



104TH GENERAL ASSEMBLY

State of Illinois

2025 and 2026

SB3212

Introduced 2/2/2026, by Sen. Emil Jones, III

SYNOPSIS AS INTRODUCED:

New Act

Creates the Transit-Oriented Overlay and Opportunity Retail Integration Zoning Act. Provides that the area located within a one-mile radius of a transit-oriented development is an ORI zone. Provides that the ORI zone is created automatically by operation of law. Provides that, if a conflict exists between the provisions of the ORI zone and a county or municipality, then the provisions of the ORI zone shall control. Provides that, within the ORI zone, the following uses shall be permitted by right: (1) retail, restaurant, and personal service establishments; (2) office, professional, medical, and administrative uses; (3) residential uses of all types, including single-family, multifamily, and mixed-use residential; (4) light manufacturing, research and development, storage warehousing, maker spaces, and innovation or technology-oriented industrial uses that do not involve heavy industrial processes; (5) institutional, educational, cultural, and governmental uses; (6) lodging and hospitality uses; (7) structured and accessory parking facilities; and (8) any other substantially similar use. Provides that a county or a municipality may enforce objective development standards applicable within the ORI zone. Provides that, if a county or municipality does not approve a proposal for a development in an ORI zone for a use that is permitted within an ORI zone within 90 days after receiving the application for the project, then the development proposal is deemed approved. Limits home rule powers. Effective January 1, 2026.

LRB104 20176 RTM 33627 b

1 AN ACT concerning local government.

2 **Be it enacted by the People of the State of Illinois,**
3 **represented in the General Assembly:**

4 Section 1. Short title. This Act may be cited as the
5 Transit-Oriented Opportunity Retail Integration Zoning Act.

6 Section 5. Findings and purpose.

7 (a) The General Assembly finds that:

8 (a) The State of Illinois has a compelling interest in
9 promoting efficient land use, economic development,
10 housing availability, reduced automobile dependency, and
11 equitable access to employment and services near public
12 transportation.

13 (b) Transit-oriented development has been demonstrated
14 to increase economic activity, expand housing options,
15 reduce transportation costs for residents, and improve
16 environmental outcomes.

17 (c) Inconsistent local zoning practices surrounding
18 transit-oriented developments frequently limit the full
19 economic and community benefits of public transportation
20 investments.

21 (d) Establishing a uniform, by-right zoning framework
22 within a radius of transit-oriented developments will
23 advance statewide goals while preserving reasonable local

1 regulatory authority over design, health, and safety.

2 (b) The purpose of this Act is to create an automatic
3 zoning overlay for land within one mile of a transit-oriented
4 development, designated as an opportunity, retail, and
5 innovation zone, to facilitate mixed-use, commercial,
6 employment, and residential development in proximity to
7 transit-oriented developments.

8 Section 10. Definitions. As used in this Act:

9 "One-mile radius" includes all land parcels, or portions
10 thereof, located within one mile, measured horizontally, of a
11 transit-oriented development.

12 "Opportunity, retail, and innovation zoning" or "ORI zone"
13 means a mixed-use zoning classification that permits, by
14 right, commercial, retail, office, institutional, light and
15 medium industrial, innovation, and residential uses, subject
16 to the standards of this Act.

17 "Transit-oriented development" means a fixed-route public
18 transit facility, including but not limited to CTA rail
19 stations, Metra commuter rail stations, Amtrak stations with
20 local service, or fixed-guideway bus rapid transit stations.

21 Section 15. Automatic ORI zone.

22 (a) Notwithstanding any other provision of law, the area
23 located within a one-mile radius of a transit-oriented
24 development is an ORI zone. All land located within an ORI zone

1 is subject to the provisions of the ORI zone.

2 (b) The ORI zone is created automatically by operation of
3 law and shall not require:

4 (1) an amendment to a comprehensive plan;

5 (2) a rezoning ordinance;

6 (3) map amendment approval; or

7 (4) discretionary legislative or administrative action
8 by a county or municipality.

9 (c) If a conflict exists between the provisions of the ORI
10 zone and a county or municipality, then the provisions of the
11 ORI zone shall control.

12 Section 20. Permitted uses within an ORI zone.

13 (a) Within the ORI zone, the following uses shall be
14 permitted by right:

15 (1) retail, restaurant, and personal service
16 establishments;

17 (2) office, professional, medical, and administrative
18 uses;

19 (3) residential uses of all types, including
20 single-family, multifamily, and mixed-use residential;

21 (4) light manufacturing, research and development,
22 storage warehousing, maker spaces, and innovation or
23 technology-oriented industrial uses that do not involve
24 heavy industrial processes;

25 (5) institutional, educational, cultural, and

1 governmental uses;
2 (6) lodging and hospitality uses;
3 (7) structured and accessory parking facilities; and
4 (8) any other use substantially similar to those
5 listed in this Section.

6 (b) Local zoning authorities may not require special use
7 permits, variances, or planned development approvals for uses
8 listed in this subsection (a).

9 Section 25. Development standards.

10 (a) A county or a municipality may enforce objective
11 development standards applicable within the ORI zone,
12 including:

- 13 (1) building height;
14 (2) setbacks;
15 (3) lot coverage;
16 (4) floor-area ratio;
17 (5) design and aesthetic standards; and
18 (6) environmental and stormwater regulations.

19 (b) The county's or municipality's standards shall be
20 ministerial, objective, and uniformly applied, and shall not
21 have the effect of prohibiting or unreasonably restricting
22 development permitted under this Act.

23 (c) Minimum off-street parking requirements within the ORI
24 zone are prohibited, except where required for persons with
25 disabilities under federal or State law.

1 Section 30. Administrative approval.

2 (a) Proposed developments within an ORI zone that comply
3 with this Act and applicable objective standards shall be
4 approved administratively.

5 (b) Counties and municipalities shall issue all required
6 zoning and building approvals within 90 days after receiving a
7 complete application.

8 (c) Failure to act within the time period specified in
9 subsection (b) shall result the application being deemed
10 approved.

11 Section 35. Home rule. A home rule unit may not regulate a
12 real property in a manner inconsistent with this Section. This
13 Section is a limitation under subsection (i) of Section 6 of
14 Article VII of the Illinois Constitution on the concurrent
15 exercise by home rule units of powers and functions exercised
16 by the State.

17 Section 40. Relationship to existing law. Nothing in this
18 Act shall be construed to:

19 (1) limit the application of building, fire, life safety,
20 or environmental codes;

21 (2) affect historic preservation districts established
22 under State or federal law, provided that the districts do not
23 prohibit all economically viable use of property; or

1 (3) impair existing collective bargaining agreements or
2 labor standards.

3 Section 99. Effective date. This Act takes effect January
4 1, 2027.