



# Office of the City Clerk

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## Legislation Details (With Text)

**File #:** O2022-283  
**Type:** Ordinance  
**File created:** 1/26/2022  
**Status:** Passed  
**In control:** City Council  
**Final action:** 2/23/2022  
**Title:** Zoning Reclassification Map No. 9-G at 3431 N Ashland Ave - App No. 20916T1  
**Sponsors:** Misc. Transmittal  
**Indexes:** Map No. 9-G  
**Attachments:** 1. O2022-283 (V1).pdf, 2. O2022-283.pdf

Date	Ver.	Action By	Action	Result
2/23/2022	1	City Council	Passed	Pass
2/22/2022	1	Committee on Zoning, Landmarks and Building Standards	Recommended to Pass	
1/26/2022	1	City Council	Referred	

### 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 C1-2 Neighborhood Commercial District symbols and indications as shown on Map Number 9-G in the area bounded by:

A line 199.3 feet south of and parallel to West Cornelia Avenue; the alley next east of and parallel to North Ashland Avenue; a line 319.3 feet south of and parallel to West Cornelia Avenue; and North Ashland Avenue

to those of a B2-3 Neighborhood Mixed-Use District, and a corresponding use district is hereby established in the area above described.

SECTION 2. This ordinance shall be in force and effect from and after its passage and due publication.

Common Address of Property: 3431 N. Ashland Avenue

Narrative and Plans Type I Rezoning Attachment 3431 N.  
Ashland Ave.

#### The Project

3443 N Ashland Land Owner LLC, an Illinois limited liability company, the owner of the subject site (the "Applicant"), is proposing to develop a newly-constructed masonry building containing 42 dwelling units, 12 parking spaces and 51 bicycle spaces in a transit-served location, specifically, the subject property's frontage is on the CTA bus line corridor roadway segment served by the Ashland / 9 and Ashland Express /X9 bus routes, as listed in Table 17-10-0102-B.1.a of the Zoning Ordinance.

To construct the proposed project, the Applicant seeks a change of zoning classification for the subject property from C1-2 to B2-3. This change of zoning classification is being sought through the Type I rezoning process of Section 17-13-0302-A of the Zoning Ordinance in order to qualify for reduction of standards for Minimum Lot Area per Dwelling Unit under Section 17-3-0402-B and Parking under Section 17-10-0102-B.1 of the Zoning Ordinance.

To qualify for reduction of these standards, the project:

- a) Must be located in a transit-served location; which it is, as set forth above.
- b) Must comply with the standards of Section 17-3-0500 pertaining to pedestrian streets and pedestrian retail streets; as shown on the accompanying Type I plan set, the proposed building meets the design standards set forth in Section 17-3-0504 except with regard to building location (17-3-0504-B) and will seek a variation for relief from the building location standard pursuant to Sections 17-13-1101-A and 17-13-1003-P of the Zoning Ordinance.
- c) 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 Transit Friendly Development Guide defines "transit friendly development" on page 2 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 building will provide dense residential development immediately adjacent to a major CTA bus line corridor roadway segment in an already dense multiuse neighborhood.
- d) Must actively promote public transit and alternatives to automobile ownership; the proposed building includes an 1,150 sq.ft. bicycle room with 51 bicycle spaces (approximately 22.5 sq.ft. per bicycle) and a work area with air pump, work bench, and tool storage, which will strongly support bicycle ownership as an alternative to automobile ownership.
- e) Must include enhancements to the pedestrian environment that are not otherwise required; the proposed building includes a wide pedestrian area at the front of the building (which is not required, and in fact requires the relief from building location standards mentioned above). This pedestrian area will include decorative paving, planters and landscaping, as indicated on the site plan included in the Type I plan set.

#### The Site

The 12,810 square foot site (per record, 120' x 106.75') is a rectangularly-shaped parcel on the east side of North Ashland Avenue. It is bounded by a public alley on the east and other parcels currently under development on the north and south. The subject site is presently improved with a one- and two-story building that had contained offices and a printing plant, which will be razed.

The land use in the immediate area of the proposed rezoning consists of four-story residential buildings across North Ashland Avenue. The developments proposed for the adjacent property to the north and south are residential buildings of comparable bulk and density.

The following are the relevant bulk calculations for the proposed development:

floor area ratio' proposed' 3.23; allowed 3.5 (FAR increase for transit-served location, per Section 17-3-0403-B of the Zoning Ordinance;  
building floor area: 41,360.4 sq.ft.)

lot area per dwelling unit (MLA): proposed 305 sq.ft./du; allowed 400 sq.ft./du\*

off-street parking/loading: proposed 12 parking spaces, 1 loading space, 51 bicycle spaces;  
required 42 parking spaces, 1 loading space\*\*

setbacks: proposed front (North Ashland Avenue) = 5.00 feet\*\*\* proposed rear = 25.08 feet\*\*\* side/north =  
0.00 feet side/south - 0.00 feet

building height: proposed 55.77 feet; allowed 65 feet

"This application includes relief under Section 17-3-0402-B of the Zoning Ordinance, reducing Minimum Lot Area per Dwelling Unit for transit-served location standard to 300 sq.ft./du.

\*\* This application includes relief under Section 17-10-0102-B of the Zoning Ordinance, reducing minimum off-street automobile parking ratios for residential uses at transit-served locations by up to 100 percent

\*\*\*variation for relief from the applicable building location standard-to be sought per Sections 17-13-1101-A and 17-13-1003-P of the Zoning Ordinance; variation for relief from the applicable rear setback standard to be sought per Section 17-13-1101-B of the

Zoning Ordinance.

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