



Office of the City Clerk

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Legislation Text

File #: SO2022-1178, Version: 1

ORDINANCE

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

SECTION 1. That Title 17 of the Municipal Code of Chicago, the Chicago Zoning Ordinance, is hereby amended by changing all of the CI-2 Neighborhood Commercial District symbols as shown on Map Number 9-G in the area generally bounded by:

a line 25 feet south of and parallel to West Buckingham Place; North Halsted Street; a line 50 feet south of and parallel to West Buckingham Place; and the public alley next west of and parallel to North Halsted Street;

to those of a CI-3 Neighborhood Commercial District in accordance with the attached narrative and plans.

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

Common Address: 3322 North Halsted Street, Chicago, Illinois

SUBSTITUTE NARRATIVE AND PLANS TYPE 1 ZONING MAP AMENDMENT APPLICATION

Applicant: Lion Halsted 3 LLC
Property Location: 3322 North Halsted Street
Proposed Zoning: CI-3 Neighborhood Commercial District
Lot Area: 3,125 square feet

Lion Halsted 3 LLC is the "Applicant" for a Type 1 Zoning Map Amendment for the subject property located at 3320-3322 North Halsted Street from the CI-2 Neighborhood Commercial District to the CI-3 Neighborhood Commercial District in order to authorize the construction of a four-story multi-family residential building containing 7 dwelling units and ground floor commercial space. The Applicant will seek special use approval from the Zoning Board of Appeals to authorize the ground floor residential use.

The site is bounded by an existing 3-story commercial building on the north; Halsted Street on the east; an existing single-story commercial building on the south; and a 16' wide public alley on the west. The subject property contains 3,125 square feet of net site area and is currently vacant and unimproved. The overall project FAR will be 3.14. The Applicant seeks an FAR increase for Transit-Served Locations pursuant to Sec. 17-3-0403-B.

Additionally, a transit-served parking reduction is requested. The proposed project will include 2 off-street vehicular parking spaces and 5 bicycle parking spaces.

Transit-Served Parking Reduction

To qualify for a transit-served parking reduction pursuant to Section 17-13-0905-F, the project:

- a) *Must be located within a transit-served location;*

The Property is within 1,320 feet of the Belmont CTA Station.

- b) *Must comply with the standards of Section 17-3-0500 pertaining to pedestrian streets and pedestrian retail streets;*

As depicted on the Type 1 plans, the proposed building meets the design standards set forth in Section 17-3-0504 including with respect to building location, transparency, location of doors and entrances, and parking location.

- 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 Belmont CTA station is designated as a "Major Activity Center" station type. This station typology is intended to be developed at a significant density that supports and provides services for the region and nearby neighborhoods. Potential development opportunities are encouraged to

provide a balance of residential densities with retail or other uses. The proposed multi-family residential building, with 7 dwelling units and ground floor commercial space, only a short walk from the Belmont CTA station, is squarely in line with the Major Activity Center typology and compliant with the Transit-Friendly Development Guide.

- d) *The Applicant will actively promote public transit and alternatives to automobile ownership through car sharing programs or other shared modes of transportation; and*

The Applicant proposes to provide 5 bicycle parking spaces within the building, thereby promoting bicycle use as an alternative to vehicle ownership. In addition, the nearest Divvy bike-sharing location is located adjacent to the intersection of North Halsted Street and West Roscoe Street, approximately 500 feet north the subject property. The convenience of both secure bicycle storage and access to Divvy bicycle sharing will promote alternatives to car ownership.

- e) *The requested reduction will 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 Applicant proposes to include one accessible dwelling unit on the ground floor of the proposed residential building. A 2019 report published by the Metropolitan Planning Council found that individuals with disabilities faced significant barriers to accessing safe and reliable public transportation. That report recommended that Chicago enact housing policies to encourage accessible housing near fixed-route transit, such as buses and trains, to increase transit accessibility. The proposal will enhance the pedestrian environment by constructing an accessible dwelling unit within 1,320 feet of the Belmont CTA station, and adjacent to two Route 8 bus stops to both the north and south of the subject property, (hereby ensuring that reliable public transportation and decreased automobile dependency are accessible for pedestrians of varying abilities.

Additionally, though currently vacant, the subject property was previously the location of Chicago's first feminist bookstore. After discussions with neighborhood organizations, the Applicant has committed to installing a commemorative plaque on the exterior of the east elevation of the building, to mark the subject property's history and cultural significance. This decorative element is an added

pedestrian amenity. The plaque will aid in placemaking and ensure that, for pedestrians or passers-by, local history is preserved and celebrated.

The availability of on-street parking in the vicinity of the project must also be considered when a transit-served location parking reduction is requested. There is metered street parking available on North Halsted street to the west and on West Buckingham Place to the north, and pennitted street parking available on West Aldine Avenue to the south.

NARRATIVE ZONING ANALYSIS

a) Floor Area and Floor Area Ratio:

- i. Lot Area: 3,125 square feet
- ii. Total Floor Area: 9,812 square feel
- iii. FAR: 3.14 (transit-served location FAR increase)

b) Density (Lot Area Per Dwelling Unit): 447 square feet (7 dwelling units)

c) Amount of off-street parking: 2 vehicular spaces (Transit-Served Location

c) parking reduction proposed. Within 1,320 feet of Belmont CTA Red Line station)

5 bicycle parking spaces

(d) Setbacks:

- i. Front setback: 0 feet 4 inches
- ii. Side setback (north): 0 feet
- iii. Side setback (south): 0 feet
- iv. Rear setback: 22 feet (will seek a variation)

e) Building height: 43 feet 1 % inches

f) Off-street Loading: 0 spaces

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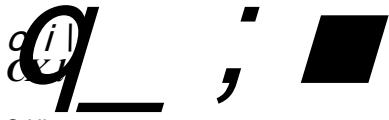
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