



September 2025

# Zoning & Land Use Assessment Accessible Public Transit Hubs Research

# Outcomes of Focus

TOPIC	DESCRIPTION
Affordable Housing	Diverse and affordable housing options (subsidized, affordable, workforce/middle, market, luxury) are available in every neighborhood including for the job insecure and unhoused populations
Strong Business Corridors	Strong and vibrant business corridors with diverse business opportunities to support the economic needs and resiliency of every community
Limited Pollution Exposure	All neighborhoods feature low levels of pollution, taking into account cumulative impacts on overburdened communities
<b>Accessible Public Transit Hubs</b>	<b>All communities feature public transit options that are convenient and reliable, and serve hubs with housing, businesses, recreation and other services</b>
Productive Land Use	All land in communities is used productively, meaning beneficial to local residents and aligned with community needs
Available Groceries and Healthcare	Affordable grocery options and healthcare providers are accessible in all neighborhoods
Mitigation and Adaptation to Climate Change	All communities feature green infrastructure and energy-efficient building stock that both mitigates and adapts to climate change

# Research Questions and Key Findings

RESEARCH QUESTIONS	KEY FINDINGS
<p><i>Understand the outcome:</i></p> <p><b><i>How accessible is the transit system to Chicagoans?</i></b></p>	<ul style="list-style-type: none"> <li>Chicago's bus network serves 99 percent of residents who live within a 1/2 mile of lines. But rapid transit is different: Less than 15 percent of residents live within a 1/4 mile of an L station, and less than half of residents live within a 1/4 mile of the CTA's planned frequent bus network.</li> <li>Areas near transit stations retained more population than elsewhere in the city, but the population of Black residents near the L has decreased</li> <li>Rents and income grew more quickly near transit stations than elsewhere in the city.</li> </ul>
<p><i>Understand the zoning:</i></p> <p><b><i>What levels of density and types of uses are currently permitted by Chicago's zoning code, near rail transit?</i></b></p>	<ul style="list-style-type: none"> <li>High densities are permitted near transit—but almost exclusively downtown and east of the Red Line corridor.</li> <li>On arterial streets citywide, a mix of uses and moderate-density apartments are allowed.</li> <li>But within a half mile of rail transit stations, very low density, single-use zoning remains common—even along some of the city's most popular corridors, like the north Blue and Brown Lines.</li> </ul>
<p><i>Understand the relationship:</i></p> <p><b><i>What is the association between zoning and transit in specific areas and with specific demographics?</i></b></p>	<ul style="list-style-type: none"> <li>Mixed-use and high-density zoning are both more common near transit than otherwise—but most land near L stations is still zoned for low density residential.</li> <li>By-right zoning of this sort has become less common, being replaced by PDs.</li> <li>Higher-density zoning near transit is more common in areas with racial diversity that matches the city.</li> <li>Residents who live in high density residential zoning areas in central, North, and West parts of the city have the greatest access to jobs by transit.</li> <li>Most city-owned land is near transit, and only a small portion is zoned for high density and mixed use.</li> </ul>

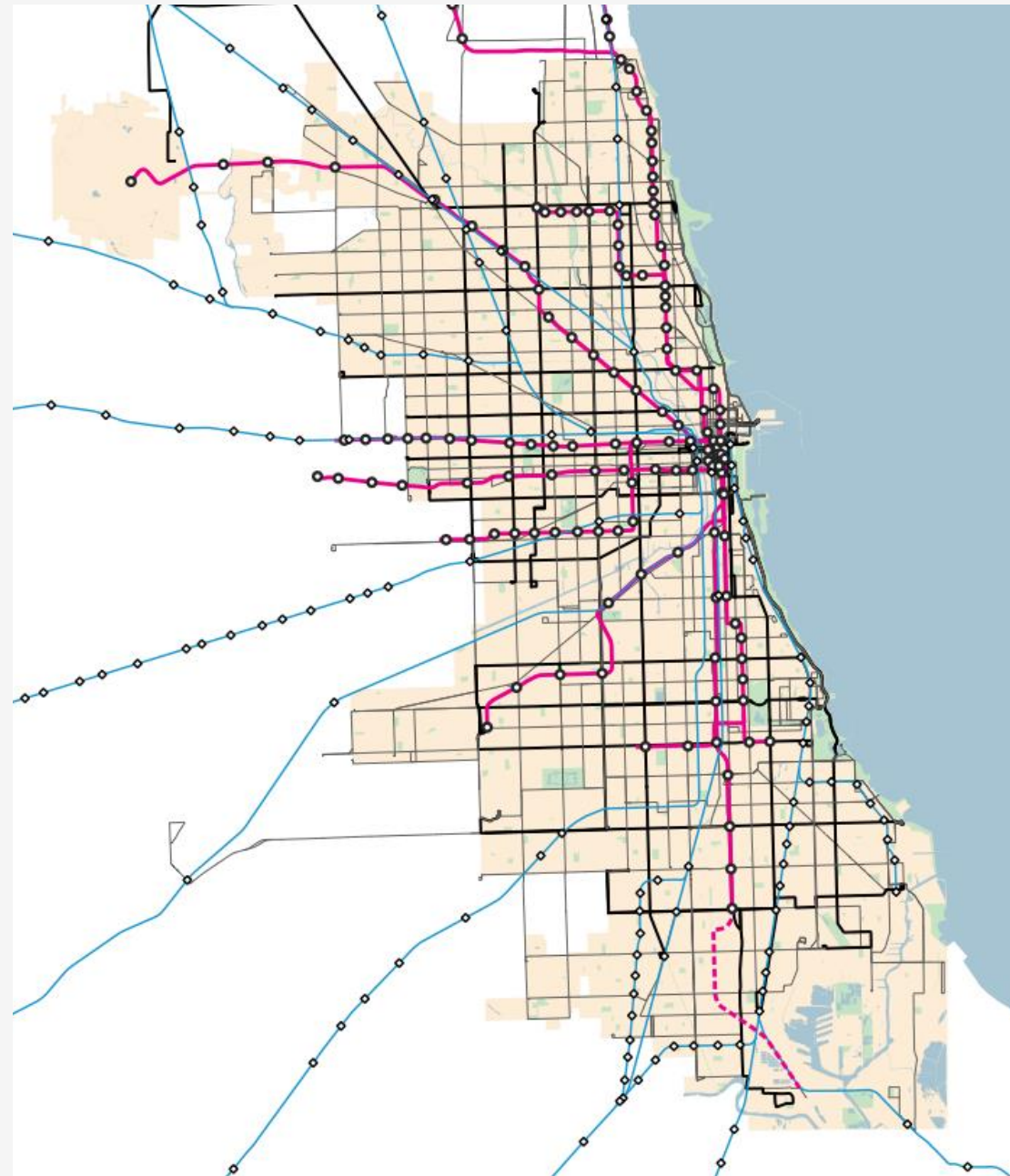
# Understand the Outcome

*How accessible is the transit system to Chicagoans?*

- Chicago's bus network serves 99 percent of residents who live within a 1/2 mile of lines. But rapid transit is different: Less than 15 percent of residents live within a 1/4 mile of an L station, and less than half of residents live within a 1/4 mile of the CTA's planned frequent bus network.
- Areas near transit stations retained more population than elsewhere in the city, but the population of Black residents near the L has decreased
- Rents and income grew more quickly near transit stations than elsewhere in the city.



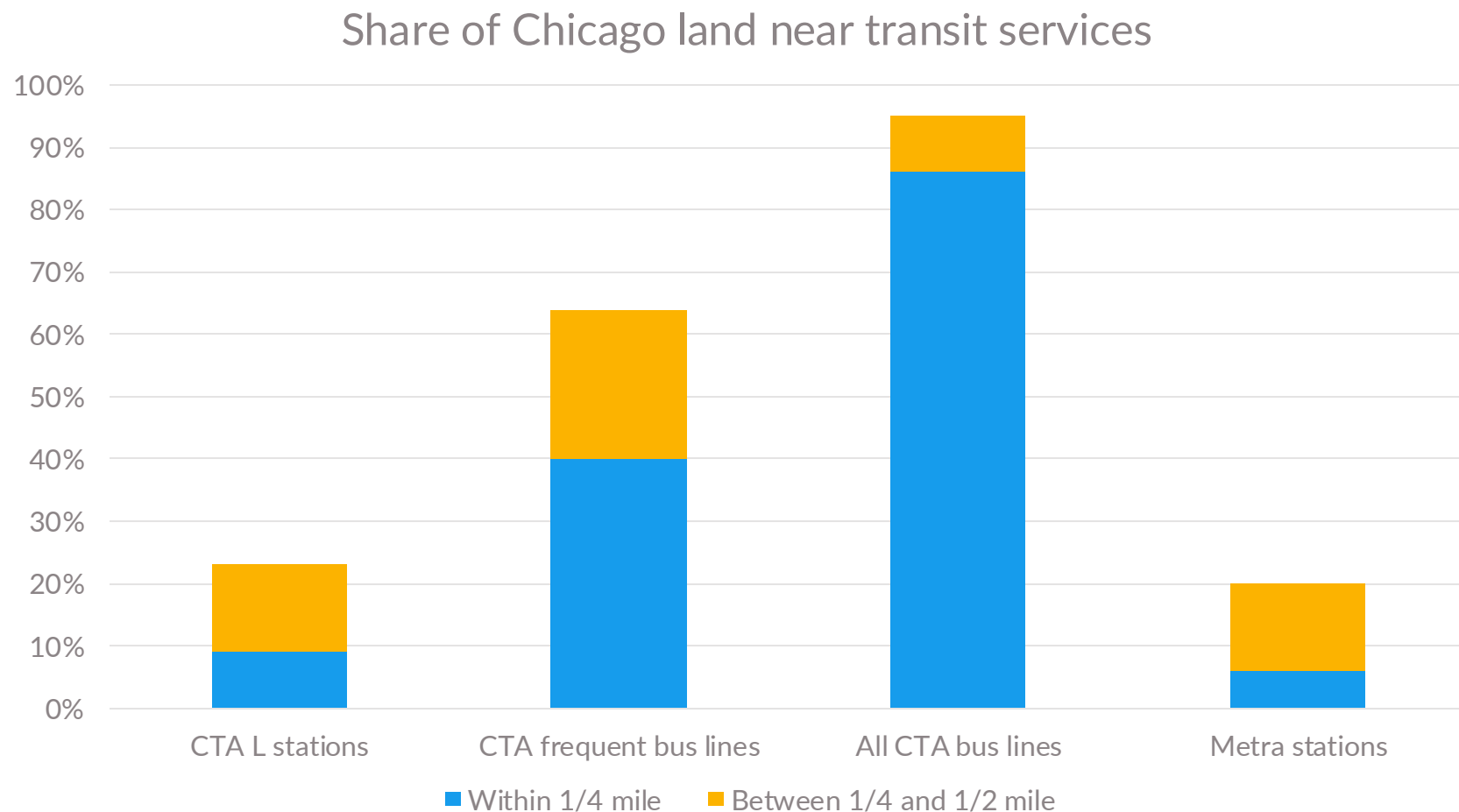
# Transit options in Chicago



- CTA L service
- ◇— Metra service
- CTA current and planned frequent bus network
- Other CTA bus routes

Frequent routes (fall 2025): 4 Cottage Grove; J14 Jeffery Jump; 20 Madison; 34 S Michigan; 47 47<sup>th</sup>; 49 Western; 53 Pulaski; 54 Cicero; 55 Garfield; 60 Blue Island/26th; 63 63<sup>rd</sup>; 66 Chicago; 77 Belmont; 79 79<sup>th</sup>; 82 Kimball/Homan; 95 95<sup>th</sup>. Planned: 9 Ashland; 12 Roosevelt; 72 North; 81 Lawrence.

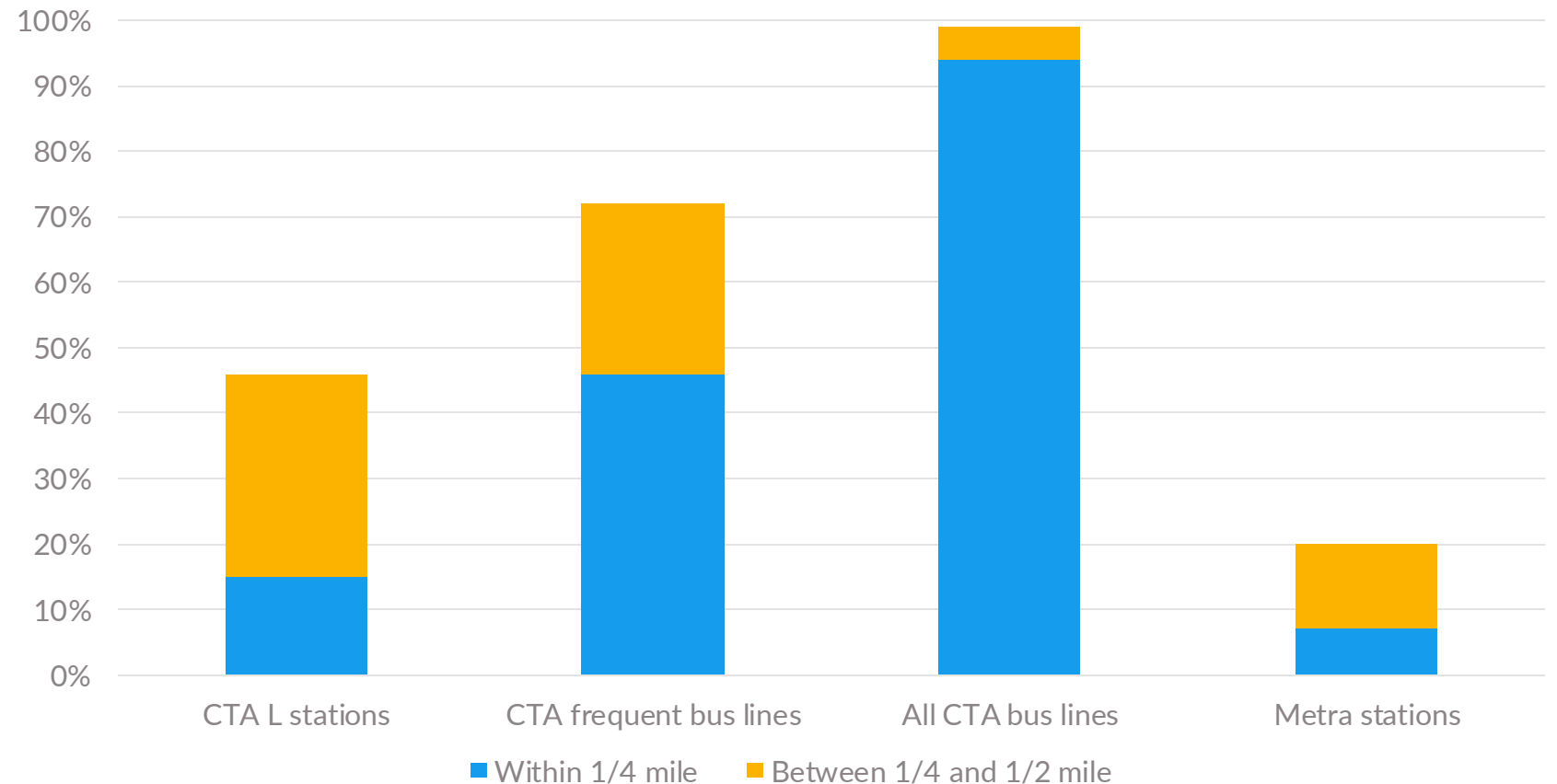
Most of Chicago's land area is located near bus service, but less than a quarter is located within a half mile of L stations



*Excludes land area occupied by Midway and O'Hare Airports. Pace also provides bus service in Chicago, and South Shore provides rail service. Their routes, however, are almost entirely overlapping with CTA and Metra services. The above data are non-exclusive, meaning some people live near multiple service; these are double-counted. We calculate distances from routes, not stations, for the bus lines.*

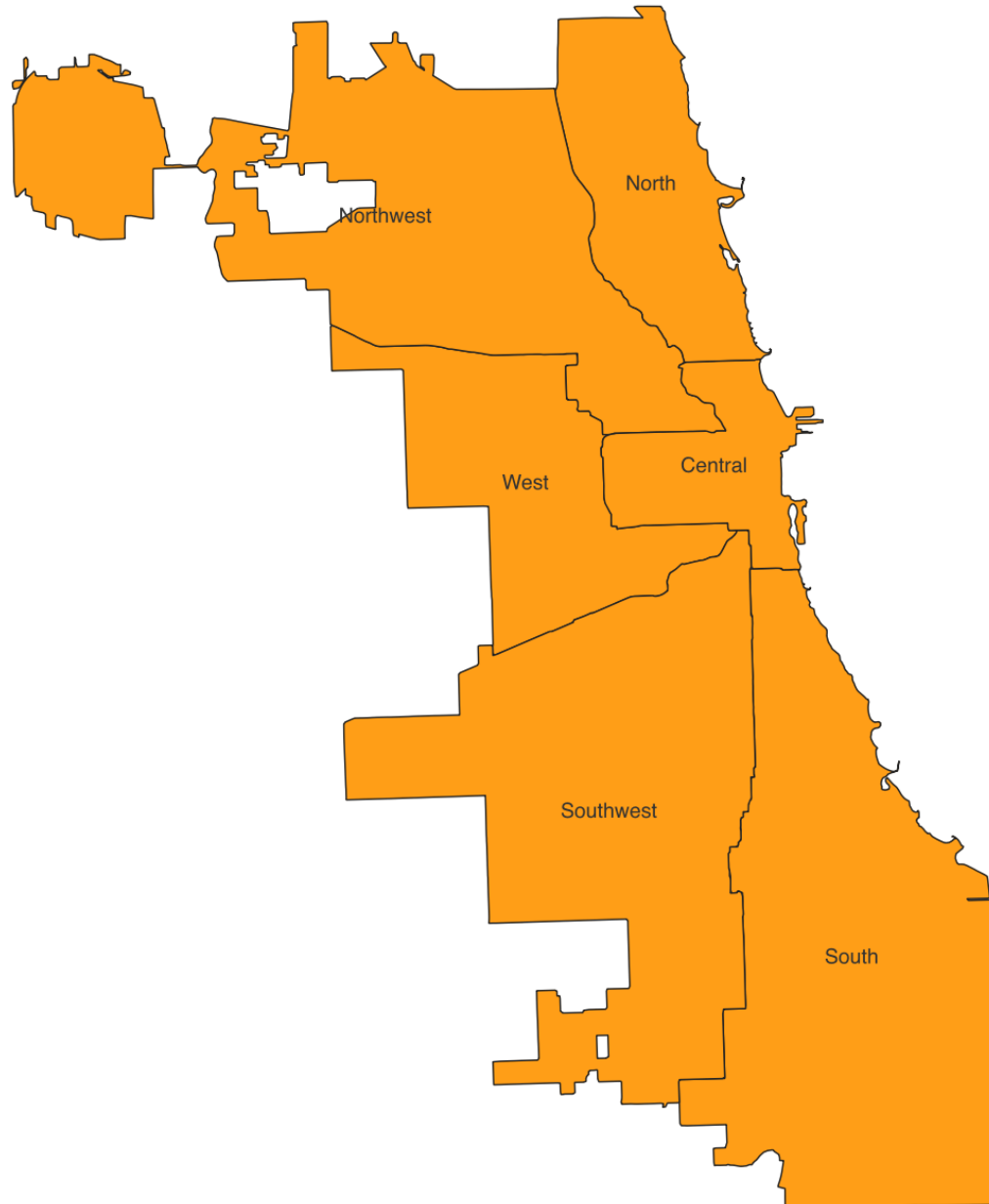
Almost 50 percent of the city's population lives within a half-mile of LA stations, and more than 70 percent live within a half-mile of a frequent bus line

Share of Chicago population living near transit services



*Excludes land area occupied by Midway and O'Hare Airports. Pace also provides bus service in Chicago, and South Shore provides rail service. Their routes, however, are almost entirely overlapping with CTA and Metra services. The above data are non-exclusive, meaning some people live near multiple service; these are double-counted. We calculate distances from routes, not stations, for the bus lines.*

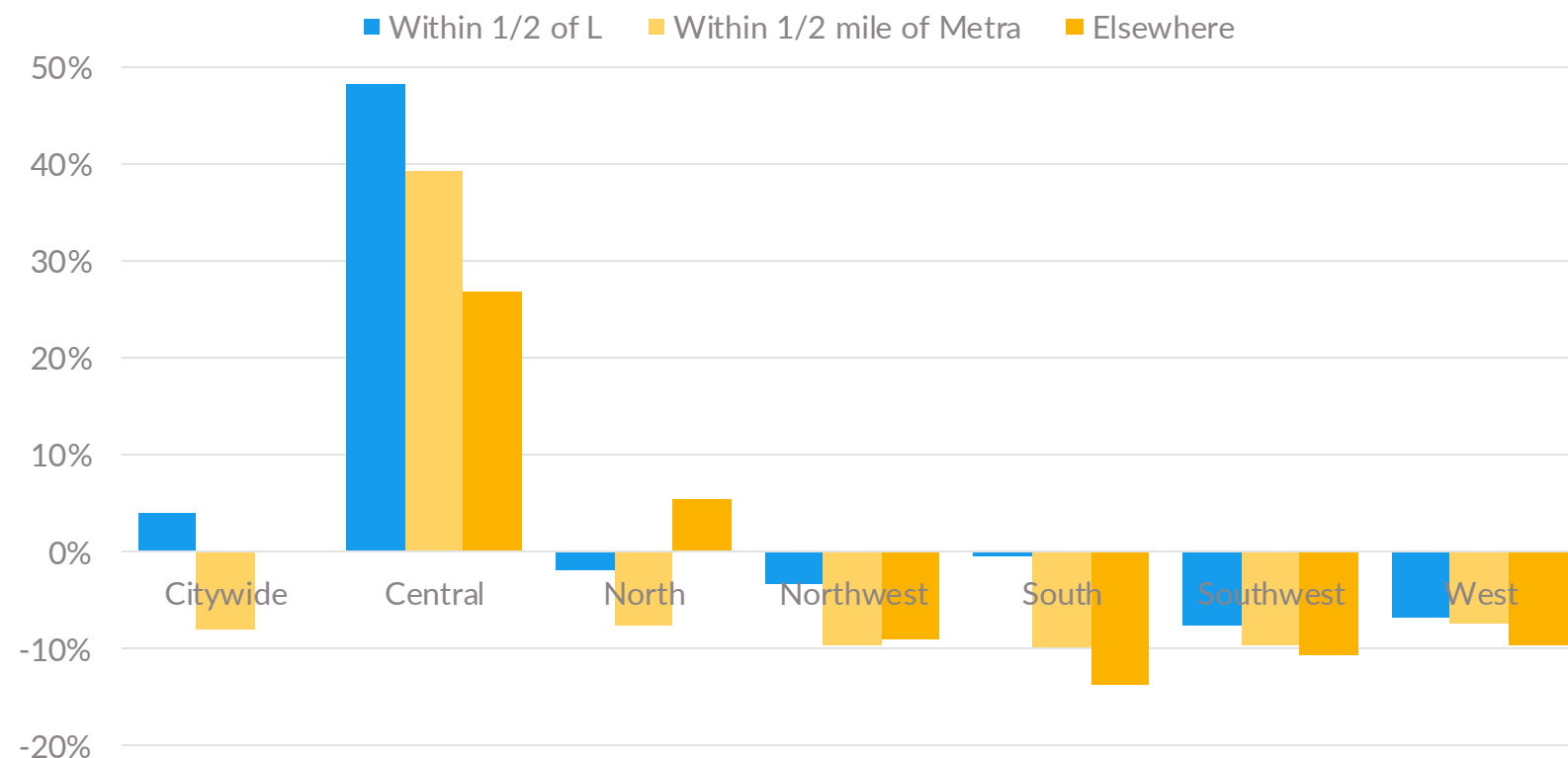
# Planning Regions: Definitions





**In every area but the North Side, areas near the L gained or retained more population than other parts of the community.**

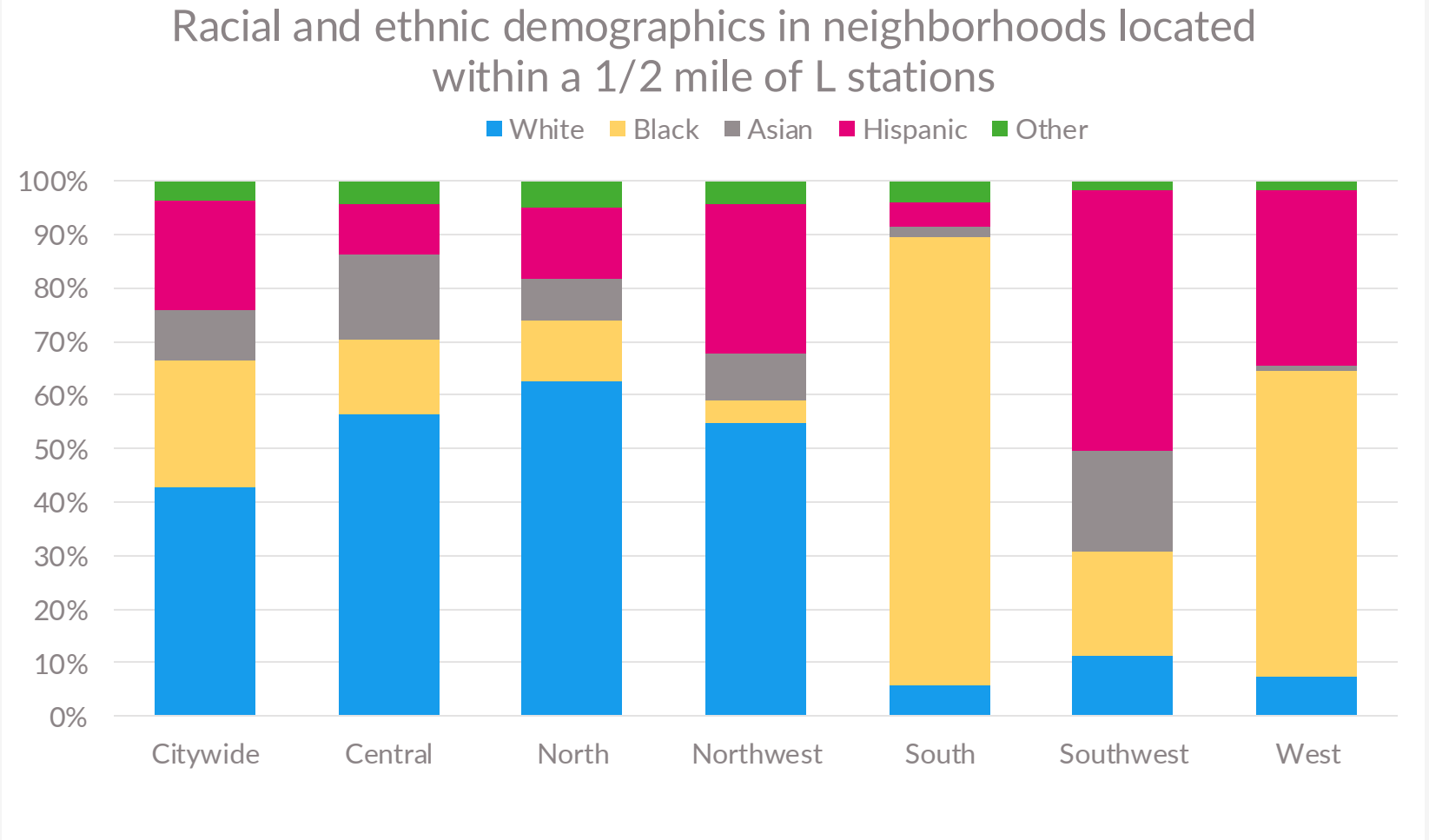
Change in population, by adjacency to transit network,  
2005–09 to 2019–23



*US Census ACS 2005–09 and 2019–23 five-year data at the tract level, adjusted for inflation.*

*Areas within a ½ mile of Metra and a ½ mile of L are counted as within a ½ mile of L.*

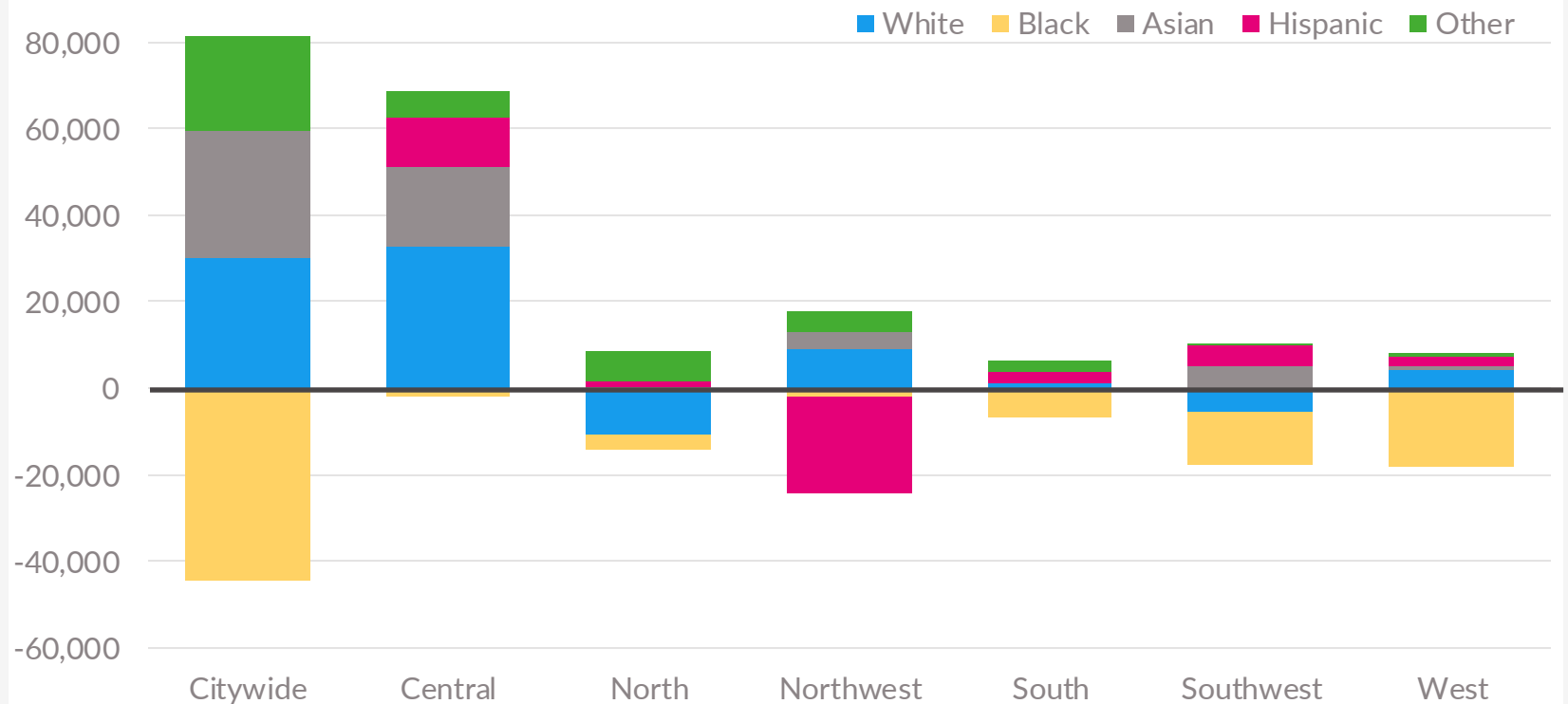
Demographics of areas near the L system differ dramatically based on part of the city



*US Census ACS 2019–23 five-year data at the tract level.*

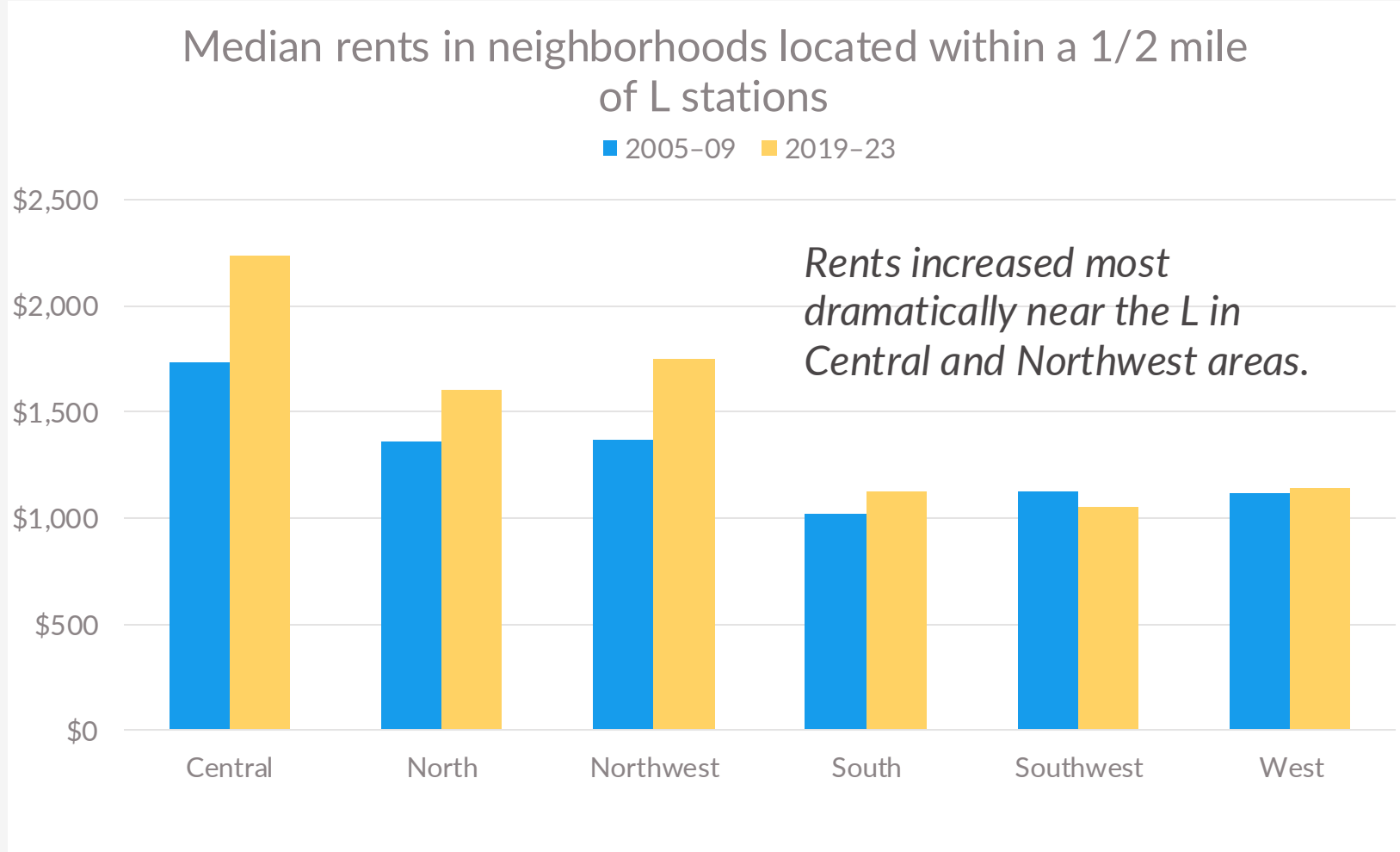
**Black population loss near the L is happening citywide; Hispanic population near the L has remained relatively flat**

Numerical change in racial and ethnic demographics from 2007 to 2021 in neighborhoods located within a 1/2 mile of L stations



*US Census ACS 2005-09 and 2019-23 five-year data at the tract level.*

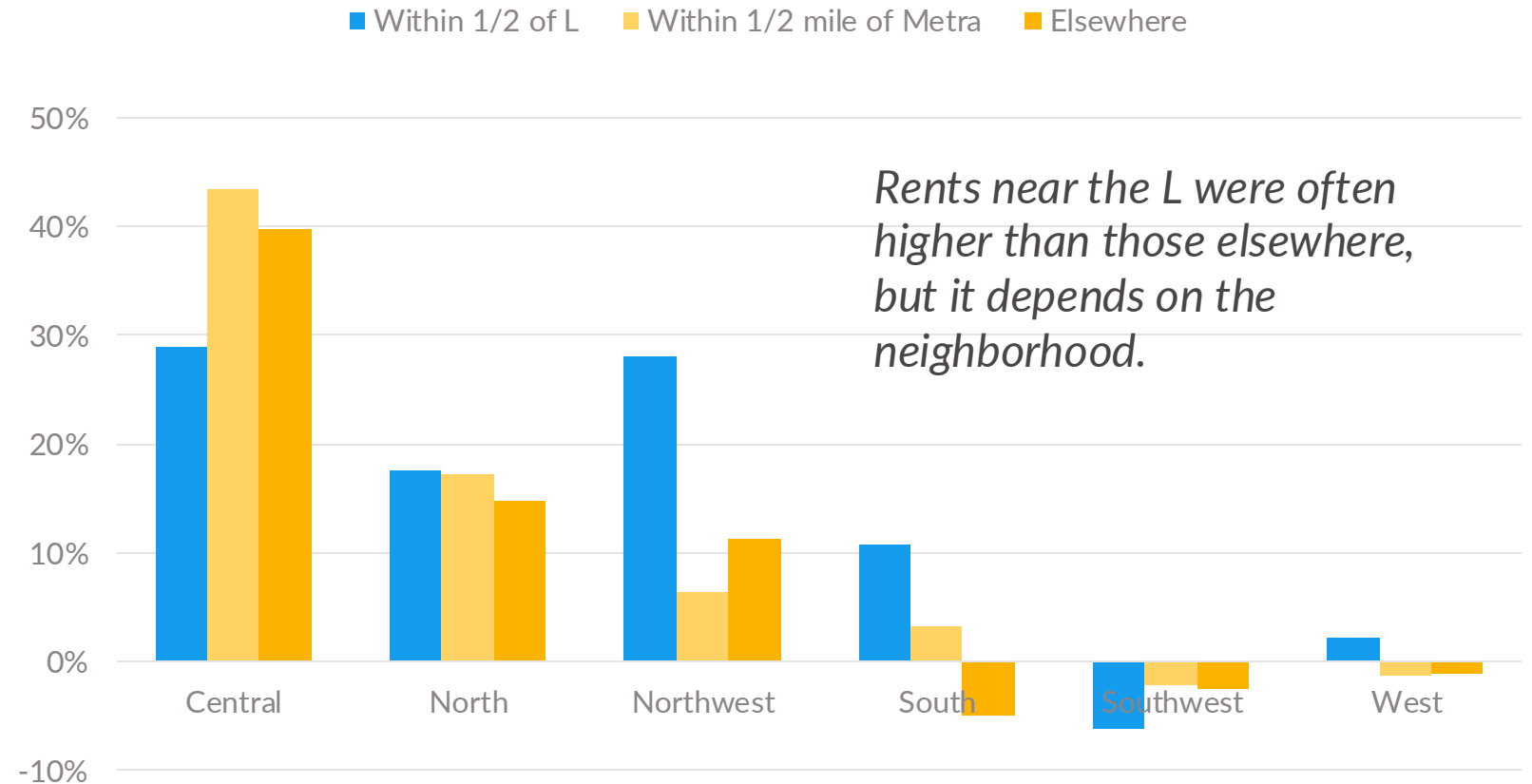
## Rents in areas near L stations have grown most quickly in central and North parts of the city



US Census ACS 2005-09 and 2019-23 five-year data at the tract level, adjusted for inflation.

Rents tended to grow more quickly near the L or near Metra stations than elsewhere

Change in median rents, 2005–09 to 2019–23

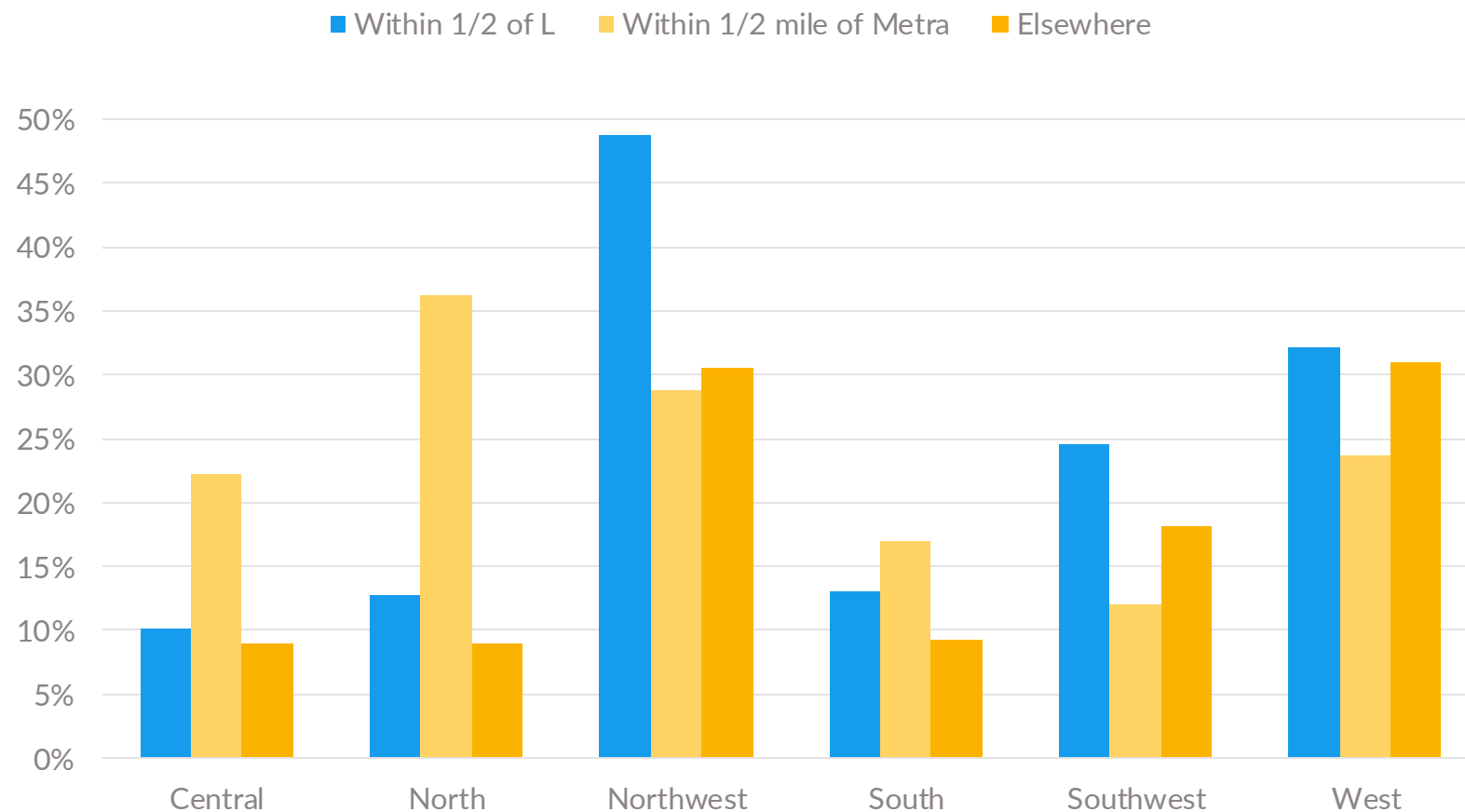


US Census ACS 2005–09 and 2019–23 five-year data at the tract level, adjusted for inflation.

Areas within a ½ mile of Metra and a ½ mile of L are counted as within a ½ mile of L.

## Incomes tended to increase more quickly near L and Metra services

Change in per-capita income, 2005–09 to 2019–23



US Census ACS 2005–09 and 2019–23 five-year data at the tract level, adjusted for inflation.

Areas within a 1/2 mile of Metra and a 1/2 mile of L are counted as within a 1/2 mile of L.

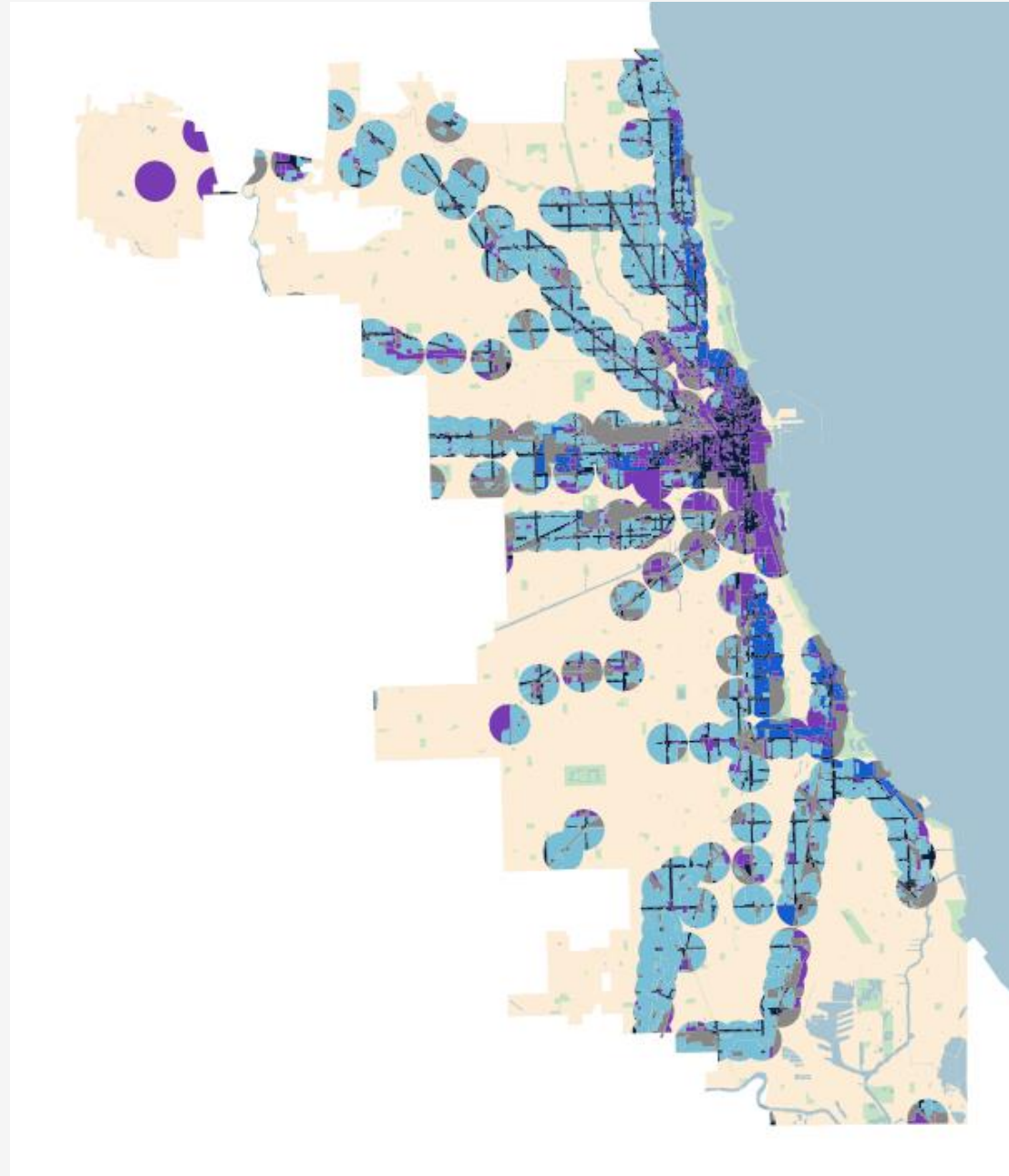


# Understand the Zoning

*What levels of density and types of uses are currently permitted by Chicago's zoning code, near rail transit?*

- High densities are permitted near transit—but almost exclusively downtown and east of the Red Line corridor.
- On arterial streets citywide, a mix of uses and moderate-density apartments are allowed.
- But within a half mile of rail transit stations, very low density, single-use zoning remains common—even along some of the city's most popular corridors, like the north Blue and Brown Lines.

# Zoning near rail transit stations



## Mixed use

- B, C, and D except C3 and DS

## High-density residential

- RM

## Low-density residential

- RS, RT

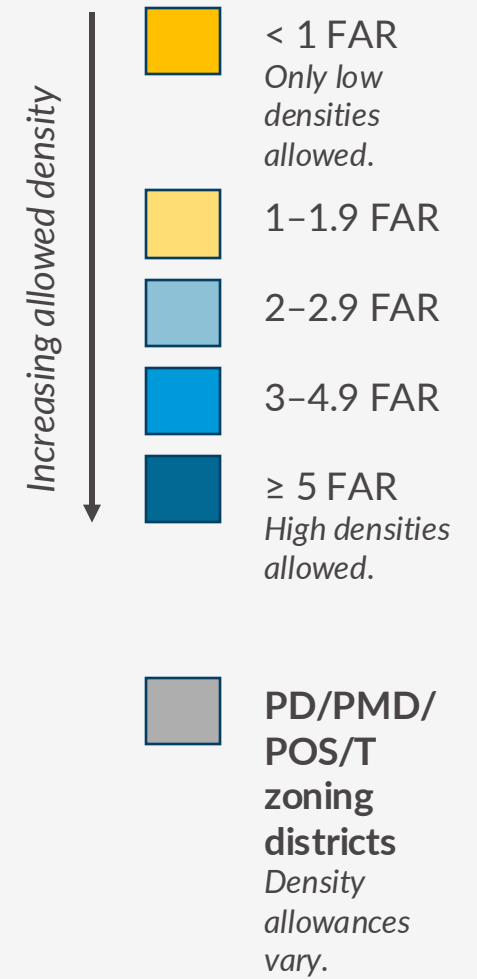
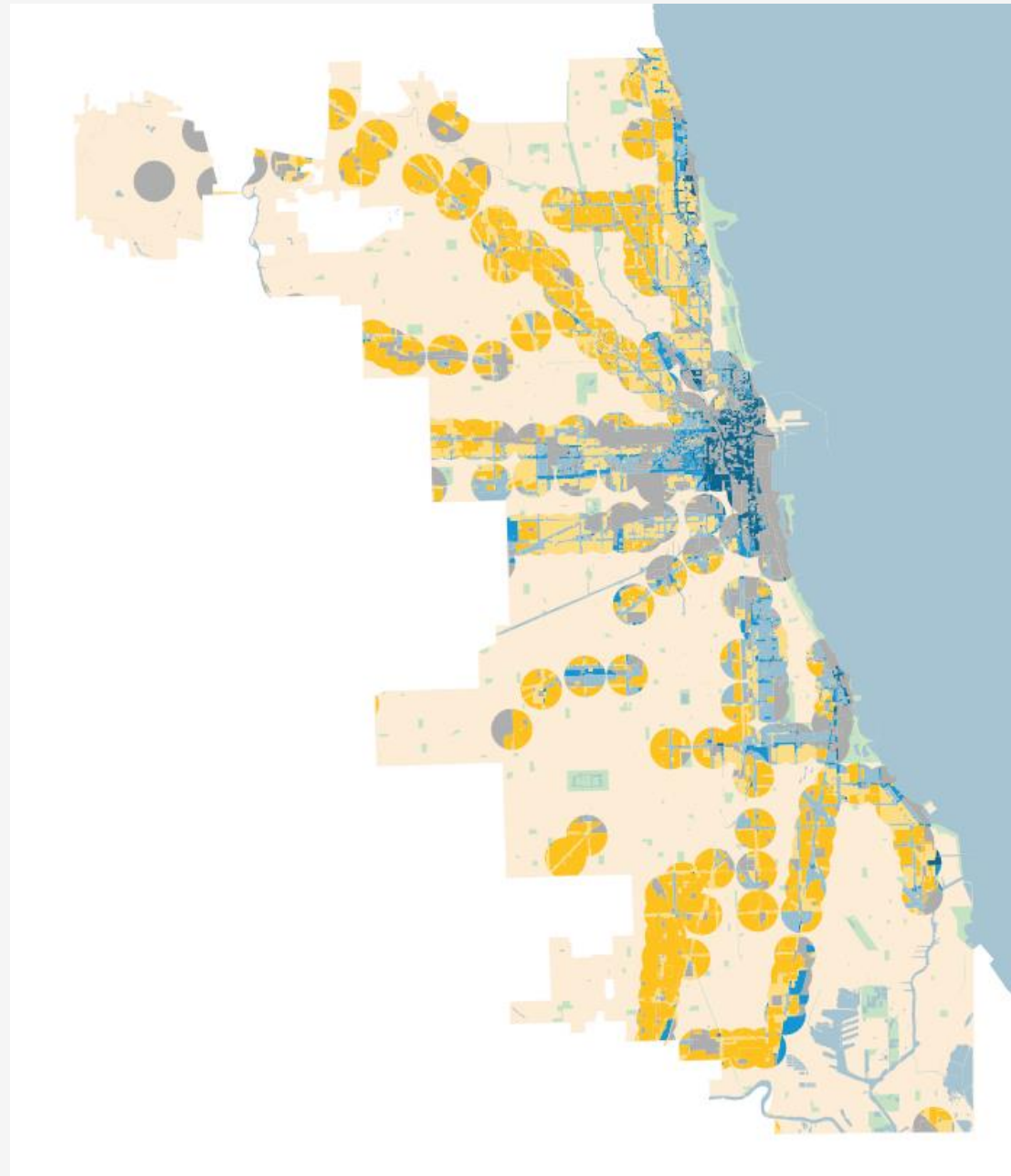
## PD

- PD

## Non-residential

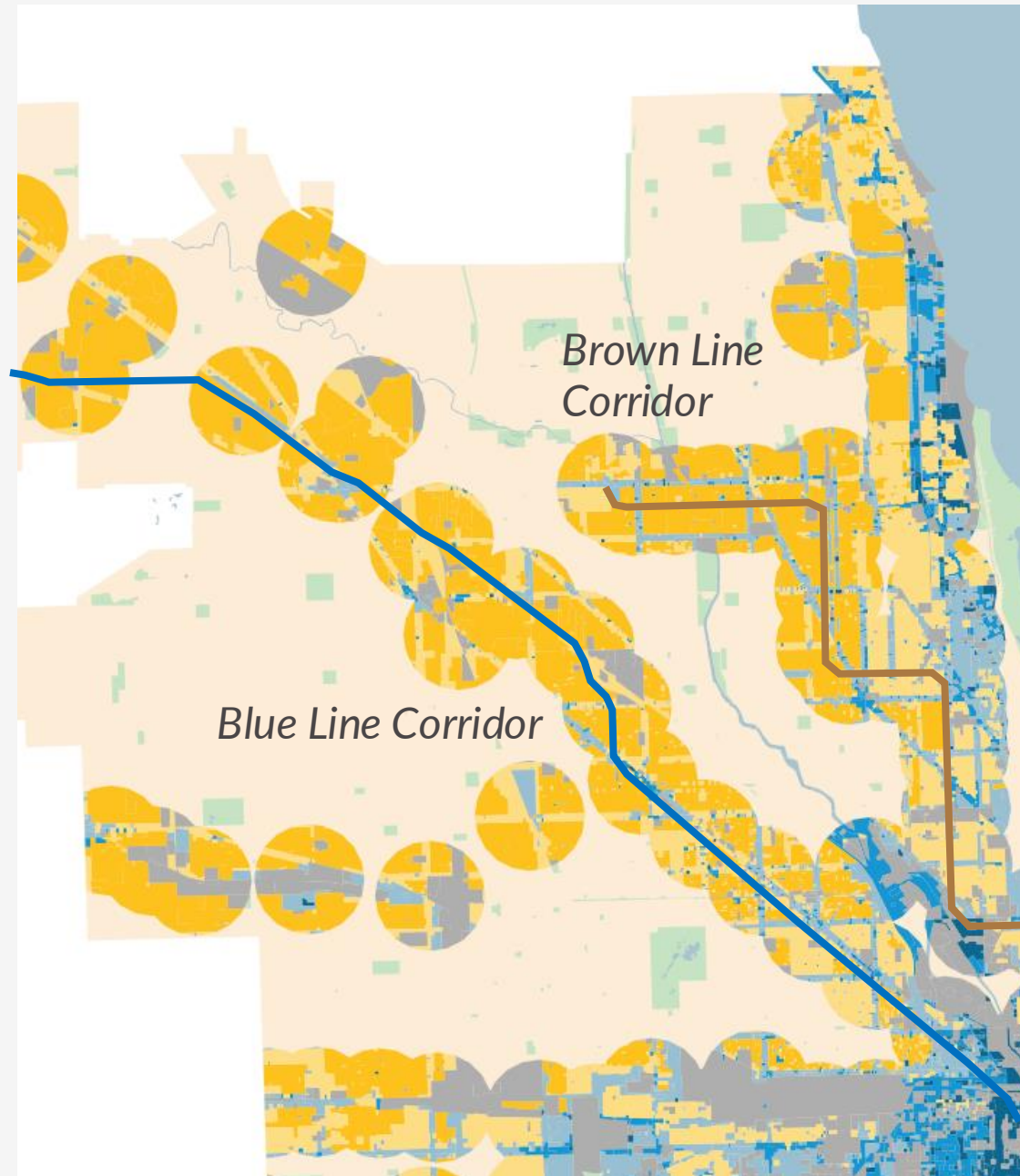
- C3/DS, M, PMD, POS, T

# Higher density zoning is rare around rail transit stations



Map highlights area within a ½ mile of Metra and CTA L stations. FAR = floor area ratio, a measure of density.

Higher density zoning is less common away from downtown and the lakefront; moderate density allowed on arterials



Map highlights area within a ½ mile of Metra and CTA L stations. FAR = floor area ratio, a measure of density.

# Understand the Relationship

*What is the association between zoning and transit in specific areas and with specific demographics?*

- Mixed-use and high-density zoning are both more common near transit than otherwise—but most land near L stations is still zoned for low density residential.
- By-right zoning of this sort has become less common, being replaced by PDs.
- Higher-density zoning near transit is more common in areas with racial diversity that matches the city.
- Residents who live in high density residential zoning areas in central, North, and West parts of the city have the greatest access to jobs by transit.
- Most city-owned land is near transit, and only a small portion is zoned for high density and mixed use.

# Studying the link between transit and zoning:

## Definitions

Distance from transit

L station

Metra station

- $\frac{1}{4}$  mile from L station, a 5-minute walk
- $\frac{1}{4}$  to  $\frac{1}{2}$  mile from L station, a 10-minute walk
- $\frac{1}{2}$  mile from Metra station (excludes overlapping area near L\*)

### Zoning types

#### Mixed use

- B, C, and D except C3 and DS

#### High-density residential

- RM (multifamily apartments)

#### Low-density residential

- RS, RT (single-family homes and townhomes)

#### PD

- PD

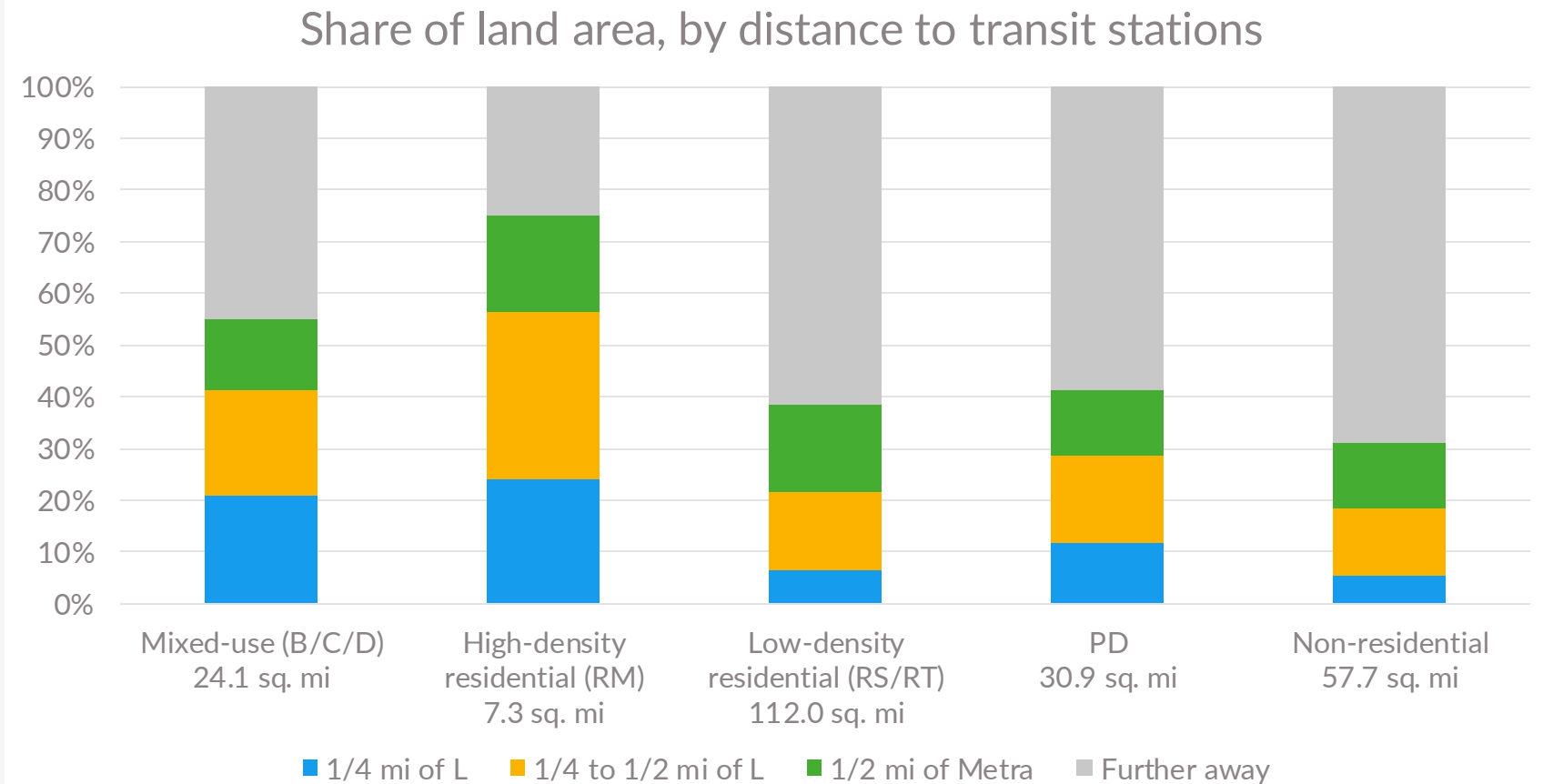
#### Non-residential

- C3/DS, M, PMD, POS, T

\* Of the 43.3 sq. miles in the city within a  $\frac{1}{2}$  mile of Metra stations, 9 sq. miles (21% is also within a  $\frac{1}{2}$  mile of L stations; we classify these intersected areas in terms of their distance from L stations to avoid overlapping data.

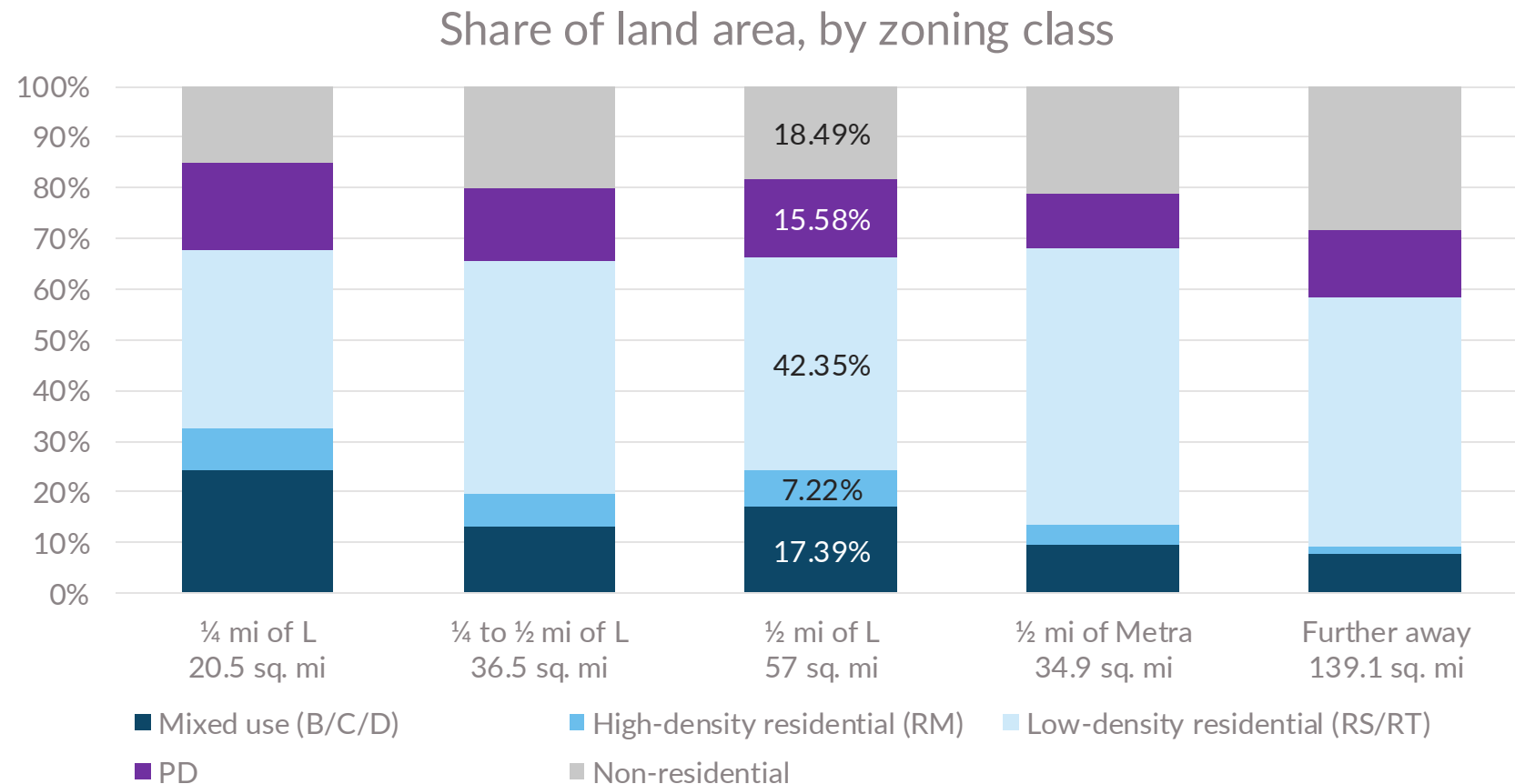


Current policy concentrates most zoning for a mix of uses and higher densities near transit citywide



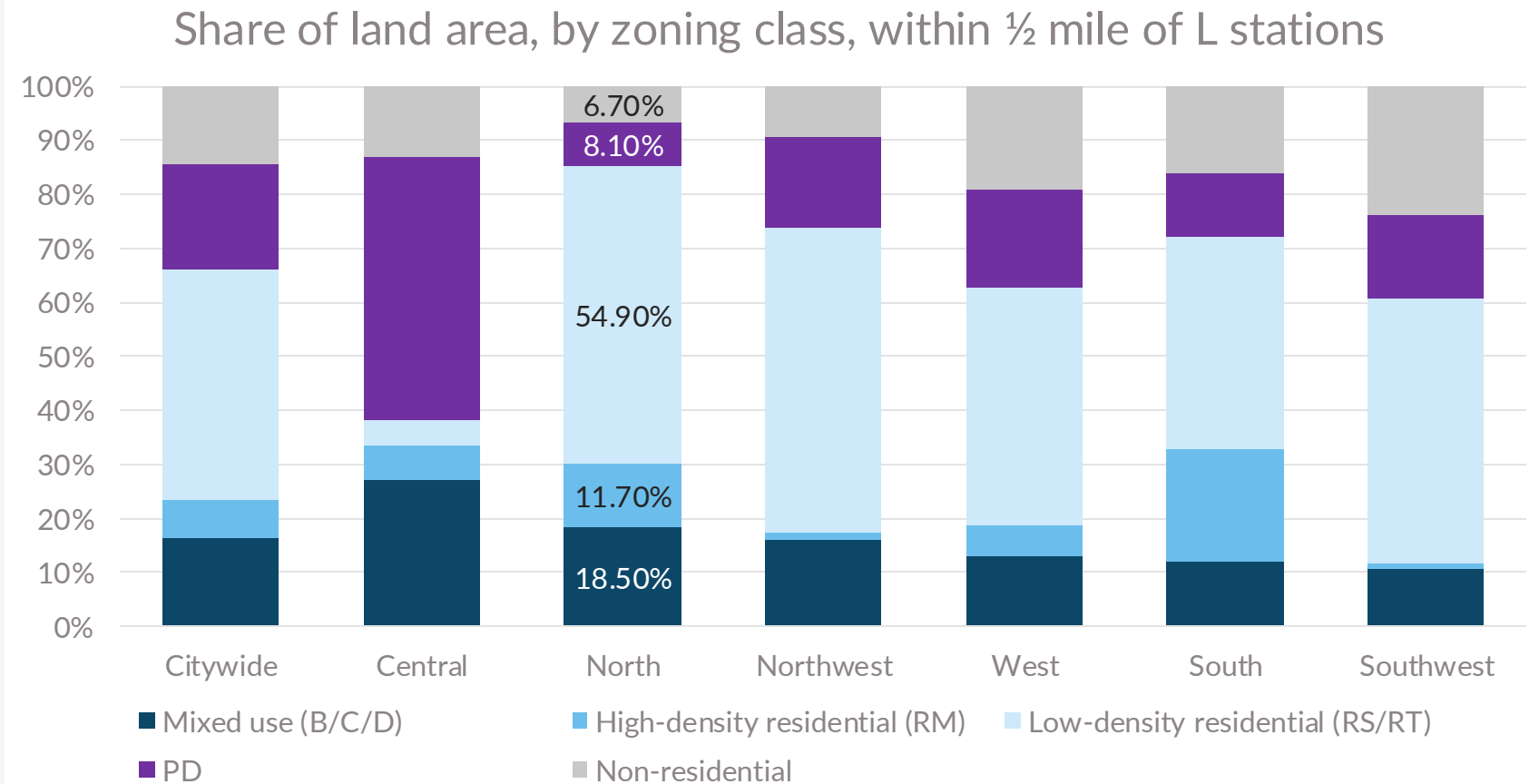
*Example reading of this graph: In Chicago, 24.1 square miles of land area is zoned for mixed-use B, C, or D districts. Of those areas, 20.8% of land is located within a quarter mile of an L station, and 20.4% of land is located between ¼ and ½ mile of an L station.*

...But, even close to L stations, low-density residential zoning predominates citywide



*Example reading of this graph: In Chicago, 20.5 square miles of land area is located within a quarter mile of an L station. Of those areas, 8.5% of land is zoned for high-density residential and 17.5% of land is zoned for a PD use.*

Outside of central areas, most land near L stations is zoned for low density or non-residential uses

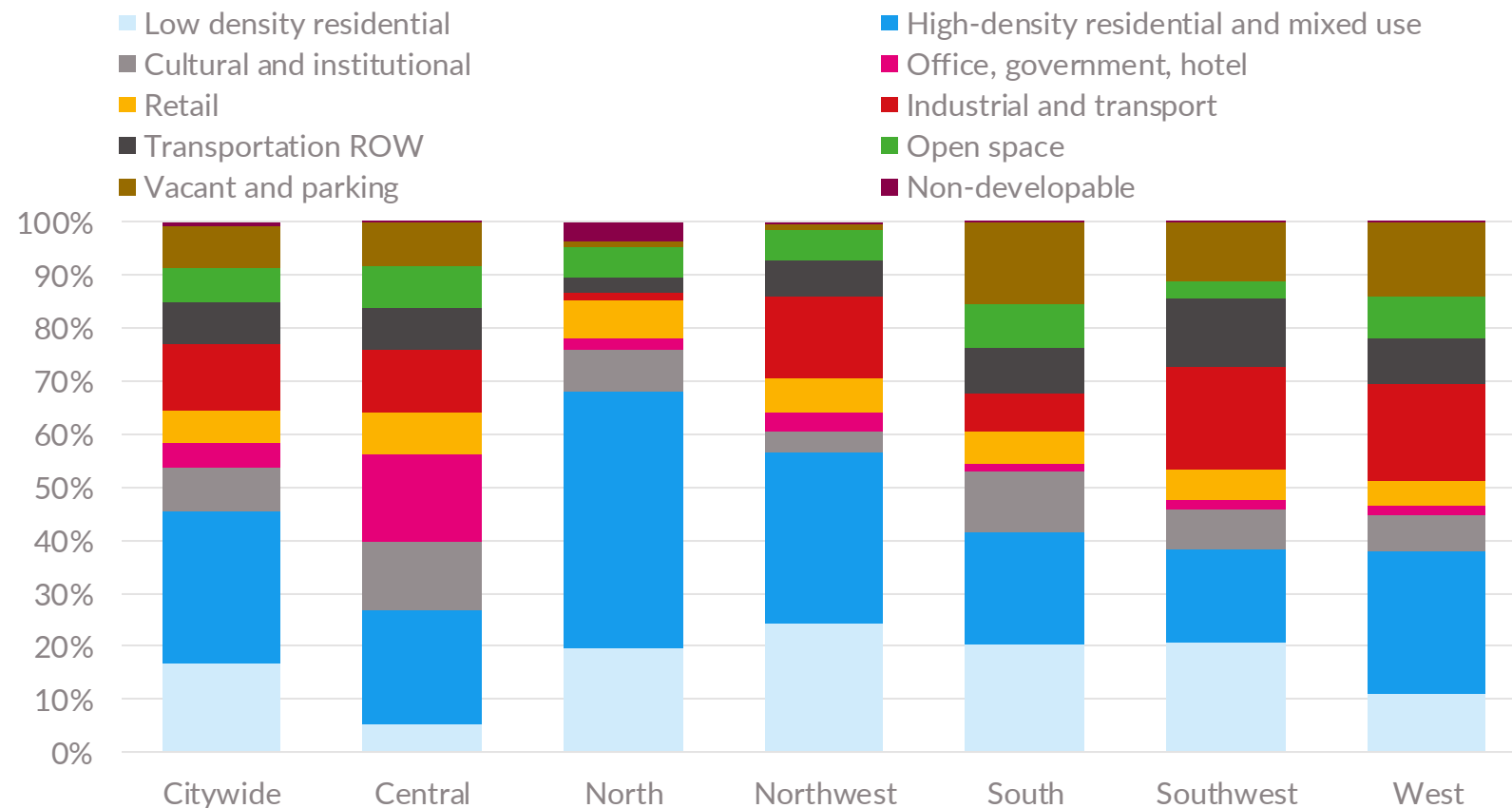


*Example reading of this graph: On the North Side, 18.5% of land area located within a ½ mile of the L is zoned for mixed-use.*

Though actual land use near the L has a smaller proportion of low density residential.

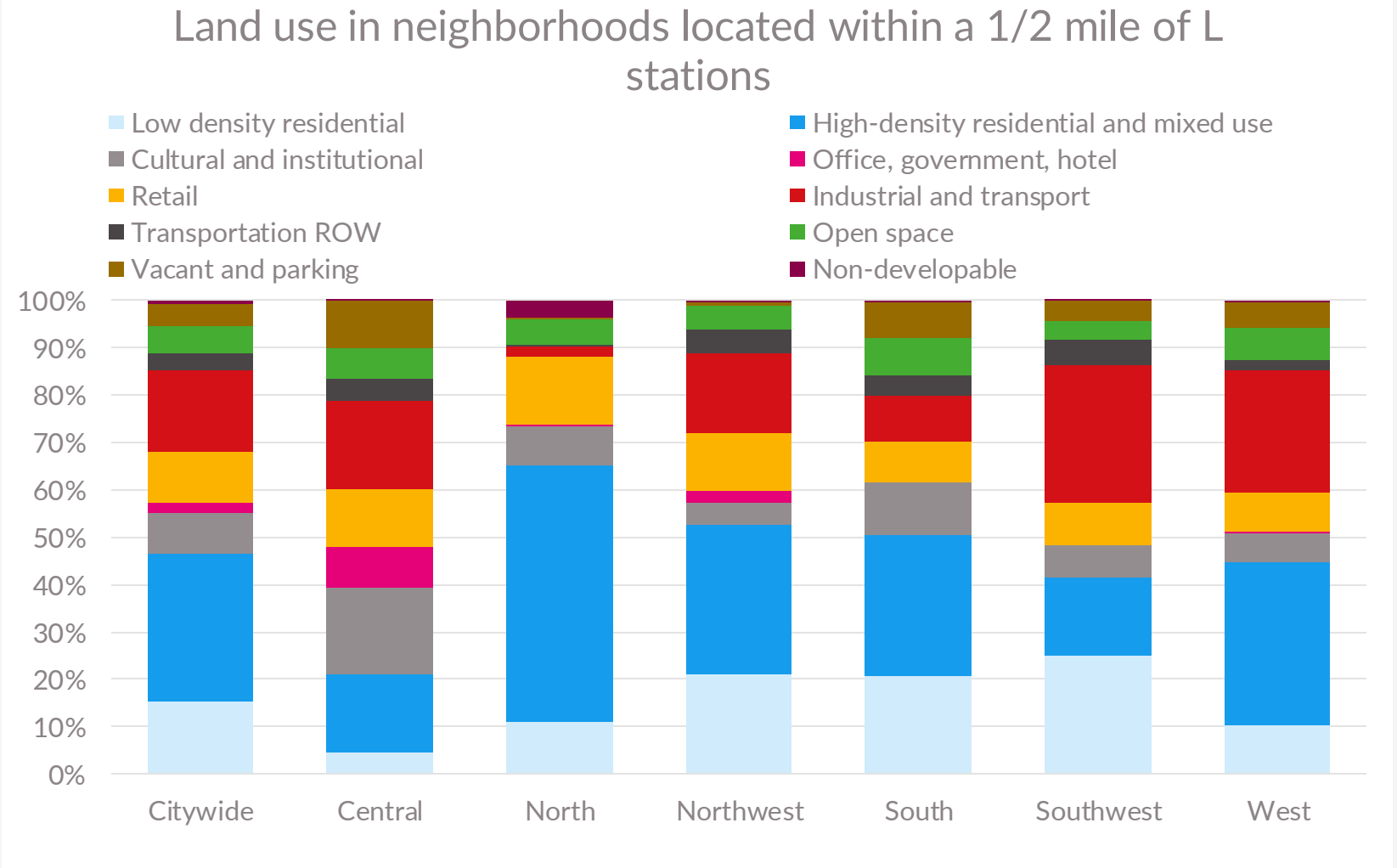
*Land use of areas near L stations, 2020*

Land use in neighborhoods located within a 1/2 mile of L stations



CMAP land use inventory, 2020. Excludes streets and rivers.

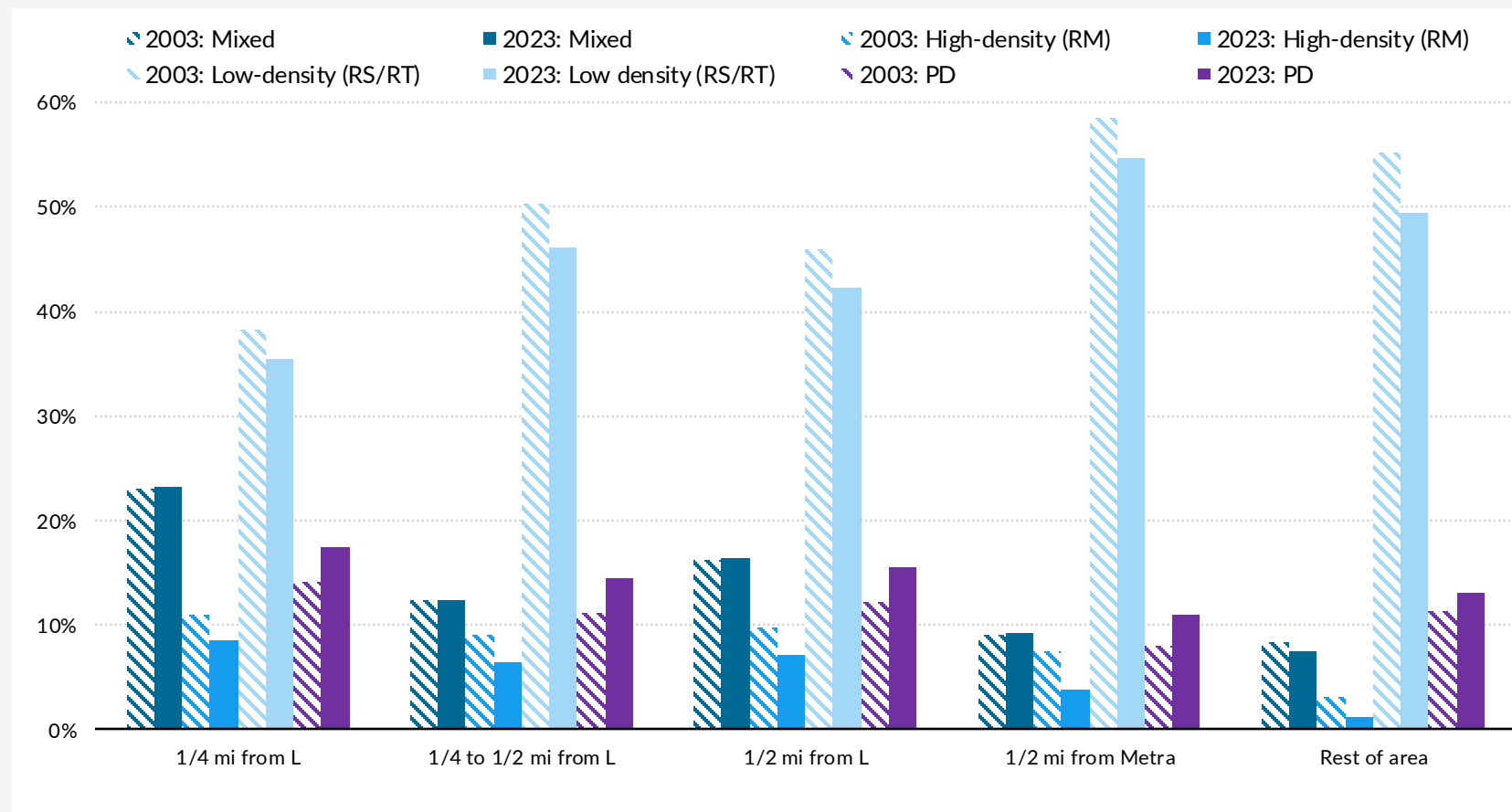
## Land use of areas near L stations, 2001



*CMAP land use inventory, 2001. Excludes streets and rivers.*

By-right residential zoning has become less common, near and far from transit, as PDs have taken their place

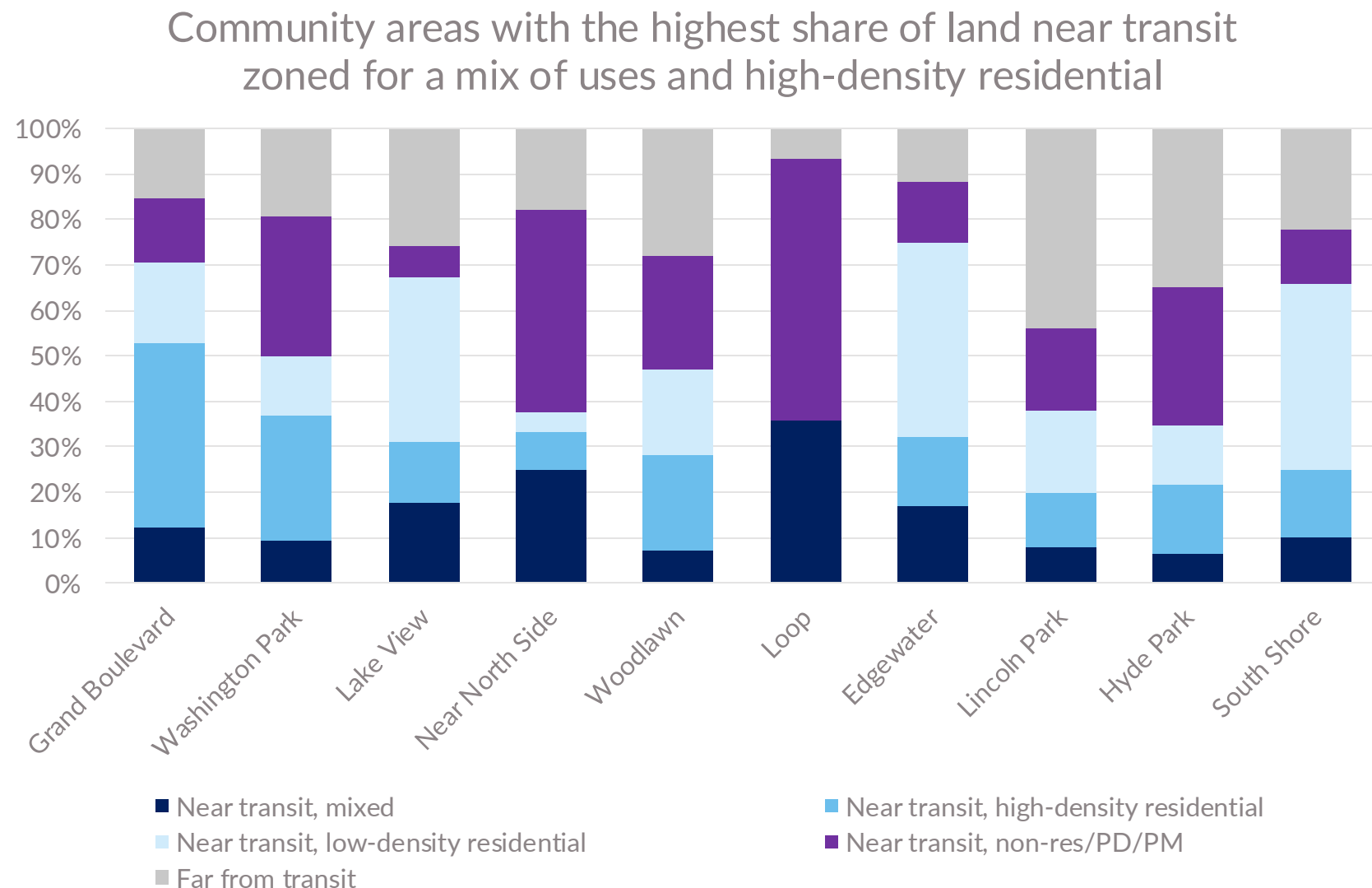
Share of land area, by zoning class, 2003 and 2023



*As planned developments have become more common, by-right development, both for high- and low-density residential, has become less common. Land zoned for mixed uses has remained similar.*

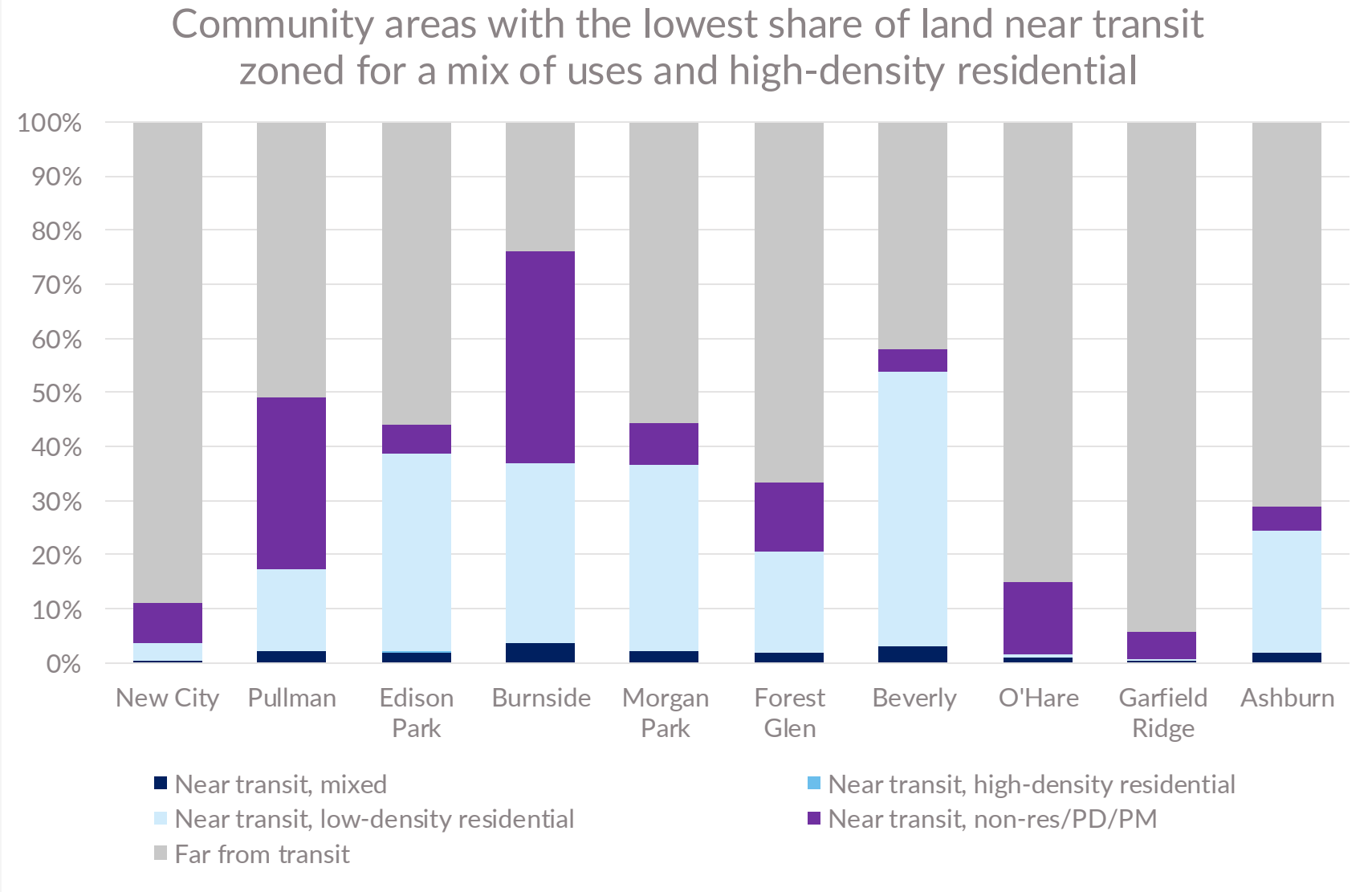


In certain community areas, zoning for a mix of uses and high densities is relatively prioritized near transit



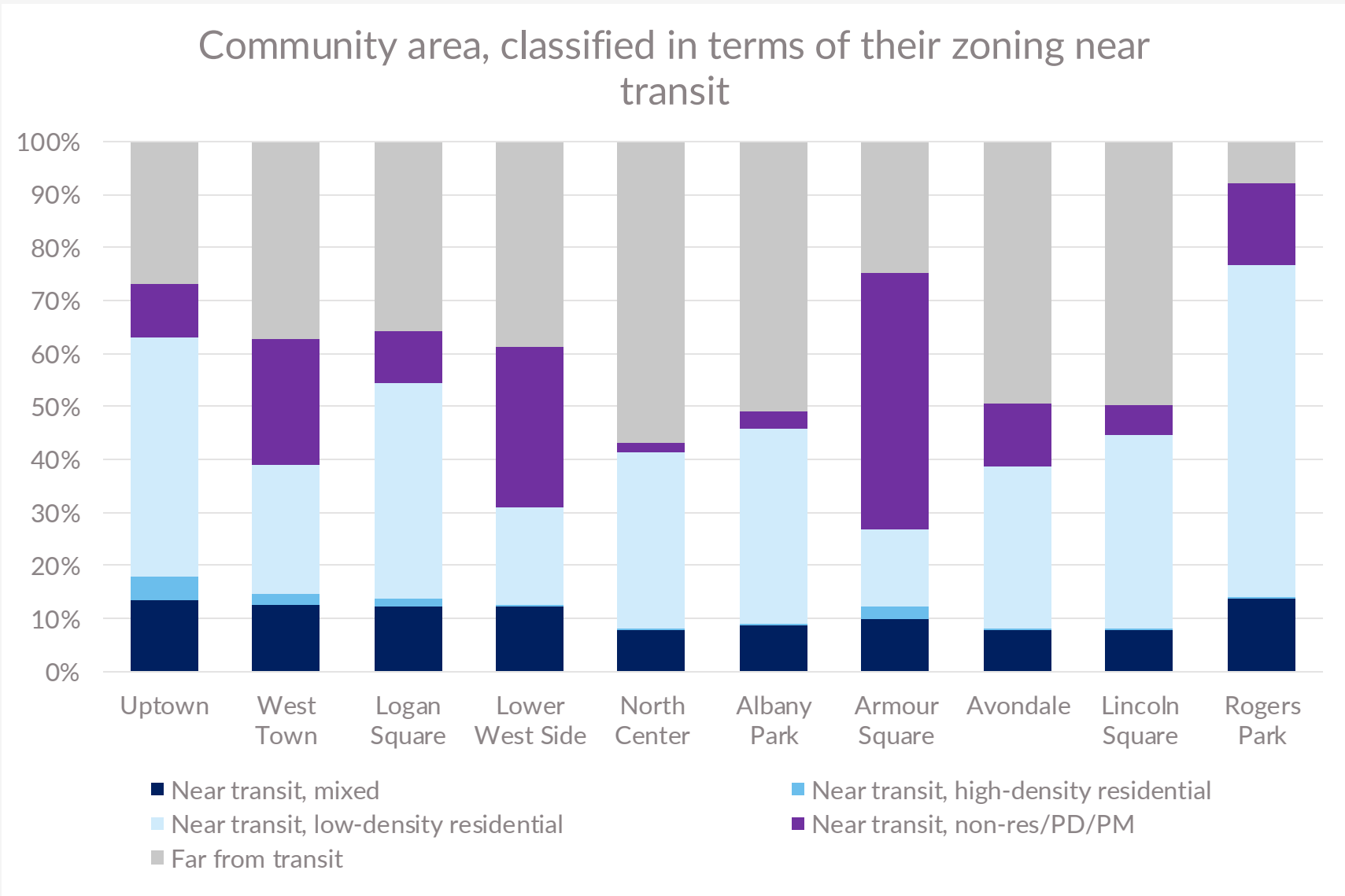
*Near transit defined as within a half-mile of an L or Metra station.*

But in others,  
such zoning is  
rare near transit



*Near transit defined as within a half-mile of an L or Metra station.*

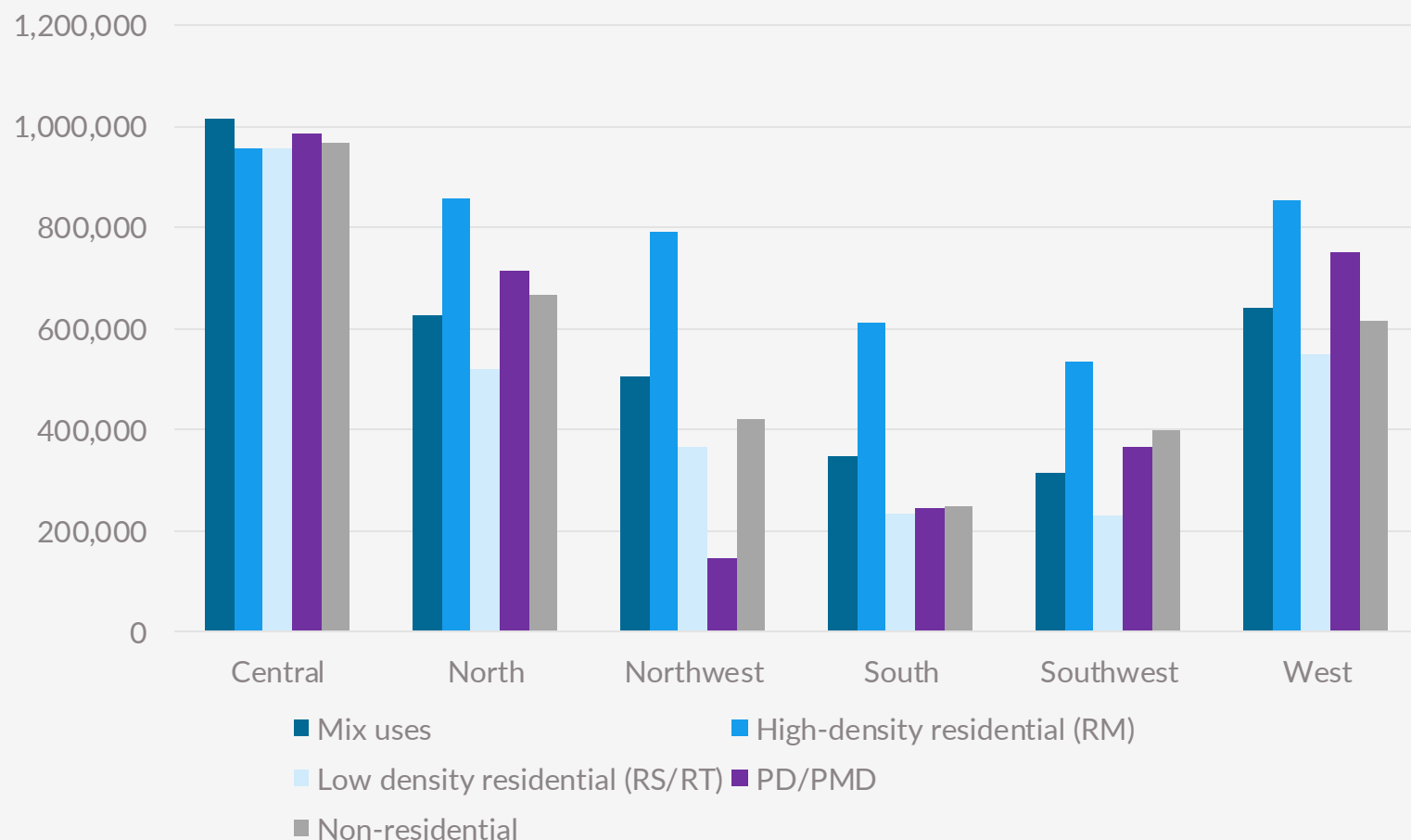
Community areas where you might expect high-density zoning... but it's rare, even near transit



*Near transit defined as within a half-mile of an L or Metra station.*

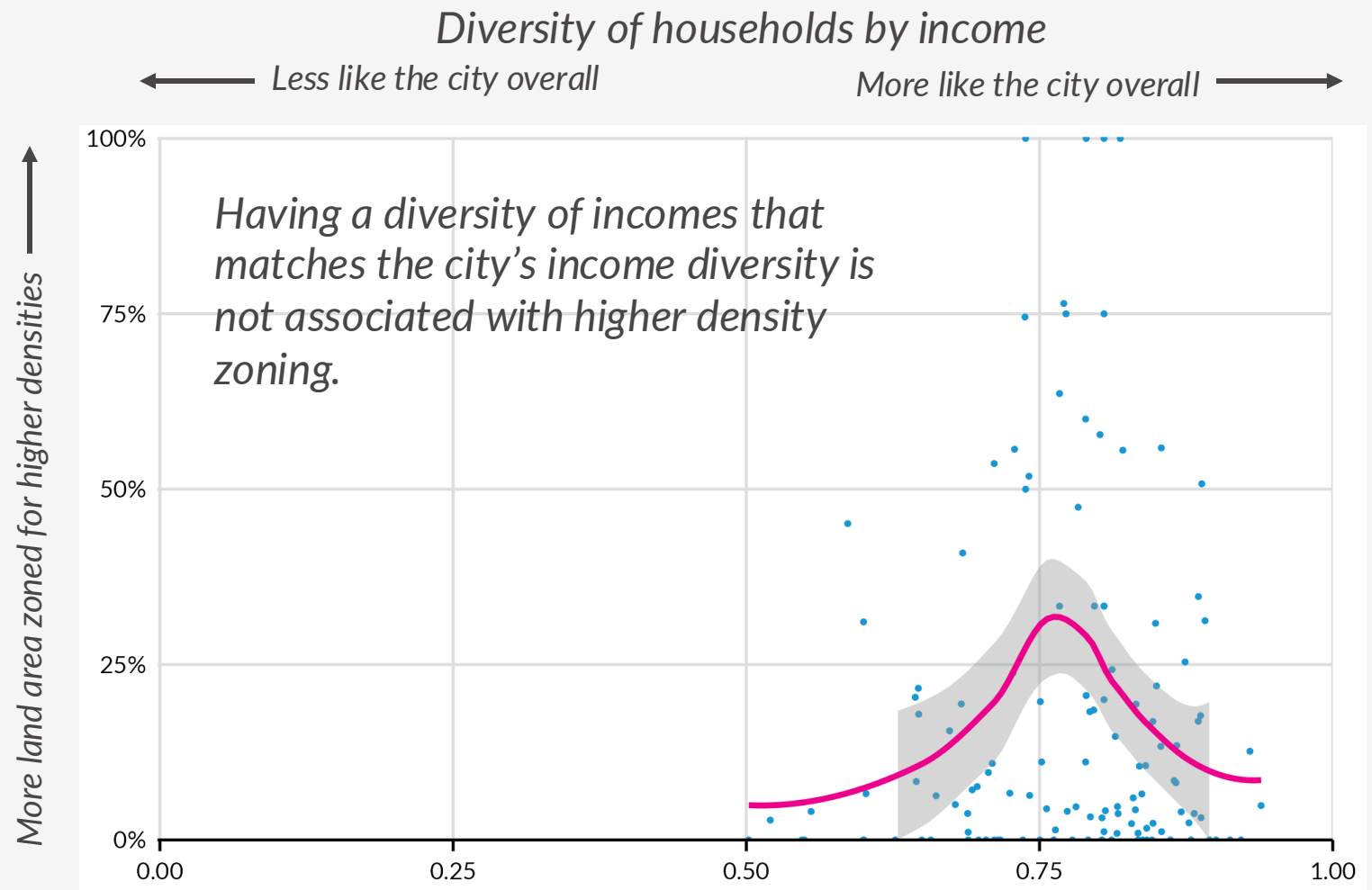
**Residents who live in high density residential zoning in central, North, and West parts of the city have better access to jobs by transit than those on the South and Southwest Sides**

Average jobs accessible in 30 minutes by transit, by area and zoning category



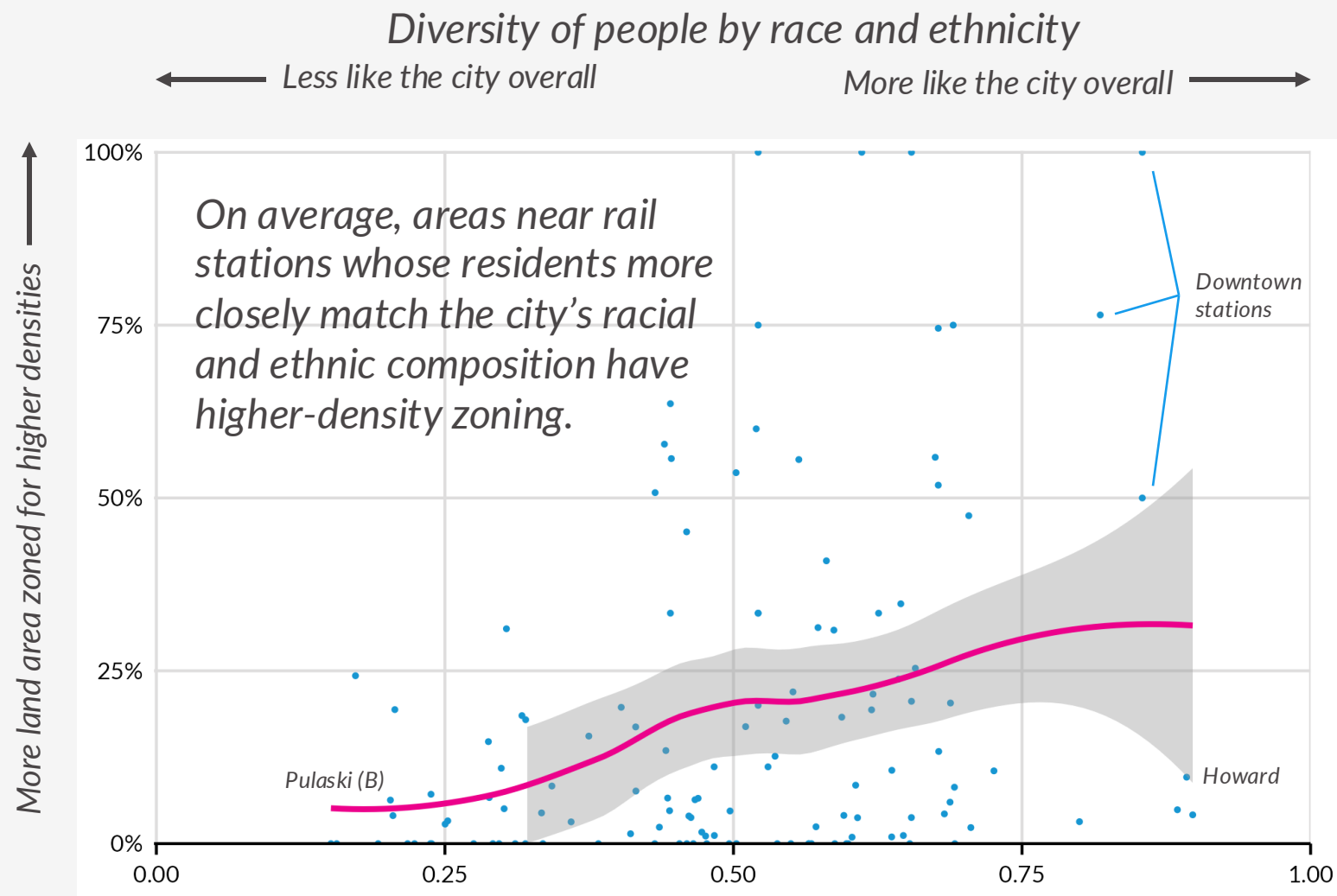
*Center for Neighborhood Technology, All Transit database, 2024*

There is no clear relationship between local income composition and density in areas near transit



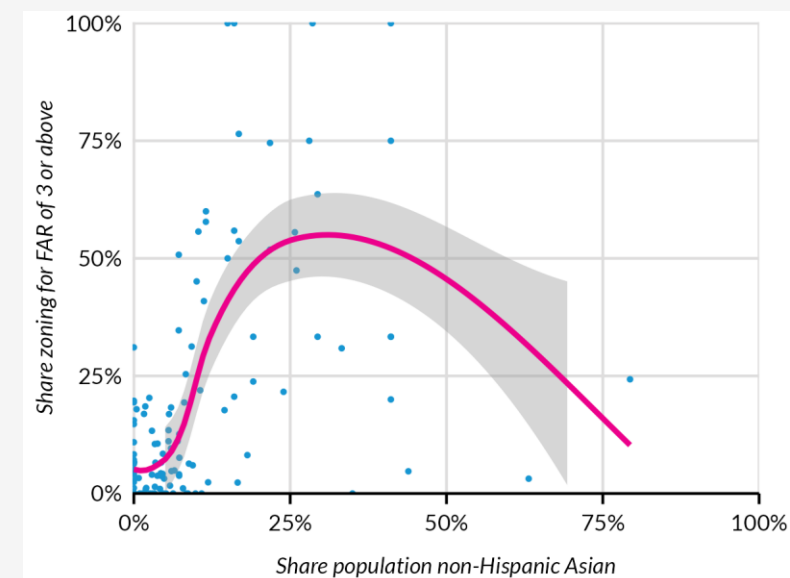
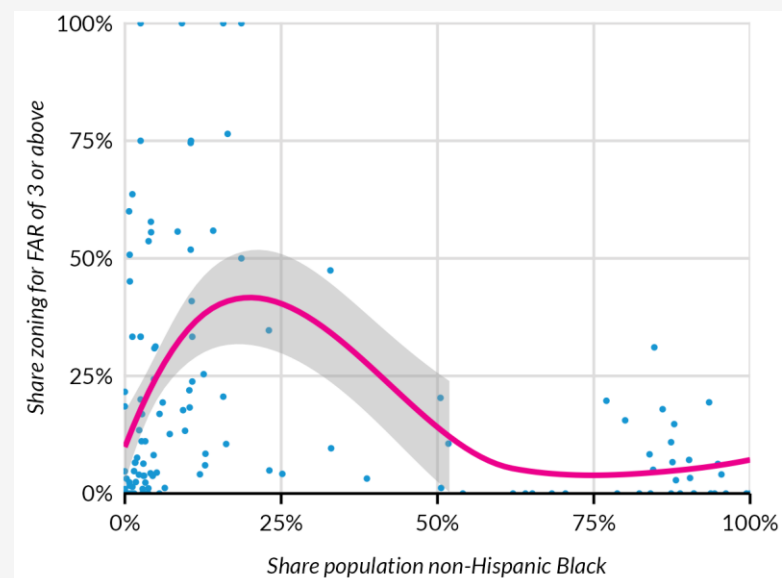
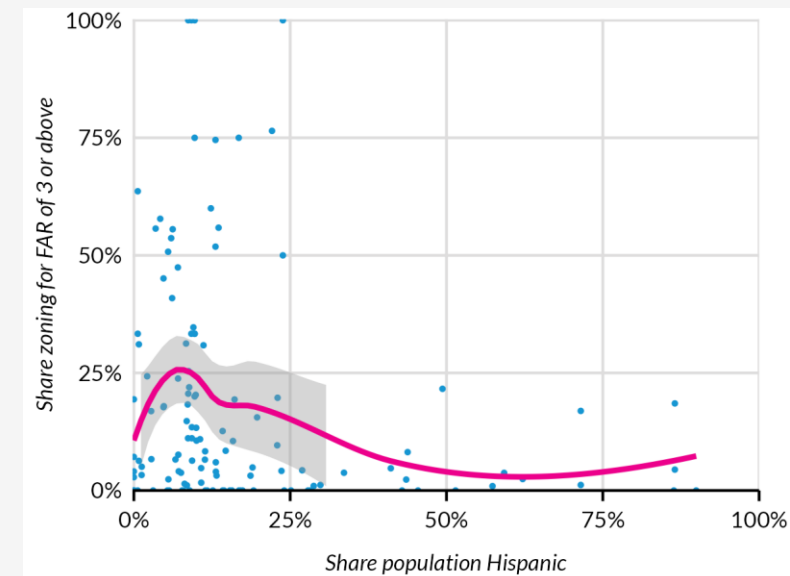
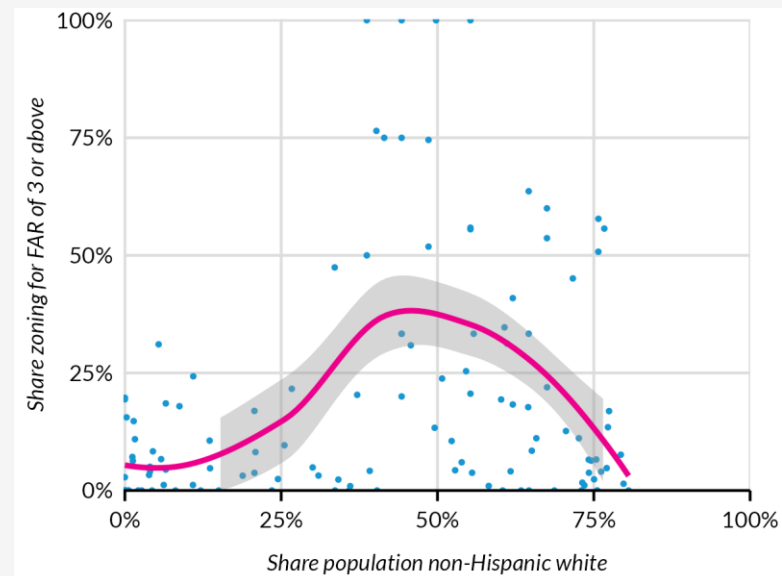
*Each point represents a rail station area, by area zoned for FAR of 3+. Similarity based on Euclidean distance from city average of household income shares, divided into roughly evenly sized groups (<\$25,000; \$25,000–59,999; \$60,000–99,999; \$100,000–\$199,999; >\$200,000).*

# Station areas with racial and ethnic composition that match the city feature higher-density zoning



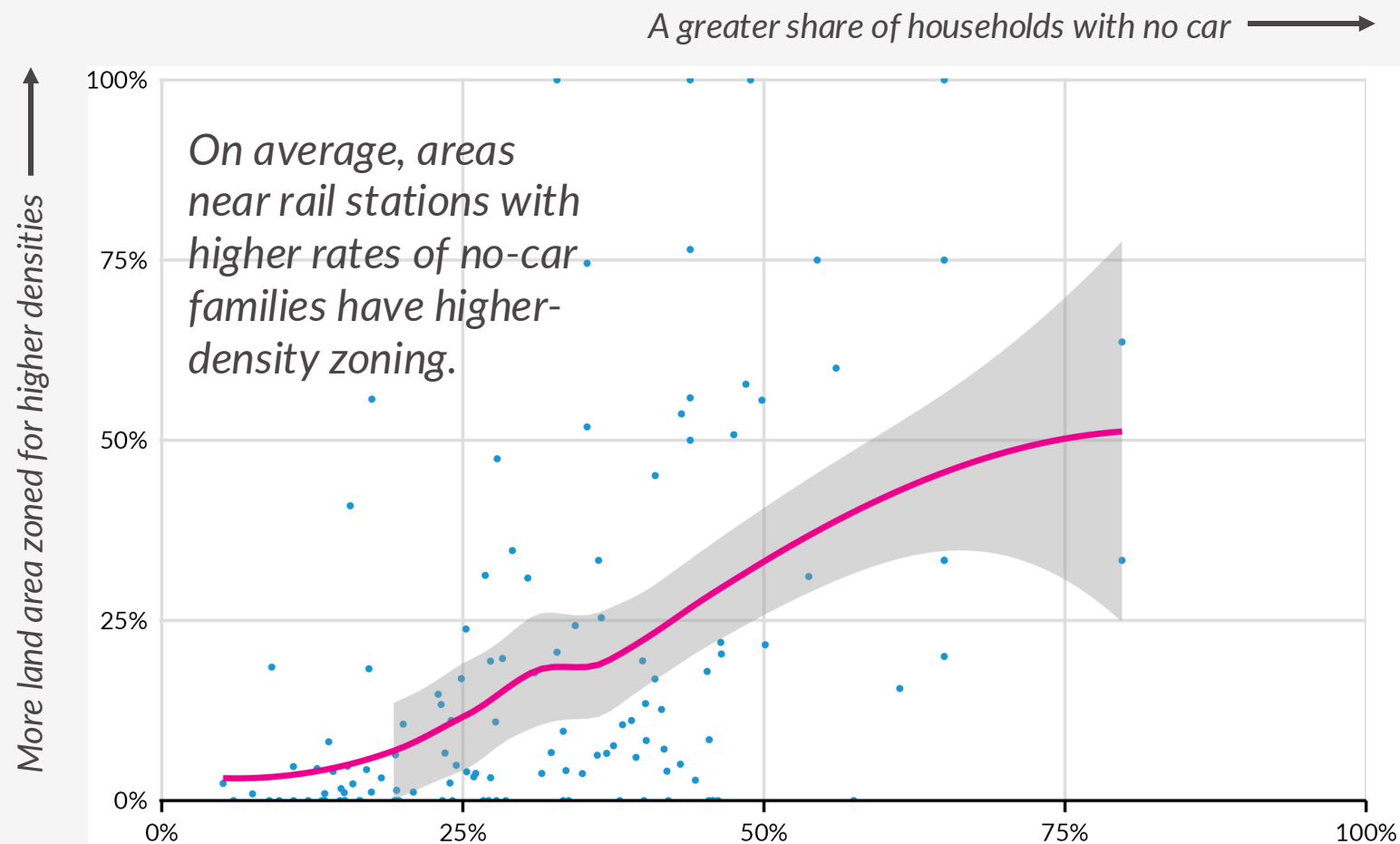
*Each point represents a rail station area. Similarity based on Euclidean distance from city average of white, Black, Hispanic, and Asian population shares.*

# Zoned density levels vary based on the racial and ethnic composition of station areas



Each point represents a rail station area. Chicago is about 32% non-Hispanic white; 30% Hispanic; 27% Black; and 8% Asian.

In general,  
allowed zoned  
density levels  
near transit  
increase with  
higher share of  
households with  
no car

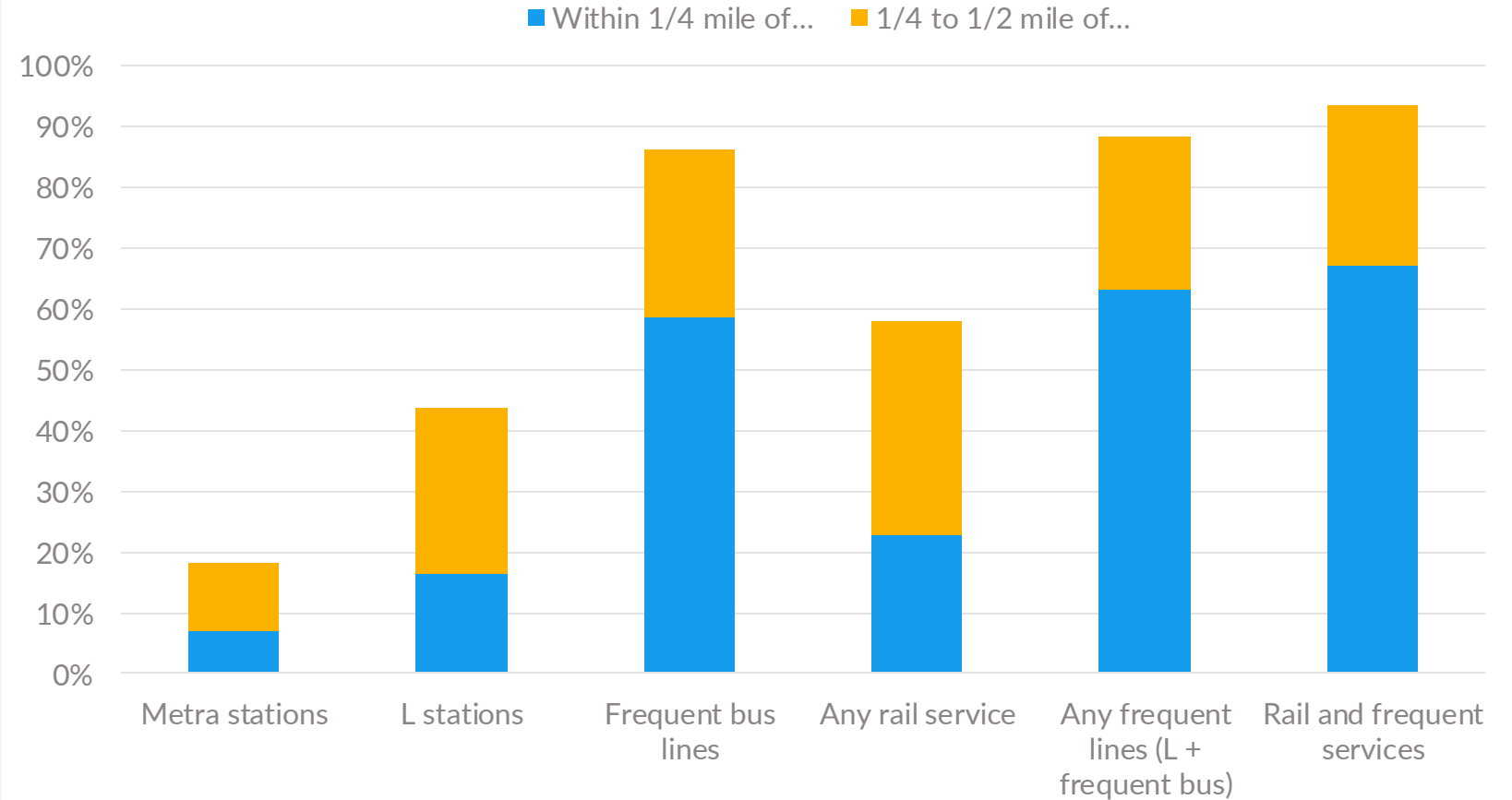


Each point represents a rail station area.



## Most city-owned parcels are located near the transit system

Share of the roughly 11,500 city-owned parcels located...

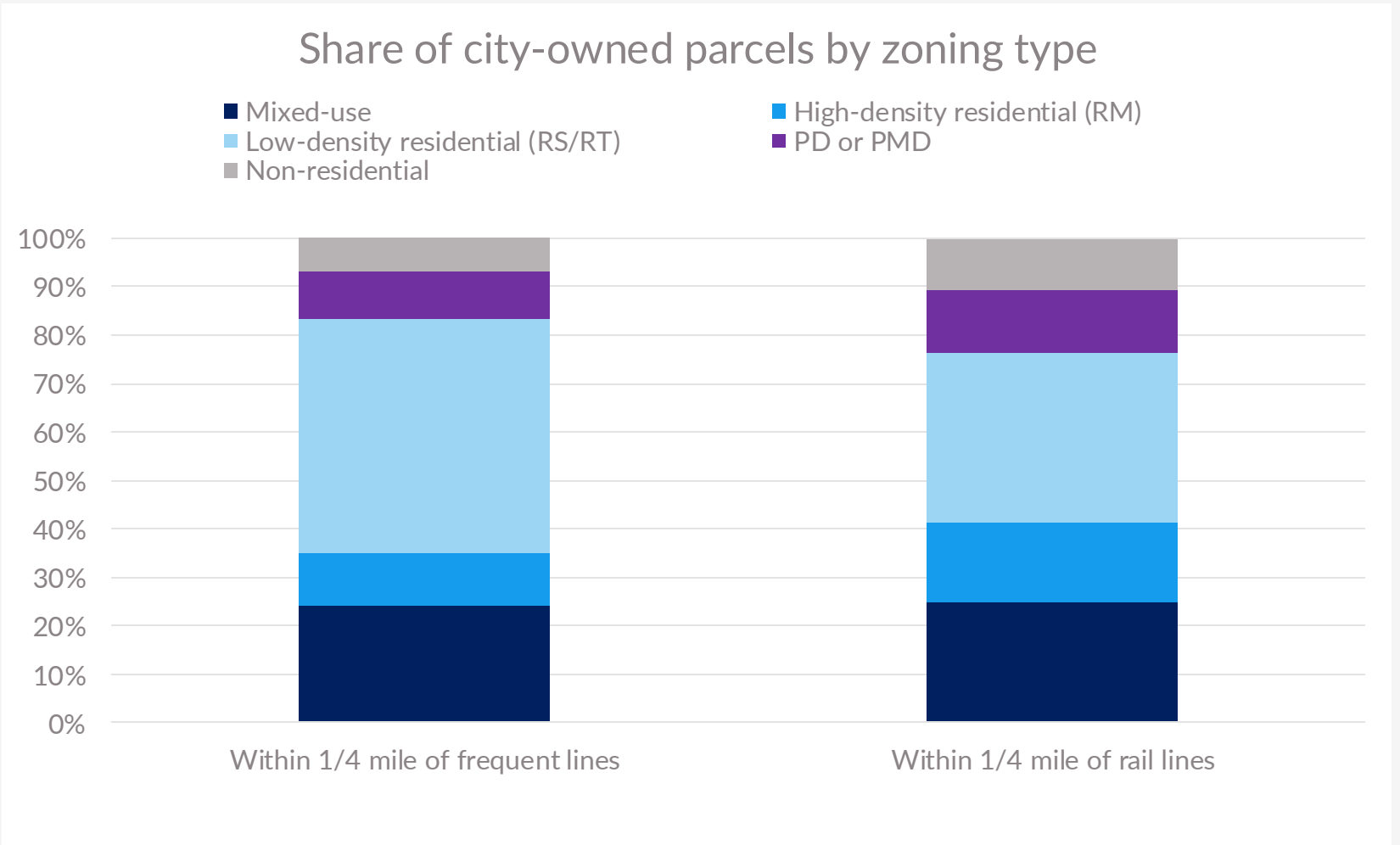


*Includes both vacant and non-vacant properties.*

## Community areas with the highest concentrations of city-owned parcels near transit

Community area	Parcels within ¼ mi of frequent lines	Parcels within ¼ mi of rail lines
West Englewood	712	145
North Lawndale	703	145
Englewood	506	128
Grand Boulevard	466	226
New City	434	2
East Garfield Park	429	218
Near West Side	355	79
Austin	354	83
West Garfield Park	279	124
Humboldt Park	274	33
Woodlawn	265	98
Washington Park	234	160
Roseland	210	23
South Chicago	174	116
West Pullman	162	168

**Only a minority  
of city-owned  
land near transit  
is zoned for  
mixed uses  
and/or high  
density  
residential**



*Includes both vacant and non-vacant properties.*

# Comparisons and Summary

## Province has established clear requirements for cities to introduce minimum densities in areas near transit

### Summary for Comparison: Best practices from British Columbia

Distance	Minimum FAR requirement	Minimum height requirement
200 m (about 1/8 mile) of SkyTrain (similar to L)	5	20 stories
200–400 m (about 1/8 to 1/4 mile) of SkyTrain	4	12 stories
400–800 m (about 1/4 to 1/2 mile) of SkyTrain	3	8 stories
200 m of commuter train or major bus terminal	4	12 stories
200–400 m of commuter train or major bus terminal	3	8 stories

*FAR = floor area ratio.*

## Summary for Comparison: British Columbia requirements and Chicago zoning

**Very little of Chicago's transit-accessible neighborhoods are zoned to allow densities mandated as standard for new development in British Columbia**

Distance	British Columbia FAR requirement	Share of Chicago equivalent area zoned above FAR	Share of Chicago equivalent area <u>outside Loop</u> zoned above FAR	Share of Chicago equivalent area <u>outside Loop</u> and <u>allowing residential</u> zoned above FAR
Up to 400 m (about 1/4 mile) of SkyTrain or L	4 to 5	8.7%	6.4%	8.3%
400–800 m (about 1/4 to 1/2 mile) of SkyTrain or L	3	5.3%	5.3%	6.8%

# A Summary of Key Findings on Transit Access and Zoning

- The city's transit system is well developed, but most people do not have access to frequent, reliable routes.
- Zoning policy has concentrated density and a mix of uses near transit, but these uses remain rare throughout much of the city.
- This may result in the city not taking best advantage of the transit system it has, and will continue to make it difficult for the CTA and Metra to bring back riders.
- Lessons from other communities suggest that higher density zoning is acceptable.

# Data Sources

- City of Chicago Open Data bus route data and zoning data
- Transit Explorer rail station data
- US Census American Community Survey block group and tract-level data



# Appendix

## Transit options in Chicago

	Distance	CTA L stations	CTA frequent bus lines*	All CTA bus lines*	Metra stations
Share of land within	¼ mile	9%	40%	86%	6%
	½ mile	25%	64%	95%	20%
	Further	75%	36%	5%	80%
Share of population within	¼ mile	15%	46%	94%	7%
	½ mile	36%	72%	99%	20%
	Further	64%	28%	1%	80%
Share of housing units within	¼ mile	17%	48%	95%	7%
	½ mile	40%	73%	99%	21%
	Further	60%	27%	1%	79%

*Excludes land area occupied by Midway and O'Hare Airports. Pace also provides bus service in Chicago, and South Shore provides rail service. Their routes, however, are almost entirely overlapping with CTA and Metra services. The above data are non-exclusive. \* We calculate distances from routes, not stations, for the bus lines.*

## Most city-owned parcels are located near the transit system

*Of the roughly 11,500 city-owned parcels, the share located...*

	Within a quarter mile	Within a half mile
Metra	7.1%	18.1%
L	16.5%	43.6%
Frequent bus	58.6%	86.2%
Any rail service	22.9%	57.9%
Any frequent service (L + frequent bus)	63.2%	88.3%
Rail and frequent services	67.0%	93.6%

Areas near L experienced some gentrification trends, on average, compared to city and areas near Metra

Change from 2005–09 to 2019–23

	Pop.	Hsg. units	Share pop. white	Share with BA+	Med. income	Per-capita income	Rent	Hsg. value
Citywide	–4%	+3%	0% pt.	+12% pt.	+16%	+26%	+13%	–15%
Within ¼ mi of L	+6%	+13%	+1% pt.	+14% pt.	+21%	+27%	+25%	–11%
Between ¼ and ½ mi of L	+3%	+9%	+2% pt.	+14% pt.	+22%	+28%	+21%	–13%
Within ¼ mi of Metra*	–7%	–1%	–1% pt.	+7% pt.	+8%	+17%	+6%	–21%
Between ¼ and ½ mi of Metra*	–8%	+1%	0% pt.	+10% pt.	+12%	+27%	+8%	–18%

\* But not within a ½ mile of the L.  
Values adjusted for inflation.

On the North Side, areas near the L experienced fewer such changes

Change from 2005–09 to 2019–23

	Pop.	Hsg. units	Share pop. white	Share with BA+	Med. income	Per-capita income	Rent	Hsg. value
North Side	0%	–1%	–4% pt.	+9% pt.	+13%	+12%	+17%	–14%
Within ¼ mi of L	–5%	–2%	–2% pt.	+9% pt.	+14%	+14%	+19%	–11%
Between ¼ and ½ mi of L	+1%	+2%	–3% pt.	+10% pt.	+12%	+12%	+16%	–14%
Within ¼ mi of Metra*	–13%	–12%	+2% pt.	+12% pt.	+14%	+38%	+14%	–21%
Between ¼ and ½ mi of Metra*	–6%	–3%	+1% pt.	+13% pt.	+23%	+35%	+18%	–19%

\* But not within a ½ mile of the L. A small share of North Side is located near Metra.

Values adjusted for inflation.

In general, more population growth near transit—because of focus of growth in central areas

Population change from 2005–09 to 2019–23

	City	Central	North Side	Northwest Side	South Side	SW Side	West Side
Areawide	–4%	+46%	0%	–8%	–10%	–10%	–8%
Within ¼ mi of L	+6%	+48%	–5%	0%	+4%	–5%	–10%
Between ¼ and ½ mi of L	+3%	+48%	+1%	–5%	–2%	–9%	–5%
Within ¼ mi of Metra*	–7%	–11%	–13%	–5%	–7%	–9%	–8%
Between ¼ and ½ mi of Metra*	–8%	+64%	–6%	–11%	–12%	–10%	–8%

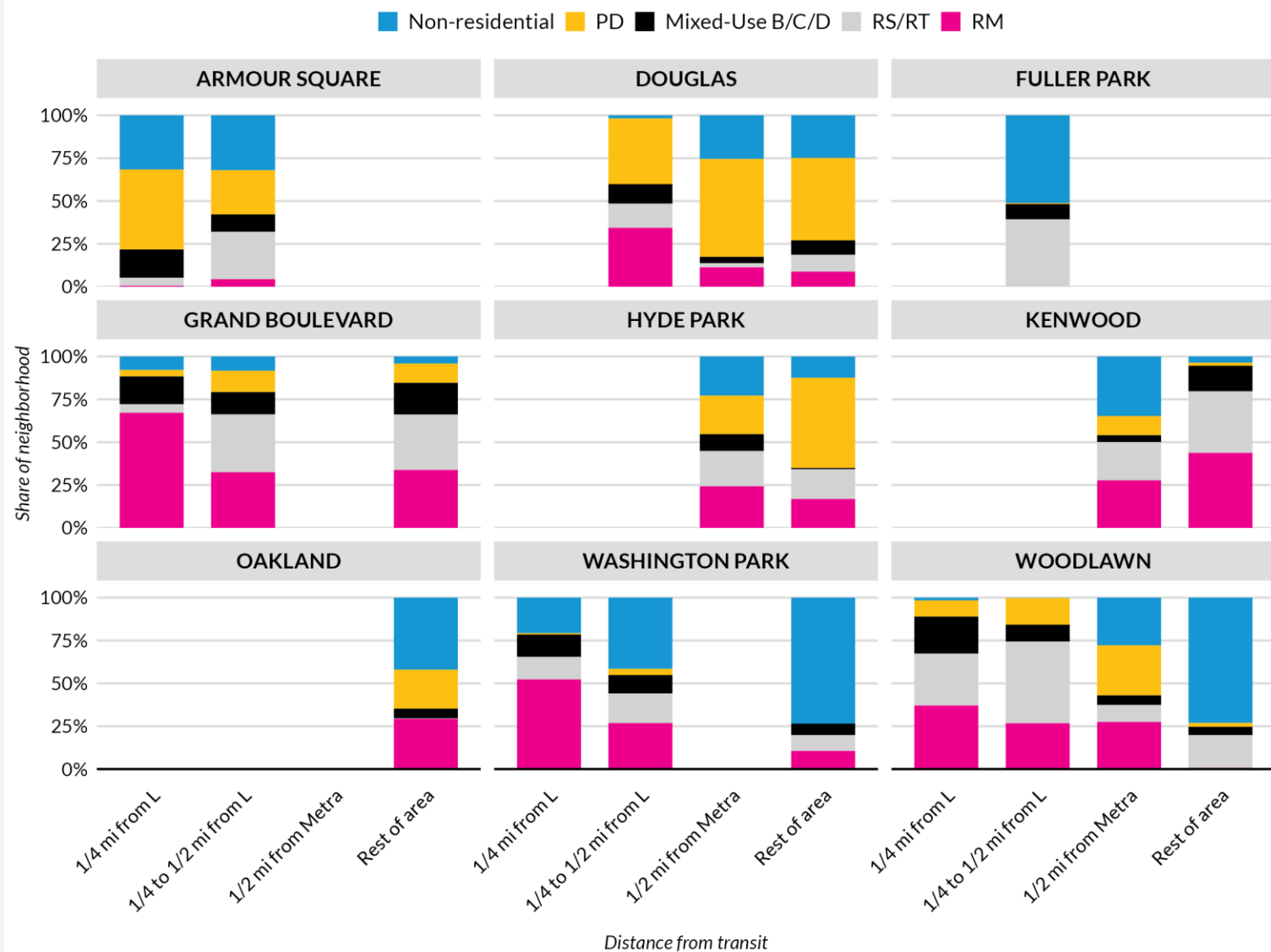
\* But not within a ½ mile of the L.

# CMAP Land Use Codes Classifications

- **Low-density residential** = 1111 (single-family attached), 1112 (single-family detached), 1140 (mobile home parks and trailer courts)
- **High-density residential and mixed use** = 1130 (multi-family), 1151 (common space in a residential development), 1216 (urban mix with a residential component), 4210 (under construction, residential)
- **Cultural and institutional** = 1240 (cultural/entertainment), 1321 (K-12 schools), 1322 (post-secondary schools), 1350 (religious facilities), 1370 (other institutional)
- **Office, government, hotel** = 1220 (office), 1250 (hotel/motel), 1310 (medical facilities), 1330 (government administration and services), 1340 (prison and correctional facilities), 4220 (under construction, commercial)
- **Retail** = 1211 (shopping malls), 1212 (regional and community retail), 1214 (single large-site retail), 1215 (urban mix)
- **Industrial and transport** = 1410 (mineral extraction), 1420 (general industrial), 1431 (manufacturing/processing), 1432 (warehousing/distribution), 1433 (flex or intermediate), 1450 (storage), 1520 (other linear transportation with associated facilities), 1530 (aircraft transportation), 1550 (communication), 1562 (wastewater treatment facility), 1563 (landfill), 1564 (other utility/waste), 1565 (stormwater management), 1570 (intermodal facility)
- **Transport ROW** [right of way] = 1511 (rail ROW), 1512 (roadway), 1561 (utility right of way)
- **Open space** = 3100 (open space, primarily recreation), 3200 (golf course), 3300 (open space, primarily conservation), 3400 (non-public open space), 3500 (trail or greenway)
- **Vacant and parking** = 1540 (independent automobile parking), 4110 (vacant residential land), 4120 (vacant commercial land), 4130 (vacant industrial land), 4140 (other vacant land)
- **Non-developable** = 1360 (cemeteries), 5000 (water), 6000 (non-parcel areas), 9999 (non-classifiable)

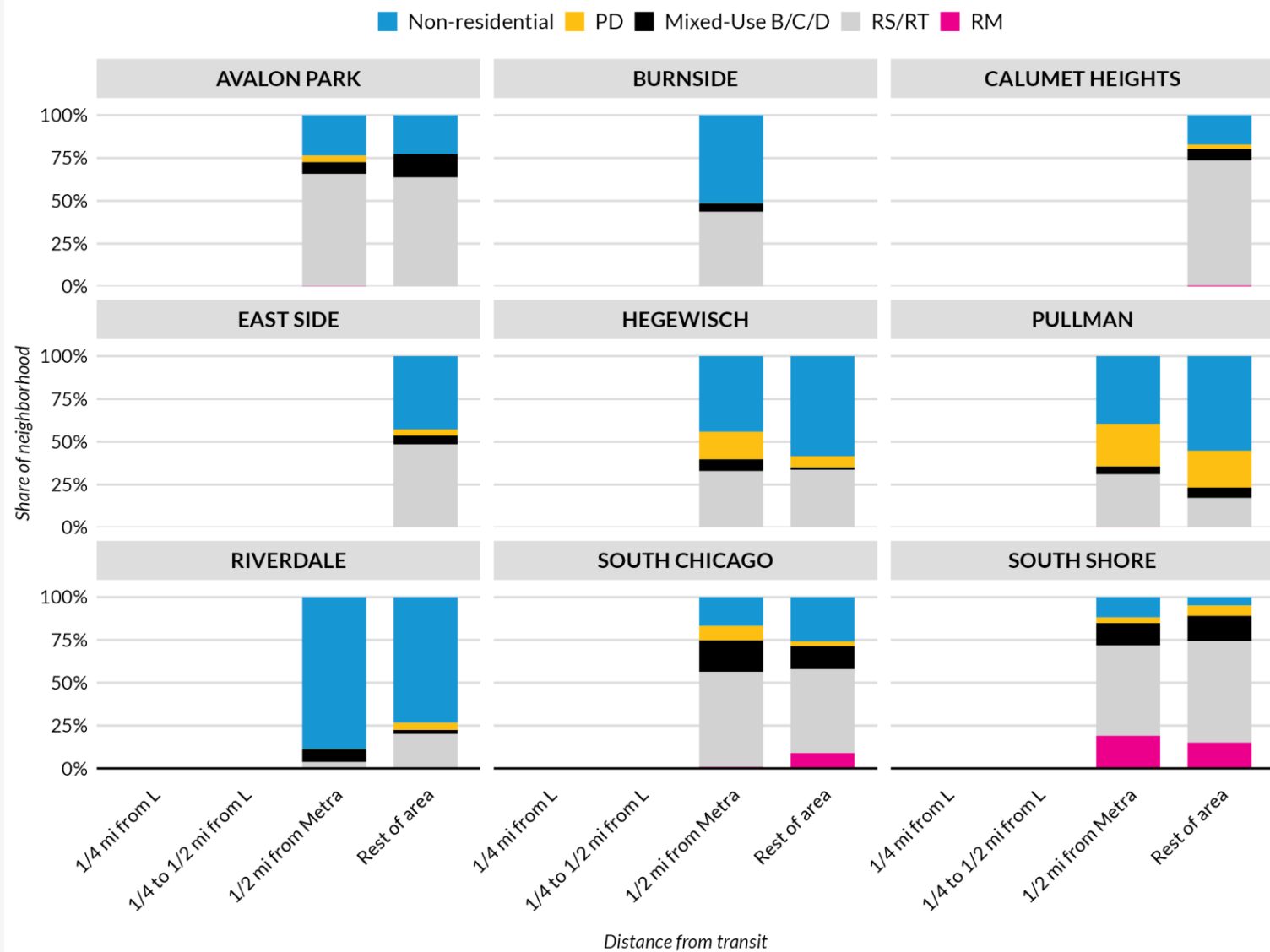
*Note: There are additional codes in the CMAP land use database, but these are the codes present in Chicago.*

# South Side

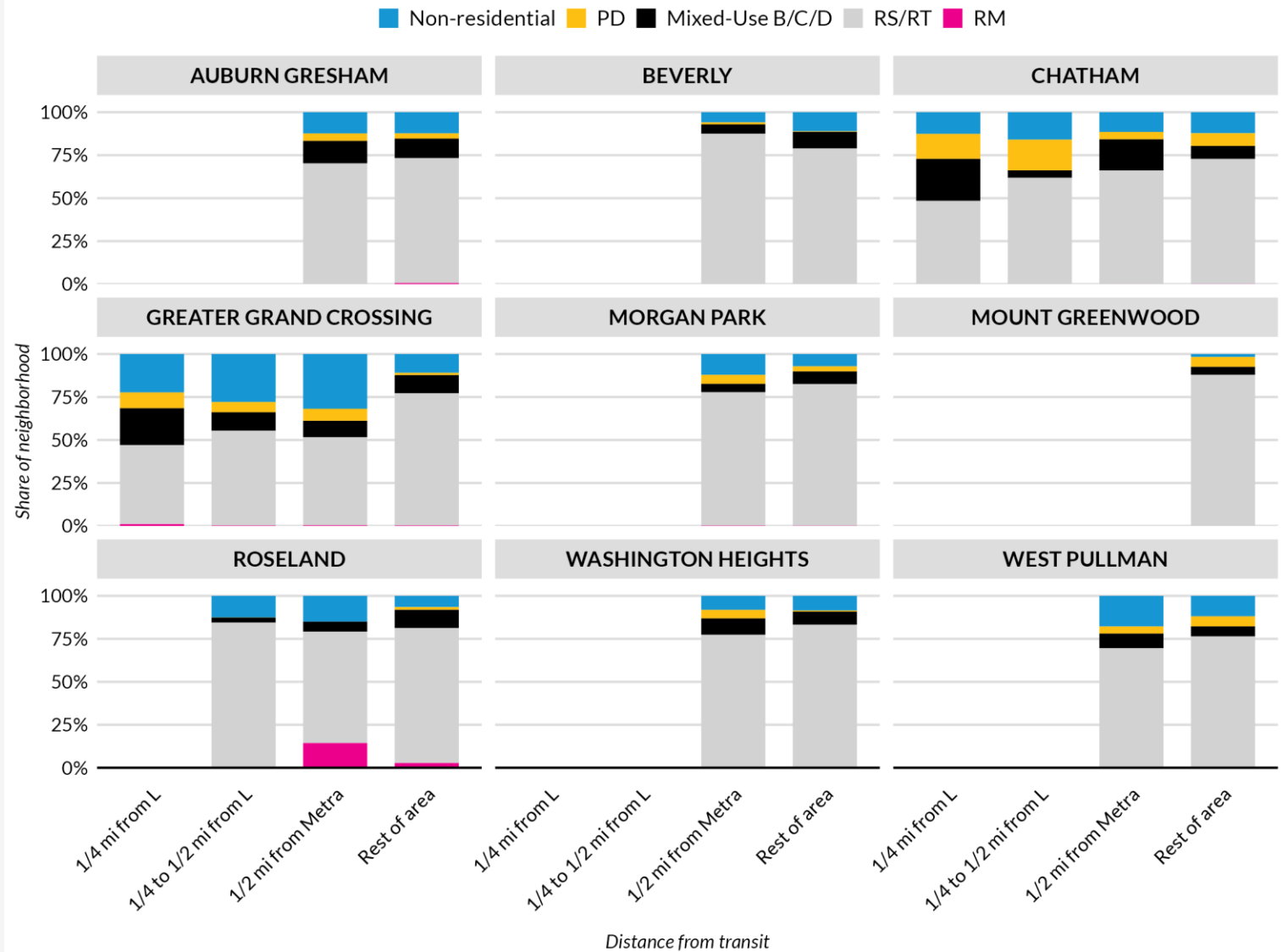




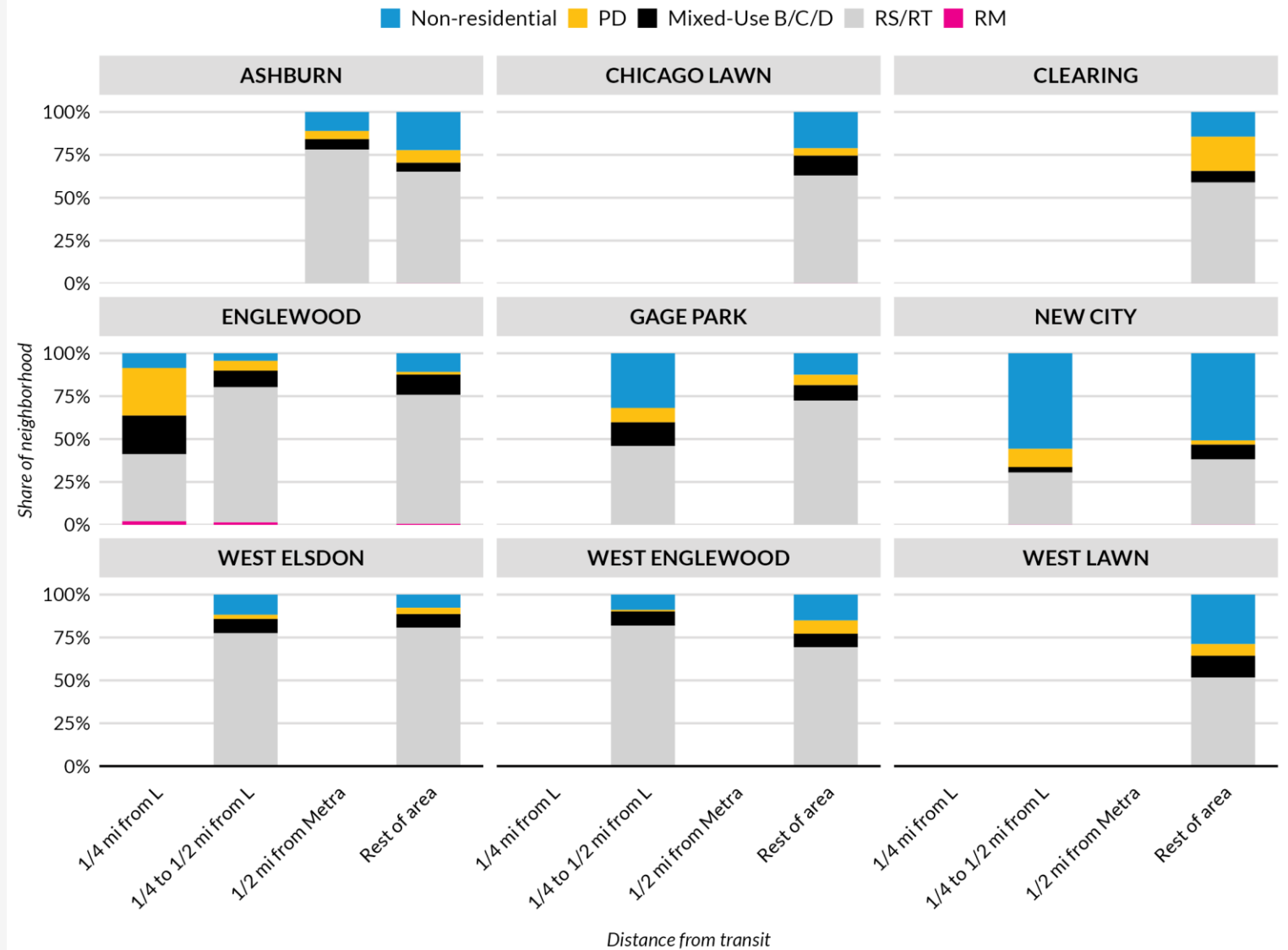
# Far South Side



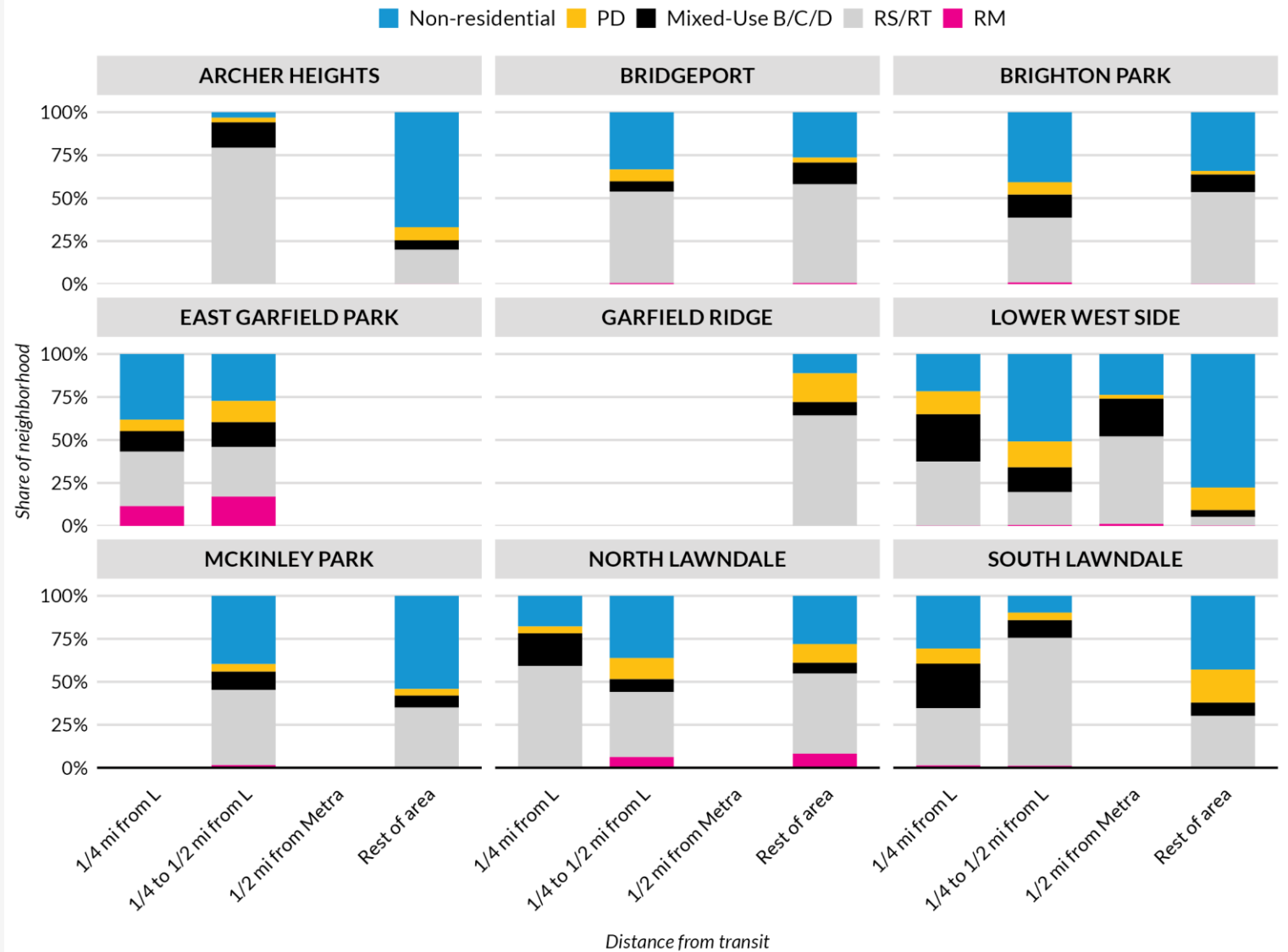
# Far Southwest Side



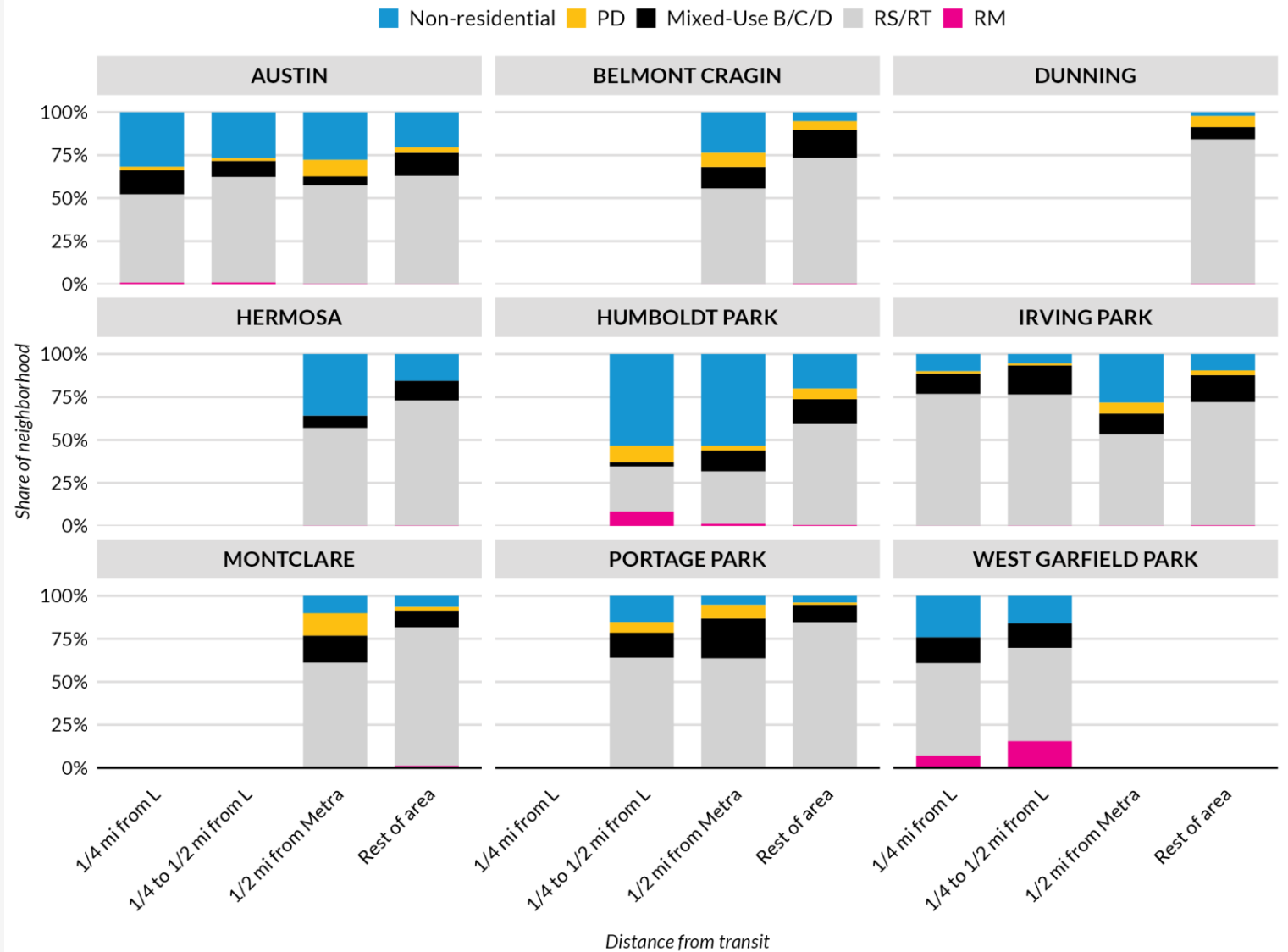
# Southwest Side



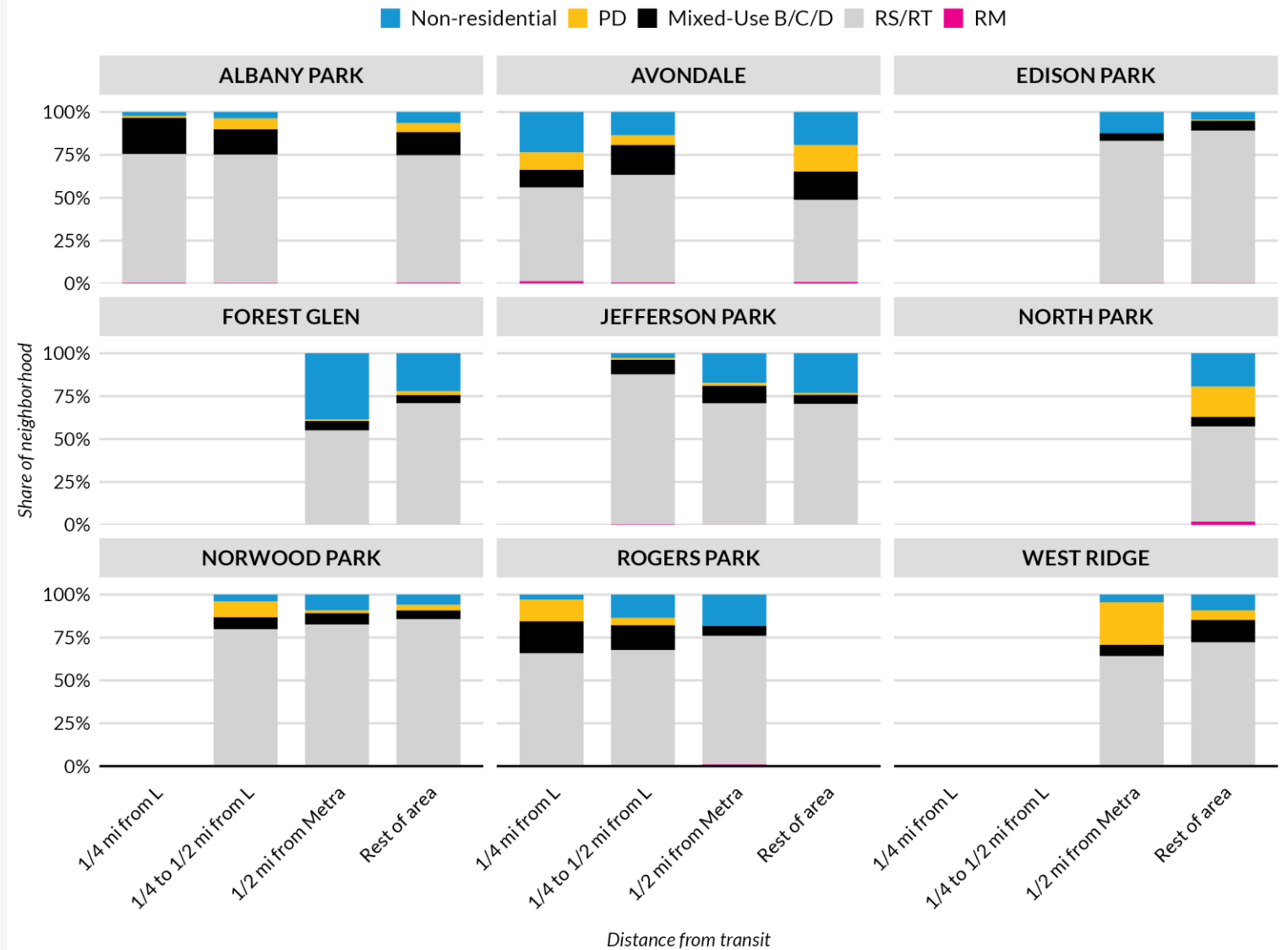
# West Side (South)



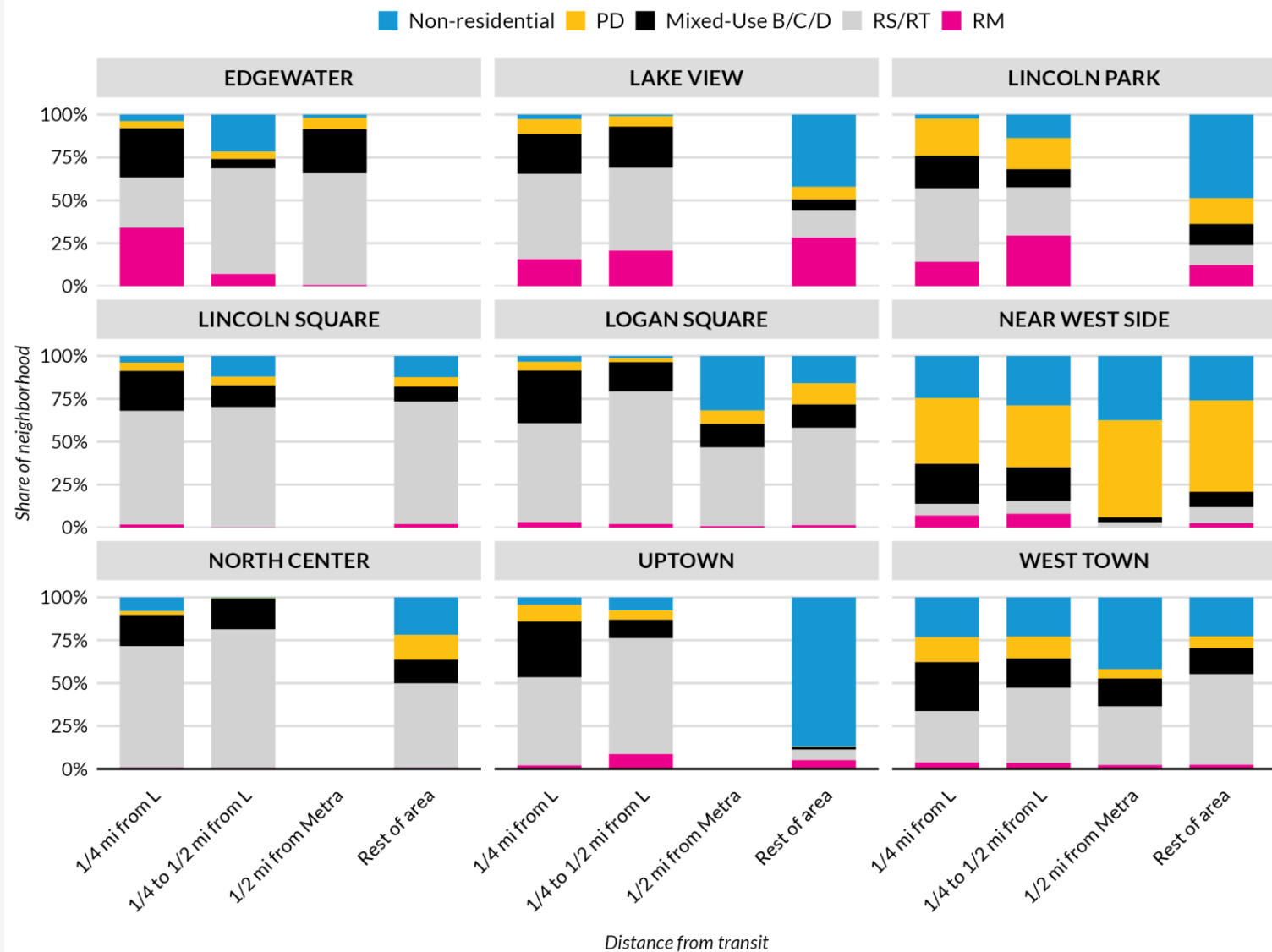
# West Side (North)



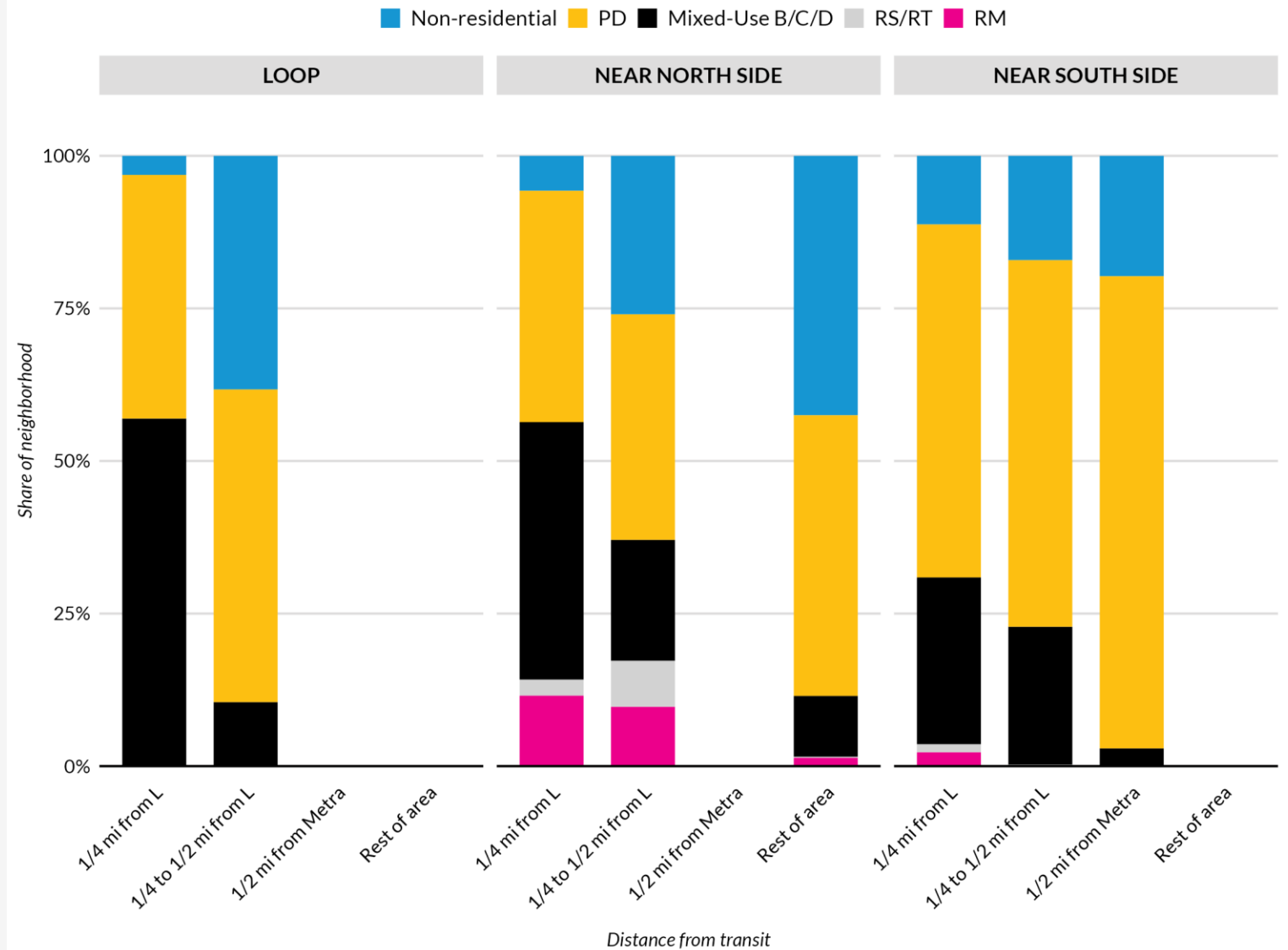
# Far North Side



# North and Northwest Sides



# Downtown





In certain community areas, a mix of uses and high densities is relatively prioritized

Community area	Share of community near fixed-guideway transit	Share of land area near transit zoned for mixed uses and/or high-density residential	Share of land area near transit zoned for low-density residential
Grand Boulevard	85%	63%	21%
Washington Park	81%	46%	16%
Lake View	74%	42%	49%
Near North Side	82%	41%	5%
Woodlawn	72%	39%	26%
Loop	93%	38%	0%
Edgewater	88%	36%	49%
Lincoln Park	56%	36%	32%
Hyde Park	65%	33%	20%
South Shore	78%	32%	53%

*Near fixed-guideway transit means within a half-mile of a Metra or L station.*

But in others,  
such zoning is  
rare

Community area	Share of community near fixed-guideway transit	Share of land area near transit zoned for mixed uses and/or high-density residential	Share of land area near transit zoned for low-density residential
New City	11%	4%	29%
Pullman	49%	5%	31%
Edison Park	44%	5%	83%
Burnside	76%	5%	44%
Morgan Park	44%	5%	78%
Forest Glen	33%	5%	56%
Beverly	58%	5%	87%
O'Hare	15%	6%	5%
Garfield Ridge	6%	6%	7%
Ashburn	29%	6%	78%

*Near fixed-guideway transit means within a half-mile of a Metra or L station.*

**Community areas where you might expect high-density zoning... but it's rare**

Community area	Share of community near fixed-guideway transit	Share of land area near transit zoned for mixed uses and/or high-density residential	Share of land area near transit zoned for low-density residential
Uptown	73%	24%	62%
West Town	63%	24%	39%
Logan Square	64%	21%	64%
Lower West Side	61%	20%	30%
North Center	43%	19%	77%
Albany Park	49%	18%	75%
Armour Square	75%	16%	19%
Avondale	51%	16%	60%
Lincoln Square	50%	16%	73%
Rogers Park	92%	15%	68%

*Near fixed-guideway transit means within a half-mile of a Metra or L station.*

# All community areas

High-density residential and mixed-use B/C/D zones are disproportionately located in neighborhoods near transit, particularly near the L.

	Total	¼ mi of L	¼ to ½ mi of L	½ mi of Metra	Further away
Total	231 mi <sup>2</sup>	8.9%	15.8%	15.1%	60.2%
High-density residential	7.3 mi <sup>2</sup>	24.0%	32.5%	18.9%	24.9%
Low-density residential	112.0 mi <sup>2</sup>	6.5%	15.0%	17.1%	61.4%
Mixed-use B/C/D	24.1 mi <sup>2</sup>	20.8%	20.4%	13.9%	44.9%
PD/PMD	44.8 mi <sup>2</sup>	9.4%	15.7%	17.1%	61.4%
Non-residential	43.8 mi <sup>2</sup>	5.7%	13.0%	13.8%	67.5%

*Example reading of this table: In Chicago, 24.1 square miles of land area is zoned for mixed-use B, C, or D districts. Of those areas, 20.8% of land is located within a quarter mile of an L station, and 20.4% of land is located between ¼ and ½ mile of an L station.*

# All community areas

Areas nearest to the L are disproportionately likely to be zoned for high-density residential or mixed-use zones.

	Total	High-density residential	Low-density residential	Mixed-use B/C/D	PD/PMD	Non-residential
Total	231 mi <sup>2</sup>	3.2%	48.5%	10.4%	19.4%	19.0%
¼ mi of L	20.5 mi <sup>2</sup>	8.5%	35.5%	24.5%	20.5%	12.2%
¼ to ½ mi of L	36.5 mi <sup>2</sup>	6.5%	46.2%	13.4%	19.3%	15.6%
½ mi of Metra	34.9 mi <sup>2</sup>	3.9%	54.8%	9.6%	14.8%	17.3%
Further away	139.1 mi <sup>2</sup>	1.3%	49.5%	7.8%	20.4%	21.2%

*Example reading of this table: In Chicago, 20.5 square miles of land area is located within a quarter mile of an L station. Of those areas, 8.5% of land is zoned for high-density residential and 20.5% of land is zoned for a PD or PMD use.*

# All community areas

In most community areas, areas near transit stations have a greater share of their area zoned for high-density residential uses (including mixed uses).

