Background:

- 2015 Grant from Regional Transit Authority (RTA) Community Planning Program
  Examine parking regulations in Metra and CTA transit-served areas.

- Consultant Team:
  Sam Schwartz Engineering
  Duncan Associates
  Center for Neighborhood Technology (CNT)
TOD PARKING REQUIREMENTS AND STUDY

**TOD Areas:**
- Howard Street
- South Boulevard
- Main Street
- Dempster Street
- Davis Street
- Noyes- Foster Street
- Central Street – CTA
- Central Street - Metra
Analysis
• Current parking regulations
• Data from City parking garages
• Parking data for recent developments
• Peer city comparison

Finding
Current parking requirements are well suited for areas away from transit stops, but they lead to underutilized parking spaces in TOD areas. Recently approved planned developments have been granted variances with regards to a reduction in the number of required parking spaces and most of these projects have either sufficient or underutilized parking.
TOD PARKING REQUIREMENTS AND STUDY

Major Recommendations:

Short term projects:
- Modify parking requirements, based on the number of bedrooms in a unit, to 0.55 per bedroom.
- As an alternative to implementing parking requirements per bedroom, require 1.0 space per unit for residential developments, regardless of unit size.
- Allow developers to propose further reductions on a case-by-case basis (supported by parking studies, market research, and Transportation Demand Management (TDM) strategies/programs).
- Require a multi-modal transportation study for all developments within a TOD.
- Require all developments that are granted a variance to provide vehicle ownership data to the City on an annual basis.
- For developments over 100 units that request a parking variance, a TDM plan must be provided.
- Encourage shared parking approaches to further reduce residential parking requirements in mixed-use developments.
- Consider establishing and implementing an impact fee, escrow payments, or fee-in-lieu of parking policy for incoming development reviews and proposed construction projects.

Long term projects:
- Conduct a comprehensive parking study of off-street facilities, both public and private, to determine future parking needs within key TODs and availability of supply.
**Proposal: Zoning Ordinance Text Amendment:**

1. Reduce parking requirements for residential uses in TOD areas

<table>
<thead>
<tr>
<th>Parking Requirements (per dwelling unit)</th>
<th>Existing (In TOD and outside TOD)</th>
<th>Proposed</th>
<th>Existing IHO parking incentives</th>
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<tbody>
<tr>
<td></td>
<td>In TOD Areas</td>
<td>Outside TOD Areas (no change)</td>
<td>In TOD Areas (no change)</td>
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<td>Single-family Dwelling</td>
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<td>Single-family attached and two-family dwellings</td>
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<td>Multiple-family dwellings</td>
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<td></td>
<td>3BD</td>
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</table>
Plan Commission Recommendation:

The Parking Study and proposed text amendment were presented to the Plan Commission at its July 12, 2017 meeting. The Commission voted, 7-0, to recommend approval of the text amendment to reduce required residential parking in TOD areas to .55 spaces per bedroom. The Commission also voted, 5-2, to remove the point referring to creating a fee-in-lieu of parking from the Commission’s recommendation to City Council.

Transportation and Parking Committee:

On August 30, 2017 the Transportation and Parking Committee was provided an update on the Study and the Plan Commission recommendation and affirmed the Plan Commission’s recommendation to approve a .55 parking space per bedroom parking requirement and remove the point referencing creation of a fee-in-lieu of providing parking.

Recommended Action:

Introduction of Ordinance 92-O-17, a Text Amendment to the Zoning Ordinance to reduce the parking requirements for residential uses in Transit Oriented Development (TOD) areas.
Community Development

Central St. Metra TOD Area

1/8 mile from Station + prop. within 1/4 mile of station with frontage along Central St. or Green Bay Rd.
Property within TOD area

1/2 Mile from Station + all prop. with frontage along Chicago Ave. between Clark St. and Howard St.
South Blvd. TOD Area
1/8 mile from CTA Station + prop. within 1/4 mile from Station
and with frontage along Chicago Ave