Connected Communities Ordinance

Proposed Zoning Reforms to advance Equitable Transit-Oriented Development (ETOD)
Over 3 Years in the Making

2019: TOD ordinance update directs administration to create Equitable TOD plan

2019-2021: Engagement with over 80 community stakeholders and experts to create ETOD plan

June 2021: Publish ETOD plan, adopted by Plan Commission

2022: Introduce Connected Communities Ordinance
Pedestrian safety measures disproportionately on North Side

Pedestrian street designations, which extend TOD benefits from ¼ to ½ mile near rail and include greater pedestrian safety rules, are disproportionately located on the North side.
Part of a Comprehensive Approach

- Economic development: Invest South/West
- Affordable housing: $1 billion 2021 LIHTC investment
- Public transit service: Better Streets for Buses + RPM + Red Line Extension
- Cycling and pedestrian infrastructure: Citywide Vision for Trails and Corridors + Capital Plan investments
- Funding & Technical Assistance: ETOD Pilot Program + $10M CRP Investment
Why Connected Communities Ordinance?

Economy, Safety, Affordability
Connected Communities supports Chicago's economy, safety, and affordability

Goals and key provisions in the Connected Communities ordinance include:

1. Grow the economy by allowing more homes and businesses near transit
   - Boost transit-oriented development by extending TOD incentives to more bus lines and equally around all rail stations
   - Apply parking reduction incentives to high density residential

2. Make streets safer for Chicagoans who walk, bike, roll and ride
   - Implement pedestrian friendly design principles near rail, including limits to curb cuts
   - Require large developments to submit transportation management plans

3. Encourage more diverse & affordable housing in every neighborhood
   - Require up-or-down zoning committee votes on affordable developments
   - Limit deconversions in areas zoned for multi-family housing
   - Increase TOD incentives for affordable units

Different neighborhoods have different needs. The ordinance encourages investment in disinvested neighborhoods, affordability in high-cost neighborhoods, and safer streets everywhere.
Connected Communities promotes equitable development

What the ordinance does

• More equitably distributes TODs citywide
• Allows for community and market to shape parking demand near transit
• Allows for density bonus only with Council approval
• Reduces costs and improves feasibility for both market-driven and City-supported projects

What the ordinance does NOT do

• Does not change the existing Aldermanic and City processes for development
• Does not circumvent design reviews
• Does not allow for larger by-right developments
• Does not remove the ability to provide sufficient parking
• Does not change existing zoning (e.g., no high density on residential side streets, no new commercial on residential blocks)
Goal 1: Grow the economy by allowing more homes and jobs near transit
Parking requirements impose high costs, yet half of spots go unused

Est. Construction Cost per Parking Space, 2022 Dollars

- Above Ground: $31,000
- Underground: $42,000

Parking Supplied and Utilized Near Transit

- Buildings within half a mile of CTA rail
- Buildings within half a mile of Metra rail
- Buildings within a quarter mile of high-frequency bus or rail

Spaces per Unit

Goal 1: Grow the economy by allowing more homes and jobs near transit

- Apply existing TOD incentives to a standard four block range (1/2 mile) from all CTA and Metra rail stations
- Apply existing TOD incentives to all high frequency and strategic bus corridors (running at least every 15 minutes from 12-1pm)
- Cap on-site parking in residential buildings near rail stations, so that default is 1 spot per 2 units with flexibility to build up to 1 spot per unit
- Allow existing TOD parking reductions to apply to high-density residential development
Goal 2: Make streets safer for Chicagoans who walk, bike, roll and ride

DATA SAYS

Number of Chicagoans killed by cars within a 1/2 mile of a train station in 2021

83
Goal 2: Make streets safer for Chicagoans who walk, bike, roll and ride

Design discouraged by ordinance
Goal 2: Make streets safer for Chicagoans who walk, bike, roll and ride

Design encouraged by ordinance
Goal 2: Make streets safer for Chicagoans who walk, bike, roll and ride

To address street safety citywide:

• Require an administrative adjustment for new curb cuts and driveways within four blocks (1/2 mile) of rail stations
• Apply pedestrian-friendly design standards within four blocks (1/2 mile) of rail stations
• Establish residential bike parking requirements
• Require larger developers to submit a transportation management plan
Goal 3: More diverse & affordable housing in every neighborhood

DATA SAYS
Since 2013, Chicago has lost more than 4,800 2-4 flats, our most naturally affordable housing stock.

Only 10% of City-subsidized units from ‘93 to ‘18 were built in majority white, low-poverty areas
Goal 3: More diverse & affordable housing in every neighborhood

To boost affordability in high-cost areas:
- Require an up-or-down Zoning Committee vote on affordable developments within 12 months (ARO inclusionary areas)

To preserve affordability in gentrifying areas:
- Prevent deconversions near transit in communities with displacement pressure (ARO preservation areas)

To increase affordability citywide:
- Tie TOD density bonuses to the provision of on-site affordable units
- Allow developments to swap parking spaces for housing units
- Eliminate parking mandates for affordable housing units
- Add a small height bonus for ground-floor accessible units
### Area affected by ordinance provisions

#### Miles, from bus lines and CTA/Metra stops

<table>
<thead>
<tr>
<th>Ordinance Provisions</th>
<th>Existing</th>
<th>Connected Communities</th>
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<tbody>
<tr>
<td></td>
<td>High Freq. Bus</td>
<td>Rail</td>
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<tr>
<td>Reduce Parking Mandate</td>
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<td>Residential Parking Maximums</td>
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<tr>
<td>Pedestrian Design Standards</td>
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<tr>
<td>Limit New Driveways, Curb Cuts</td>
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<td>Ensure Vote on Aff. Housing (low-aff.)</td>
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<tr>
<td>Limit Deconversions (gentrifying areas only)</td>
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*Permitted up to $\frac{1}{2}$ mile on pedestrian designated streets
Appendix Slides
**Connected Communities extends policies that supercharge City investments**

### Investment with ETOD
- 43 Green in Bronzeville
- 99 units, 50% affordable/50% market
- 24 parking spaces

### Without ETOD
- Without TOD parking flexibility, 43 Green would **cost $2.2 million more** due to added parking and garage construction
- Without TOD zoning bonus, 43 Green would **shrink by 28%**, losing 14 market rate and 14 affordable units
Affordable Requirements Ordinance (ARO) Geographies

The ARO divides the city into four areas to reflect different housing markets and priorities:

- Downtown areas
- Community preservation areas
- Inclusionary housing areas
- Low- to moderate-income areas
Bus Corridors (1/2)
Bus Corridors (2/2)

Rail Legend
- Rail Station
- CTA Rail

Bus Legend
- Existing TOD bus corridors
- Bus Route segments in DPD-identified Corridors
- Bus route segments with 15-minute or better frequency
- *Bus frequency is for the hour of 12-1pm
Safety of streets and sidewalks near transit

In 2021:

- 83 deaths from vehicle crashes in TOD zones, disproportionately on South and West Sides (54 drivers/passengers, 26 pedestrians, 3 cyclists)
- 1,181 serious injuries in TOD zones (841 drivers/passengers, 246 pedestrians, 94 cyclists)
Connected Communities incentivizes accessible units

**Current zoning incentives**

- Half-basements don’t count against allowed square footage
- Developers have a strong incentive to lift first floor at least 4 ft above the ground, eliminating accessibility

**Connected Communities**

- Allows half-basements to be raised 4 ft to be flush with the ground *only if* the ground floor becomes an accessible unit
Connected Communities reduces regulatory barriers to development

Current costs

- A mixed-use building with ground-floor retail and three floors of apartments would have to provide over 30 parking spaces, regardless of need
- In a structured garage, this represents a cost of nearly $1M

Connected Communities

- By reducing parking by half to meet actual demand, the development can save almost half a million dollars, making financing more viable and the development more likely to happen
- This also creates the possibility of more green open space on the lot
Connected Communities disincentivizes teardowns for ultra-luxury homes

Current law allows mega-mansions in multifamily zones

- Multifamily zones allow larger buildings, intended for several or many homes
- But in some areas, developers use these allowances to build very large ultra-luxury single family homes, often displacing multi-unit buildings
- In RM-5 (meant for high-density multifamily), a developer can build a more than 7,000 sq ft home on a single standard lot with smaller multifamily-type front yard

Connected Communities requires Council action

- Developers need a zoning map amendment to single-family zones in order to develop single-family homes
- Removes incentives to build ultra-luxury, extra-large homes in multi-family zones
- In RS-3, a developer can build a 3,750 sq ft home on a single standard lot with a larger single-family-type front yard
Restrictive zoning policies create affordability pressure across the region

Estimated cost attributable to land use restrictions, top 15 metro regions
By metro region, per quarter-acre lot, thousands of dollars

- San Francisco: $410
- Los Angeles: $199
- Seattle: $175
- New York: $152
- San Jose: $112
- Philadelphia: $77
- Chicago: $63
- Washington: $60
- Portland: $55
- Boston: $46
- Miami: $38
- Riverside: $33
- Phoenix: $22
- Atlanta: $15
- Denver: $13

Problem
• Enclosed rooftop spaces count towards height and FAR caps in B/C districts
• Applicants can provide amenities without a means to access
• Expansion of TSL provisions encourages residential density
• B/C district height maximums (38’ – 80’) discourage rooftop usage

Goal
• Extend regulations for rooftop features in R districts
• Analyze visual and operational impact to buildings
• Reduce height and FAR penalties under zoning regulations
Text - Residential Rooftop Features

Current R District Exceedance Allowances
• Stairway enclosures and elevator penthouses
  • set back minimum of 20’ from front building line
  • do not exceed lesser of 9’ in overall height or extend more than 5’ above parapet
  • elevator penthouse may range from 9’ to 15’ (overall) or 5’ to 11’ above parapet
  • elevator penthouses may not contain habitable space nor exceed 465 sf
  • stairway enclosures may not exceed 170 sf
• Pergolas, arbors and trellises on principal buildings
  • set back minimum of 20’ from front building line on buildings less than 80’ tall
  • set back 15’ from front and side building lines for corner lots
  • do not exceed lesser of 11’ in overall height or extend more than 8’ above parapet

Proposed R, B, C, & D District Exceedance Allowances
• Stairway enclosures and elevator penthouses
  • set back minimum of 20’ from front and side building lines (R)
  • set back minimum of 15’ from front and side building lines (B, C & D)
    • elevator penthouse setback is 20’
  • overall height in all districts range from 13’ to 22’6”
  • enclosures in all districts range from 200 sf to 500 sf (+175 sf/elevator car)
  • these exceedances will not count towards height and FAR
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Residential Rooftop Features
• No rooftop deck
• No rooftop elevator access
• Stair enclosure non-compliant with current building code
Text - Residential Rooftop Features

- No rooftop deck
- No rooftop elevator access