



Connected Communities Ordinance

Proposed Zoning Reforms to advance Equitable Transit-Oriented Development (ETOD)

★ Over 3 Years in the Making

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

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

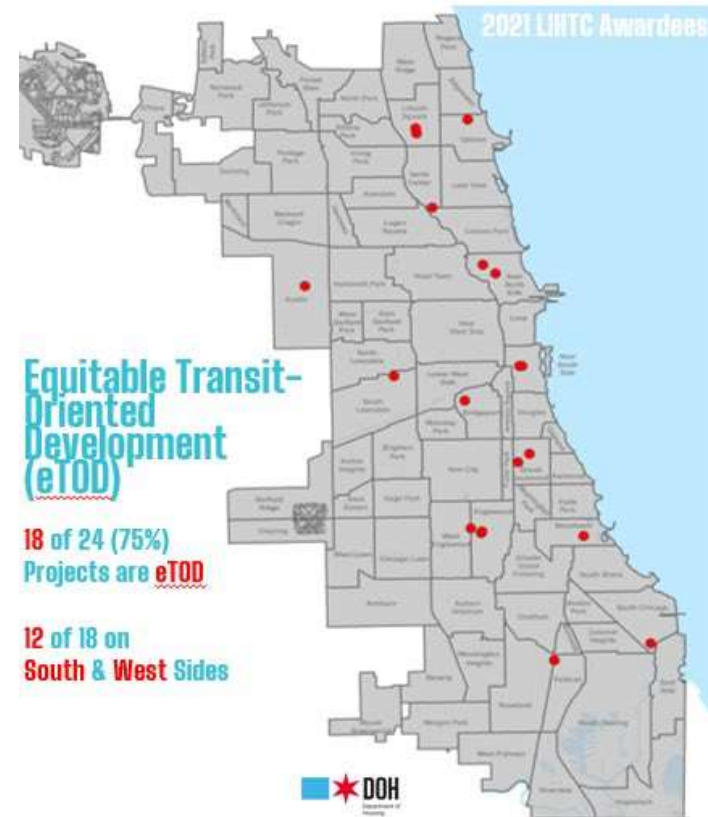
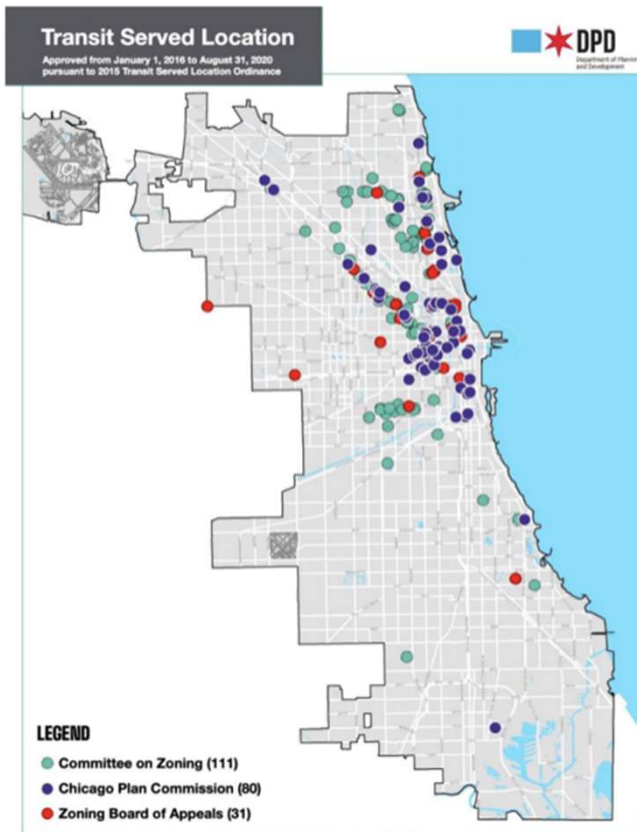
June 2021: Publish ETOD plan, adopted by Plan Commission

2022: Introduce Connected Communities Ordinance



★ TOD 2013-Aug 2020

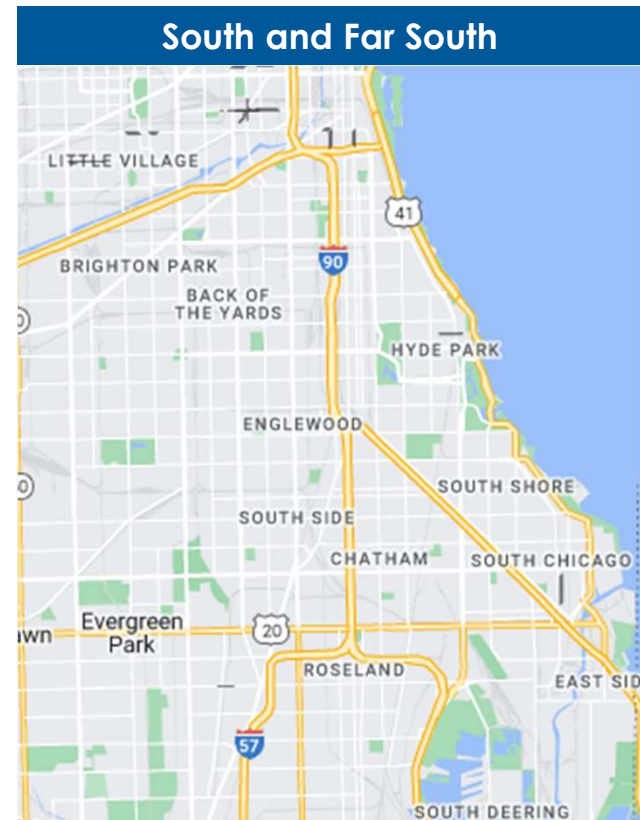
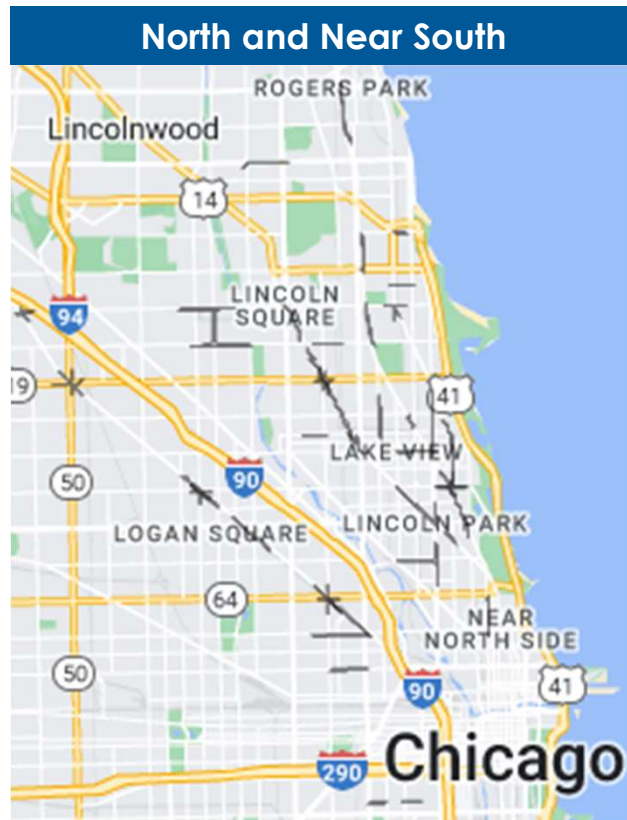
Under Lightfoot admin





Pedestrian safety measures disproportionately on North Side

Pedestrian street designations, which extend TOD benefits from $\frac{1}{4}$ to $\frac{1}{2}$ mile near rail and include greater pedestrian safety rules, are disproportionately located on the North side



★ Part of a Comprehensive Approach

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





Why Connected Communities Ordinance?

Economy, Safety, Affordability



Connected Communities supports Chicago's economy, safety, and affordability

Goals and key provisions in the Connected Communities ordinance include:

- 1** Grow the economy by allowing more homes and businesses near transit
 - Boost transit-oriented development by extending TOD incentives to more bus lines and equally around all rail stations
 - Apply parking reduction incentives to high density residential
- 2** Make streets safer for Chicagoans who walk, bike, roll and ride
 - Implement pedestrian friendly design principles near rail, including limits to curb cuts
 - Require large developments to submit transportation management plans
- 3** Encourage more diverse & affordable housing in every neighborhood
 - Require up-or-down zoning committee votes on affordable developments
 - Limit deconversions in areas zoned for multi-family housing
 - Increase TOD incentives for affordable units

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



Connected Communities promotes equitable development

What the ordinance does

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

What the ordinance does NOT do

- Does not change the existing Aldermanic and City processes for development
- Does not circumvent design reviews
- Does not allow for larger by-right developments
- Does not remove the ability to provide sufficient parking
- Does not change existing zoning (e.g., no high density on residential side streets, no new commercial on residential blocks)



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

GOAL

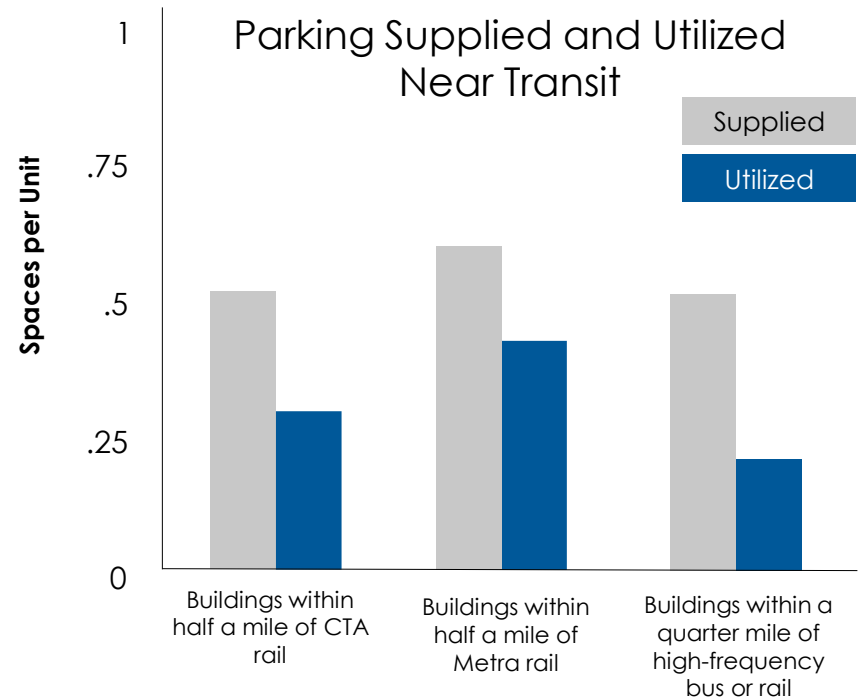
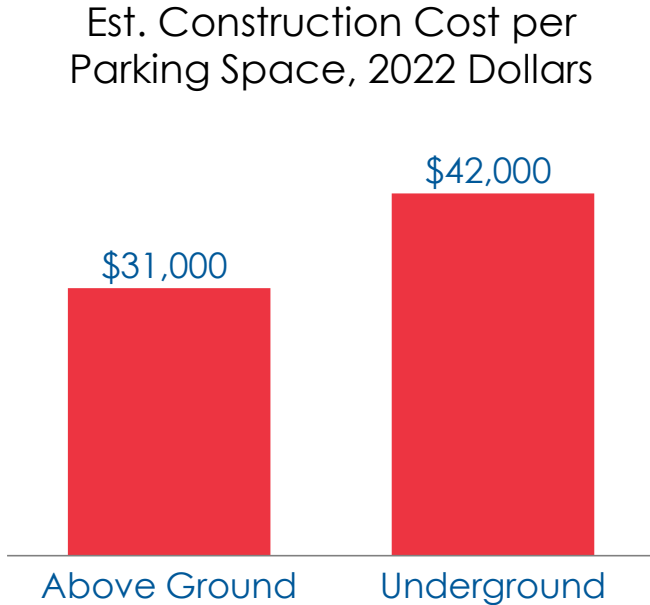
More homes & businesses

Encourage more homes and businesses near transit by expanding TOD incentives

ETOD
Connected Communities for
Equitable Transit Oriented Development



Parking requirements impose high costs, yet half of spots go unused

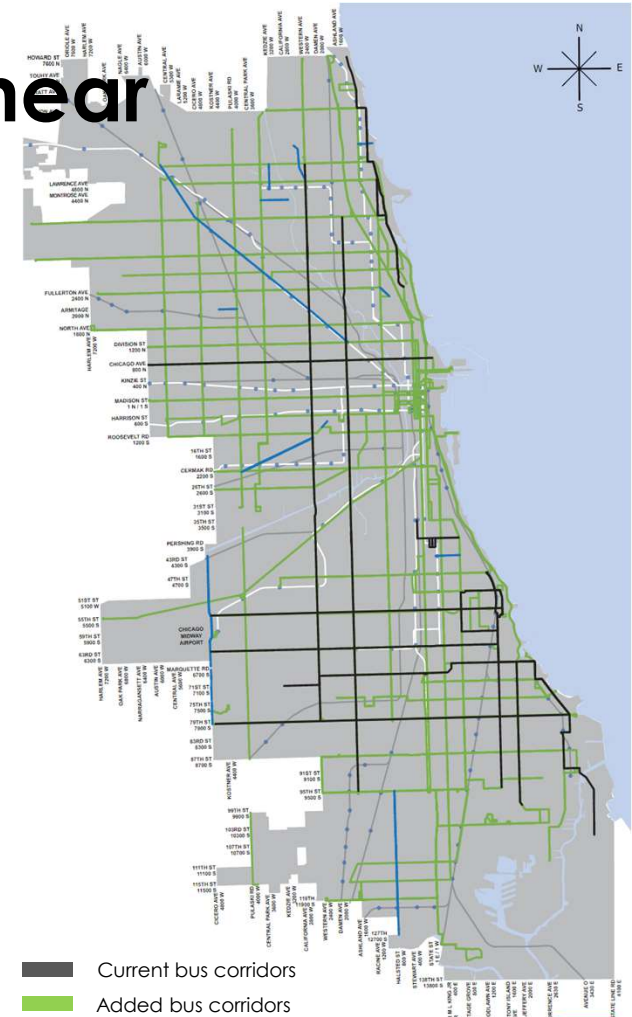


Sources: Donald Shoup, The High Cost of Parking Requirements, Spring 2016, Center for Neighborhood Technologies, STALLED OUT How Empty Parking Spaces Diminish Neighborhood Affordability, March 2016.



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

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





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

DATA SAYS

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

83

Source: Chicago Department of Transportation, Vision Zero Chicago

ETOD
Connected Communities for

Equitable
Transit
Oriented
Development

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



Design discouraged by ordinance



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



Design encouraged by ordinance

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

To address street safety citywide:

- Require an administrative adjustment for new curb cuts and driveways within four blocks (1/2 mile) of rail stations
- Apply pedestrian-friendly design standards within four blocks (1/2 mile) of rail stations
- Establish residential bike parking requirements
- Require larger developers to submit a transportation management plan



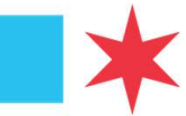


Goal 3: More diverse & affordable housing in every neighborhood

DATA SAYS

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

Only 10% of City-subsidized units from '93 to '18 were built in majority white, low-poverty areas





Goal 3: More diverse & affordable housing in every neighborhood

To boost affordability in high-cost areas:

- Require an up-or-down Zoning Committee vote on affordable developments within 12 months (ARO inclusionary areas)

To preserve affordability in gentrifying areas:

- Prevent deconversions near transit in communities with displacement pressure (ARO preservation areas)

To increase affordability citywide:

- Tie TOD density bonuses to the provision of on-site affordable units
- Allow developments to swap parking spaces for housing units
- Eliminate parking mandates for affordable housing units
- Add a small height bonus for ground-floor accessible units



★ Area affected by ordinance provisions

Miles, from bus lines and CTA/Metra stops

	Existing		Connected Communities	
	High Freq. Bus	Rail	High Freq. Bus	Rail
Reduce Parking Mandate	1/4, select	1/4-1/2*	1/4	1/2
Density & Affordability	1/4, select	1/4-1/2*	1/4	1/2
Residential Parking Maximums				1/2
Pedestrian Design Standards				1/2
Limit New Driveways, Curb Cuts				1/2
Ensure Vote on Aff. Housing (low-aff.)			1/4, Inclusionary	1/2, Inclusionary
Limit Deconversions (gentrifying areas only)			1/4, preservation	1/2, preservation

*Permitted up to 1/2 mile on pedestrian designated streets



Appendix Slides

★ Connected Communities extends policies that supercharge City investments

Investment with ETOD



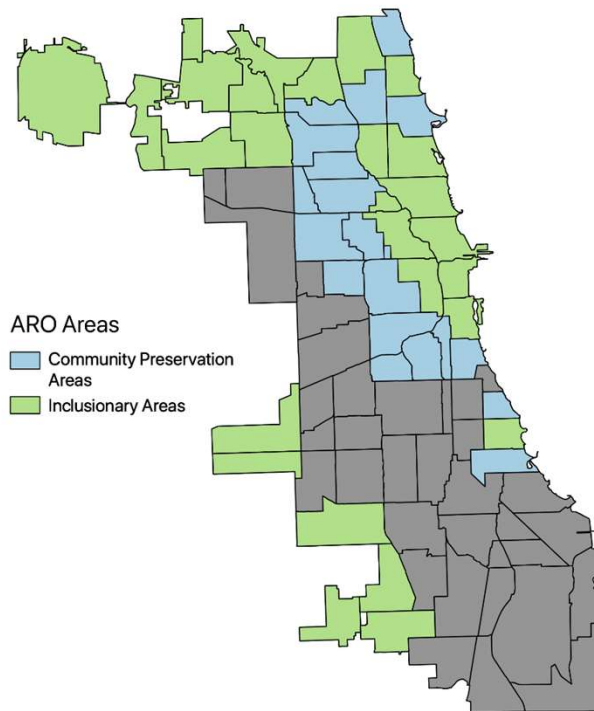
- 43 Green in Bronzeville
- 99 units, 50% affordable/50% market
- 24 parking spaces

Without ETOD

- Without TOD parking flexibility, 43 Green would **cost \$2.2 million more** due to added parking and garage construction
- Without TOD zoning bonus, 43 Green would **shrink by 28%**, losing 14 market rate and 14 affordable units



Affordable Requirements Ordinance (ARO) Geographies



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

- Downtown areas
- Community preservation areas
- Inclusionary housing areas
- Low- to moderate-income areas





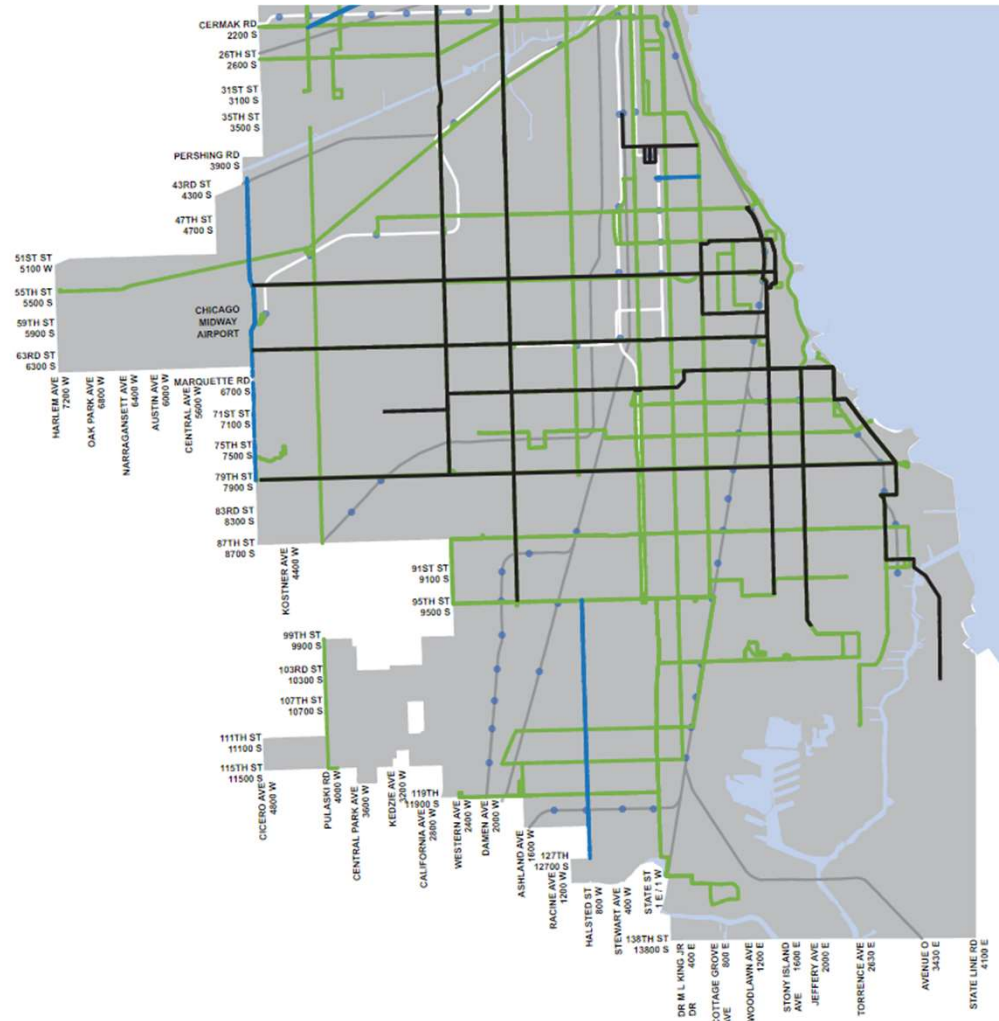
Bus Corridors (2/2)

Rail Legend

- Rail Station
- Metra Rail
- CTA Rail

Bus Legend

- Existing TOD bus corridors
- Bus Route segments in DPD-Identified Corridors
- Bus route segments with 15-minute or better frequency
- * Bus frequency is for the hour of 12–1pm

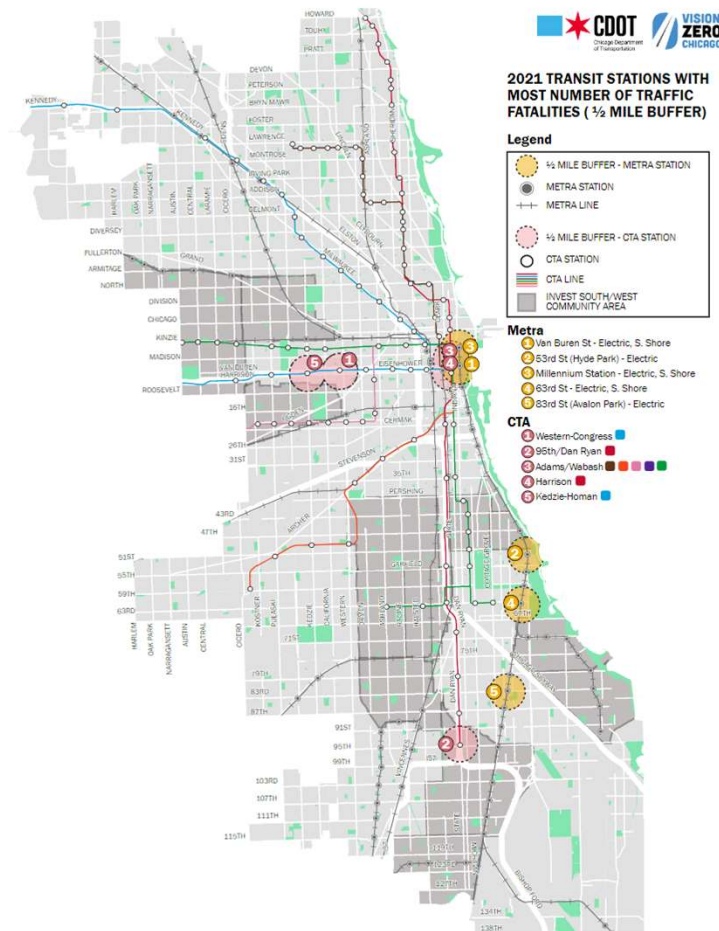




Safety of streets and sidewalks near transit

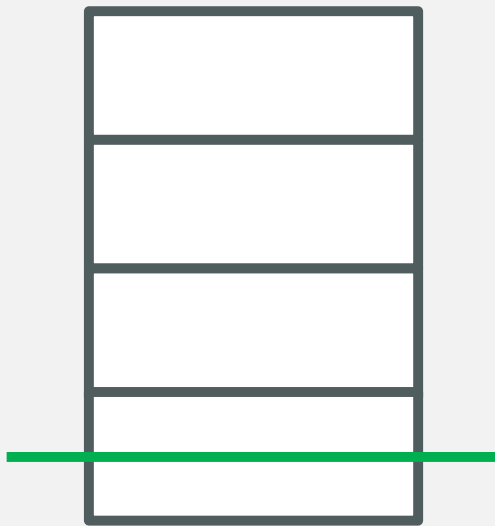
In 2021:

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



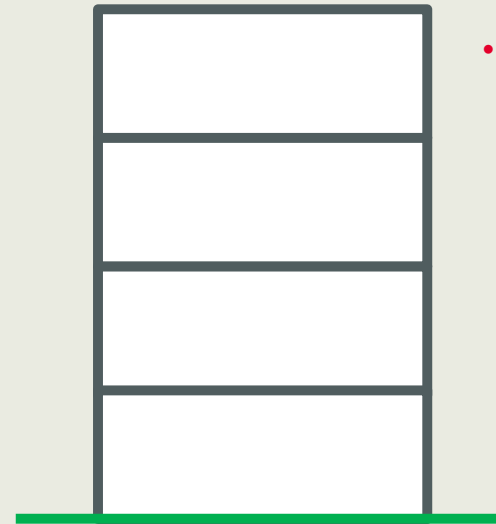
★ Connected Communities incentivizes accessible units

Current zoning incentives



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

Connected Communities



- Allows half-basements to be raised 4 ft to be flush with the ground **only if** the ground floor becomes an accessible unit



Connected Communities reduces regulatory barriers to development

Current costs

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

Connected Communities

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



Connected Communities disincentivizes teardowns for ultra-luxury homes

Current law allows mega-mansions in multifamily zones

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

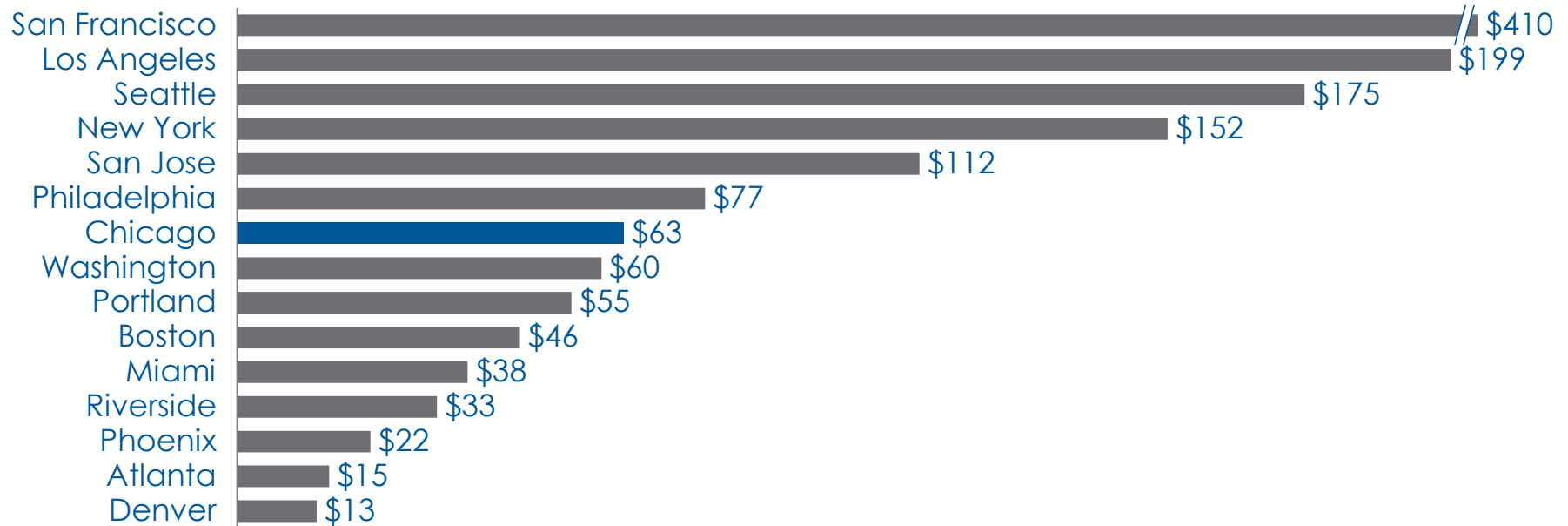
Connected Communities requires Council action

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

★ Restrictive zoning policies create affordability pressure across the region

Estimated cost attributable to land use restrictions, top 15 metro regions

By metro region, per quarter-acre lot, thousands of dollars



Joe Gyourko & Jacob Krimmel, 2021. "The impact of local residential land use restrictions on land values across and within single family housing markets," Journal of Urban Economics, vol 126

Text - Residential Rooftop Features

Problem

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

Goal

- Extend regulations for rooftop features in R districts
- Analyze visual and operational impact to buildings
- Reduce height and FAR penalties under zoning regulations

Text - Residential Rooftop Features

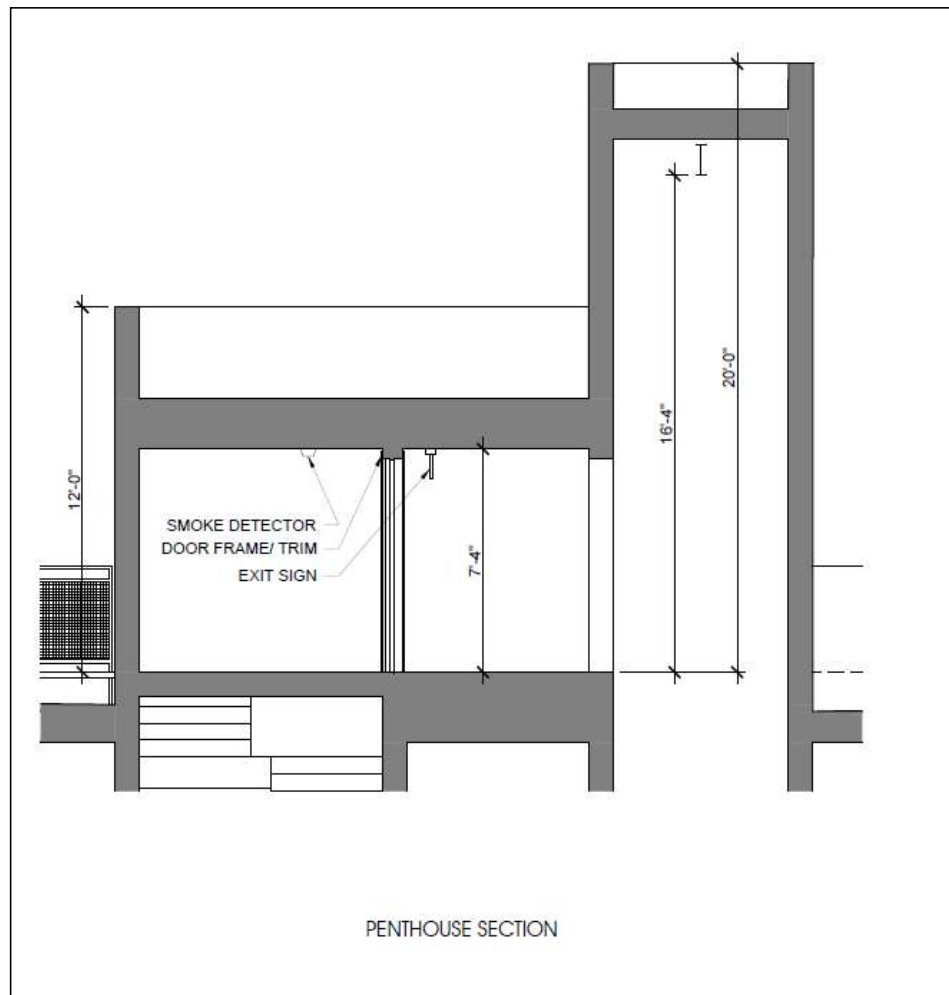
Current R District Exceedance Allowances

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

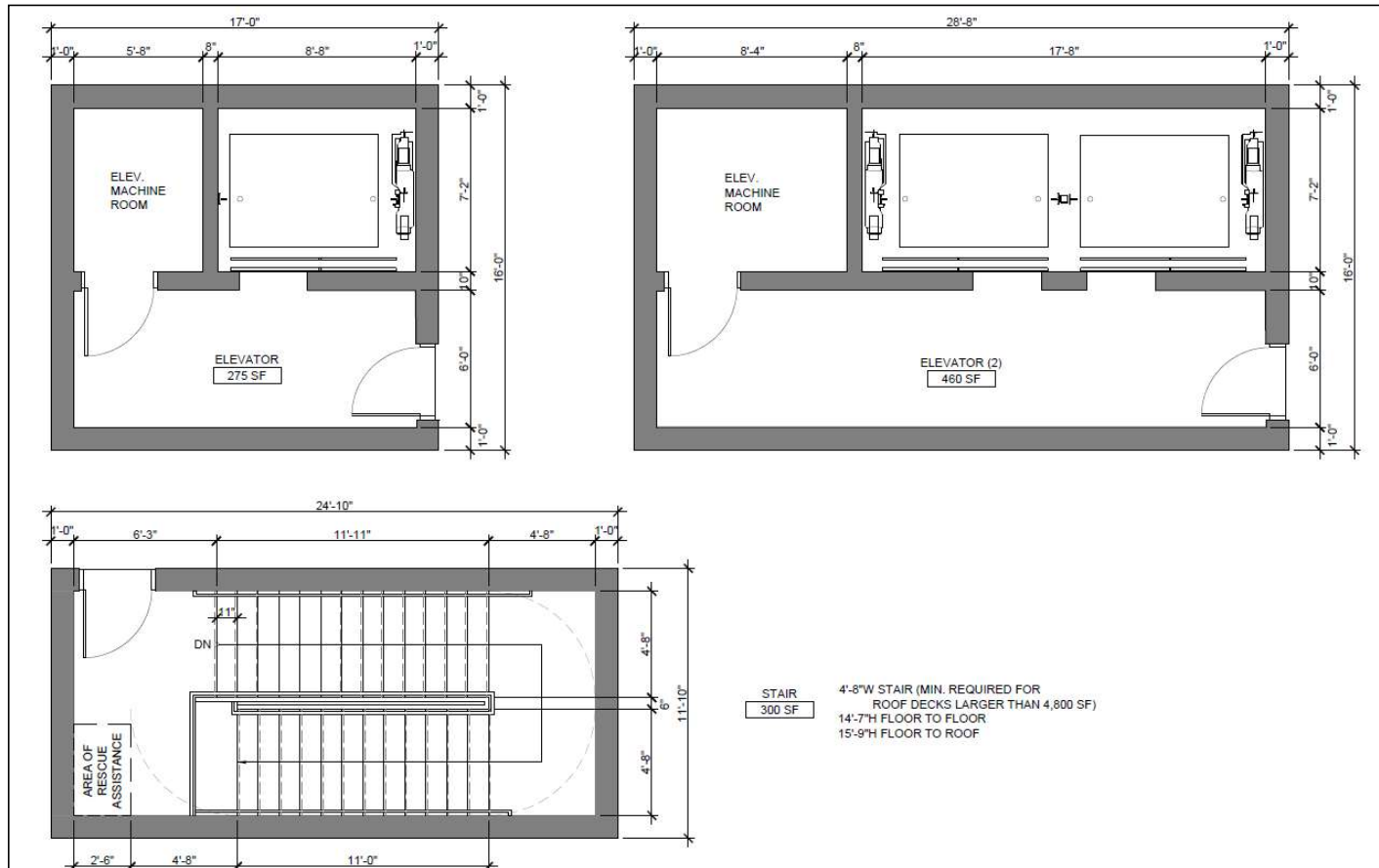
Proposed R, B, C, & D District Exceedance Allowances

- Stairway enclosures and elevator penthouses
 - set back minimum of **20'** from front and side building lines (R)
 - set back minimum of **15'** from front and side building lines (B, C & D)
 - elevator penthouse setback is **20'**
 - overall height in all districts range from **13'** to **22'6"**
 - enclosures in all districts range from **200 sf** to **500 sf (+175 sf/elevator car)**
 - **these exceedances will not count towards height and FAR**

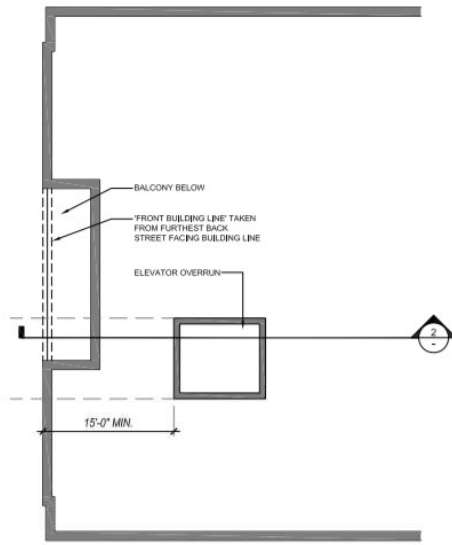
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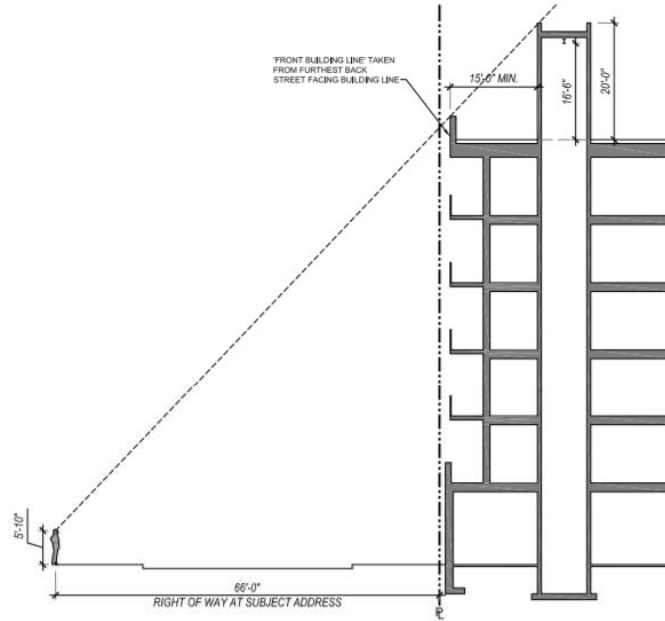
Text - Residential Rooftop Features



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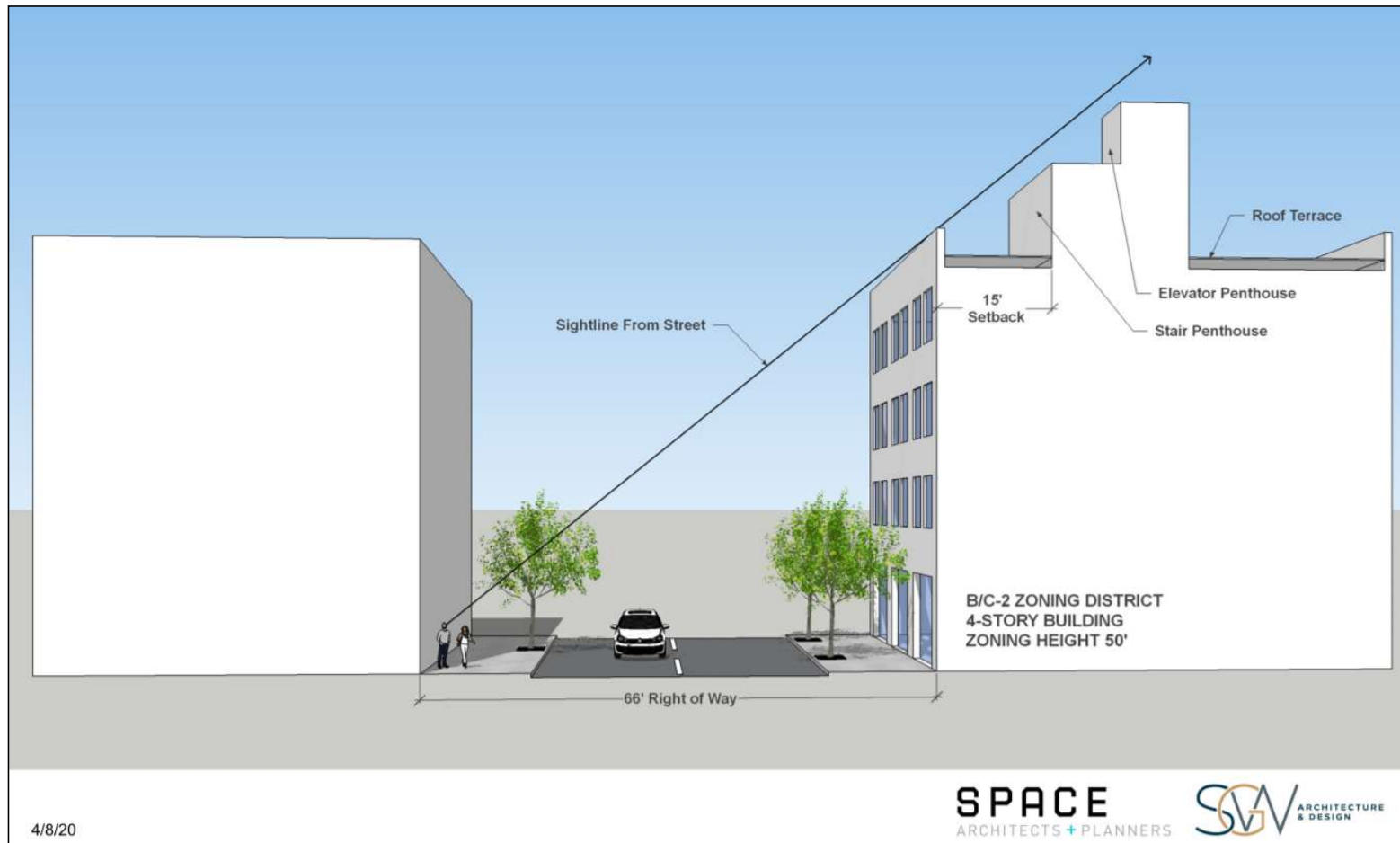


1 PARTIAL SITE PLAN
N.T.S.

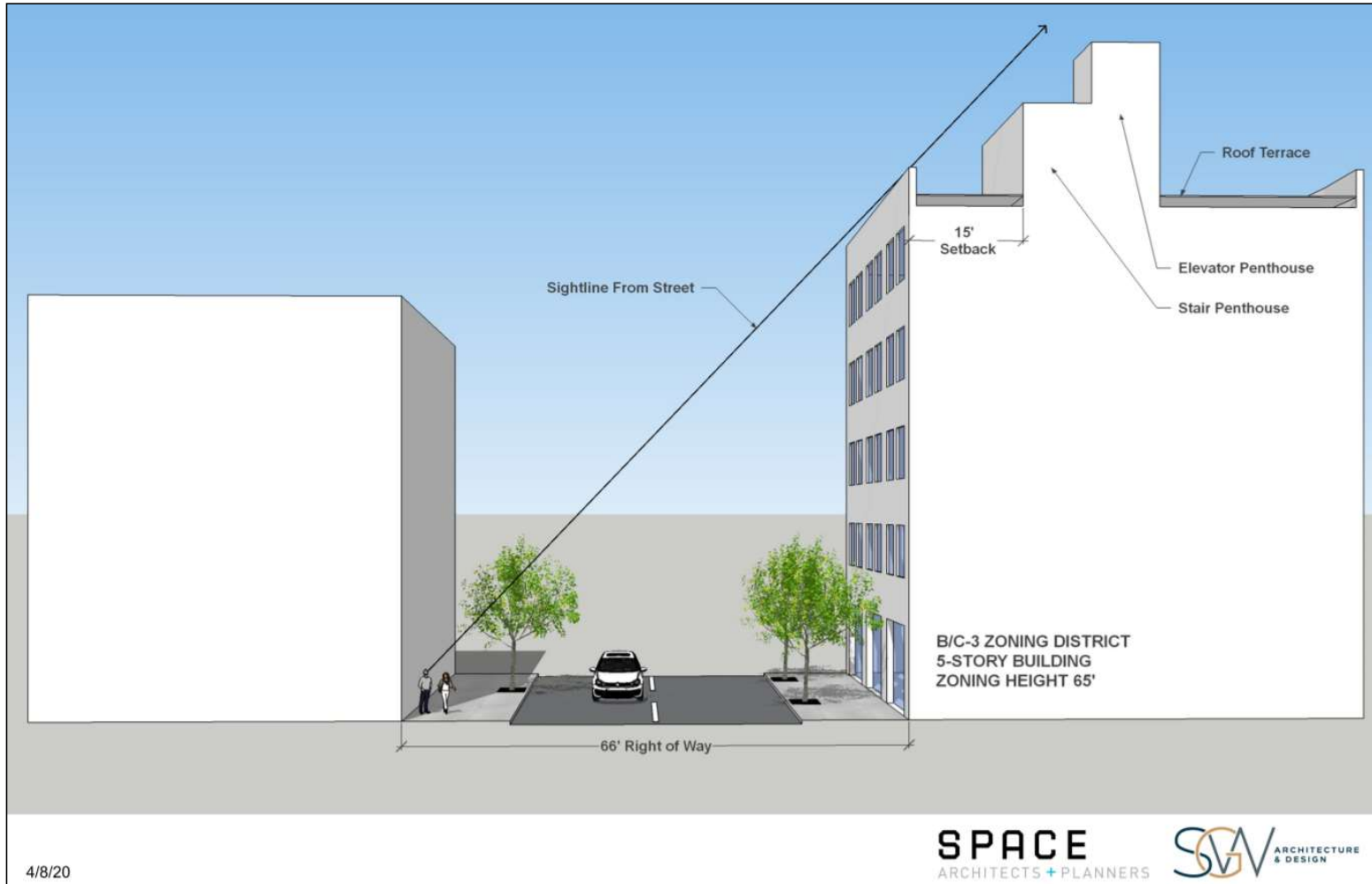


2 PARTIAL BUILDING SECTION
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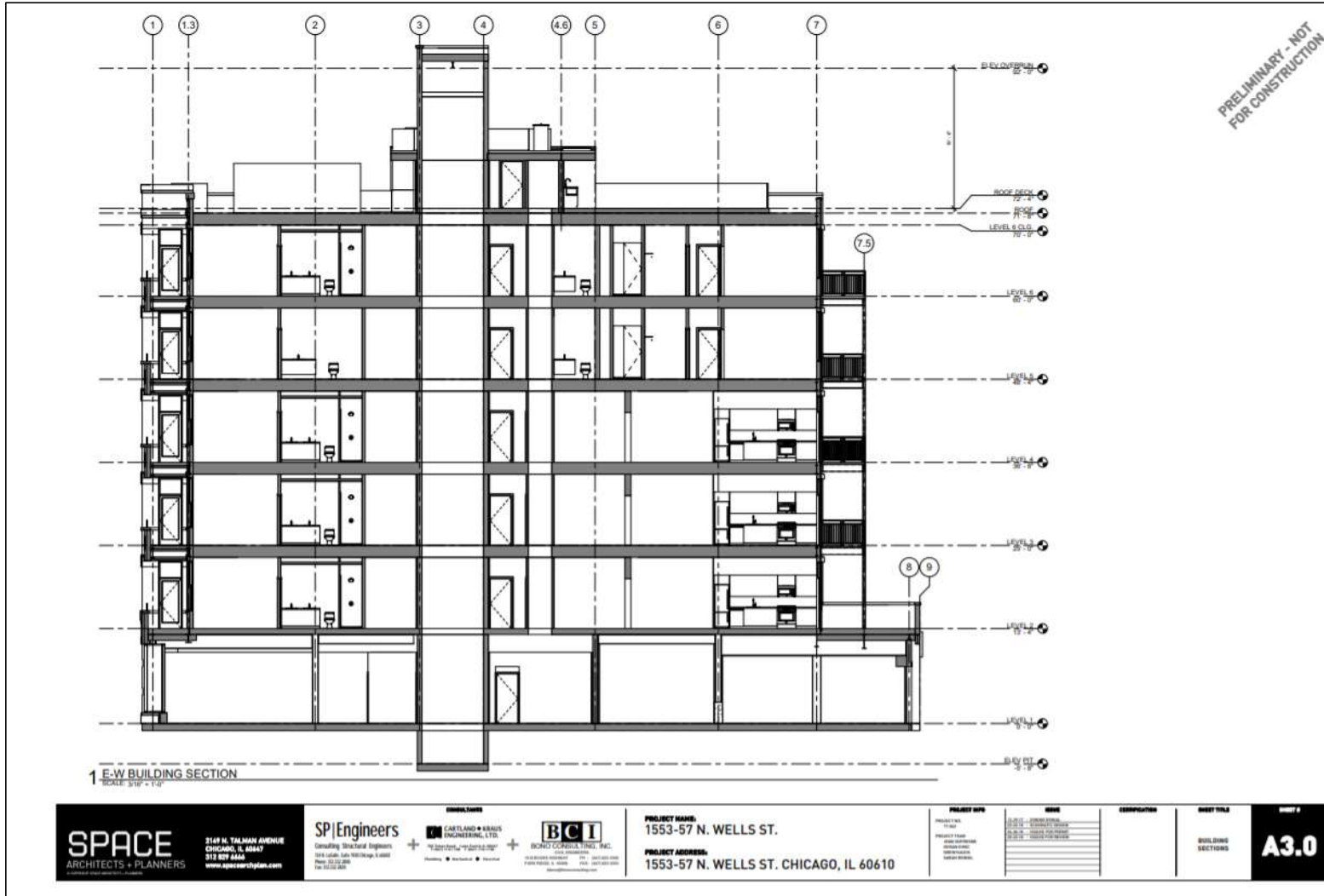
Text - Residential Rooftop Features



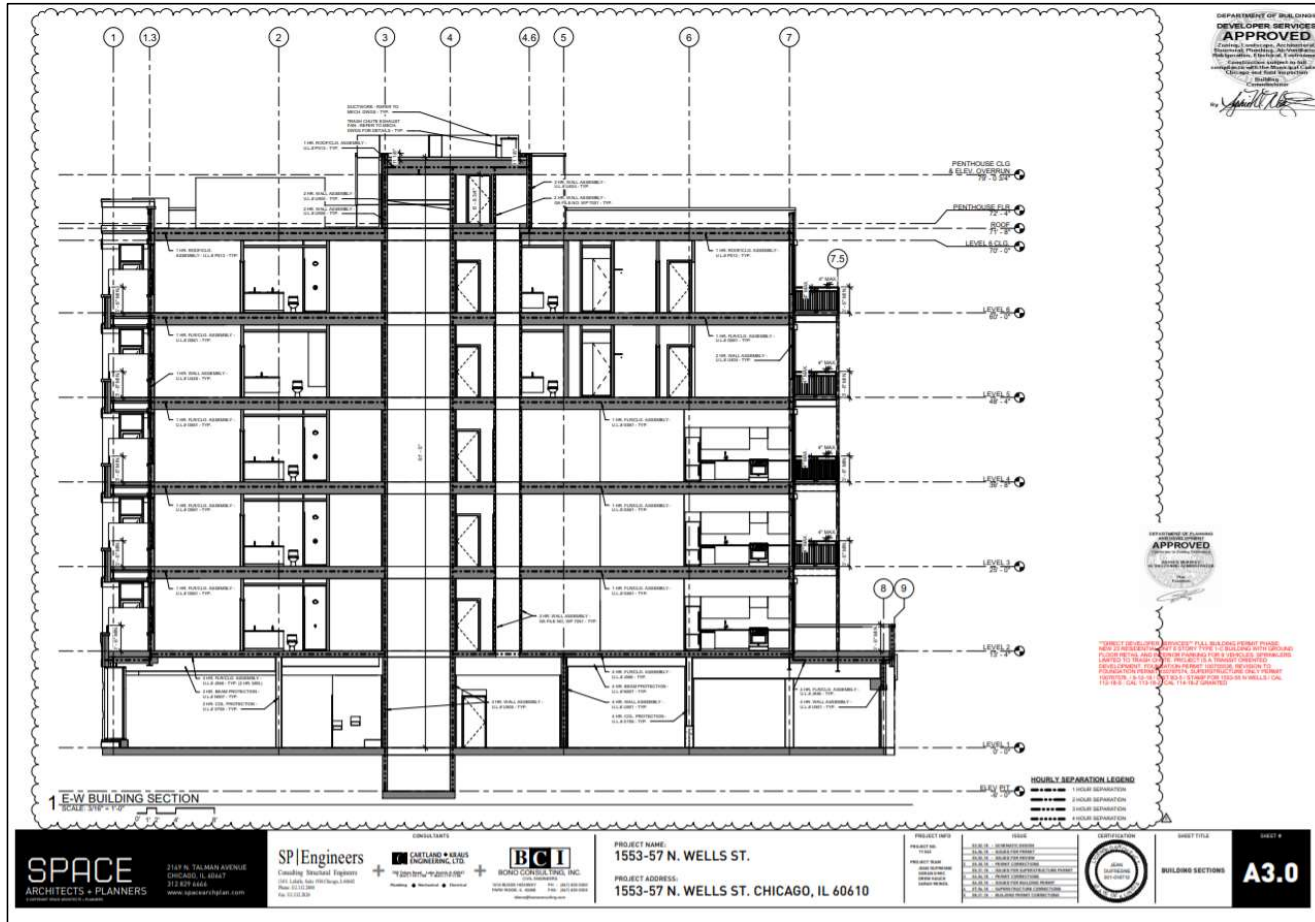
Text - Residential Rooftop Features



Text - Residential Rooftop Features



Text - Residential Rooftop Features



- No rooftop deck
- No rooftop elevator access
- Stair enclosure non-compliant with current building code

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PROJECT NAME:
1553-57 N. WELLS ST.
PROJECT ADDRESS:
1553-57 N. WELLS ST. CHICAGO, IL 60610

PROJECT NO.	DATE	DESCRIPTION
1553-57 N. WELLS ST.	10/15/2018	CONCEPT
1553-57 N. WELLS ST.	11/15/2018	SCHEMATIC DESIGN
1553-57 N. WELLS ST.	12/15/2018	PRELIMINARY DESIGN
1553-57 N. WELLS ST.	01/15/2019	FINAL DESIGN
1553-57 N. WELLS ST.	02/15/2019	PERMITS
1553-57 N. WELLS ST.	03/15/2019	CONSTRUCTION



PROJECT NO.
A3.0

