



Office of the City Clerk

City Hall
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Legislation Text

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ORDINANCE

BE IT OR J)AINED B Y THE CITY CO UNCJL OF TIE CITY OF CHICA GO:

SECTION 1. Title 17 of the Municipal Code - the Chicago Zoning Ordinance, be

amended by changing all of the B3-2 Community Shopping District symbols and

indications, as shown on Map No. 11-G, in, the area bounded by

beginning along a line 150 feet north of West Leland Avenue as measured at the east right-of-way line of North Clark Street and perpendicular thereto; the alley next east of and parallel to North Clark Street; a line from a point 116.33 feet northwest of West Leland Avenue as measured along the westerly right-of-way line of the alley next east of and parallel to North Clark Street, to a point 64.54 feet east of North Clark Street; a line 64.54 feet east of and parallel to North Clark Street; West Leland Avenue; and North Clark 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 Address of Property: C" •, .{ ' ! r r •, ... ■ ■
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17-13-0303-C (1) Narrative Zoning Analysis

4701 North Clark Street, Chicago, Illinois

Proposed Zoning: B2-3 Neighborhood Mixed-Use District Lot Area: 12,735 square

feet: (irregular)

Proposed Land Use: The Applicant is seeking a Zoning Map Amendment to permit the construction and occupancy of a new five-story mixed-use building, at the subject property. The programming for the proposed new building calls for the establishment of a commercial-office unit and a residential amenity room on the T'l Floor, along with a residential lobby and package room, with a total of thirty-six (36) dwelling units to be situated on and between the 2nd through 5th Floors. Additional communal outdoor space, for the residents, will be discreetly located above the 5,h Floor (roof deck). Due to its close proximity to the Lawrence CTA Train Station AND its direct situation along the Clark Street Bus Line Corridor Roadway Segment - which such segment of Clark Street is also a designated Pedestrian ,Street, the proposal calls for the provision of off- street parking for eighteen (18) vehicles, within the 1st Floor (garage) of the proposed new building, which represents the maximum 50% allotment (parking to dwelling unit) mandated by the amended Zoning Ordinance ("Connected Communities Ordinance"). *[The subject property constitutes a Transit Served Location (TSL). (Section 17-10-0] 02-13)] In further consideration of these conditions, the proposal also includes dedicated

parking for at least four-eight (48) bicycles, to be located within the 1st Floor (garage) of the building. The new proposed building will measure *66 feet-3/4 inches (underside of roof) and will be masonry in construction.

(A) The Project's Floor Area Ratio: 44,560.3 square feet (3.5 FAR)

*The subject property is located on a designated Pedestrian Street, within 2,640 linear feet of the entrance to the Lawrence CPA Train Station and the Clark Street Bus Line Corridor Roadway Segment, thereby qualifying as a Transit Served Location. [17-10-0102-B] The programming for the development also calls for the provision of at least 50% of the required 'affordable' units to be located onsite and such programming is in compliance with *Section 17-3-0308 of the Zoning Ordinance. 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]

(13) The Project's Density (Lot Area Per Dwelling Unit): 36 dwelling units', 353.75 square feet per dwelling unit

*The subject property is located on a designated Pedestrian Street, within 2,640 linear feet of the entrance to the Lawrence CTA Train Station and the Clark Street Bus Line Corridor Roadway Segment, thereby qualifying as a Transit Served Location. [17-10-0102-B] The programming for the development also calls for the provision of at least 50% of the required 'affordable' units to be located onsite and such programming is in compliance with *Section 17-3-0308 of the Zoning Ordinance... Therefore, the Applicant is eligible for a reduction, in the required minimum lot area (MLA) per dwelling unit. ■ down to a minimum of 350 square feet per unit, pursuant to this Type I Zoning Map Amendment. [17-3-0402-B]

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(C) The amount of off-street parking: 18 vehicular parking spaces + 48 bicycle parking-storage spaces

* The subject property is located on a designated Pedestrian Street, within 2,640 linear feet of the entrance to the Lawrence CTA Train Station and the Clark Street Bus Line Corridor Roadway Segment, thereby qualifying as a Transit Served Location. [17-10-0102-B] Therefore, the Applicant may not provide off-street vehicular parking in excess of 50% of the total number of dwelling units. [17-3-0308(4)]

(D) Setbacks: a. Front Setback: 0 feet-0 inches

b. Rear Setback: 2 feet-0 inches (1st Floor-Ground Floor)
21 feet-3 15/16 inches (2nd- 5th Floors)

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

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

(E) Building Height: 66 feet-3/4 inches (underside of roof-ceiling of 5th Floor)
76 feet-3/4 inches (ceiling of rooftop access structure)

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Furthermore, pursuant to the 2021 Affordable Requirements Ordinance (ARO), the Applicant is required to designate at least 20% (7 dwelling units) of the total number of (36) dwelling units as "affordable." The programming for this particular project, calls for at least 50% of those seven (7) required affordable units - so a total of four (4) affordable units, to be located onsite (evenly represented and dispersed throughout, the proposed new building).

2. The project complies with the standards and regulations of Section 17-3-0504, except paragraph H if the project is not located along a pedestrian street, pertaining to pedestrian streets and pedestrian retail streets, even if the project is not located along a pedestrian street or a pedestrian retail street.

The design for the new proposed building calls for the entirety of the Clark Street and the Leland Avenue facades to directly abut the sidewalk (i.e., 0 feet-0 inches front and south side setbacks), with the two respective primary entrances - residential lobby on Clark Street and commercial-office unit at the corner (Leland Avenue) NOT exceeding 12 feet of the width of either such facade, and - too, NOT exceeding two-stories in height. [Please see corresponding Architectural Plan Package.] Toward these same ends, per the design, a minimum of 60% of each such

street facing facade will be comprised of transparent non-reflective windows and/or doors. [Please see corresponding Architectural Plan Package - Page 7.] Lastly, all of the required off-street parking will be located wholly within the four-corners of the 1st Floor of the new proposed building (garage), so to NOT be visible from either of the immediately abutting public ways, while - too, vehicular access to such parking will be accommodated via the existing Public Alley that runs along the east end of the site.

3. The project complies 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 2,630 linear feet from the entrance to the Lawrence Avenue CTA Train Station and directly on one of the City's most exploited CTA Bus Routes (Clark Street), while - too, activating this significant, previously underserved, corner of Clark Street and Leland Avenue, which serves as the predominant transition-connection between the low-density family-oriented residential neighborhoods to the east (i.e., Dover Street), and the similarly utilized Chase Park (across the street - west), to the more bustling commercial corridor along Clark Street to the south and Broadway Avenue further to the east - with a new business that will be intended to service the residents of the immediate 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 to the south and connects to the same such corridor along Broadway Avenue to the east, while ■■■ too, providing an immediate connection the other nearby communities via a short bus or train ride., or - weather pending, via bicycle (personal or with multiple Divvy Bicycle Stations along the way).

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4. Residential building projects shall not have a number of parking spaces in excess of 50% of the Minimum Automobile Parking Ratio for the applicable district listed in Section 17-10-0207 with any fractional result rounded up to the next higher whole number, unless additional parking spaces are approved as an administrative adjustment under the provisions of Section 17-13-1003-EE.

The project calls for the construction of a new mixed-use building that will contain a total of thirty-six (36) dwelling units and off-street accessory parking for eighteen (18) vehicles, which represents a 50% reduction in the otherwise required one-to-one parking ratio for residential uses, and which such reduction is permitted as of right pursuant to Section 17-10-0102-13(1).

5. The project complies with the Travel Demand Study and Management Plan rules of the Chicago Department of Transportation. The City's Commissioner of Transportation is authorized to issue Travel Demand Study and Management Plan rules consistent with this section.

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 every two (2) dwelling units, with priority being offered to tenants of the larger (two-bedroom and three-bedroom units) building, on a first come basis. Such considerations should dissuade residents who require and/or rely on individual automobile ownership from renting within the proposed new building, thereby attracting those residents who desire to rely on public and/or non-vehicular (carbon-neutral) forms of transit. As well, the proposed development includes a sizeable Storage Room, within the ground floor (garage) of the building that can accommodate interior parking for at least forty-eight (48) bicycles and/or 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 local Alderman and representatives from the CTA and CDOT, toward providing additional public bicycle racks and/or Divvy Stations, 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 local Alderman and the CTA toward installing electronic CTA trackers within the common areas of the building, to allow for more efficient trip planning.

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CD*The subject property is located on a designated Pedestrian Street, within 2,640 linear feet of the entrance to the Lawrence CTA Train Station

and the Clark Street Bus Line Corridor Roadway Segment, thereby qualifying as a Transit Served Location. [17-10-0102-BJ. The programming for the development also calls for the provision of at least 50% of the required 'affordable' units to be located onsite and such programming is in compliance with * Section 17-3-0308 of the Zoning Ordinance.). 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]

COMPLIANCE WITH SECTION 17-3-0308: Specific Criteria for Transit-Served Locations

In all B and C districts, any new construction within 2,640 feet of a CTA or METRA rail station entrance must satisfy all of the following specific criteria:

1. The project complies with the applicable standards of Section 17-10-0102-IL

The project calls for the construction of a new mixed-use building that will contain a total of thirty-six (36) dwelling units and oil -street accessory parking for eighteen (18) vehicles, which represents a 50% reduction in the otherwise required one-to-one parking ratio for residential uses, and which such reduction is permitted as of right pursuant to Section 17-10-0102-13(1) Toward these same ends, the project calls for a Storage Room to be located within the attached garage (1st Floor), which will be for the exclusive use of the residents and which can accommodate at least forty-eight (48) bicycles - more than double the amount of required onsite. bicycle parking [Subsection (2)