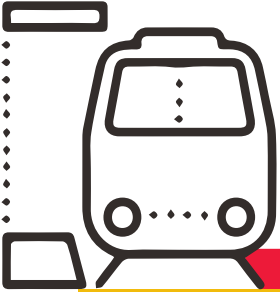


Connected Communities

ORDINANCE



The Connected Communities Ordinance will strengthen our economy, improve housing opportunity, and make Chicago's streets and sidewalks safer



THE CONNECTED COMMUNITIES ORDINANCE:

1. Creates and connects to jobs and encourages more **homes and businesses near transit** by expanding existing TOD incentives more equitably across the city.
2. Improves the **safety of our streets and sidewalks near transit** for Chicagoans while they walk, bike, or roll.
3. Increases **housing** opportunities, affordability, and accessibility **near transit**.

In high-cost and gentrifying neighborhoods,

the ordinance strengthens affordability requirements and incentives, reduces barriers to more moderate-cost housing, and protects naturally occurring lower-cost housing from deconversion.

In lower and moderate-cost neighborhoods,

the ordinance brings more equity to where existing TOD incentives apply and lowers barriers to creating more bold community investments like the 12 affordable and mixed-income TOD developments announced by the Dept. of Housing in Dec. 2021 for the South and West Sides.

In all neighborhoods,

the ordinance encourages more sustainable, equitable development and welcoming streets so that every Chicagoan— whether walking, riding a bicycle, rolling a wheelchair, or driving a car— can participate in the economic and cultural life of our great city.

The Connected Communities Ordinance recognizes that Chicago's neighborhoods are too diverse for one-size-fits-all solutions. It also recognizes that every Chicagoan should be able to live in a healthy and sustainable neighborhood that connects them to transit and makes it easier for them to get to what they need— from jobs and schools to services and more.

HERE'S WHAT THE **Connected Communities** ORDINANCE DOES

Creates and connects to jobs and spurs economic growth by allowing more homes and businesses near transit.

1. Families and businesses want to be near transit. While the city's existing TOD incentives lower the cost of development near transit, **90% of that investment** has bypassed the South and West sides. To equitably extend development incentives across the city and create an enabling environment for additional community investment, especially in the South and West sides, this ordinance:

- Extends TOD incentives to all corridors with high-frequency bus service and/or strategic potential for neighborhood development. Benefits apply within a 5-minute walk of the corridor.
- Ensures those benefits apply within a standard ten-minute walk of every CTA and Metra station—rather than just along 'pedestrian designated streets,' which are concentrated on the North side.
- Cuts one-size-fits all mandates to build parking for high density apartments near transit. Adding an above ground parking spot in Chicago **costs \$29,000** on average—but near rail stations, half of those parking spots **go unused**. By no longer forcing Chicagoans to add parking spots they don't use, rents and purchase prices will be lower.
- Caps the amount of on-site parking in new residential developments at 1 spot per 2 units, with the ability to build up to 1 spot per 1 unit with administrative adjustment.

Makes streets safer for Chicagoans who walk, roll, and ride.

2. 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. To improve pedestrian safety near rail stations, this ordinance:

- Requires an administrative adjustment to build a new curb cut and driveway near rail stations.
- Requires that new developments prioritize pedestrian safety near rail stations.

Makes it possible to build more affordable housing—and to do it faster, at lower cost, and in every neighborhood.

3. Between 1993 and 2018, 90% of City subsidized affordable units were built outside of predominantly white, low-poverty areas. 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. To encourage affordable and diverse housing near transit, this ordinance:

- Requires that every affordable development in a high-cost area gets an up-or-down vote in Zoning Committee.
- Requires buildings receiving TOD density incentives to build more affordable units (above the current requirements) and allows developments to swap parking for more affordable units.
- Eliminates on-site parking requirements for affordable housing—lowering development costs so residents don't have to pay to store cars they're **less likely to own in the first place**.
- Ends the ban on 3-flats near transit in high-cost neighborhoods. Chicago's classic two and three-flats are our **most naturally affordable type of housing, and even 3-flat condos are more accessible to a range of incomes than single-family homes**. But in much of the city, the zoning code makes it illegal to build new ones near transit – the very areas we want the most people to be able to live.
- Prevents deconversions in low-affordability communities and communities facing displacement—which means that affordable 3-flats can't be gutted and turned into expensive single-family homes without a zoning change.