

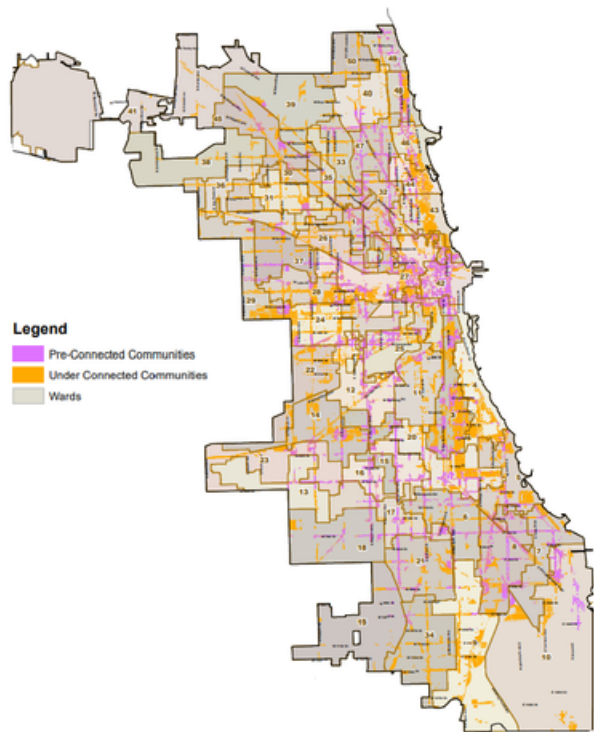
Parking

A key part of Chicago's Transit Oriented Development policy is flexibility on requirements for off-street parking. The Connected Communities ordinance made changes to the geographic and zoning eligibility for parking flexibility, how that flexibility can be used, and parking maximums.

Geographic Eligibility

Under the previous Transit Oriented Development ordinance, parking reductions were possible within $\frac{1}{4}$ mile of CTA or Metra rail stations, or $\frac{1}{2}$ mile if located on a Pedestrian Street (an official designation given by the City Council); or $\frac{1}{4}$ mile of a small number of major bus lines.

Connected Communities expands this geographic eligibility to $\frac{1}{2}$ mile from all CTA or Metra rail stations, and $\frac{1}{4}$ mile from an expanded list of high-frequency bus lines, regardless of Pedestrian Street status.



Zoning District Eligibility

Under the previous TOD ordinance, parcels zoned B, C, D, or M were eligible for parking flexibility, meaning that developments in those zones could provide less off-street parking than would otherwise be required.

Connected Communities expands this to parcels zoned RM-5, RM-5.5, RM-6, RM-6.5, or PMD B subareas.

Parking Relief for Affordable Housing Developments

Parking mandates are completely eliminated for projects located within a TOD area if half or more of the dwelling units are assisted or affordable housing.

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Parking Amounts

Under the previous TOD ordinance, eligible developments could reduce required parking by 50%, with a 100% parking reduction possible through a Special Use permit from the Zoning Board of Appeals.

Connected Communities also allows a 50% parking reduction by right and streamlines requests for larger reductions of up to 100% (in other words, no off-street parking) by requiring an administrative adjustment instead of a Special Use permit.

In addition, developments that would like to build more parking—that is, in the case of residential developments, more than 1 parking space for every 2 units—will also need an administrative adjustment to allow the additional spaces.

Finally, residential developments are no longer able to provide more than one parking space per unit even with an administrative adjustment.

Note: the parking cap only applies to residential developments in 1/2 mi of CTA rail and Metra, in parcels zoned B, C, and D.

Example:

A developer is proposing a residential building with 30 dwelling units within a TOD area. Under Connected Communities, they begin with the ability to build 15 off-street parking spaces by right for a 50% reduction from the non-TOD requirement of 30 spaces. If the developer wants to build fewer parking spaces—as few as zero—they can apply for an administrative adjustment to do so.

Conversely, if the developer wants to build more than 15 off-street spaces, an administrative adjustment is also required. However, the administrative adjustment cannot allow more than 30 spaces.

