



# City of Chicago



SO2022-634

Office of the City Clerk

## Document Tracking Sheet

|                                 |   |
|---------------------------------|---|
| <b>Meeting Date:</b>            | 2/23/2022   |
| <b>Sponsor(s):</b>              | Misc. Transmittal   |
| <b>Type:</b>                    | Ordinance   |
| <b>Title:</b>                   | Zoning Reclassification Map No. 20-F at 747-757 W 79th St<br>and 7901-7909 S Halsted St - App No. 20952T1 |
| <b>Committee(s) Assignment:</b> | Committee on Zoning, Landmarks and Building Standards   |

Final for Publication

ORDINANCE

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

SECTION 1. Title 17 of the Municipal Code of Chicago, the Chicago Zoning Ordinance, is hereby amended by changing all of the B1-1 Neighborhood Shopping District symbols and indications as shown on Map No. 20-F in the area bounded by

West 79th Street; a line 130.20 feet east of the east line of South Halsted Street; the public alley next south of and parallel to West 79th Street; and South Halsted Street;

to those of a B3-3 Community Shopping District.

SECTION 2. This ordinance takes effect after its passage and due publication.

Common Street Address: 747-757 West 79th Street; 7901-7909 S. Halsted Street

Substitute  
Narrative and Plans

Type I Zoning  
Narrative for  
747-757 West 79th Street; 7901-7909 S. Halsted Street  
B1-1 to B3-3

A. The applicant proposes to rezone the subject property from B1-1 Neighborhood Shopping District to B3-3 Community Shopping District. The subject property is currently unimproved. The purpose of the amendment to permit the development of a 30-unit, 5-story mixed-use building. The subject property is a Transit Served Location based on proximity to the 79<sup>th</sup> Street and the number 79 Bus Line. The applicant is seeking the following relief: (i) parking relief for a Transit-Served Locations in accordance with 17-10-0102-B, (ii) FAR increase for Transit-Served Locations in accordance with 17-3-0403-B and (iii) Variation for rear yard.

To qualify for a parking reduction the project meets the standards of 17-13-0905-F as follows:

- The project must be in a transit served location which it is, as set forth above.
- The project must comply with the standards and regulations of Sec. 17-3-0500 pertaining to pedestrian streets and pedestrian retail streets, even if the project is not located along a pedestrian street or a pedestrian retail street. The proposed building meets the design standards in Section 17-3-0504 except with regard to building location (17-3-0504-B) and will seek any necessary relief.
- The project must comply with the general goals set forth in the Transit Friendly Development Guide: Station Area Typology, and any other station-specific plans, designs or guidelines adopted by the Chicago Plan Commission. The Guide defines "transit friendly development" as "Development which is oriented towards and integrated with adjacent transit. The development incorporates accessibility and connectivity and is a multiuse mix of dense development that generates significant levels of transit riders." The proposed development will be integrated with adjacent transit and incorporate a multiuse mix of residential and commercial uses.
- The applicant must actively promote public transit and alternatives to automobile ownership. The applicant is providing bike parking along Halsted street for the residents. The applicant will encourage residents to use public transportation.
- The requested reduction must be offset by enhancements to the pedestrian environment that are not otherwise required, such as wider sidewalks, decorative pavement, trees, raised planters, outdoor seating, special lighting, bus shelters or other types of weather protection for pedestrians, transit information kiosks, or other pedestrian amenities. The development will include a pedestrian plaza along 79<sup>th</sup> Street and enhanced landscaping.

|   |  |
|---|--|
| B. Lot Area                                     | 13,020 square feet                           |
| C. FAR*   | 3.5  |
| D. Number of Dwelling Units                     | 30 dwelling units                            |
| E. Density (Minimum lot area per dwelling unit) | 434 square feet                              |
| F. Building Height                              | Not to exceed 62'-0"                         |
| G. Front setback                                | 0'   |
| H. Side setbacks                                | 0'   |
| I. Rear Setback**                               | 12'-4" at first floor<br>8'-1" at floors 2-5 |
| J. Parking***                                   | 14 parking spaces.                           |

\* FAR increase for Transit-Served Locations in accordance with 17-3-403-B

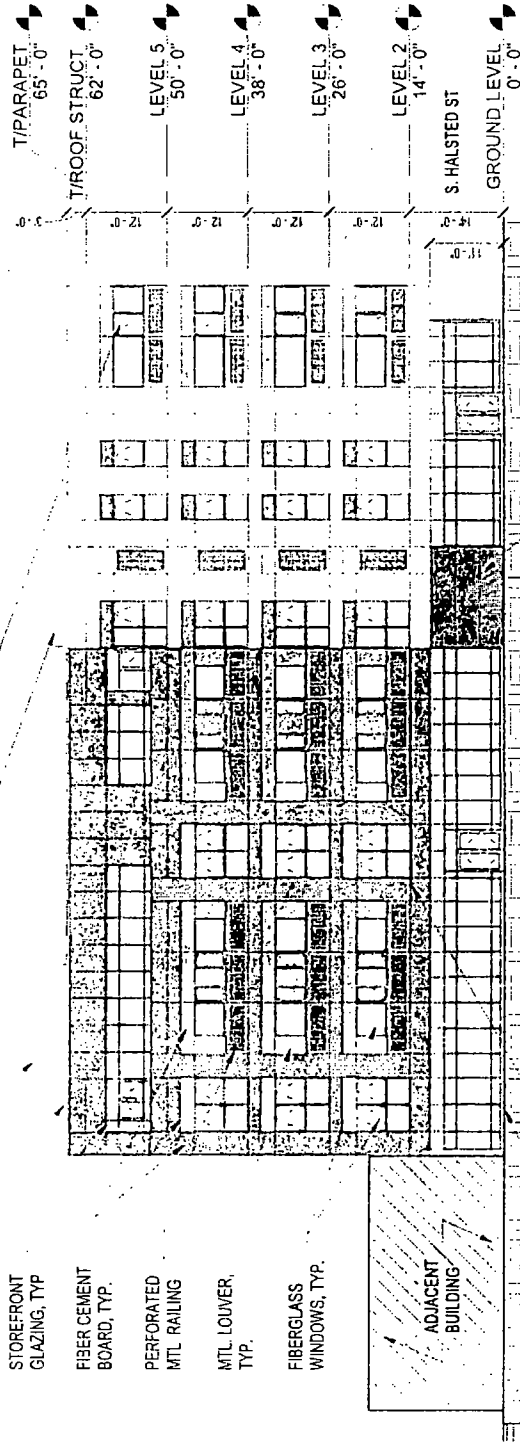
\*\* Variation for rear yard

\*\*\* Parking relief for a Transit-Served Locations in accordance with 17-10-0102-B



# Final for Publication

- FIBERGLASS DOOR, TYP.
- ELEVATOR OVERRUN
- PERFORATED ALUM. ROOF TOP UNIT SCREEN 8'-7" HIGH
- PREFINISHED ALUM. COPING
- STOREFRONT GLAZING, TYP
- FIBER CEMENT BOARD, TYP.
- PERFORATED MTL RAILING
- MTL LOWER, TYP.
- FIBERGLASS WINDOWS, TYP.



- CONCRETE BASE
- MTL CANOPY

NORTH BUILDING ELEVATION  
1/16" = 1'-0"



# Final for Publication

PERFORATED ALUM.  
ROOF TOP UNIT  
SCREEN 8'-7" HIGH

ELEVATOR  
OVERRUN

PREFINISHED  
ALUM. COPING

FIBER CEMENT  
BOARD, TYP.

PERFORATED MTL.  
RAILING, TYP

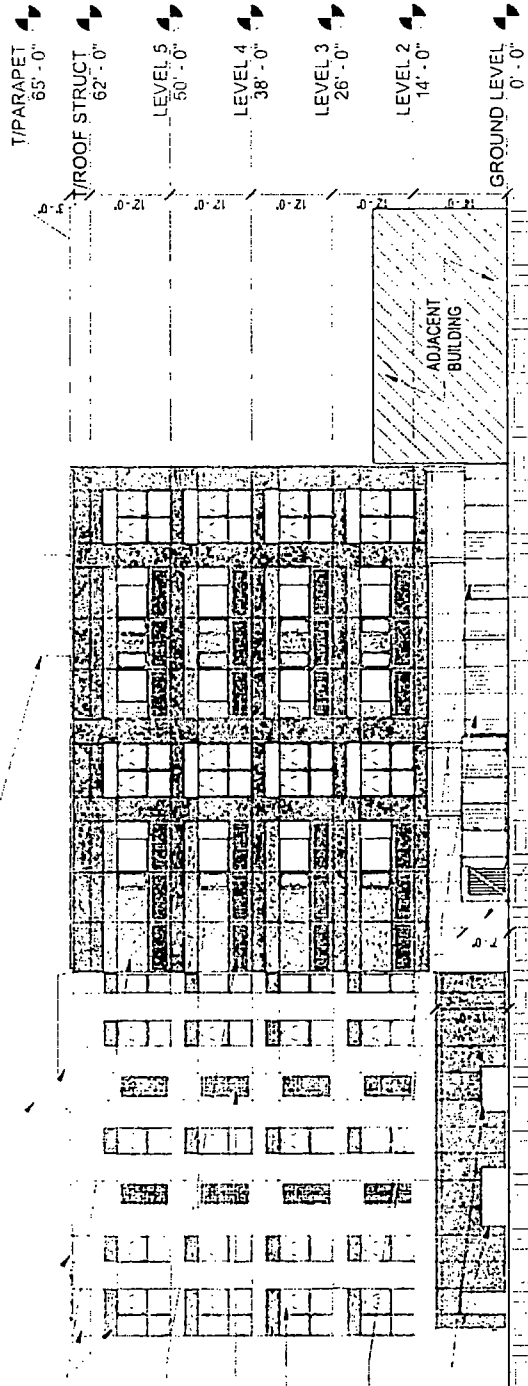
PERFORATED MTL.  
LOUVER, TYP

FIBERGLASS  
WINDOWS, TYP

ORNAMENTAL  
ALUM. FENCE +  
SLIDING GATE

TRANSFORMER,  
SECTIONALIZER

S. HALSTED ST.



1. SOUTH BUILDING ELEVATION  
1/16" = 1'-0"

FIBER CEMENT  
BOARD, TYP.



# Final for Publication

