-B.1.b when the subject building is located along a pedestrian street or a pedestrian retail street (1) provide no more than one parking space per dwelling unit, and (2) satisfy the criteria set forth in Sec. 17-13-0905-F,~~ 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 ~~Sec.~~ Section 17-13-0302, or the ~~planned development~~ *planned development* procedures of ~~Sec.~~ Section 17-13-0600 (if the project qualifies as a mandatory or elective ~~planned development~~ *planned development* under Sections 17-8-0500 or 17-8-0600):

District	Proportion of ARO requirement on-site per 2-44-085 (Must include a minimum of one affordable unit under 2-44-085)	Minimum Lot Area per Unit (square feet)		
		Per Dwelling Unit	Per Efficiency Unit	Per SRO Unit
Dash 3	50%	~~300~~ 350	~~200~~ 250	~~135~~ 180
	75%	325	225	160
	100%	300	200	135

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 exit or within 1,320 feet of a CTA bus line corridor roadway segment listed in Table 17-17-0400-B ~~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,~~ and which are in compliance with Section 17-3-0308 may increase the maximum *floor area ratio* ~~floor area ratio~~ standard ~~to 3.5~~ as established in the table below. This *floor area ratio* ~~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.~~ Section 17-13-0302, or the ~~planned development~~ *planned development* procedures of ~~Sec.~~ Section 17-13-0600 (if the project qualifies as a mandatory or elective ~~planned development~~ *planned development* under Sections 17-8-0500 or 17-8-0600).

District	Proportion of ARO requirement on-site per 2-44-085-G	Maximum Floor Area Ratio
Dash 3	50%	3.5
	75%	3.75
	100%	4

~~**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. 2-44-080 or 2-44-085 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).~~

(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 exit or within 1,320 feet of a CTA bus line corridor roadway segment listed in Table17-17-0400-B ~~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,~~ and which are in compliance with Section 17-3-0308 are eligible for increases in maximum ~~building height~~ *building height* as established in the table below. These ~~building height~~ *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.~~ Section 17-13-0302, or the ~~planned development~~ *planned development* procedures of ~~Sec.~~ Section 17-13-0600 (if the project qualifies as a mandatory or elective ~~planned development~~ *planned development* under Sections 17-8-0500 or 17-8-0600).

(Omitted text is unaffected by this ordinance)

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.~~Section 17-3-0305				
Dash 3	50	55	70	75 [1]
Dash 3 – with at least 50% ~~Sec.~~ Section 2-45-115 Units	55	60	75	80 [1]
Buildings without Ground-Floor Commercial Space that Complies with ~~Sec.~~ Section 17-3-0305				
Dash 3	50	50	65	70 [1]
Dash 3 - with at least 50% ~~Sec.~~ Section 2-45-115 Units	55	55	70	75 [1]

[1] Buildings may exceed the maximum *building height* standard applicable to 100+ foot lots in dash 3 districts only if reviewed and approved in accordance with the *planned development* procedure of Section 17-13-0600; no minimum land area standard applies to projects seeking such PD approval.

(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.

1. The limits on ~~efficiency~~ *efficiency* units do not apply to ~~SROs or elderly housing~~ *elderly housing* developments, provided that the Zoning Administrator determines that such developments constitute bona fide ~~SROs or elderly housing~~ *elderly housing* developments.

2. The limits on ~~efficiency~~ *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 17-17-0400-B ~~17-10-0102-B.1.b~~.

17-3-0500 Pedestrian streets.

(Omitted text is unaffected by this ordinance)

17-3-0504 Standards.

(Omitted text is unaffected by this ordinance)\

17-3-0504-I Special Uses.

1. *Non-accessory parking* facilities are allowed on *lots* abutting ~~pedestrian streets~~ *pedestrian streets* only if reviewed and approved in accordance with the *special use* procedures of ~~Sec.~~ Section 17-13-0900.

(Omitted text is unaffected by this ordinance)

SECTION 5. Chapter 17-4 of the Municipal Code of Chicago is hereby amended by adding the language underscored, and by deleting the language struck through, as follows:

CHAPTER 17-4 DOWNTOWN DISTRICTS

(Omitted text is unaffected by this ordinance)

17-4-0200 Allowed uses.

(Omitted text is unaffected by this ordinance)

17-4-0208 Strip centers.

Strip centers are prohibited in DC, DX and DR districts. *Strip centers* in the DS district are subject to the standards of Section 17-9-0116.

(Omitted text is unaffected by this ordinance)

17-4-0300 ~~Strip centers.~~ General district standards.

~~Strip centers are prohibited in DC, DX and DR districts. Strip centers in the DS district are subject to the standards of Sec. 17-9-0116.~~

17-4-0301 Specific Criteria for Transit-Served Locations.

In D districts, any new construction within 2,640 feet of a CTA or METRA rail station entrance or exit must satisfy all of the following specific criteria:

1. The project complies with the applicable standards of Section 17-10-0102-B;

2. The project complies with the standards and regulations of Section 17-4-0504, except paragraph E if the project is not located along a *pedestrian street*, pertaining to *pedestrian streets* and pedestrian retail streets, even if the project is not located along a *pedestrian street* or a pedestrian retail street;

3. The project complies with the general goals set forth in the current Transit Friendly Development Guide: Station Area Typology, and any other station-specific plans, designs or guidelines adopted by the Chicago Plan Commission;

4. *Residential building* projects shall not have a number of parking spaces in excess of 50% of the Minimum Automobile Parking Ratio for the applicable district listed in Section

17-10-0208 with any fractional result rounded up to the next higher whole number, unless additional parking spaces are approved as an *administrative adjustment* under the provisions of Section 17-13-1003-EE; and

5. The project complies with the Travel Demand Study and Management Plan rules of the Chicago Department of Transportation. The City's Commissioner of Transportation is authorized to issue Travel Demand Study and management Plan rules consistent with this section.

17-4-0400 Bulk and density standards.

(Omitted text is unaffected by this ordinance)

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 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 exit or within 1,320 feet of a CTA bus line corridor roadway segment listed in Table 17-17-0400-B ~~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~~,and which are in compliance with Section 17-4-0301 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 ~~Sec.~~ Section 17-13-0302, or the ~~planned development~~ *planned development* procedures of ~~Sec.~~ Section 17-13-0600 (if the project qualifies as a mandatory or elective ~~planned development~~ *planned development* under Sections 17-8-0500 or 17-8-0600).

~~Dash Designation~~	~~Reduced Minimum Lot Area per Unit (square feet)~~
~~3~~	~~Dwelling units: 300~~ ~~Efficiency units: 200~~ ~~SRO units: 135~~

District	Proportion of ARO requirement on-site per 2-44-085 (Must include a minimum of one affordable unit under 2-44-085)	Minimum Lot Area per Unit (square feet)		
		Per Dwelling Unit	Per Efficiency Unit	Per SRO Unit

Dash 3	50%	350	250	180
	75%	325	225	160
	100%	300	200	135

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 exit or within 1,320 feet of a CTA bus line corridor roadway segment listed in Table 17-17-0400-B ~~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,~~and which are in compliance with Section 17-4-0301 may increase the maximum *floor area ratio* ~~floor area ratio~~ standard ~~to 3.5~~ as established in the table below. This *floor area ratio* ~~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.~~ Section 17-13-0302, or the ~~planned development~~ *planned development* procedures of ~~Sec.~~ Section 17-13-0600 (if the project qualifies as a mandatory or elective ~~planned development~~ *planned development* under Sections 17-8-0500 or 17-8-0600). Projects that receive a floor area increase under this ~~section~~ Section are not eligible for additional bonus floor area under ~~Sec.~~ Section 17-4-1000, nor shall a floor area increase under this ~~section~~ Section be credited against bonus floor area under Section 17-4-1000.

District	**Proportion of ARO requirement on-site per 2-44-085-G (Must include a minimum of one affordable unit under 2-44-085)**	**Maximum Floor Area Ratio**
Dash 3	50%	3.5
	75%	3.75
	100%	4

~~**17-4-0405-D Additional FAR Increase for On-Site Affordable Housing Units in Transit-Served Locations.** All projects in D dash 3 districts subject to Sec. 2-44-080 or 2-44-085 that qualify for and are granted a floor area ratio increase of 0.5 under Sec. 17-4-0405-C 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 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.~~

(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.

1. The limits on ~~efficiency~~ *efficiency* units do not apply to ~~SROs or elderly housing~~ *elderly housing* developments, provided that the Zoning Administrator determines that such developments constitute bona fide ~~SROs or elderly housing~~ *elderly housing* developments.

2. The limits on ~~efficiency~~ *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 17-17-0400-B ~~17-10-0102-B.1.b~~.

(Omitted text is unaffected by this ordinance)

SECTION 6. Chapter 17-10 of the Municipal Code of Chicago is hereby amended by repealing Tables 17-10-0102-B.1.a and 17-10-0102-B.1.b, in their entirety, adding the language underscored, and by deleting the language struck through, as follows:

CHAPTER 17-10 PARKING AND LOADING

(Omitted text is unaffected by this ordinance)

17-10-0100 General.

17-10-0101 Applicability.

(Omitted text is unaffected by this ordinance)

17-10-0101-B Expansions and increases in intensity.

(Omitted text is unaffected by this ordinance)

2. Residential Uses.

(a) Unless otherwise expressly stated, the parking and loading standards of this chapter apply whenever additional ~~dwelling units~~ *dwelling units* are added to an existing ~~residential building~~ *residential building* or other residential use. In such cases, additional off-street parking and loading spaces are required only to serve the added ~~dwelling units~~ *dwelling units*. While a lawfully existing off-street parking deficit is not required to be eliminated when additional ~~dwelling units~~ *dwelling units* are added to a building, existing ~~accessory~~ off-street parking ~~facilities~~ spaces may not be reduced below, or if already less than, may not be further reduced further below minimum required parking ratios. The Zoning

Administrator is authorized to require that applicants provide reasonable evidence showing the existing number of ~~dwelling units~~ *dwelling units* and the existing number of off-street parking spaces. The intent of this provision is to ensure that existing parking deficits ~~in residential buildings~~ are not increased as a result of additions containing *dwelling units*. If the ~~residential building~~ *residential building* or other residential use has been in lawful existence for ~~50~~ 20 or more years, the parking and loading standards of this chapter apply when 2 or more ~~dwelling units~~ *dwelling units* are added.

(Omitted text is unaffected by this ordinance)

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

(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 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).~~

(Tables 17-10-0102-B.1.a and 17-10-0102-B.1.b are repealed in their entirety.)

~~2.~~ 1. In RM5, RM5.5, RM6, RM6.5, B, C, D, ~~or~~ M or PMD subarea B 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 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 exit or within 1,320 feet of a CTA bus line corridor roadway segment listed in Table 17-17-0400-B ~~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~~1 shall be approved only as an ~~Administrative Adjustment~~ *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~~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.

~~3.~~ 2. ~~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.~~ *Residential buildings* 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 must contain at least one bicycle parking space per *dwelling unit*. Non-*residential buildings* 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 must contain 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 for *residential buildings* or non-*residential buildings* 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.~~ 3. The 1,320-foot and 2,640-foot distances specified in this ~~section~~ Section must be measured along a straight line between the rail station entrance or exit and the nearest boundary of the lot to be developed or, when applied to a CTA bus line corridor roadway segment listed in Table 17-17-0400-B ~~17-10-0102-B.1.b~~, between the roadway segment centerline and the nearest boundary of the lot to be developed.

4. *Residential buildings* which: i. achieve a mandatory *planned development* threshold, pursuant to Section 17-8-0513; ii. maximize minimum lot area density for *efficiency units*, pursuant to Sections 17-2-0313, 17-3-0410 or 17-4-0409; iii. maximize *floor area ratio*, pursuant to Sections 17-2-0304, 17-3-0403 or 17-4-0405; and, iv. are 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, may replace, at a 1:1 ratio, square footage required for accessory parking that was reduced pursuant to Section 17-10-0102-B.1 with floor area for on-site affordable square footage, as defined by Section 2-44-085, provided:

a. the parking is reduced beyond 50% pursuant to Section 17-10-0102-B.1;

b. the residential unit floor area is provided for new units only, and not for the expansion of allowed units, per 17-10-0102-B(4)(ii) and 17-10-0102-B(4)(iii) above;

c. notwithstanding any other provision of this Code to the contrary, any affordable units, as defined by Section 2-44-085, as amended (the "ARO"), established in a project pursuant to this Section, shall be subject to all terms and provisions of the ARO until the project is re-established as a non-residential use; and,

d. the residential unit floor area is provided in the same *residential building* from which the parking is replaced.

e. the total number of on-site affordable units in the building equals at least the minimum number of on-site affordable units required by Section 2-44-085, plus the number of additional units added to the building pursuant to this Section.

~~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.~~

5. For projects 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, minimum off-street automobile parking ratios may be reduced by up to 100 percent for the entire *building* from the otherwise applicable standards for new construction or rehabilitation or reuse of existing structures if:

a. 50% or more of the *dwelling units* are either: (i) assisted housing, as defined by Section 2-44-120 or (ii) affordable units, as defined by Section 2-44-085; or

b. 50% or more of the *dwelling units* are in a residential development otherwise subject to a recorded covenant, lien, regulatory agreement, deed restriction, or similar instrument requiring that units be income restricted to no more than 80% of Area Median Income, as defined by the US Department of Housing and Urban Development, approved or acknowledged by the Department of Housing.

(Omitted text is unaffected by this ordinance)

17-10-0102-F Type A units. When a *multi-unit residential building* utilizes the incentives in 17-2-0303-B.2 or 17-2-0304-D, minimum off-street parking shall be no greater than 1 space per 8 feet of alley frontage, provided that an accessible parking space shall count as 2 spaces. Fractions in the calculation of the number of required off-street parking spaces shall be rounded down to the nearest whole number. In no circumstance should this provision be interpreted to require a greater number of off-street parking spaces than would otherwise be required.

(Omitted text is unaffected by this ordinance)

17-10-0300 Bicycle parking.

(Omitted text is unaffected by this ordinance)

17-10-0301 Spaces Required. Except as expressly stated in ~~this section~~Section 17-10-0301-B, bicycle parking must be provided in accordance with the off-street parking ratios of ~~Sec.~~Section 17-10-0200.

(Omitted text is unaffected by this ordinance)

17-10-0900 Accessible parking (for people with disabilities).

17-10-0901 Applicability. The accessible parking standards of this section apply to all new parking lots and garages and to changes, improvements and maintenance of existing parking lots and garages, including but not limited to sealcoating, resurfacing, remarking, fencing, curbs, walks and landscaping.

17-10-0902 Required Parking Spaces and Passenger Loading Facilities.

17-10-0902-A Nonresidential ~~Occupancy~~ Uses. Unless otherwise expressly stated, accessible off-street parking spaces must be provided to serve ~~nonresidential occupancies~~ uses other than nontransient residential uses as follows:

Total Off-Street Parking Spaces Provided [1]	Minimum Number of Accessible Spaces Required
(*Omitted text is unaffected by this ordinance.*)	
501 to 1,000	2% of total (rounded up to the nearest whole number)
More than 1,000	20 plus one for each 100, or fraction thereof, over 1,000

[1] Motorcycle and bicycle spaces are not required to be counted in the total number of spaces provided.

17-10-0902-B Nontransient Residential ~~Occupancy~~ Uses. When off-street parking is provided to serve nontransient residential ~~occupancies~~ uses that are required by the Chicago Building Code to have ~~Type A or Type B accessible *dwelling units*~~ accessible units, *Type A units*, or Type B units, accessible parking spaces must be provided as follows:

Total Off-Street Parking Spaces Provided [1]	Minimum Number of Accessible Spaces Required ~~[2]~~
(*Omitted text is unaffected by this ordinance.*)	
More than 500	2% of total (rounded up to the nearest whole number)

[1] Motorcycle and bicycle spaces are not required to be counted in the total number of spaces provided.
~~[2] In addition, at least one accessible parking space each must be provided for a minimum of 5% of the units required by Section 18-11-1107.5.5 that receive HUD Section 504 federal funding (see Section 18-11-1106.2).~~

(*Omitted text is unaffected by this ordinance.*)

17-10-0903 Layout and Design.

17-10-0903-A Vehicle Spaces. ~~Car and van parking spaces must be at least 11 feet in width, except that car and van parking spaces serving *residential buildings* with 19 or fewer Type B units may be 8 feet in width.~~ Accessible parking spaces must be either 8 feet in width (minimum) or 11 feet in width (minimum), must be marked to define the width, and must have an adjacent access aisle complying with Section 17-10-0903-B.

17-10-0903-B Access Aisle. Access aisles serving accessible parking spaces must comply with the following standards:

1. Width. ~~Access aisles must be at least 5 feet in width. Access aisles serving diagonal parking spaces must be located at the passenger side of the parking space served, based on the vehicle moving forward into the space.~~ The combined width of an accessible parking space and its adjacent access aisle must be 16 feet minimum. Access aisles serving parking spaces that are at least 11 feet wide must be at least 5 feet wide. Access aisles serving parking spaces that are less than 11 feet wide must be at least 8 feet wide. For accessible parking spaces exclusively serving the residents of a *residential building* that contains no more than 19 *dwelling units* that are either *Type A units* or Type B units, however, an aisle width of 5 feet and a combined width of 13 feet is allowed.

2. Length. Access aisles must extend the full length of the accessible parking spaces they serve.

3. Marking. Access aisles must be marked ~~to prohibit~~ with diagonal striping so as to discourage parking in them.

4. Location. Access aisles may not overlap the vehicular way. Access aisles may be placed on either side of the parking space except for angled parking spaces which must have access aisles located on the passenger side of the parking space.

5. Arrangement. Access aisles must adjoin an accessible route. Two parking spaces, other than diagonal parking spaces, may share a common access aisle.

17-10-0903-C Floor or Ground Surfaces. Parking spaces and access aisles must have surface slopes no steeper than 1:48. Access aisles must be at the same level as the parking spaces they serve. Changes in level are not allowed.

17-10-0903-D Vertical Clearance.

1. Parking spaces for vans and the vehicle routes leading to such spaces must have a vertical clearance of at least 8 feet 2 inches.

2. For every 6 ~~accessible parking spaces, and~~ or fraction of 6 ~~when there are 7 or more~~ accessible parking spaces, at least one must provide the vertical clearance required for vans. A van space is not required, however, for parking exclusively serving the residents of a *residential building* that contains no more than 19 *dwelling units* that are either *Type A units* or Type B units.

17-10-0903-E Signs and Identification. Accessible parking spaces ~~required by Sec. 17-10-0902~~ and accessible passenger loading zones must be identified by *signs*. Such *signs* must comply with the Chicago Building Code ~~U.S. Department of Transportation R7-8 standards and include the words "$150 Fine". The *sign* must be vertically mounted on a post or wall no more than 5 feet from the front of the parking space. The distance from finished *grade* to the bottom of the *sign* must be at least 5 feet. The *sign* must be centered on the width of the parking space and located so that the *sign* will not be obscured by a vehicle parked in the space. Required *signs* must include the International Symbol of Accessibility~~.

17-17-0903-F Relationship to Accessible Routes. Accessible parking spaces and access aisles must be designed so that vehicles, when parked, cannot obstruct the required clear width of adjacent accessible routes.

~~17-10-0903-F~~ 17-10-0903-G Location.

1. General. Accessible parking spaces must be located on the shortest accessible route of travel from adjacent parking to an accessible building entrance. ~~When parking serves more than one accessible entrance, parking spaces must be dispersed and located on the shortest accessible route to the accessible entrances.~~ In parking facilities that do not serve a particular building, accessible parking spaces must be located on the shortest accessible route to an accessible pedestrian entrance to the parking facility. When buildings have multiple accessible entrances with adjacent parking, accessible parking spaces must be dispersed and located near the accessible entrances.

2. ~~Administrative Adjustments~~ Alternatives.

(a) In multilevel parking structures, van-accessible parking spaces may be consolidated on a single level.

(b) The total number of accessible parking spaces may be distributed among parking ~~lots~~ facilities if substantially equivalent or greater ~~accessibility~~ access and usability to people with disabilities is ~~achieved, considering such factors as anticipated usage, user convenience, number and location of entrances and level of parking areas~~ provided in terms of distance from an accessible entrance or entrances, parking fee and user convenience.

17-10-0904 Passenger Loading Zones.

17-10-0904-A Continuous Loading Zones. Where passenger loading zones are provided, one passenger loading zone in every continuous 100 linear feet maximum of loading zone space must be accessible.

~~17-10-0904-A~~ 17-10-0904-B Medical Facilities. An accessible passenger loading zone must be provided at an accessible entrance to licensed medical and long-term care facilities where people receive physical or medical treatment or care and when the period of stay exceeds 24 hours. A passenger loading zone must be incorporated at the weather-protected entrance required by Chicago Building Code Section ~~18-11-1105.3~~ 14B-11-1105.3.

~~17-10-0904-B~~ 17-10-0904-C Valet Parking. An accessible passenger loading zone must be provided at valet parking services. If ~~accessible at-*grade*~~ at-grade parking is ~~available~~ provided, at least one accessible space for self-parking of a vehicle must be provided.

17-10-0904-D Mechanical Access Parking Garages. Mechanical access parking garages must provide at least one accessible passenger loading zone at vehicle drop-off and vehicle pick-up areas.

17-10-0904-E Design.

1. Vehicle Pull-up Space Size. Accessible passenger loading zones must provide a vehicular pull-up space that is at least 8 feet in width and at least 20 feet in length.

2. Access Aisle. Accessible passenger loading zones must have an adjacent access aisle that complies with the following:

(a) Location. Access aisles must adjoin an accessible route. Access aisles may not overlap the vehicular way.

(b) Width. Access aisles serving vehicle pull-up spaces must be at least 5 feet in width.

(c) Length. Access aisles must be at least 20 feet in length.

(d) Marking. Access aisles must be marked so as to discourage parking in them.

3. Floor Surfaces. Vehicle pull-up spaces and access aisles serving them must have surface slopes no steeper than 1:48. Access aisles must be at the same level as the vehicle pull-up space they serve.

4. Vertical Clearance. A vertical clearance of at least 9 feet 6 inches must be provided at the following locations:

(a) Accessible vehicle pull-up spaces;

(b) Access aisles serving accessible vehicle pull-up spaces;

(c) A vehicular route from an entrance to the accessible passenger loading zone; and

(d) A vehicular route from the accessible passenger loading zone to a vehicular exit serving vehicle pull-up spaces.

(*Omitted text is unaffected by this ordinance.*)

SECTION 7. Chapter 17-13 of the Municipal Code of Chicago is hereby amended by adding the language underscored, and by deleting the language struck through, as follows:

CHAPTER 17-13 REVIEW AND APPROVAL PROCEDURES

(Omitted text is unaffected by this ordinance)

17-13-0309 Inaction by City Council. ~~If the City Council does not take action on a proposed zoning map amendment within 6 months of the day the application is filed by the City Clerk with the City Council, the application will be considered to have been denied.~~ If the City Council does not take action on a proposed zoning map amendment within 180 days of the day the application is filed by the City Clerk with the City Council, the application will be considered to have been denied, unless the application meets the definition of an *inclusionary application.*

17-13-0309-A City Council Committee on Zoning, Landmarks and Building Standards approval of inclusionary applications. Except for *planned development* amendment *inclusionary applications* addressed in Section 17-13-0608-A, if the City Council Committee on Zoning, Landmarks and Building Standards fails to vote within 300 days of the filing of a complete *inclusionary application* with said Committee, as determined jointly by the Zoning Administrator and the Commissioner of Housing, the applicant may submit a written notification

to the Chairman of the Committee on Zoning, Landmarks and Building Standards requesting that the Committee act on the *inclusionary application*. If the Committee on Zoning, Landmarks and Building Standards fails to vote within 60 days of the receipt of such written notification and the requirements of Section 17-13-0309-B have been satisfied, the Committee shall report the application to the City Council for consideration at the next regular City Council meeting with a "do pass" recommendation.

17-13-0309-B Community meetings for inclusionary applications. Before any applicant may submit a written notification to the Chairman of the Committee on Zoning, Landmarks and Building Standards requesting that the Committee act on the *inclusionary application* pursuant to Section 17-13-0309-A, the applicant must hold at least one community meeting in the ward in which the project is proposed to be located for the purpose of explaining the proposal and soliciting comments on it. Notice for such community meeting must be issued, pursuant to this Section, no later than two weeks prior to such community meeting. The applicant must notify the Alderman of the ward in which the project is proposed to be located in writing of the time, place and purpose of the community meeting.

(Omitted text is unaffected by this ordinance)

17-13-0608 Inaction by City Council. ~~If the City Council does not take action on a proposed planned development amendment within 6 months of the day the Plan Commission recommendation is filed with the City Council Committee on Zoning, Landmarks and Building Standards, the application will be considered to have been denied.~~ If the City Council does not take action on a proposed *planned development* amendment application within 180 days of the day the Plan Commission recommendation is filed with the City Council Committee on Zoning, Landmarks and Building Standards, the application will be considered to have been denied, unless the application meets the definition of an *inclusionary application*.

17-13-0608-A City Council Committee on Zoning, Landmarks and Building Standards approval of inclusionary applications. If the City Council Committee on Zoning, Landmarks and Building Standards fails to vote on a proposed *planned development* amendment *inclusionary application* within 300 days of the day the Plan Commission recommendation is filed with the City Council Committee on Zoning, Landmarks and Building Standards, the applicant may submit a written notification to the Chairman of the Committee on Zoning, Landmarks and Building Standards requesting that the Committee act on the *inclusionary application*. If the Committee on Zoning, Landmarks and Building Standards fails to vote within 60 days of the receipt of such written notification and the requirements of Section 17-13-0608-B have been satisfied, the Committee shall report the application to the City Council for consideration at the next regular City Council meeting with a "do pass" recommendation.

17-13-0608-B Community meetings for inclusionary applications. Before any applicant may submit a written notification to the Chairman of the Committee on Zoning, Landmarks and Building Standards requesting that the Committee act on the *inclusionary application* pursuant to Section 17-13-0608-A, the applicant must hold at least one community meeting in the ward in which the project is proposed to be located for the purpose of explaining the proposal and soliciting comments on it. Notice for such community meeting must be issued, pursuant to this Section, no later than two weeks prior to such community meeting. The applicant must notify the Alderman of the ward in which the project is proposed to be located in writing of the time, place and purpose of the community meeting.

(Omitted text is unaffected by this ordinance)

17-13-0905-F Reserved. ~~**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.~~

(Omitted text is unaffected by this ordinance)

17-13-1000 Administrative adjustments.

(Omitted text is unaffected by this ordinance)

17-13-1003 Authorized Administrative Adjustments. The Zoning Administrator has the authority to review and approve the following administrative adjustments:

(Omitted text is unaffected by this ordinance)

17-13-1003-F Below-Grade Terraces.

(*Omitted text is unaffected by this ordinance.*)

2. Such an *administrative adjustment* may be approved only when:

(a) the Zoning Administrator receives written certification from the Mayor's Office for People with Disabilities that such an adjustment is necessary to accommodate ~~*accessible dwelling units*~~ a *Type A unit;* or

(*Omitted text is unaffected by this ordinance.*)

17-13-1003-BB ~~Additional Dwelling Unit~~ Existing Density. In the case of building permit applications for the repair, remodeling, ~~and/~~or alteration of ~~buildings~~ a *residential building* that ~~have~~ has been in lawful existence for 20 ~~50~~ or more years and~~, containing not more than 6 *dwelling units*, sought to correct Notices of Violation cited by the Department of Buildings, or for the voluntary rehabilitation of such structures,~~ in which there is sufficient documentary evidence provided to the Zoning Administrator that the ~~building~~ *residential building* has been converted, altered or used for at least the previous 20 years from the date of application pursuant to this Section for a greater number of *dwelling units* than existed at the time of ~~its~~ construction of the *residential building*, the Zoning Administrator is authorized to approve an *administrative adjustment* to make zoning certification for the total ~~of the increased~~ *density*~~,~~ not to exceed more than 1 unit above its original construction~~, upon review of documented evidence supporting such increase in *density*~~.

(Omitted text is unaffected by this ordinance)

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

1. The Zoning Administrator is authorized to approve an ~~administrative adjustment~~ *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.~~ Section 17-10-0102-B.

2. For *residential buildings*, the Zoning Administrator is authorized to approve an *administrative adjustment* increasing the number of off-street parking spaces permitted from the otherwise applicable standards up to 100% of the Minimum Automobile Parking Ratio for the applicable district listed in Section 17-10-0207 as expressly authorized in Section 17-3-0308.

3. For *residential buildings*, the Zoning Administrator is authorized to approve an *administrative adjustment* increasing the number of off-street parking spaces permitted from the otherwise applicable standards up to 100% of the Minimum Automobile Parking Ratio for the applicable district listed in Section 17-10-0208 as expressly authorized in Section 17-4-0301.

~~2.~~4. Such ~~an administrative adjustment~~ *administrative adjustments* may be approved only when the Zoning Administrator determines that the proposed ~~reduction~~ adjustment meets the general approval criteria of Section 17-13-1007-B.

(Omitted text is unaffected by this ordinance)

SECTION 8. Chapter 17-17 of the Municipal Code of Chicago is hereby amended by adding the language underscored, and by deleting the language struck through, as follows:

CHAPTER 17-17 TERMINOLOGY AND MEASUREMENTS

(Omitted text is unaffected by this ordinance)

17-17-0200 General Terms.

(*Omitted text is unaffected by this ordinance.*)

17-17-0202 Accessible Dwelling Unit. ~~A *dwelling unit* that:~~ See "Type A unit," Section 17-17-02184.5.

~~**17-17-0202-A** is approved by the Mayor's Office for People with Disabilities;~~

~~**17-17-0202-B** complies with Type A Unit requirements of Chapter 14B-11 of the Municipal Code;~~

~~**17-17-0202-C** provides at least one accessible bedroom on the entrance level; and~~

~~**17-17-0202-D** includes a bathtub or shower, a water closet and a lavatory on the entrance level.~~

(*Omitted text is unaffected by this ordinance.*)

17-17-0207.5 Inclusionary Application. An application for approval of a residential or mixed use *planned development* or Type 1 zoning map amendment, in an *inclusionary housing area* that is 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 in which the application has: (i) all affordable *dwelling units* required by Section 2-44-085 located on-site, or (ii) 20% or more of the on-site *dwelling units* are subject to recorded covenant, lien, regulatory agreement, deed restriction, or similar instrument approved by the Department of Housing.

(Omitted text is unaffected by this ordinance)

17-17-0250 Elderly Housing. Dwelling units specially designed and marketed for persons who are ~~62~~ 55 years of age or older, but not including buildings containing equipment for surgical care or for the treatment of disease or injury, other than emergency first-aid-care.

(Omitted text is unaffected by this ordinance)

17-17-0264 Government-Subsidized (Dwelling Unit). A *dwelling unit* that is financed in whole or in part with federal, state or local financial assistance or a *dwelling unit* otherwise provided in order to satisfy a public benefit obligation.

(Omitted text is unaffected by this ordinance)

17-17-0271.5 Inclusionary Housing Area. *Inclusionary housing area* has the same meaning ascribed to that term in Section 2-44-085 (B).

(Omitted text is unaffected by this ordinance)

17-17-02164 Single-Room Occupancy Unit. A dwelling unit within a single-room occupancy (building) that is used or intended to be used as sleeping quarters or living quarters with or without cooking facilities, and that contains not more than one room consisting of not more than 250 square feet of floor area, excluding from the calculation of floor area any kitchen having less than 70 square feet of floor area; provided, however, the size and room limits of this section do not apply to single-room occupancy buildings to the extent necessary for the building to: i) remain in conformance with Chapter 5-15 of the Code (Single-Room Occupancy Preservation Ordinance); or ii) qualify for a government subsidy as determined by the City's Department of Housing ~~Government-Subsidized SRO buildings to the extent necessary to qualify for the applicable government subsidy, as determined by the Commissioner of Planning and Development~~.

(Omitted text is unaffected by this ordinance)

17-17-02184.5 Type A Unit. A *dwelling unit* that complies with the Type A unit requirements of Chapter 14B-11 of the Municipal Code.

(Omitted text is unaffected by this ordinance)

17-17-0300 Measurements.

(Omitted text is unaffected by this ordinance)

17-17-0305-C Stairway and Elevator Enclosures and Elevator Equipment Penthouses. For the purpose of calculating *floor area ratio*, the floor area of stairway and elevator enclosures and elevator equipment penthouses shall not be counted as "floor area" in accordance with Section 17-17-0311-C.

(Omitted text is unaffected by this ordinance)

17-17-0311-B ~~Limitations on~~ Rooftop Features ~~in R Districts~~.

1. Stairway and elevator enclosures providing access to occupiable rooftops and elevator equipment penthouses ~~in R districts~~ are allowed to exceed the maximum *building height*~~,~~ in accordance with Section 17-17-0311-C. ~~provided:~~

~~(a) they are set back at least 20 feet from the front *building line*, and~~

~~(b) do not exceed 9 feet in overall height or extend more than 5 feet above the building *parapet*, whichever results in a lesser height, except that where access to the roof is required under Chapter 14B-11 of the Municipal Code, an elevator penthouse may exceed 9 feet but shall not exceed 15 feet in overall height, and may extend more than 5 feet but shall not extend more than 11 feet above the building *parapet*, whichever results in a lesser height.~~

2. ~~Stairway enclosures in R districts may not contain habitable space and may not exceed 170 square feet in area.~~ Solar photovoltaic or solar thermal panels in all districts are allowed to exceed the maximum *building height* on a *building* with a flat roof, provided that the panels and supporting structures do not extend beyond the edge of the roof and do not exceed 9 feet in overall height or extend more than 5 feet above the *parapet*, whichever results in a lesser height.

3. ~~Elevator penthouses in R districts may not contain habitable space and may not exceed 465 square feet in area.~~ Solar photovoltaic or solar thermal panels in all districts are not considered when determining *building height* of a *building* with a gable, hip, mansard, or gambrel roof, provided that the panels and supporting structures do not extend beyond the edge of the roof, do not extend further than 12 inches vertically above the roof surface at any point, and do not extend vertically above the highest ridgeline of the roof.

4. Rooftop wind energy systems shall be considered permitted ~~accessory structures~~ *accessory structures* within all districts provided they comply with the height limits and setbacks established in this Section. A rooftop energy conversion system shall consist of a wind turbine(s) and associated equipment for converting wind energy to power. Wind energy conversions systems shall be permitted as rooftop ~~accessory structures~~ *accessory structures* provided such structures:

(a) are set back at least 20 feet from the front ~~building line~~ *building line*, or in the case of ~~corner lots~~ *corner lots*, at least 15 feet from the front ~~building line~~ *building line* and side ~~building line~~ *building line* facing a *street*.

(b) are limited to a height of no more than 15 feet above the roof or top of the ~~parapet~~ *parapet*, whichever is greater.

(c) comply with all noise limitations of the Chicago Municipal Code.

~~(d) are safely and securely attached to the rooftop in compliance with the Chicago Building Code.~~

5. Pergolas, arbors and trellises located on rooftops of *principal buildings* ~~and~~ or private garages ~~in R Districts~~ are allowed to exceed the maximum *building height*, provided that:

(a) on *principal buildings* less than 80 feet tall, they are set back at least 20 feet from the front *building line*, or in the case of *corner lots*, at least 15 feet from the front *building line* and side *building lines*~~;~~ facing a *street*.

(b) on *principal buildings* and private garages, they do not exceed 11 feet in overall height above the rooftop deck~~,~~ or extend more than 8 feet above the ~~building~~ *parapet*, whichever is ~~greater;~~ greater.

~~(c) they are safely and securely attached to the rooftop.~~

(Omitted text is unaffected by this ordinance)

17-17-0311-C Stairway and Elevator Enclosures and Elevator Equipment Penthouses.

1. Stairway and elevator enclosures providing access to occupiable rooftops and elevator equipment penthouses in R, B, C and D districts are allowed to exceed the maximum *building height* or mandatory *planned development* height threshold and will not be counted as floor area for the purpose of calculating *floor area ratio* to the extent indicated in the following table:

District	Enclosure contains	Setback[1]	Maximum Floor Area per enclosure exceeding building height[2]	Maximum Height[3]
R	Stairway only	20'-0"	200 square feet	13'-0"
	Elevator only	20'-0"	275 square feet	19'-6"
	Elevator and Stairway	20'-0"	500 square feet	19'-6"
	Elevator Equipment Penthouse	20'-0"	200 square feet	13'-0"
B, C or D	Stairway only	15'-0"	300 square feet	13'-0"
	Elevator only	15'-0"	275 square feet + 175 square feet per elevator car exceeding 1	22'-6"
	Elevator and Stairway	15'-0"	575 square feet + 175 square feet per elevator car exceeding 1	22'-6"
	Elevator Equipment Penthouse	20'-0"	200 square feet + 175 square feet per elevator car exceeding 1	13'-0"

[1] Measured from the front *building line* to the nearest outside face of the enclosure.

[2] Measured in accordance with Section 17-17-0305-A.

[3] Measured from the underside of the top floor's ceiling joist to the highest point of the enclosure structure.

2. Stairway and elevator enclosures allowed by this section may only contain stairways, elevator shafts, elevator vestibules, landings, and elevator, mechanical, or fire protection equipment. Enclosures for any other purpose may not exceed the maximum *building height* for the district and must be included in floor area for the purpose of calculating *floor area ratio.*

3. In the case of *corner lots*, in addition to the setback required from the front *building line* a setback equal to one half the distance between side *building lines* is required from the side *building line* facing a *street* to the nearest outside face of the enclosure.

17-17-0400 Public Transit Tables.

Table 17-17-0400-A – CTA and Pace Bus Routes Included.
(Bus route names are included only for reference purposes and are subject to change.)

Route Name	Corridor
Hyde Park Express / 2	South DuSable Lake Shore Drive
King Drive / 3	King Drive

Cottage Grove / 4	Cottage Grove
Jackson Park Express / 6	South DuSable Lake Shore Drive
Harrison / 7	Harrison
Halsted / 8	Halsted
Ashland / 9	Ashland
Lincoln / 11	Lincoln
Roosevelt / 12	Roosevelt
Jeffery Local / 15	Jeffery
Madison / 20	Madison
Cermak / 21	Cermak
Clark / 22	Clark
South Shore Express / 26	South DuSable Lake Shore Drive
Stony Island / 28	South DuSable Lake Shore Drive
State / 29	State
South Michigan / 34	South Michigan
Broadway / 36	Broadway
Pershing / 39	Pershing
43rd / 43	43rd
47th / 47	47th
Western / 49	Western
Pulaski / 53	Pulaski
Pulaski / 53A	South Pulaski
Cicero / 54	Cicero
Garfield / 55	Garfield
Milwaukee / 56	Milwaukee
Blue Island/26th / 60	Blue Island
Archer / 62	Archer
63rd / 63	63rd
Chicago / 66	Chicago Ave.
67th-69th-71st / 67	67th / 69th / 71st
Northwest Highway / 68	North Milwaukee
Division / 70	Division
71st/South Shore / 71	71st / South Shore
North / 72	North
Armitage / 73	Armitage
Fullerton / 74	Fullerton
74th-75th / 75	74th / 75th
Diversey / 76	Diversey
Belmont / 77	Belmont
Montrose / 78	Montrose
79th / 79	79th Street

Irving Park / 80	Irving Park
Lawrence / 81	Lawrence
Kimball-Homan / 82	Kimball-Homan
Peterson / 84	Bryn Mawr
Central / 85	Central
87th / 87	87th
Higgins / 88	North Milwaukee
Austin / 91	North Milwaukee
Foster / 92	Foster
95th / 95	95th
Pulse Milwaukee Line / Pace	Milwaukee Ave
East 103rd / 106	103rd
Halsted/95th / 108	South Halsted
111th/King Drive / 111	111th / King
Pullman/115th / 115	115th / Cottage Grove
Michigan/119th / 119	119th / Michigan
Stockton/LaSalle Express / 134	North DuSable Lake Shore Drive
Clarendon/LaSalle Express / 135	North DuSable Lake Shore Drive
Sheridan/LaSalle Express / 136	North DuSable Lake Shore Drive
Stockton/Michigan Express / 143	North DuSable Lake Shore Drive
Inner Drive/Michigan Express / 146	North DuSable Lake Shore Drive
Outer Drive Express / 147	North DuSable Lake Shore Drive
Clarendon/Michigan Express / 148	North DuSable Lake Shore Drive
Sheridan / 151	Sheridan
Devon / 155	Devon
Streeterville/Taylor / 157	Ogden Ave
U. of Chicago/Kenwood / 172	Hyde Park
North Western / 49B	North Western
South Cicero / 54B	South Cicero
North Central / 85A	North Milwaukee
South Halsted / 8A	South Halsted
Jeffery Jump / J14	Jeffery / South DuSable Lake Shore Drive
Western Express / X49	Western
Ashland Express / X9	Ashland

Table 17-17-0400-B – Bus Line Corridor Roadway Segments.

Street Name	**Segment**	

	From	To	Served by CTA or Pace Route(s)
100th St	Torrence Ave	Van Vlissingen Rd	15, J14
103rd St	Michigan Ave	Torrence Ave	15, J14, 106
104th St	Torrence Ave	Commercial Ave	71
111th St	Vincennes Ave	Cottage Grove Ave	111, 115
115th St	Vincennes Ave	King Dr	111, 115
119th St	Western Ave	Michigan Ave	111, 115, 119
127th St	Indiana Ave	Michigan Ave	34
130th St	Eberhart Ave	Indiana Ave	34
131st St	Ellis Ave	Eberhart Ave	34
133rd St	Langley Ave	Ellis Ave	34
16th St	Indiana Ave	Michigan Ave	12
25th St	Michigan Ave	King Dr	21
25th St	Lawndale Ave	Central Park Ave	82
26th St	King Dr	Michigan Ave	21
26th St	Ogden Ave	Blue Island Ave	60
31st St	Komensky Ave	Pulaski Rd	53
31st St	Central Park Ave	Lawndale Ave	82
32nd St	Lawndale Ave	Central Park Ave	82
35th St	Cottage Grove Ave	Michigan Ave	4
41st Street	Prairie Ave	Michigan Ave	39
43rd St	Cottage Grove Ave	Prairie Ave	43
43rd St	LaSalle St	State St	43
47th St	Kedzie Ave	S DuSable Lake Shore Dr	6, 15, 43, 47
50th St	S Lake Shore Dr	Cornell Ave	172
51st St	Wells St	Cottage Grove Ave	15
53rd St	Woodlawn Ave	Ellis Ave	172
55th St	Cicero	Morgan St	55
55th St	Rainey Dr	S Hyde Park Blvd	55
56th St	Stony Island Ave	S Lake Park Ave	15
57th Dr	57th St	S Everett Ave	6, 55
57th St	Stony Island Ave	57th Dr	6
59th St	Dorchester Ave	Woodlawn Ave	172
60th St	Stony Island Ave	Cottage Grove Ave	2, 172
63rd St	Cicero Ave	Stony Island Ave	63
64th St	Stony Island Ave	Blackstone Ave	63
67th St	S South Shore Dr	Rhodes Ave	6, 15, 26, 67
69th St	Western Ave	Keefe Ave	67, 71
71st St	Western Ave	Kedzie Ave	67
71st St	S South Shore Dr	Vincennes Ave	6, 26, 71

73rd St	Exchange Ave	Yates Blvd	71
74th St	Damen Ave	Loomis Blvd	75
74th St	Racine Ave	Eggleston Ave	75
75th St	S South Shore Dr	Eggleston Ave	71, 75
76th St	Loomis Blvd	Racine Ave	75
76th St	Kostner Ave	Cicero Ave	79
79th St	Cicero Ave	S South Shore Dr	79
83rd St	Exchange Ave	S South Shore Dr	26, 71
87th St	Western Ave	Buffalo Ave	87, 95
91st St	Mackinaw Ave	Commercial Ave	26, 87, 95
92nd St	Commerical Ave	Buffalo Ave	95
93rd St	Stony Island Ave	Exchange Ave	95
93rd St	Cottage Grove Ave	Woodlawn Ave	95
95th St	Woodlawn Ave	Stony Island Ave	95
95th St	Western Ave	Cottage Grove Ave	3, 4, 95, 106, 111, 115, 119
Adams St	Michigan Ave	Clinton St	7, 151
Archer Ave	Harlem Ave	State St	62
Armitage Ave	Pulaski Rd	Kostner Ave	73
Ashland Ave	95th St	Irving Park Rd	9, X9, 63
Ashland Ave	119th St	115th St	111, 115
Ashland Blvd	Pratt Blvd	Morse Ave	155
Balbo Dr	Columbus Dr	Michigan Ave	6,26, J14
Belmont Ave	Cumberland Ave	N Lake Shore Dr W	77
Blackstone Ave	64th St	63rd St	63
Blue Island Ave	26th St	Cermak Rd	60
Blue Island Ave	Loomis St	Racine Ave	60
Bradley Pl	Broadway	Halsted St	8
Broadway	Clark St	Devon Ave	8, 36, 80, 90
Bryn Mawr Ave	Broadway	Lake Shore Dr	92, 84
Bryn Mawr Ave	Central Ave	Elston Ave	85
Buffalo Ave	87th St	92nd St	87, 95
Burley Ave	92nd St	91st St	95
Canal St	Harrison St	Washington St	7, 60
Cannon Dr	Stockton Dr	Sheridan Rd	151
Central ave	Milwaukee Ave	Elston Ave	85
Central Ave	Harrison St	Higgins Ave	12, 85
Central Park Ave	25th St	Douglas Blvd	82
Central Park Ave	32nd St	31st St	82
Cermak Rd	Cicero Ave	Michigan Ave	3, 21, 60
Chicago Ave	Austin Blvd	Fairbanks Ct	3, 26, 66

Cicero Ave	I-55	79th St	54B, 55, 63, 79
Cicero Ave	Montrose Ave	Roosevelt Rd	54, 60
Clarendon Ave	Lawrence Ave	Irving Park Ave	135, 148
Clark St	Polk St	Howard St	22, 36, 70
Clinton St	Madison St	Harrison St	7, 60, 151
Columbus Dr	S DuSable Lake Shore Dr	Balbo Dr	6, 26, J14, 146
Columbus Dr	Randolph St	South Water	4
Commercial Ave	104th St	Exchange Ave	26, 71, 87
Congress Plaza Dr	Michigan Ave	Ida B Wells Dr	7
Cornell Ave	50th St	E Hyde Park Blvd	172
Cottage Grove Ave	111th St	35th St	4, 95, 115
Damen Ave	Taylor St	Roosevelt Rd	12
Dearborn St	Polk St	Division St	22, 36, 62, 70, 151
Devon Ave	Broadway	Kedzie Ave	36, 155
Diversey Ave	Kedzie Ave	N Lake Shore Dr W	76, 77
Diversey Ave	Natchez Ave	Milwaukee Ave	76
Division St	Austin Blvd	State St	36, 70
Dorchester Ave	60th St	59th St	172
Douglas Blvd	Central Park Ave	Homan Ave	82
E Hyde Park Blvd	S Lake Shore Dr	Cottage Grove Ave	2, 6, 15, 28, 172
Eberhart Ave	131st St	130th St	34
Ellis Ave	133rd St	131st St	34
Ellis Ave	53rd St	60th St	172
Elston Ave	Byrn Mawr Ave	Central Ave	85
Ewing Ave	91st St	106th St	26
Exchange Ave	Commercial Ave	83rd St	26, 71
Exchange Ave	93rd St	92nd St	95
Exchange Ave	75th St	73rd St	71
Fairbanks Ct	Chicago Ave	Illinois St	66
Fifth Ave	Kostner Ave	Harrison St	7
Foster Ave	Lake Shore Dr	Milwaukee Ave	92, 147
Fullerton Ave	Grand Ave	Halsted St	74
Gale St	Higgins Ave	Milwaukee Ave	85
Grand Ave	Streeter Dr	State St	29, 66
Grand Ave	Nordica Ave	Fullerton Ave	74
Halsted St	79th St	Waveland Ave	8, 20, 74
Halsted St	127th St	95th St	8A, 108
Harrison St	Paulina St	Canal St	7, 60
Harrison St	Central Ave	Kostner Ave	7
Harrison St	Fifth Ave	Wood St	7

Harrison St	Wells St	Financial Pl	36
Higgins Ave	Central Ave	Gale St	85
Homan Ave	Douglas Blvd	North Ave	82
Howard St	Paulina St	Clark St	22
Ida B Wells Dr	Financial Pl	Dearborn St	36
Ida B Wells Dr	Congress Plaza Dr	State St	7, 147
Illinois St	Dearborn St	Streeter Dr	29, 36, 66
Indiana Ave	41st St	Pershing Rd	39
Indiana Ave	35th St	Michigan Ave	4
Indiana Ave	Roosevelt Rd	16th St	12
Indiana Ave	130th St	127th St	34
Inner Lake Shore Dr	Belmont Ave	W Sheridan Rd	135, 146
Irving Park Rd	Cumberland Ave	Lake Shore Dr (local)	9, 80, 135, 148
Jackson Blvd	Clinton St	Michigan Ave	7, 151
Jeffery Blvd	Van Vlissingen Rd	67th St	15, J14
Justine St	63rd St	Ashland/63rd CTA Station	63
Kedzie Ave	48th Pl	47th St	47
Kedzie Ave	Milwaukee Ave	Diversey Ave	76
Keefe Ave	69th St	Rhodes Ave	67
Kimball Ave	North Ave	Lincoln Ave	82
King Dr	115th St	26th St	3, 21, 111, 115
Kinzie St	Dearborn St	State St	62
Kostner Ave	Harrison St	Fifth Ave	7
Lafayette Ave	69th St	95th St	29, 75
Lake St	State St	Michigan Ave	146
LaSalle Dr	Lake Shore Dr	Stockton Dr	151
LaSalle St	Pershing Road	35th Street	39
LaSalle St	47th St	43rd St	43
Lawndale Ave	32nd Ave	25th St	82
Lawrence Ave	Milwaukee Ave	N Lake Shore Dr W	81
Lincoln Ave	Bryn Mawr Ave	Leland Ave	11
Lincoln Ave	Webster Ave	Fullerton Ave	37, 74
Lipps Ave	Jefferson Park Blue Line Station	Lawrence Ave	81
Loomis Blvd	74th St	76th St	75
Loomis St	Cermak Rd	Blue Island Ave	60
Madison St	Austin Blvd	Michigan Ave	20, 60, J14
Marine Dr	Foster Ave	Irving Park Rd	81, 136, 146, 148
Marquette Rd	67th St	Promontory Dr	67
Marshfield Ave	117th St	119th St	111, 115

McCormack Blvd	Lincoln Ave	Devon Ave	82
McFetridge Dr	Museum Campus Dr	Columbus Dr	146
Michigan Ave	127th St	95th St	34, 39, 106, 119
Michigan Ave	35th St	Lake Shore Dr	3, 4, 6, 7, 12, 20, 21, 26, 60, J14, 146, 147, 151
Milwaukee Ave	Division St	Foster Ave	56, 68, 76, 85/85A, 81, 88,91, 92
Milwaukee Ave	W Veterans Place	Albion Ave	Pulse Milwaukee
Montrose Ave	Kimball Ave	California Ave	78
Morgan St	Garfield Blvd	Rainey Dr	55
Morse Ave	Ashland Blvd	Sheridan Rd	155
N Lake Shore Dr W	Belmont Ave	Diversey Pkwy	77
North Ave	Harlem Ave	Clark St	72
Ogden Ave	Pulaski Rd	Western Ave	157
Ogden Ave	Roosevelt Rd	Polk St	12, 157
Museum Campus Dr	Solidarity Dr	McFetridge Dr	146
Paulina St	Rogers Ave	Howard St	22
Paulina St	Polk St	Harrison St	7
Pershing Rd	Cottage Grove Ave	LaSalle St	39
Polk St	Wood St	Paulina St	7
Polk St	Clark St	State St	22, 62
Prairie Ave	Pershing Road	41st Street	39
Pratt Blvd	Sheridan Rd	Ashland Blvd	155
Pulaski Rd	31st St	Peterson Ave	53
Pulaski Rd	36th St	87th St.	53A
Racine Ave	Blue Island Ave	Harrison St	60
Racine Ave	76th St	74th St	75
Rainey Dr	Morgan St	55th St	55
Randolph St	Michigan Ave	Harbor Dr	4, 6, 60
Rhodes Ave	Keefe Ave	67th St	67
Rogers Ave	Clark St	Paulina St	22
Roosevelt Rd	Central Ave	Ogden Ave	12
Roosevelt Rd	Damen Ave	Columbus Dr	12, 146
S Hyde Park Blvd	57th Dr	E Hyde Park Blvd	6, 28, 55
S Lake Park Ave	56th St	47th St	2, 6, 15, 28
S Lake Shore Dr (local)	E Hyde Park Blvd	50th St	172
S South Shore Dr	83rd St	67th St	6, 26, 71
Sheridan Rd	Foster Ave	Howard St	92, 136, 147, 155

Sheridan Rd	Diversey Pkwy	Melrose St	77, 134, 143, 151
Solidarity Dr	Planetarium	Museum Campus Dr	146
South Water	Columbus Dr	Michigan Ave	4
Southport Ave	Clark St	Irving Park Rd	9
State St	95th St	Division St	6, 29, 36, 62, 71, 75, 142, 147
Stetson Ave	Randolph St	Wacker Dr	6
Stockton Dr	LaSalle Dr	Cannon Dr	151
Stony Island Ave	56th St	95th St	2, 6, 15, 26, 28, 63, 95
Streeter Dr	Illinois St	Grand Ave	66
Taylor St	Ogden Ave	Damen Ave	12
Trumbull Ave	Cermak Rd	Cermak Rd	21
Torrence Ave	112th St	100th St	71, J14
Van Vlissingen Rd	100th St	Jeffery Blvd	15, J14
Vincennes Ave	69th Red Line Station	71st St	71
Vincennes Ave	115th St	111th St	111
W Sheridan Rd	Lake Shore Dr	N Sheridan Rd	80, 151
Wacker Dr	State St	Columbus Dr	6
Walton St	Dearborn St	Clark St	22, 70
Washington St	Halsted St	Michigan Ave	20, 60, J14, 147, 151
Waveland Ave	Halsted St	Broadway	8
Webster Ave	Halsted St	Lincoln Ave	74
Wells St	47th St	51st St	15
Wentworth Ave	51st St	47th St	15
Western Ave	79th St	Howard St	49, X49, 49B
Western Ave	95th St	87th St	95
Wood St	Harrison St	Polk St	7
Woodlawn Ave	93rd St	95th St	95
Woodlawn Ave	59th St	E Hyde Park Blvd	172
Yates Ave	103rd St	100th St	15
Yates Ave	73rd St	71st St	71

SECTION 9. This ordinance shall be in full force and effect following due passage and approval.