



Office of the City Clerk

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Legislation Details (With Text)

File #: SO2022-634
Type: Ordinance Status: Passed
File created: 2/23/2022 In control: City Council
Final action: 3/23/2022
Title: Zoning Reclassification Map No. 20-F at 747-757 W 79th St and 7901-7909 S Halsted St - App No. 20952T1
Sponsors: Misc. Transmittal
Indexes: Map No. 20-F
Attachments: 1. O2022-634.pdf, 2. SO2022-634.pdf

Table with 5 columns: Date, Ver., Action By, Action, Result. Rows show actions on 3/23/2022, 3/22/2022, and 2/23/2022.

Rna(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 BI-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

900323.2

Substitute Narrative and Plans

Final Public Publication

900338.5

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

A. The applicant proposes to rezone the subject property from Bl-1 Neighborhood Shopping District to B3-3 Community Shopping District. The subject property is currently unimproved. The purpose of the amendment is 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 79th Street and the number 79 Bus Line. The applicant is seeking the following relief: (i) parking relief for a Transit-Served Location 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 79th Street and enhanced landscaping.

B. Lot Area

C. FAR*

D. Number of Dwelling Units

E. Density (Minimum lot area per dwelling unit)

F. Building Height

G. Front setback

H. Side setbacks

I. Rear Setback**

13,020 square feet 3.5

30 dwelling units 434 square feet

Not to exceed 62'-0"

0'

0'

12'-4" at first floor 8'-1" at floors 2-5

J. Parking*

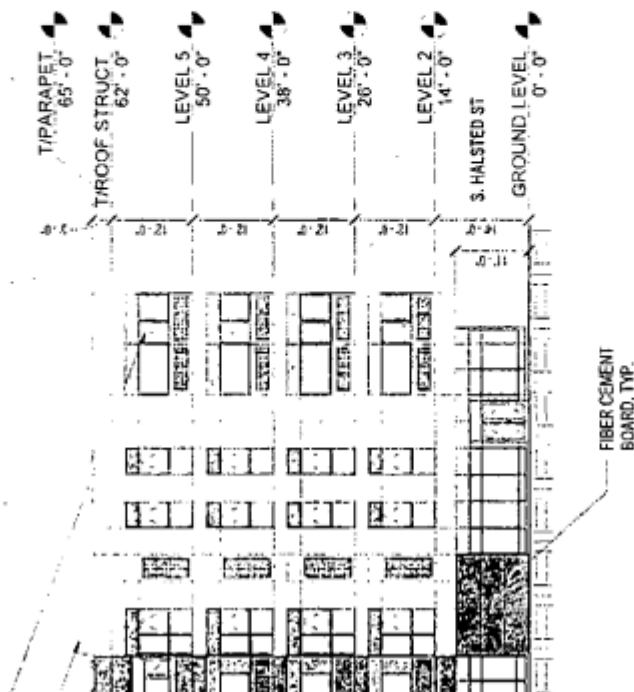
14 parking spaces.

* FAR increase for Transit-Served Locations in accordance with 17-3-403-B ** Variation for rear yard

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

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