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Chicago City Council approves changes to Transit Oriented Development

The City of Chicago City Council voted on Thursday, Sept. 25 to approve a revised Transit Oriented Development (TOD) ordinance. The revised TOD ordinance expands the boundaries of eligible properties and allows the elimination of required parking entirely in certain circumstances. It also provides several incentives for developments near rail transit stations (CTA and Metra), including increased building height, increased floor area ratio (FAR) and increased density. Additional height and FAR is available for developers that construct affordable housing units on-site. Other highlights of the amended ordinance include:

1. An increase in radial distance from rail transit stations from 600 feet (and 1,200 feet along pedestrian and pedestrian retail streets) to 1,320 feet (and 2,640 feet along pedestrian and pedestrian retail streets);
2. The elimination of maximum efficiency unit count for projects within 660 feet of rail transit stations;
3. Increased FAR and decreased minimum lot area (MLA) standards in B-3, C-3 and D-3 districts;
4. Increased heights in B-3 and C-3 districts; and,
5. A change in approval methods for reductions in parking or in bulk-related bonuses.

The ordinance will take effect Nov. 1, 2015.

If you would like additional details or are interested in discussing specific TOD development options, please contact your Thompson Coburn attorney or one of the attorneys below:

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