



Office of the City Clerk

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Legislation Text

File #: SO2022-1896, Version: 1

Final for Publication

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"), be amended by changing all the 57-2, Neighborhood Shopping District symbols and indications as shown on Map No. 9-H in the area bounded by

Beginning at a line 179 feet northwest of the intersection of North Lincoln Avenue and West School Street as measured along the westerly right-of-way line of North Lincoln Avenue and perpendicular thereto; North Lincoln Avenue; a line 104 feet northwest of the intersection of North Lincoln Avenue and West School Street as measured along the westerly right-of-way line of North Lincoln Avenue and perpendicular thereto; a line 79.90 feet north of and parallel to West School Street; and the alley next east of and parallel to North Paulina Street, running north a distance of 63.63 feet to intersect the line of beginning,

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: 3310-3312 North Lincoln Avenue

Application No. 21070-T1

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

3310-3312 North Lincoln Avenue, Chicago, Illinois

Proposed Zoning: B3-3 Community Shopping District Lot Area: 7,200.6 square

feet (irregular)

Proposed Land Use: The subject property consists of three contiguous (irregular) lots of record.

The site, in its entirety is currently improved with a laterally conjoined three-story and one-story (with basement) mixed-use building and a one-story coach house (rear). These improvements span the entirety of the site, so that there is no off-street parking servicing the existing operations. The Applicant is seeking a Zoning Map Amendment in order to permit the redevelopment of the site, in its entirety, with a new six-story multi-unit mixed-use building, which will feature commercial space on the 1st Floor and a total of twenty-four (24) dwelling units - above (2nd thru 6th Floors), with off-street interior parking. To allow for the new improvements, the Applicant intends to raze the existing structures. Due to its close proximity to the Paulina CTA Train Station AND the Ashland Bus Line Corridor Roadway Segment, and in an effort to reduce vehicular congestion in the area, the proposal calls for the provision of off-street parking for seven (7) vehicles, within the 1st Floor (rear) of the proposed new building, which represents a 70% reduction in the otherwise required parking for the development. * [The subject property is located on a Six-Corners Pedestrian Street, less than 2,640 feet from the entrance to the CTA Train Station and a designated CTA Bus Line Corridor Roadway Segment, and therefore constitutes a Transit Served Location, under the current Zoning Ordinance.] In further consideration of these conditions, the proposal also includes a dedicated parking-storage room, for bicycles, within the 1st Floor of the building. The new proposed building will measure 75 feet-0 inches in height and such improvements will be masonry in construction.

(A) The Project's Floor Area Ratio: 28,735 square feet (4.0 FAR)

** The subject property is located on a Six-Corners Pedestrian Street, within 2,640 linear feet of the entrance to the Paulina CTA Train Station and the Ashland Bus Line Corridor Roadway Segment, 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 and 100% of the required affordable units will be located on-site (within the proposed new building). Therefore, the Applicant is eligible for an increase in maximum floor area ratio (FAR) up to 4.0, 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): 24 dwelling units: 300.03 square feet per dwelling unit*

*• The subject property is located on a Six-Corners Pedestrian Street, within 2,640 linear feet of the entrance to the Paulina CTA Train Station and the Ashland Bus Line Corridor Roadway Segment, 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 a reduction in the minimum lot area (MLA) per dwelling unit - down to a minimum of 300 square feet per unit, pursuant to this Type 1 Zoning Map Amendment. [17-3-0402-B] *Please See: corresponding TSL Narrative.*

C) The amount of off-street parking: 7 vehicular parking spaces + at least 23 bicycle, parking-storage spaces

• *The subject property is located on a Six-Corners Pedestrian Street, within 2,640 linear feet of the entrance to the Paulina CTA Train Station and the Ashland Bus Line Corridor Roadway Segment, thereby qualifying as a Transit Served Location. [17-10-0102-B] Therefore, the Applicant is eligible for a reduction in the amount of required off-street vehicular parking -from 24 to 7, which represents about a 70% reduction, pursuant to this Type 1 Zoning Map Amendment. *Please See: corresponding TSL Narrative.*

D) Setbacks: a. Front Setback: 1 foot-0 inches

b. Rear Setback: 0 feet-0 inches (1st Floor)
12 feet- 614 inches (2nd thru 6th Floors)

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

• *Subsequent to and independent of this proposed Zoning Map Amendment, the Applicant will seek any further relief that is necessary to ensure full compliance with the setback standards of the current Zoning Ordinance.*

E) Building Height: 75 feet-0 inches (underside-ceiling of rooftop penthouse)

* *The subject property is located on a Six-Corners Pedestrian Street, within 2,640 linear feet of the entrance to the Paulina CTA Train Station and the Ashland Bus Line Corridor Roadway Segment, 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 and 100% of the required affordable units will be located on-site (within the proposed new building).. Therefore, the Applicant is eligible for an increase in maximum building height up to 75 feet-0 inches, pursuant to this Type 1 Zoning Map Amendment. [17-3-0408-B] *Please See: corresponding TSL Narrative.*

Final for Publication

Transit Served Location (TSL) - Narrative Zoning Analysis
3310-3312 North Lincoln Avenue, Chicago, Illinois

THE SITE

The subject property is situated mid-block, on the west side of Lincoln Avenue, and consists of three (3) lots of record. The site has approximately 75 feet of frontage on Lincoln Avenue but is otherwise irregular in shape along the sides and rear, due to an obtuse alley that traverses the rear of the property. [Total Site Area = 7,200.6 square feet.] The property, in its entirety, is currently improved with a laterally conjoined three-story and one-story (with basement) mixed-use building, at the front, and a one-story coach house at the rear. These existing improvements span the entirety of the site. As such, there is presently no off-street parking for the existing

operations-tenants.

The subject property is located on a segment of Lincoln Avenue that is a designated Six-Corners Pedestrian Street, just north of the 'five-way' intersection where it merges with School Street and Marshfield Avenue. This stretch of Lincoln Avenue, which denotes the literal crossroads of the Roscoe Village and Lakeview Neighborhoods, represents one of the area's most vibrant retail and hospitality corridors, servicing the residents of these two communities. Toward these same ends, the site is located just about one-block (less than 470 feet) from the centerline of the Ashland Bus Line Corridor Roadway Segment - to the east, and - too, is located less than 630 feet from the entrance to the Paulina CTA Train Station - to the north. This locality, therefore, allows for this particular site to be classified as a Transit Served Location (TSL), pursuant to the applicable provisions of the current Zoning Ordinance. [Please see: 17-10-0102-B, et seq.]

There are approximately nine (9) improved parcels that comprise this block of Lincoln Avenue -on the west side, which includes the subject property. The existing improvements vary in scale and density - from one-story commercial establishments to five-plus-story mixed-use multi-tenant developments. A common attribute of these improvements is that they almost all have footprints which span the entirety of their respective site, thereby generally eliminating the opportunity for off-street parking accommodations. The subject property is sandwiched between a single-story restaurant building, to the south, and a five-plus-story mixed-use multi-tenant condominium (residential) building, to the north. Both of these existing adjacent developments lack any type of off-street accessory parking accommodations for their existing operations and/or residents-tenants, likely due - in part, to the proximity to multiple forms of meaningful public transit, as well as the many diverse commercial ventures that adequately serve the residents of the Community, encouraging walkability.

THE PROJECT

The Applicant is seeking a Type 1 Zoning Map Amendment - from &B1-2 Neighborhood Shopping District to a B3-3 Community Shopping District, in order to permit the redevelopment of the subject property with a new six-story multi-unit mixed-use building.

To allow for the new improvements, the Applicant intends to raze the existing structures. The Applicant is seeking a Zoning Map Amendment in order to permit the construction of a new six-story multi-unit mixed-use building, at the subject site.

The programming for the proposed new development calls for the establishment of commercial space (2,034 square feet), at the front of the 1st Floor, and a total of twenty-four (24) dwelling units, which will be situated on and between the 1st thru 6th Floors. Due to its close proximity to the Paulina CTA Train Station AND the Ashland Bus Line Corridor Roadway Segment, and in an effort to reduce vehicular congestion in the area, while still balancing the express interests of the community, the proposal calls for the provision of off-street parking for seven (7) vehicles, which will be located within the interior of the building, at the rear of the 1st Floor. These accommodations represent just about a 70% reduction in the total amount of otherwise required off-street parking for the new proposed development. *[The subject property is located on a Six-Corners Pedestrian Street, less than 2,640 feet from the entrance to the CTA Train Station and a designated CTA Bus Line Corridor Roadway Segment, and therefore constitutes a Transit Served Location (TSL), under the current Zoning Ordinance.] In further consideration of these conditions, the proposal also includes a dedicated storage room, for at least twenty-three (23) bicycles, within the 1st Floor of the building. For the convenient use and enjoyment of the future residents of the development - exclusively, the proposed new building also features a private rooftop deck (890 square feet), which such area will be accessed via an elevator and/or two sets of enclosed stairs. The new proposed building will measure 75 feet-0 inches in height (to the underside-ceiling of the rooftop penthouse) and

such improvements will be masonry in construction.

PARKING REDUCTION (17-10-0102-B) + FLOOR AREA RATIO INCREASE (17-3-0403-0 I- MINIMUM LOT AREA REDUCTION (17-3-0402-B) FOR TRANSIT SERVED LOCATION + HEIGHT INCREASE (17-3-0408-B)

*This proposed Zoning Map Amendment is being sought by and through the 'Type V process [Section 17-13-0302-AJ, in order to qualify for: (i) a reduction in the minimum off-street parking by 70% [Section 17-10-0102-B]; (ii) an increase in the maximum allowable floor area ratio up to 4.0 [Section 17-3-0403-C]; (iii) a reduction in the minimum lot area (MLA) per dwelling unit [17-3-0402-B], and an increase in the maximum allowable building height up to 75 feet-0 inches [17-3-0408-B], for the new proposed development, under the current Zoning Ordinance. Toward these ends, the project qualifies for an increase in the otherwise maximum allowable FAR and height, because the programming calls for no more than one parking space per dwelling unit AND for 100% of the required *'affordable units to be located onsite (within the new proposed building). * [Pursuant to the 2027 Affordable Requirements Ordinance, the Applicant will be designating five (5) of the twenty-four (24) proposed new dwelling units as affordable - which represents 20% of the total number of proposed dwelling units.] The project qualifies for a reduction in the otherwise required MLA, because the programming calls for no more than one parking space per dwelling unit.*

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

Must be located in a transit-served location. The subject property is located on a Six-Corners Pedestrian Street, within 2,640 linear feet of the entrance to the Paulina (Brown Line) CTA Train Station (approximately 630 feet) AND within 2,640 linear feet of the centerline of the Ashland Bus Line Corridor Roadway Segment (less than 470 feet).

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 almost directly abuts the sidewalk (1'-0" front setback to allow for landscape elements along the pedestrian way), with the primary entrance - for both commercial and residential units facing and directly accessible off of Lincoln Avenue. [17-3-0504-B and 17-3-0504-D] As well, at least 80% of the ground floor facade - facing Lincoln Avenue, is comprised of floor-to-ceiling transparent windows and doors, allowing for inconspicuous observation of storefront activation for pedestrians and passersby. [17-3-0504-C] Lastly, all of the off-street parking and loading 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) or idle occupation of the public street parking. [17-3-0504-E-F-G]

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 pedestrian

accessibility and connectivity less than 700 linear feet from the entrance to the CTA Train Station, less than 600 feet from one of the City's most exploited CTA Bus Routes, while - too, activating 75 feet of street frontage with a new business that will be intended to service the residents of the Community and patrons of the same. Along these same lines, the new proposed improvements are situated in the heart of the Neighborhood's most robust retail and hospitality corridor, which extends for at least five blocks in each direction, all of which are serviced by the same public transit operations, with multiple Diwy Bicycle Stations along the way.

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, while still balancing the express interests and demands of the existing residents of the community, the proposed new development will provide only one (1) designated off-street parking space for up to seven (7) of the residential tenants of the building, on a first come basis, which represents about a 30% parking ratio for the proposed new apartments (dwelling units). Such considerations should dissuade residents who require and/or rely on individual automobile ownership. As well, the proposed development includes a sizeable storage room, within the ground floor of the building that can accommodate interior parking for at least seventeen (17) bicycles and scooters. Beyond these onsite accommodations, there are additional bicycle racks located on the sidewalk in front of the subject site and the Applicant is committed to working with the Alderman and representatives from the CTA and CDOT, toward providing additional public bicycle racks, should such be desired. In further effort to promote more reliance on the City's bountiful public transit, the Applicant is also committed to working with the Alderman and the CTA toward installing electronic CTA trackers within the common areas of the building, to allow for more efficient trip planning.

Must include enhancements to the pedestrian environment that are not otherwise required. The existing building, as currently configured and functioning - as it has for well-over fifty years, has NO off-street loading or parking. As such, the ground floor commercial tenant - a flooring store, performs all of its loading, deliveries, and shipments (which are frequent throughout each day, and which require a large van and/or truck) within the shared public way - on Lincoln Avenue, thereby creating intermittent yet continuous congestion in the streets and obstructing pedestrian movements into and around the property. By and through its conscientious design and programming, the Applicant will be eliminating this nuisance condition, by - among other things, providing a designated loading area and off-street parking accommodations at the rear of the site, hidden from the public ways and directly accessible off the public alley. These features will not only allow for the provision of additional bicycle parking on the sidewalk, but it will restore some of the otherwise encumbered street parking for the community and accommodate for unfettered pedestrian flow to and around the site. The design for the proposed new development not only complies with the strict guidelines for improvements on a Pedestrian Street, which such design includes a facade with large transparent windows and the provision of landscape elements along the entire street-fronting facade (directly abutting the sidewalk), but it also completely activates this same street frontage and pedestrian way. The Applicant is also committed to working with the Alderman and with CDOT toward improvements to the shared pedestrian way, which such enhancements may include the provision of new parkway trees and planters along Lincoln Avenue, as well as restoration or improvements to the abutting sidewalk.

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