



Office of the City Clerk

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Legislation Details (With Text)

File #: SO2022-1039
Type: Ordinance **Status:** Passed
File created: 4/27/2022 **In control:** City Council
Final action: 5/25/2022
Title: Zoning Reclassification Map No. 1-G at 1358-1360 W Randolph St - App No. 21001T1
Sponsors: Misc. Transmittal
Indexes: Map No. 1-G
Attachments: 1. SO2022-1039.pdf, 2. O2022-1039.pdf

Date	Ver.	Action By	Action	Result
5/25/2022		City Council	Passed as Substitute	Pass
5/24/2022	1	Committee on Zoning, Landmarks and Building Standards	Recommended to Pass	
4/27/2022	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 C1-3 Neighborhood Commercial District symbols and indications as shown on Map No. 1-G in an area bound by:

The alley next north of and parallel to west Randolph Street; a line 65 feet west of and parallel to north Ada Street; west Randolph Street; a line 113.38 feet west of and parallel to west Ada Street;

To those of a D*X-3 Downtown Mixed-Use District.

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

Property: 1358-60 W Randolph

**Substitute Narrative and Plans Type-1 Zoning Map
Amendment For 1358-60 West Randolph From CI-3 to PX-3**

The applicant wishes to rezone the property in order to establish a qualifying Transit Served to allow sufficient density to bring an existing 3-story mixed-use building with ground floor commercial space, 3 residential dwelling units and no parking into compliance with no external changes to the existing building

The applicant seeks to change the zoning classification through the Type 1 rezoning process of Section 17-13-0302A2 which allows an applicant to elect a Type 1 application. This applicant elects to submit this application as a Type 1 application to avail itself of the provisions of Section 17-10-0102-B which provides that the minimum off-street automobile parking for residential uses may be reduced by up to 100% if approved as a Type 1 Zoning Map Amendment. Because this is an existing lot line to lot line building with no place to add parking spaces, the only way to bring the existing noncompliant dwelling units into compliance is to designate this building as a qualified Transit Served Location.

This project will meet the requirements of 17-13-0905-F in that:

- a) Must be located in a transit-served location: The project is located in a transit -served location as set forth above, and is less than 1320 feet from the Ashland and Lake Green Line and Pink Line Stations;
- b) Must comply with the standards of Section 17-3 0500 pertaining to pedestrian streets and pedestrian retail streets: Although the actual pedestrian street designation terminates approximately 60 feet east of the property, the project's design characteristics mimic the pedestrian street criteria (facade abuts sidewalk, it will have a restaurant and be next to a restaurant which features large transparent windows consistent with the pedestrian street designation criteria);
- 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.": This project will add residential density to an existing mixed use building adding riders to the two above named public transit stations and will add a pedestrian friendly accessible restaurant within a short distance from the CTA transit stations which will further serve as an amenity to CTA riders. The development will add accessibility to the ground floor of a previously non-accessible existing building consistent with transit friendly guidelines;
- (d) Musi actively promote public transportation and alternatives to automobile ownership: The applicant will promote transit and alternatives to automobile ownership by adding signage that directs tenants and restaurant patrons to the nearby CTA stations, the two DIVY bike stations within '?. a block and two more within 2 blocks and the ZIP CAR lot within 2 blocks;
- (e) Must include enhancements to the pedestrian environment that are not

otherwise required: The applicant participated in the City's sidewalk improvement program and installed an extra- large pedestrian friendly 18-foot wide sidewalk in front of the building. The applicant will add planters and landscaping to this already large pedestrian friendly sidewalk area none of which is required but will enhance the pedestrian friendly atmosphere of this mixed use building.

The following are the existing bulk calculations for the applicant property.

FAR	2.28
Building Area	7281 Square Feet
Density (MLA)	1066 Square Feet
Lot Area	3198 Square Feet
Building Height	36 Feet 0 Inches
Front Setback	0 Feet 0 Inches
Rear Setback	0 Feet 0 Inches
North Side Setback	0 Feet 0 Inches
South Side Setback	0 Feet 0 Inches
Parking	0 Parking Stalls

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