



# Office of the City Clerk

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## Legislation Text

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File #: SO2022-1964, Version: 1

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### ORDINANCE

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

SECTION 1. That, Title 17 of the Municipal Code of Chicago ("Chicago Zoning Ordinance"), is hereby amended by changing all the B3-2 Community Shopping District symbols and indications as shown on Map No. 9-H in the area bounded by

The alley next north of and parallel to West School Street; the alley next east of and parallel to North Paulina Avenue; West School Street; and North Paulina Street

*to those of a B2-3 Neighborhood Mixed-Use District.*

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

Common Addresses of Property:

## Final for Publication

Application No. 21062-T1

*17-13-0303-C (1) Narrative Zoning Analysis - SUBSTITUTE NARJRA TIVE & PL/iNS*

1654 West School Street, Chicago, Illinois

*Proposed Zoning: B2-3 Neighborhood Mixed-Use District Lot Area: 7,804.56*

*square feet (recorded)*

Proposed Land Use: The subject property comprises the northeast corner of School Street and Paulina Street and consists of three contiguous lots of record. The site is currently improved with a three-story (with

basement) multi-unit residential building, a one-story detached garage, and a large (asphalt) surface parking area-lot. The Applicant is seeking a Zoning Map Amendment in order to permit the redevelopment of the site, in its entirety, with a new four-story multi-unit residential 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 a total of seventeen (17) dwelling units, which will be situated on and between the 1<sup>st</sup> thru 4<sup>th</sup> 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, the proposal calls for the provision of off-street parking for thirteen (13) vehicles, within the 1<sup>st</sup> Floor of the proposed new building, which represents LESS than one parking space per dwelling unit. \*[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 parking-storage room, for bicycles, within the 1<sup>st</sup> Floor of the building. The new proposed building will measure 58 feet-11 inches in height (to the underside ceiling of the rooftop penthouse) and such improvements will be masonry in construction.

- A) The Project's Floor Area Ratio: 23,203 square feet (3.0 FAR)
- B) *The Project's Density (Lot Area Per Dwelling Unit): 17 dwelling units; 459.1 square feet per dwelling unit*
- C) The amount of off-street parking: 13 vehicular parking spaces + at least 17 bicycle parking-storage spaces

*1654 West School Street, Chicago, Illinois Substitute Narrative + Plans*  
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Front Setback: 1 foot-0 inches

Floors)

<nd thru 4th Floors)

Rear Setback: 0 feet-0 inches (1<sup>st</sup> 12 feet- 3 inches (2<sup>1</sup>

Side Setbacks: East: 0 feet-4 inches West: 0 feet-4 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: 47 feet- VA inches (underside-ceiling of 4<sup>th</sup> Floor)  
58 feet-11 inches (underside-ceiling of rooftop penthouse) \*62 feet-2 inches (top of rooftop elevator overrun)*

**◆HEIGHT INCREASE FOR TRANSIT SERVED LOCATION (TSL): 17-3-0408-B**

*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 building height up to 70 feet-0 inches for the new proposed improvements (rooftop elevator overrun), under the current Zoning Ordinance [Section 17-3-0408-B], since the programming calls for no more than one parking space per dwelling unit AND for at least fifty-percent (50%) of the required ^affordable units to*

*be located onsite (within the new proposed building).\*[Pursuant to the 2021 Affordable Requirements Ordinance, the Applicant will be designating three (3) of the seventeen (17) proposed new dwelling units as affordable - which represents 20% of the total number of proposed dwelling units.]*

Pursuant to Section 17-13-0905-F and Section 17-10-0102-B of the Zoning Ordinance, in order to qualify for the proposed increase to the maximum building height, the Project:

- (a) 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 670 feet) AND within 2,640 linear feet of the centerline of the Ashland Bus Line Corridor Roadway Segment (less than 500 feet).

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- 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 almost directly abuts the sidewalk (7'-0" front setback to allow for landscape elements along the pedestrian way), with the primary entrance facing and directly accessible off of School Street. [17-3-0504-B and 17-3-0504-D] As well, at least 60% of the ground floor facade -facing School Street, 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] In fact, and toward these same ends, in consideration of the new proposed improvements, the Applicant will be completely activating BOTH of the street elevations (School Street + Paulina Street), which such segments of the pedestrian way are presently occupied by an open, unsecured (no fence), concrete parking lot. In doing so, and by conscientious design, the Applicant will also be eliminating an existing curb-cut (driveway) - on Paulina Street, which such existing driveway interferes with the pedestrian right-of-way (sidewalk) and otherwise compromises pedestrian safety. So that, the Applicant will be restoring that portion of the sidewalk to allow for unfettered and safe pedestrian movements at and around the subject property.
- 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 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, and just steps away from the Neighborhood's most robust retail and hospitality corridor, which extends for at least five blocks in each direction, all serviced by the same public transit operations, with multiple Divvy Bicycle Stations along the way. Moreover, as already described, the proposed new development will be replacing and activating an open surface parking lot, which such existing condition detracts from the pedestrian experience. By eliminating this parking lot and completely activating both of the street fronting facades, as well, the proposed new development will be promoting reliance on public and communal transportation, thereby minimizing the carbon footprint for the project and mitigating traffic congestion in the area (along with the corresponding undesired pollutants).

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- (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, 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 each proposed new dwelling unit, some of which such units are larger in size and will likely be occupied by families and/or couples (multiple residents per unit). 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 - situated directly off of the pedestrian way, which 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. Lastly, and once more, the proposed new development will be replacing an open surface parking lot and completely activating both of the street fronting facades that are encumbered by the same, thereby promoting reliance on public and communal forms of transportation.
  
- (c) Must include enhancements to the pedestrian environment that are not otherwise required. The existing building, which occupies approximately half of the site, with its only activation on School Street, has a relatively blank masonry facade with shuttered tiny windows and no landscape elements. These existing conditions create a lull in street level stimulation for pedestrians utilizing the public way, in stark contrast to the other newer-construction fully activated improvements that comprise this side of the block. Perhaps even worse, the remainder of the site - with frontage on both School Street and Paulina Street, is presently

improved with an unsecure open surface parking lot, that completely detracts from the pedestrian experience and significantly compromises the general welfare of the same. 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 School Street and Paulina Street facades (directly abutting the sidewalk), but it also completely activates these same street frontages and pedestrian ways. The Applicant is also committed to working with the Alderman and with CDPT toward improvements to the shared pedestrian way, which such enhancements may include the provision of new parkway trees, planters and grass on both street frontages, as well as restoring the existing curb-cut on Paulina Street and otherwise repaving the abutting sidewalks. These design elements will help to further enhance the pedestrian experience at and around the currently sluggish site.

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