

ORDINANCE

WHEREAS, the City Council has permitted the establishment of Additional Dwelling Units (“ADUs”) in certain residential single family zoning districts, consistent with Section 17-7-0570 of the Municipal Code; and

WHEREAS, pursuant to Section 17-7-0575 of the Municipal Code, any ordinance adding a new Additional Dwelling-Unit Allowed RS Area must be codified as an amendment to Section 17-7-0574, and must cover an area including no less than one block face and its opposite block face combined; and

WHEREAS, identified designated Additional Dwelling-Unit Allowed RS areas are rationally distinct from adjacent areas by virtue of their zoning conditions, existing housing typologies, and market conditions, and the Department of Housing seeks to monitor the impact of ADUs in these areas to reassess best practices for the regulation, expansion, or contraction of Additional Dwelling Unit-Allowed RS Areas;

WHEREAS, the designated areas are suitable for gentle infill development, aligning with local housing goals that encourage incremental residential density while maintaining neighborhood character; and

WHEREAS, the designated areas are characterized by a predominance of R lots with a substantial presence of single family and two- to –six-flat residential buildings, which represent housing types that are physically suitable for the addition of conversion units and coach houses; and

WHEREAS, the designated areas contain consistent block patterns and standard lot sizes making them more conducive for ADUs; and

WHEREAS, permitting ADUs in the designated areas will expand affordable unsubsidized housing opportunities for moderate- and low-income tenants; and

WHEREAS, permitting ADUs in the designated areas will help bring existing dwelling spaces into conformity with current zoning and building standards, creating safer, Code-compliant housing; and

WHEREAS, permitting ADUs the designated areas will support homeowner stability, support multigenerational living, and create additional revenue streams to defray property tax costs, home maintenance costs, or other costs; now, therefore,

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CHICAGO:

SECTION 1. Section 17-7-0574 of the Municipal Code of Chicago is hereby repealed in its entirety and replaced with the following language:

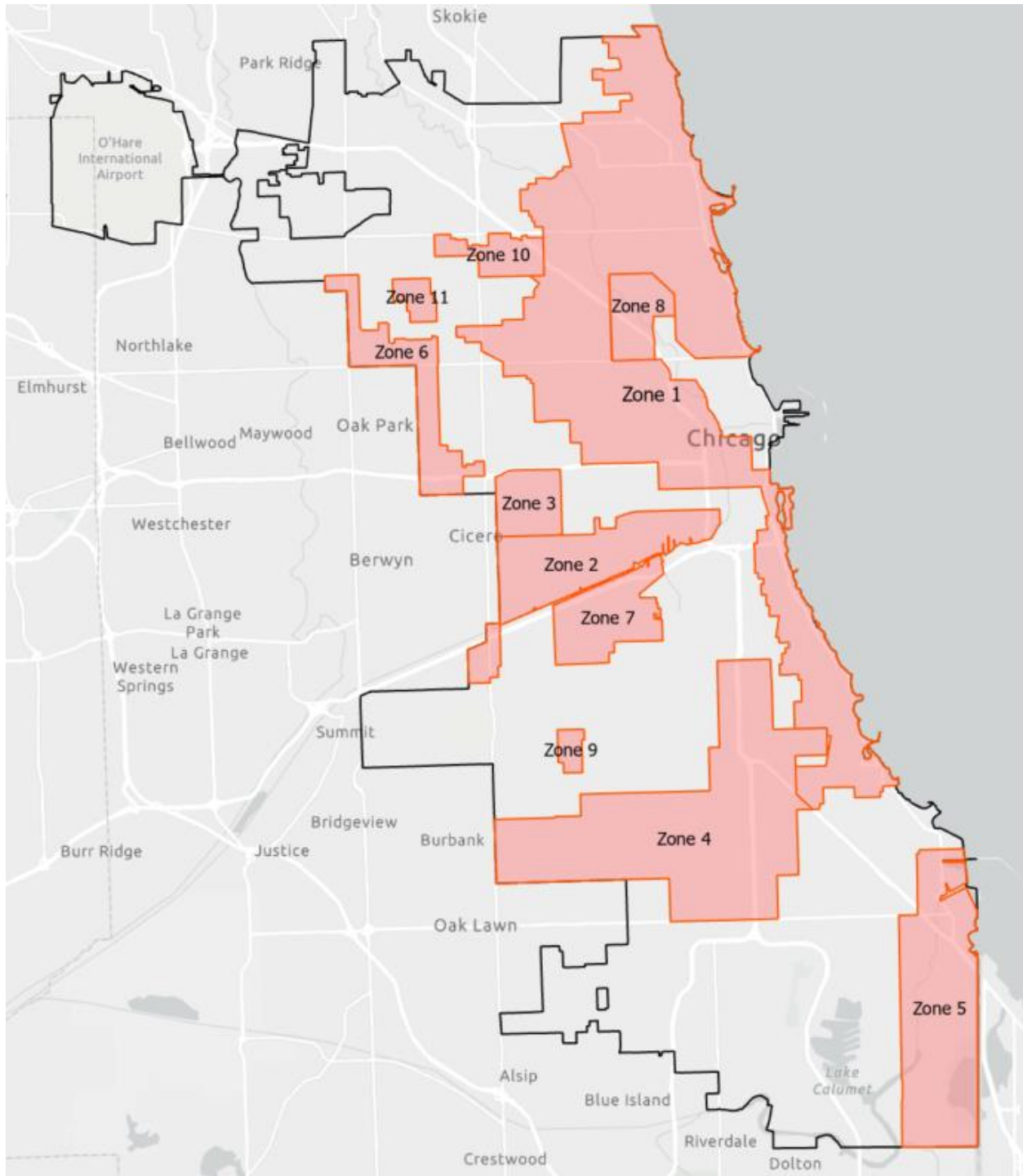
17-7-0574 Areas and limitations. Additional Dwelling Unit-Allowed RS Areas are defined and identified, with limitations, in the following table:

Zone	Bounds	Limitations
1	Beginning at the intersection of the northern city limits and the eastern city limits, and continuing generally clockwise as follows: northern city limits, Lake Michigan, W North Ave, N Clybourn Ave, N Racine Ave, N Lincoln Ave, W Belmont Ave, N Western Ave, W North Ave, the Kennedy Expressway, W Division St, North Branch Chicago River, South Branch Chicago River, W Randolph St, E Randolph St, E Balbo Dr, Lake Michigan, E 71 st St, S South Shore Dr, E 72 nd St, S Oglesby Ave, E 73 rd St, S Bennett Ave, E 71 st St, S Kimbark Ave, E 74 th St, Illinois Central Railroad, E 75 th St, Chicago Skyway, S Cottage Grove Ave, E 76 th St, Illinois Central Railroad, E 61 st Pl, E Dorchester Ave, E 60 th St, S Cottage Grove Ave, E 55 th St, S Ingleside Ave, E Hyde Park Blvd, S Drexel Blvd, E 50 th St, E Forestville Ave, E 48 th St, S Saint Lawrence Ave, E 46 th St, S Champlain Ave, E 45 th St, S Evans St, E 44 th St, S Forestville Ave, E 43 rd St, S Vincennes Ave, E Pershing Rd, S King Dr, E 35 th St, S Prairie Dr, E 33 rd Blvd, S Gilles Ave, E 32 nd St, S Indiana Ave, E 31 st St, S Michigan Ave, E 24 th Pl, S Indiana Ave, E Cermak Rd, N Southport Ave, 18 th Dr, S Lakeshore Dr S, E Roosevelt Rd, W Roosevelt Rd, S Ashland Ave, The Eisenhower Expressway, S Sacramento Blvd, W Washington Blvd, N Kedzie Ave, W Franklin Blvd, N Central Park Ave, W Ferdinand St, N Avers Ave, -, the alley between W Division St and W Grand Ave, N Springfield Ave, W Potomac Ave, the alley between N Harding Ave and N Pulaski Rd, N Pulaski Rd, W Kamerling Ave, N Kostner Ave, W Grand Ave, N Cicero Ave, N Leclair Ave, W Dickens Ave, N Latrobe Ave, W Belden St, N Kostner Ave, W Fullerton Ave, N Pulaski Rd, W Diversey Ave, N Hamlin Ave, N Lawndale Ave, N Milwaukee Ave, W Belmont Ave, N Central Park Ave, W Belle Plaine Ave,	-

	N Ridgeway Ave, W Berteau Ave, N Hamlin Ave, W Collom Ave, N Avers Ave, W Montrose Ave, N Pulaski Rd, W Lawrence Ave, N Avers Ave, W Ainslie St, N Lawndale Ave, W Argyle St, the North Branch Chicago River, N Kedzie Ave, W Foster Ave, North Shore Channel, W Peterson Ave, N California Ave, W Granville Ave, N Hoyne Ave, W Devon Ave, N Ridge Blvd, W Loyola Ave, N Damen Ave, the alley north of W Arthur Ave and south of Laurence Warren Park, N Western Ave, W Pratt Blvd, N Rockwell St, W Lunt Ave, N Western Ave, the alley immediately south of W Lunt Ave, N Seeley Ave, W Lunt Ave, N Ridge Blvd, W Touhy Ave, N Oakley Ave, W Birchwood Ave, N Western Ave, W Howard St, the eastern city limits, until reaching the point of beginning at the north boundary of the city limits.	
2	Beginning at the intersection of W Cermak Rd and the western city limits, and continuing generally clockwise as follows: W Cermak Rd, S California Ave, W 18th St, S Washtenaw, W 21st St, S Western Ave, the Chicago Burlington and Quincy Railroad, S Damen Ave, W 16th St, S Canal St, S Branch of the Chicago River, Chicago Sanitary and Ship Canal, Chicago Belt Railroad, W 47th St, S Knox Ave, W 49th St, S Cicero Ave, W 50th St, S Laramie Ave, Gulf Mobile and Ohio Railroad, W Pershing Rd, Chicago Belt Railroad, western city limits, until reaching the point of beginning at W Cermak Rd.	(2)(3)
3	Beginning at the intersection of the Eisenhower Expressway and 4600 West and continuing generally clockwise as follows: the Eisenhower Expressway, S Homan Ave, W Cermak Rd, 4600 West, until reaching the point of beginning at the Eisenhower Expressway.	(1)(2)
4	Beginning at the intersection of W 47th St and S Wallace St, and continuing generally clockwise as follows: W 47th St, E 47th St, S King Dr, E 60th St, S Dorchester Ave, E 65th St, S Cottage Grove Ave, E 72nd St / Chicago Skyway, E 75th St, S Cottage Grove Ave, E 87th St, S King Dr, W 95th St, S Ashland Ave, W 87th St, S Cicero Ave, W 75th Pl/ St, S Kedzie Ave, W 71st St, S Halstead St, W 63rd	(1)(2)

	St, S Wallace St, until reaching the point of beginning at W 47 th St.	
5	Beginning at the intersection of E 83 rd St and S Houston St, and continuing generally clockwise as follows: E 83 rd St, Lake Michigan, the city limits, S Torrence Ave, E 95 th St, S Commercial Ave, E 83 rd Pl, S Houston St, until reaching the point of beginning at E 83 rd St.	(1) (2)
6	Beginning at the intersection of W School St and N Oriole St, and continuing generally clockwise as follows: W School St, N Sayre Ave, Chicago Milwaukee & Saint Paul Railroad, W Belden Ave, N Normandy Ave, W Grand Ave, N Natchez Ave, W McLean Ave, N Narragansett Ave, W Dickens Ave, N Melvina Ave, W Dickens Ave, N Major Ave, W Grand Ave, N Central Ave, N Washington Blvd, N Lotus Ave, W Madison St, S Laramie, W Van Buren St, S Leamington Ave, W Gladys Ave, S Lavergne Ave, W Jackson Blvd, S Cicero Ave, The Eisenhower Expressway, S Laramie Ave, W Roosevelt Rd, the city limits, N Oriole St, until reaching the point of beginning at W School St.	-
7	Beginning at the intersection of the Chicago Sanitary and Ship Canal and the Atchinson Topeka & Santa Fe Railroad, and continuing generally clockwise as follows: Chicago Sanitary and Ship Canal, South Branch of the Chicago River, S Archer Ave, S Damen Ave, W 35 th St, S Paulina St, W 36 th St, the alley east of Paulina and west of Marshfield, W 37 th St, the first alley west of S Ashland Ave, the alley south of W 38 th St and north of 38 th Pl, S Paulina St, W 38 th St, S Hermitage Ave, W Pershing Rd, S Ashland Ave, W 43 rd St, S Campbell Ave, W 45 th St, S Rockwell St, W 47 th St, S Albany St, W 46 th St, S Kedzie Ave, W 47 th St, the Atchinson Topeka & Santa Fe Railroad, until reaching the point of beginning at the Chicago Sanitary and Ship Canal.	-
8	Beginning at the intersection of W Belmont Ave and N Western Ave, and continuing generally clockwise as follows: W Belmont Ave, N Lincoln Ave, N Racine Ave, W Fullerton Ave, N Ashland Ave, North Ave, N Western Ave, until reaching the point of beginning at W Belmont Ave.	(1) (2) (3)

9	Beginning at the intersection of W 59 th St and S Central Park Ave, and continuing generally clockwise as follows: W 59 th St, S Albany Ave, W 61 st , S Troy St, W Marquette Rd, S Saint Louis Ave, W 65 th St, and S Central Park Ave, until reaching the point of beginning at W 59 th St.	(1) (2) (3)
10	Beginning at the intersection of W Irving Park Rd and N Central Ave, and continuing generally clockwise as follows: Irving Park Rd, N Lockwood Ave, the alley south of W Dakin St and north of W Byron St, N Laramie Ave, W Byron St, N Lavergne Ave, the alley south of W Grace St and west of W Warwick Ave, N Lamon Ave, W Grace St, the alley east of Cicero and west of N Kilpatrick Ave, the alley south of W Grace St and north of W Warwick Ave, Chicago and Northwestern railroad, Irving Park Rd, N Keeler Ave, W Byron St, N Avondale Ave, N Pulaski Rd, W Dakin St, N Springfield Ave, W Byron St, W Central Park Ave, W Belmont Ave, S Cicero Ave, W Addison St, N Central Ave, until reaching the point of beginning at W Irving Park Rd.	(1) (2) (3)
11	Beginning at the intersection of W Belmont Ave and N Narragansett Ave, and continuing generally clockwise as follows: W Belmont Ave, N Major Ave, W George St, N Parkside Ave, W Diversey Ave, N Central Ave, W Fullerton Ave, N Meade Ave, W Wrightwood Ave, N Moody Ave, W Diversey Ave, N Narragansett Ave, until reaching the point of beginning at W Belmont Ave.	(1) (2) (3)



SECTION 2. After passage and publication, this ordinance shall take effect on April 1, 2026