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121 N. LaSalle St.
Room 107
Chicago, IL 60602
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Legislation Details (With Text)

File #: SO2022-1977
Type: Ordinance
File created: 6/22/2022
Status: Passed
In control: City Council
Final action: 9/21/2022
Title: Zoning Reclassification Map No. 9-G at 3355 N Southport Ave - App No. 21066T1
Sponsors: Misc. Transmittal
Indexes: Map No. 9-G
Attachments: 1. O2022-1977.pdf, 2. SO2022-1977.pdf

Date	Ver.	Action By	Action	Result
9/21/2022	1	City Council	Passed as Substitute	Pass
9/20/2022	1	Committee on Zoning, Landmarks and Building Standards	Recommended to Pass	
6/22/2022	1	City Council	Referred	

ORDINANCE

BE IT ORDAINED B Y 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 the B3-2 Community Shopping District symbols and indications as shown on Map No. 9-G in the area bounded by

A line 48 feet south of and parallel to West Roscoc Street; the alley next east of and parallel to North Southport Avenue; a line 72.67 feet south of and parallel to West Roscoe Street; and North Southport Avenue,

to those of a B3-3 Community Shopping District.

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

Common Address of Property: 3355 North Southport Avenue

nna! for Publication

Application No. 21066-T1

17-13-0303-C (1) Narrative Zoning Analysis - *SUBSTITUTE NARRATIVE & PLANS*

3355 North Southport Avenue, Chicago, Illinois

Proposed Zoning: B3-3 Community Shopping District Lot Area: 3,083.75 square feet

(recorded)

Proposed Land Use: The subject property is improved with a two-plus-story brick and frame mixed-use building, which such building is presently vacant. The Applicant is seeking a Zoning Map Amendment in order to permit the redevelopment and reactivation of the site with a new four-story (with basement) mixed-use building. To allow for the new improvements, the Applicant intends to raze the existing structures. The programming for the proposed new development calls for the establishment of commercial space on and between the Basement thru 1st Floors and a total of six (6) dwelling units on and between the 2nd thru 4th Floors. Due to its nearly immediate *proximity to the Southport CTA Train Station, and in an effort to reduce vehicular congestion in the area, the proposal calls for the provision of accessible (ADA) off-street parking for one (1) vehicle, at the rear of the site, which represents an 83% reduction in the amount of required parking for the new improvements. *[The subject property is located on a Retail Pedestrian Street, less than 300 feet from the entrance to the CTA Train Station, and therefore constitutes a Transit Served Location, under the applicable provisions of the Zoning Ordinance.} In lieu of vehicular parking, the proposal includes off-street parking and storage for nine (9) bicycles. The new proposed building will measure 44 feet-3 inches in height (to the underside ceiling of the 4th Floor) and will be masonry in construction.

A) The Project's Floor Area Ratio: 10,592 square feet (3.5 FAR)

**The subject property is located within 1,320 linear feet of the entrance to the Southport CTA Train Station, thereby qualifying as a Transit Served Location. [17-10-0102-B] The programming calls for the provision of no more than one parking space per dwelling unit. Therefore, the Applicant is eligible for an increase in maximum floor area ratio (FAR) up to 3.5, pursuant to this Type 1 Zoning Map Amendment. [17-3-0403-B] *Please See: corresponding TSL Narrative.]*

B) The Project's Density (Lot Area Per Dwelling Unit): Six (6) dwelling units; 513.96 square feet per dwelling unit

C) The amount of off-street parking: 1 ADA accessible vehicular parking space + 9 bicycle parking-storage spaces

**The subject property is located within 1,320 linear feet of the entrance to the Southport CTA Train Station, thereby qualifying as a Transit Served Location. [17-10-0102-Bj. Therefore, the Applicant is eligible for a reduction in the amount of required off-street vehicular parking - from six (6) to one (1), which represents about an 83% reduction, pursuant to this-Type 1 Zoning Map Amendment. *Please See: corresponding TSL Narrative.*

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- D) Setbacks: a. Front Setback: 0 foot-0 inches
- b. Rear Setback: 2 feet-0 inches (non-residential floors)
7 feet-0 inches (residential floors)

**The Applicant will seek a Variation for a reduction to the required rear setback, for the residential floors, in order to fully comply with the current Zoning Ordinance.*

- c. Side Setbacks: North: 0 feet-0 inches South:
0 feet-0 inches

- E) Building Height: 44 feet-3 inches (underside-ceiling of 4th Floor)
*55 feet-0 inches (access stair enclosure - rooftop)

*The subject property is located within 1,320 linear feet of the entrance to the Southport CTA Train Station, thereby qualifying as a Transit Served Location. [17-10-0102-BJ The programming calls for the provision of no more than one parking space per dwelling unit. Therefore, the Applicant is eligible for an increase in maximum allowable height up to 55 feet-0 inches, pursuant to this Type 1 Zoning Map Amendment. [17-3-0408-B] *Please See: corresponding TSL Narrative .j

◆FLOOR AREA RATIO INCREASE (17-3-0403-6) AND HEIGHT INCREASE (17-3-0408-B) AND PARKING REDUCTION (17-10-0102-B) FOR TRANSIT SERVED LOCATION

This proposed Zoning Map Amendment is being sought by and through the 'Type V process [Section 17-13-0302-A], in order to qualify for an increase in the maximum allowable floor area ratio [Section 17-3-0403-B] and an increase in the maximum allowable height [Section 17-3-0408-B] for the new building and improvements, under the Zoning Ordinance, since the design calls for no more than one parking space per dwelling unit.

By and through this proposed Type 1 Zoning Map Amendment, and in consideration of the site's immediate proximity to the CTA Train Station, the Applicant is also seeking to reduce the minimum off-street automobile parking for the proposed new residential units by MORE than 50%, pursuant to Section 17-10-0102-B of the Zoning Ordinance.

Pursuant to Section 17-13-0905-F and Section 17-10-0102-B of the Zoning Ordinance, in order to qualify for the proposed floor area ratio (FAR) increase, the proposed height increase, and the proposed reduction of automobile parking by more than 50%, the Project:

- (a) *Must be located in a transit-served location. The subject property is located within 1,320 linear feet of the entrance to the Southport (Brown Line) CTA Train Station.*

- b) Must comply with the standards of Section 17-3-0500 pertaining to pedestrian streets and pedestrian retail streets. The proposed new development complies with all of the standards and design guidelines for pedestrian streets as shown on the accompanying architectural plans (prepared by Jonathan Splitt Architects, Ltd), submitted with the subject Type 1 Zoning Map Amendment. By way of relevant example, the facade of the proposed new building abuts the sidewalk, with the primary entrance facing and directly accessible off of Southport Avenue. [17-3-0504-B and 17-3-0504-D] As well, over 60% of the ground floor facade - facing Southport Avenue, is comprised of transparent windows. [17-3-0504-C] Lastly, all of the off-street parking for the development is located at the rear and/or behind the building, directly accessible via the public alley, without any vehicular interference with the pedestrian walkway (sidewalk). [17-3-0504-E-F-G]
- 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' as [development which is oriented towards and integrated with adjacent transit. By way of relevant example, the proposed new development incorporates accessibility and connectivity less than 300 linear feet from the entrance to the CTA Train Station and just steps away from the highest intensity retail stretch of Southport Avenue, which extends for at least five more blocks, moving north toward Addison Avenue. Moreover, the proposed new development will feature a transit-oriented commercial-retail business on the 1st Floor, activating the pedestrian way for commuters going to and coming from the train, and - too, will add residential density without personal vehicles, which should help to generate and promote additional transit riders.
- d) Must actively promote public transit and alternatives to automobile ownership. In a direct and deliberate effort to promote public forms of transportation, and - too, to mitigate vehicular congestion and traffic in this pedestrian-oriented neighborhood, the proposed new development will only provide off-street parking for a single (1) vehicle, that will be offered on a first-come-first-served basis between the commercial tenant and the at least six (6) residential tenants. As well, the proposed development includes a sizeable storage room, within the ground floor of the building - situated directly off of the pedestrian way, which can accommodate interior parking for nine (9) bicycles and scooters, with superfluous surface space at the rear of the building, for additional outdoor bicycle parking, provided. Beyond these onsite accommodations, there are additional bicycle racks located on the sidewalk in front of the subject site and the Applicant (who will maintain long-term ownership and management of the property) is committed to working with the Alderman and representatives from the CTA and CDOT, toward providing additional public bicycle racks, should such be desired.

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- (c) Must include enhancements to the pedestrian environment that are not otherwise required. The existing building at the subject site, which is well-over 40 years in age, has a blank masonry facade, which creates a lull in street level activation for pedestrians utilizing the public way, in stark contrast to the

other newer-construction fully activated improvements that comprise this side of the block. The design for the new proposed building - in particular the grade level storefront for the same, complies with the strict guidelines for improvements on a Pedestrian Street, which such design includes ground to ceiling transparent windows (directly abutting the sidewalk), displaying the new business activity that will occupy and activate the 1st Floor of the building. The proposal also calls for the planting of a new parkway tree, in front of the subject site, where there is currently no such improvements. These design elements will help to further enhance the pedestrian experience at and around the currently dormant site.

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