

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 comprehensive 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 (except for Chapter 11). 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:

1. 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 Standard	Parking Standard
		RS	RS	RS	RT	RT	RM	RM	RM		
Use Category	Specific Use Type	1	2	3	3.5	4	4.5	5-5.5	6-6.5		
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 _L	§ 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 _L	P _L	P _L	§ 17-2-0303-B	§ 17-10-0207-A
4.	Townhouse	-	-	-	P	P	P	P	P	§ 17-2-0500	§ 17-10-0207-A

Commented [PM1]: Elimination of the RT4A zoning designation and replace it with exempting gf accessible dwelling units from inclusion in MLA and FAR compliance in RS3, RS3.5, and RT4 zoning districts; formerly such units were only exempt from FAR.

5.	Multi-Unit (3+ units) Residential	-	-	-	P	P	P	P	P	§ 17-2-0303-B	§ 17-10-0207-C
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(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 10 dwelling units and in which at least 33% of the units are accessible dwelling units~~

Commented [PM2]: Elimination of the RT4A zoning designation and replace it with exempting of accessible dwelling units from inclusion in MLA and FAR compliance in RS3, RS3.5, and RT4 zoning districts; formerly such units were only exempt from FAR.

Commented [PM3]: In Community Preservation Areas which are also within either 2,640' of a CTA or Metra rail station or 1,320' of a designated bus line corridor roadway segment, the ability to establish a SFH or 2F in RM, B, or C zoning districts is eliminated. Pursuant to those same parameters, the ability to establish a SFH in RT zoning districts is also prohibited. Exceptions are provided when MLA requirements conflict with these restrictions.

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

Commented [PM4]: Multi-unit buildings in the RT4 district that contain no more than 19 dwelling units and in which at least 25% of the units are accessible dwelling units are subject to a maximum building height standard of 42 feet. The former standard was 33% of the units and the achievement of such height required a map amendment to RT4A.

Commented [PM5]: Elimination of the RT4A zoning designation and replace it with exempting of accessible dwelling units from inclusion in MLA and FAR compliance in RS3, RS3.5, and RT4 zoning districts; formerly such units were only exempt from FAR.

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. <u>Section 17-13-0600</u>) Principal nonresidential buildings: None
RM6.5	Principal residential buildings: None (note: tall buildings require Planned Development approval in accordance with Sec. <u>Section 17-13-0600</u>) 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)

Commented [PM6]: Multi-unit buildings in the RT4 district that contain no more than 19 dwelling units and in which at least 25% of the units are accessible dwelling units are subject to a maximum building height standard of 42 feet. The former standard was 33% of the units and the achievement of such height required a map amendment to RT4A.

17-3-0200 Allowed uses.

(Omitted text is unaffected by this ordinance)

17-3-0207 Use Table and Standards.

USE GROUP		Zoning Districts						Use Standard	Parking Standard
Use Category	Specific Use Type	B1	B2	B3	C1	C2	C3		
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	§ P/-	P/-	§ P/-	§ P/-	§ 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
<i>(Omitted text is unaffected by this ordinance)</i>									

17-3-0300 General district standards.

(Omitted text is unaffected by this ordinance)

17-3-0307 Exceptions

- 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 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:

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

Commented [PM7]: In Community Preservation Areas which are also within either 2,640' of a CTA or Metra rail station or 1,320' of a designated bus line corridor roadway segment, the ability to establish a SFH or 2F in RM, B, or C zoning districts is eliminated. Pursuant to those same parameters, the ability to establish a SFH in RT zoning districts is also prohibited. Exceptions are provided when MLA requirements conflict with these restrictions.

Commented [PM8]: In Community Preservation Areas which are also within either 2,640' of a CTA or Metra rail station or 1,320' of a designated bus line corridor roadway segment, the ability to establish a SFH or 2F in RM, B, or C zoning districts is eliminated. Pursuant to those same parameters, the ability to establish a SFH in RT zoning districts is also prohibited. Exceptions are provided when MLA requirements conflict with these restrictions.

Commented [PM9]: Extends TSL benefits and requirements to new construction in B, C, and D zoned properties located up to 2,640' from CTA or Metra rail station, regardless of pedestrian street status.

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)

Commented [PM10]: Provides a more extensive spread of potential MLA and FAR standards based on the degree of on-site affordable housing provided.

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).

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

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~~ 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)

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 17-10-0402-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 17-10-0402-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 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 <u>Sec. Section 17-3-0305</u>				
Dash 3	50	55	70	75 [1]
Dash 3 – with at least 50% <u>Sec. Section 2-45-115</u> Units	55	60	75	80 [1]
Buildings without Ground-Floor Commercial Space that Complies with <u>Sec. Section 17-3-0305</u>				
Dash 3	50	50	65	70 [1]
Dash 3 - with at least 50% <u>Sec. Section 2-45-115</u> 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.

Commented [PM11]: Extends a potential PD trigger to TSL projects on 100'+ wide lots in Business or Commercial -3 zoning districts.

(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.

Commented [PM12]: Cleans up zoning unit designations as it relates to unit quantity allowed in government subsidized and elderly housing developments and lowers age of elderly housing to match federal and local criteria.

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-17-10-0402-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

Commented [PM13]: Extends TSL benefits and requirements to new construction in B, C, and D zoned properties located up to 2,640' from CTA or Metra rail station, regardless of pedestrian street status.

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).

Commented [PM14]: Provides a more extensive spread of potential MLA and FAR standards based on the degree of on-site affordable housing provided.

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.

<u>District</u>	<u>Proportion of ARO requirement on-site per 2-44-085-G (Must include a minimum of one affordable unit under 2-44-085)</u>	<u>Maximum Floor Area Ratio</u>
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

Commented [PM15]: Cleans up zoning unit designations as it relates to unit quantity allowed in government subsidized and elderly housing developments and lowers age of elderly housing to match federal and local criteria.

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.21 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.21 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

Commented [PM16]: Reduces the quantity of years from 50 to 20 for residential buildings in which one existing residential unit may be allowed to remain, so long as proper evidence of such unit's existence for the previous 20 years is provided and approved via an AA; and, allows for one such existing or newly established unit in a residential building to be approved without a requirement for additional parking to be provided.

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 17-10-0402-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;

Commented [PM17]: Extends TSL parking reductions to residential or non-residential properties in RM, B, C, D, M, or PMD B zoning districts for sites which are within either 2,640' of a CTA or Metra rail station or 1,320' of a designated bus line corridor roadway segment so as to seek a 50% reduction in their parking requirement by-right or any numerical variation via an AA.

a. residential buildings must provide bicycle parking at a 1:1 ratio for each unit.

b. non-residential buildings must still provide bicycle parking at a 1:1 ratio in place of any vehicular parking space that would have otherwise been required.

c. residential buildings which trigger a PD and maximize their MLA and FAR may replace (at a 1:1 ratio) parking square footage for affordable residential unit square footage in same building provided the parking reduction exceeds 50%, new square footage is for new units only, the building's affordable ratio is applied, and the resulting new units are held as affordable for as long as the PD exists.

~~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).

Commented [PM18]: Extends TSL parking reductions to residential or non-residential properties in RM, B, C, D, M, or PMD B zoning districts for sites which are within either 2,640' of a CTA or Metra rail station or 1,320' of a designated bus line corridor roadway segment so as to seek a 50% reduction in their parking requirement by-right or any numerical variation via an AA.

a. residential buildings must provide bicycle parking at a 1:1 ratio for each unit.

b. non-residential buildings must still provide bicycle parking at a 1:1 ratio in place of any vehicular parking space that would have otherwise been required.

c. residential buildings which trigger a PD and maximize their MLA and FAR may replace (at a 1:1 ratio) parking square footage for affordable residential unit square footage in same building provided the parking reduction exceeds 50%, new square footage is for new units only, the building's affordable ratio is applied, and the resulting new units are held as affordable for as long as the PD exists.

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
<i>(Omitted text is unaffected by this ordinance.)</i>	
501 to 1,000	2% of total <u>(rounded up to the nearest whole number)</u>
More than 1,000	20 plus one for each 100, <u>or fraction thereof</u> , 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]
<i>(Omitted text is unaffected by this ordinance.)</i>	
More than 500	2% of total <u>(rounded up to the nearest whole number)</u>

[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)

Commented [PM19]: If COZ fails to vote within 300 days of the filing of a complete *affordable application*, the applicant may submit a written notification to the Chairman of COZ requesting that COZ act on the *affordable application*. If COZ fails to vote within 60 days of the receipt of such written notification, COZ shall report the application to the City Council for consideration at the next regular City Council meeting with a "do pass" recommendation.

Commented [PM20]: If COZ does not vote on a proposed PD *affordable application* within 300 days of the day the CPC recommendation is filed with COZ, the applicant may submit a written notification to the Chairman of COZ requesting that COZ act on the *affordable application*. If COZ fails to vote within 60 days of the receipt of such written notification, COZ shall report the application to the City Council for consideration at the next regular City Council meeting with a "do pass" recommendation.

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.

Commented [PM21]: Reduces the quantity of years from 50 to 20 for residential buildings in which one existing residential unit may be allowed to remain, so long as proper evidence of such unit's existence for the previous 20 years is provided and approved via an AA; and, allows for one such existing or newly established unit in a residential building to be approved without a requirement for additional parking to be provided.

(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.

Commented [PM22]: An inclusionary application an application for approval of a residential or mixed use PD or Type 1 zoning the 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 designated CTA bus line corridor roadway segment 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 DOH.

Commented [PM23]: Cleans up zoning unit designations as it relates to unit quantity allowed in government subsidized and elderly housing developments and lowers age of elderly housing to match federal and local criteria.

Commented [PM24]: Expands the definition of government subsidization of a dwelling unit to allow for greater flexibility in application to allow for non-TSL parking relief and conformance with SRO preservation ordinance.

(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.~~

Commented [PM25]: Extends to B and C zoning districts the ability to exclude certain rooftop and elevator enclosures, along with solar panels, from height and FAR calculations, provided certain setback, height and size limitations are adhered to in order to allow for further utilization of development rights to provide dwelling units.

~~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	Setback¹	Maximum Floor Area per enclosure exceeding building height²	Maximum Height³
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

Commented [PM26]: Significantly expands impacted bus list.

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

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

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

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

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

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

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

<u>McCormack Blvd</u>	<u>Lincoln Ave</u>	<u>Devon Ave</u>	<u>82</u>
<u>McFetridge Dr</u>	<u>Museum Campus Dr</u>	<u>Columbus Dr</u>	<u>146</u>
<u>Michigan Ave</u>	<u>127th St</u>	<u>95th St</u>	<u>34, 39, 106, 119</u>
<u>Michigan Ave</u>	<u>35th St</u>	<u>Lake Shore Dr</u>	<u>3, 4, 6, 7, 12, 20, 21, 26, 60, J14, 146, 147, 151</u>
<u>Milwaukee Ave</u>	<u>Division St</u>	<u>Foster Ave</u>	<u>56, 68, 76, 85/85A, 81, 88, 91, 92</u>
<u>Milwaukee Ave</u>	<u>W Veterans Place</u>	<u>Albion Ave</u>	<u>Pulse Milwaukee</u>
<u>Montrose Ave</u>	<u>Kimball Ave</u>	<u>California Ave</u>	<u>78</u>
<u>Morgan St</u>	<u>Garfield Blvd</u>	<u>Rainey Dr</u>	<u>55</u>
<u>Morse Ave</u>	<u>Ashland Blvd</u>	<u>Sheridan Rd</u>	<u>155</u>
<u>N Lake Shore Dr W</u>	<u>Belmont Ave</u>	<u>Diversey Pkwy</u>	<u>77</u>
<u>North Ave</u>	<u>Harlem Ave</u>	<u>Clark St</u>	<u>72</u>
<u>Ogden Ave</u>	<u>Pulaski Rd</u>	<u>Western Ave</u>	<u>157</u>
<u>Ogden Ave</u>	<u>Roosevelt Rd</u>	<u>Polk St</u>	<u>12, 157</u>
<u>Museum Campus Dr</u>	<u>Solidarity Dr</u>	<u>McFetridge Dr</u>	<u>146</u>
<u>Paulina St</u>	<u>Rogers Ave</u>	<u>Howard St</u>	<u>22</u>
<u>Paulina St</u>	<u>Polk St</u>	<u>Harrison St</u>	<u>7</u>
<u>Pershing Rd</u>	<u>Cottage Grove Ave</u>	<u>LaSalle St</u>	<u>39</u>
<u>Polk St</u>	<u>Wood St</u>	<u>Paulina St</u>	<u>7</u>
<u>Polk St</u>	<u>Clark St</u>	<u>State St</u>	<u>22, 62</u>
<u>Prairie Ave</u>	<u>Pershing Road</u>	<u>41st Street</u>	<u>39</u>
<u>Pratt Blvd</u>	<u>Sheridan Rd</u>	<u>Ashland Blvd</u>	<u>155</u>
<u>Pulaski Rd</u>	<u>31st St</u>	<u>Peterson Ave</u>	<u>53</u>
<u>Pulaski Rd</u>	<u>36th St</u>	<u>87th St</u>	<u>53A</u>
<u>Pulaski Rd</u>	<u>99th St</u>	<u>115th St</u>	<u>53A</u>
<u>Racine Ave</u>	<u>Blue Island Ave</u>	<u>Harrison St</u>	<u>60</u>
<u>Racine Ave</u>	<u>76th St</u>	<u>74th St</u>	<u>75</u>
<u>Rainey Dr</u>	<u>Morgan St</u>	<u>55th St</u>	<u>55</u>
<u>Randolph St</u>	<u>Michigan Ave</u>	<u>Harbor Dr</u>	<u>4, 6, 60</u>
<u>Rhodes Ave</u>	<u>Keefe Ave</u>	<u>67th St</u>	<u>67</u>
<u>Rogers Ave</u>	<u>Clark St</u>	<u>Paulina St</u>	<u>22</u>
<u>Roosevelt Rd</u>	<u>Central Ave</u>	<u>Ogden Ave</u>	<u>12</u>
<u>Roosevelt Rd</u>	<u>Damen Ave</u>	<u>Columbus Dr</u>	<u>12, 146</u>
<u>S Hyde Park Blvd</u>	<u>57th Dr</u>	<u>E Hyde Park Blvd</u>	<u>6, 28, 55</u>
<u>S Lake Park Ave</u>	<u>56th St</u>	<u>47th St</u>	<u>2, 6, 15, 28</u>
<u>S Lake Shore Dr (local)</u>	<u>E Hyde Park Blvd</u>	<u>50th St</u>	<u>172</u>
<u>S South Shore Dr</u>	<u>83rd St</u>	<u>67th St</u>	<u>6, 26, 71</u>

<u>Sheridan Rd</u>	<u>Foster Ave</u>	<u>Howard St</u>	<u>92, 136, 147, 155</u>
<u>Sheridan Rd</u>	<u>Diversey Pkwy</u>	<u>Melrose St</u>	<u>77, 134, 143, 151</u>
<u>Solidarity Dr</u>	<u>Planetarium</u>	<u>Museum Campus Dr</u>	<u>146</u>
<u>South Water</u>	<u>Columbus Dr</u>	<u>Michigan Ave</u>	<u>4</u>
<u>Southport Ave</u>	<u>Clark St</u>	<u>Irving Park Rd</u>	<u>9</u>
<u>State St</u>	<u>95th St</u>	<u>Division St</u>	<u>6, 29, 36, 62, 71, 75, 142, 147</u>
<u>Stetson Ave</u>	<u>Randolph St</u>	<u>Wacker Dr</u>	<u>6</u>
<u>Stockton Dr</u>	<u>LaSalle Dr</u>	<u>Cannon Dr</u>	<u>151</u>
<u>Stony Island Ave</u>	<u>56th St</u>	<u>95th St</u>	<u>2, 6, 15, 26, 28, 63, 95</u>
<u>Streeter Dr</u>	<u>Illinois St</u>	<u>Grand Ave</u>	<u>66</u>
<u>Taylor St</u>	<u>Ogden Ave</u>	<u>Damen Ave</u>	<u>12</u>
<u>Trumbull Ave</u>	<u>Cermak Rd</u>	<u>Cermak Rd</u>	<u>21</u>
<u>Torrence Ave</u>	<u>112th St</u>	<u>100th St</u>	<u>71, J14</u>
<u>Van Vlissingen Rd</u>	<u>100th St</u>	<u>Jeffery Blvd</u>	<u>15, J14</u>
<u>Vincennes Ave</u>	<u>69th Red Line Station</u>	<u>71st St</u>	<u>71</u>
<u>Vincennes Ave</u>	<u>115th St</u>	<u>111th St</u>	<u>111</u>
<u>W Sheridan Rd</u>	<u>Lake Shore Dr</u>	<u>N Sheridan Rd</u>	<u>80, 151</u>
<u>Wacker Dr</u>	<u>State St</u>	<u>Columbus Dr</u>	<u>6</u>
<u>Walton St</u>	<u>Dearborn St</u>	<u>Clark St</u>	<u>22, 70</u>
<u>Washington St</u>	<u>Halsted St</u>	<u>Michigan Ave</u>	<u>20, 60, J14, 147, 151</u>
<u>Waveland Ave</u>	<u>Halsted St</u>	<u>Broadway</u>	<u>8</u>
<u>Webster Ave</u>	<u>Halsted St</u>	<u>Lincoln Ave</u>	<u>74</u>
<u>Wells St</u>	<u>47th St</u>	<u>51st St</u>	<u>15</u>
<u>Wentworth Ave</u>	<u>51st St</u>	<u>47th St</u>	<u>15</u>
<u>Western Ave</u>	<u>79th St</u>	<u>Howard St</u>	<u>49, X49, 49B</u>
<u>Western Ave</u>	<u>95th St</u>	<u>87th St</u>	<u>95</u>
<u>Wood St</u>	<u>Harrison St</u>	<u>Polk St</u>	<u>7</u>
<u>Woodlawn Ave</u>	<u>93rd St</u>	<u>95th St</u>	<u>95</u>
<u>Woodlawn Ave</u>	<u>59th St</u>	<u>E Hyde Park Blvd</u>	<u>172</u>
<u>Yates Ave</u>	<u>103rd St</u>	<u>100th St</u>	<u>15</u>
<u>Yates Ave</u>	<u>73rd St</u>	<u>71st St</u>	<u>71</u>

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