17-13-0303-C (1) Type 1 Narrative & Plans - Zoning Map Amendment
1429 West Irving Park Road, Chicago, Illinois

Proposed Zoning: B2-3 Neighborhood Mixed-Use District

Lot Area: 15,000 square feet

Proposed Land Use: The Applicant is seeking a *Type I Zoning Map Amendment*, with secondary relief for *Administrative Adjustment* and *Variation*, pursuant to Section 17-13-0300 of the Chicago Zoning Ordinance, in order to permit the redevelopment of the subject property with a new five-story mixed-use building. The programming for the proposed new development calls for the establishment of divisible commercial space (+/- 4,400 *square feet*) at the front of the ground floor, facing Irving Park Road, and a total of thirty-six (36) dwelling units, including seven (7) affordable (ARO) units, to be distributed on and between the 2nd through 5th floors. Off-street parking for a total of twenty-five (25) vehicles and twenty (20) bicycles will be provided onsite, with fourteen (14) vehicle spaces and all of the bicycle storage located within the core of the ground floor (attached garage) and eleven (11) additional vehicular spaces comprising a surface parking pad at the rear of the building. The proposed improvements will be masonry in construction and will measure 54 feet-10 inches in height (*5th floor ceiling*).

(A) The Project's Floor Area Ratio: 50,600 square feet *(3.4 FAR)

**The Applicant is eligible for a floor area increase from 3.0 up to 3.5 because they are providing at least 50% of the required 'affordable' units onsite. [Section 17-3-0403-B]*

(B) The Project's Density (Lot Area Per Dwelling Unit): 36 units (416.7 square feet)

(C) The amount of off-street parking: *25 automobile spaces; 20 bicycle spaces

**The subject property is located within 2,640 linear feet of the entrance to the Irving Park Brown Line Line (CTA) Train Station, thereby qualifying as a Transit Served Location (TSL), under the current Chicago Zoning Ordinance [Section 17-10-0102-B] and triggering a distinct Parking Standard [Section 17-3-0308] for dwelling units, which limits the maximum allowable off-street residential parking ratio to 50%. The new proposed mixed-use building will feature thirty-six (36) dwelling units, at least eight (8) of which will be three-bedroom units and twenty (20) of which will be two-bedroom units intended for family occupancy and/or work-from-home dual tenant occupancy. Applying the TSL Parking Standard results in a maximum by-right allowance of 18 off-street parking spaces, which was deemed insufficient by community stakeholders.*

Therefore, in consideration of current market demand for larger format rental housing units with designated off-street parking, as echoed by the community stakeholders, the Applicant is proposing to increase the number of off-street automobile parking spaces to serve this transit-oriented development, so that all of the three-bedroom units and all but three (3) of the two-bedroom units will have designated onsite vehicular parking accommodations. As such, the Applicant is seeking an Administrative Adjustment - in conjunction with this Type 1 Zoning Map Amendment, to increase the maximum automobile parking ratio for a transit served location (TSL) – from 18 spaces (50%) to 25 spaces (69%). [Section 17-3-0308-B; Section 17-13-1003-EE.]

(D) Setbacks:

a. Front Setback: 0 foot-0 inches

b. *Rear Setback: 22 feet-0 inches

c. Side Setbacks:
West: 0 feet-0 inches
East: 0 feet-0 inches

**In order to accommodate the provision of larger format dwelling units intended for occupancy by growing families that desire the flexibility and financial viability of renting, which were current market observations specifically echoed during many months of ongoing community engagement, the Applicant had to amplify the residential floorplates for the upper floors, allowing for longer layouts, as well as inset balconies for each unit. Such building orientation and scale is completely compatible with the pattern of improvements on this mixed-use block, where almost all of the properties are occupied by buildings that span the entire width and depth of their respective site - including the immediately adjacent four-story multi-unit residential complex to the west that was constructed lot line-to-lot line on all four sides and the adjacent multi-tenant commercial complex to the east that was constructed without any side or rear setbacks. As such, the Applicant is seeking an Administrative Adjustment / Variation, to reduce the minimum rear setback for floors containing dwelling units and/or residential accessory uses from 30 feet-0 inches to 22 feet-0 inches (34% reduction). [Section 17-3-0405-A; Sections(s) 17-13-1003-I; 17-13-1101-B].*

(E) Building Height: 54 feet-10 inches (*underside of 5th Floor ceiling beam*)

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-B.**

The project calls for the construction and occupancy of a new five-story mixed-use development at the subject property, which qualifies as a *Transit-Served Location* (TSL) due to its proximity to the *Irving Park CTA Brown Line Train Station.* The ground floor of the new proposed development will feature divisible commercial / retail space occupying and activating the entire street frontage along Irving Park Road. A total of thirty-six (36) dwelling units will be distributed on and between the 2nd floor through the 5th floors, eight (8) of which will feature three bedrooms and twenty (20) of which will feature two bedrooms, intended to accommodate growing families and work-from-home dual tenancy. At the time of filing, the programming also includes the onsite provision of seven (7) *affordable units* (ARO) included in the thirty-six, which such units will be a representative and equal mix of the unit types, quality and orientation of the market rate units. The design and functionality of the dwelling units were developed in a conscious effort to attract and provide newly rendered economical rental housing for families and/or work-from-home dwellers, so to ensure ongoing activation of the property from ground up and to add more vested members to the immediate community, who will patronize and help to revitalize the existing businesses, while the inclusion of the newly rendered commercial / retail space(s) is intended to encourage interest from local businesses / entrepreneurs and/or service providers seeking to support the residents and occupants of the neighborhood while also complimenting the other well-established businesses in the area. Rounding out the development is onsite / off-street parking for a total of twenty-five (25) vehicles, fourteen (14) of which such corresponding spaces will be located within the interior of the building behind the commercial / retail spaces, while the other eleven (11) spaces will comprise a surface parking pad at the rear and outside of the new building, so that all such onsite parking accommodations are completely concealed from the adjacent public ways in full compliance with the *Pedestrian Street Design Standards & Guidelines*. Several of both the interior and exterior parking stalls will be equipped with electric (EVSE) charging stations, in an effort to further reduce the carbon footprint of the new development, while allowing most of the residents the opportunity and security of having one personal vehicle, actively mitigating private consumption of the limited public parking facilities in the neighborhood and further advancing the City's land use and planning policies. In addition hereto, and in furtherance of these sustainable policies and goals, the new development also accommodates enclosed parking and storage for at least twenty (20) bicycles, e-bicycles, scooters and/or strollers. Such proposed parking provisions represents a 69% automobile-to-unit ratio and a 55% bicycle-to-unit ratio, so that the residents of all but one of the units will be designated their own off-street vehicular parking space, thereby promoting options and increased reliance on the many other meaningful multi-modal forms of nearby public transit and environmentally conscious transportation.

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 subject property is which is situated on a segment of Irving Park Road that is not designated as a 'pedestrian street', however – due to the property's near proximity to the *Irving Park CTA Brown Line Train Station*, the project is still subject to the general Standards & Regulations of such Section of the Zoning Ordinance. The design for the proposed new multi-family mixed-use rental development establishes the entirety (*100 feet*) of the street-facing building elevation at and along the front property line in full strict compliance with the *Pedestrian Street Design Standards & Regulations*. The street facing building wall, as well as the primary pedestrian entrances to the building for both the commercial and residential tenants and uses, abut the corresponding sidewalk, allowing for unobstructed and convenient direct access from the public way into the building. In a conscientious effort to further enhance the pedestrian experience, in particular for patrons of the commercial spaces, while also bolstering the privacy and safety of the residents of the new multi-family development, internal access to the different ground floor spaces – (i) commercial storefront and (ii) residential improvements (lobby + garage + package room + storage + dwelling units), will be effectuated through a common shared lobby vestibule located just off of the primary exterior pedestrian entry vestibule, controlled access to which such residential areas will be maintained and secured by Property Management. *Secondary access to the building will be provided at/through the rear of the property.*]

In further conformity with these same standards, the above-described primary pedestrian entrance does NOT exceed 12 feet of the width of the corresponding façade, and – too, does NOT exceed one-story in height. In consideration and due deference to the privacy and security interests of the residents of the new building, the associated shared interior lobby corridor greets and guides patrons, employees and residents as they enter the ground floor and separate into the respective different functional areas of the mixed-use development. Such shared lobby provides controlled pedestrian access to the independent interior entrances (one or two to the publicly patronized storefront(s) and one to the private residential corridor, garage and upper floors / dwelling units). All such entryways will be secured by premium multi-modal locking mechanisms (mechanical and electronic), while a video surveillance system will provide an additional layer of security, monitoring and capturing activity within the communal areas of the building, as well as along the corresponding public ways and rear alley, which such improvements offer a public safety benefit beyond the four corners of the site. Furthering these same purposes, the design for the ground floor storefront(s) highlights multiple large, glazed floor-to-ceiling window installations, with a distinct yet more refined entrance rendered in masonry and glass, with stone accents, thereby promoting refined translucence and meeting and/or exceeding the minimum 60% transparency requirement for *Pedestrian Streets*. Lastly, yet relatedly, all of the required off-street *parking* will be located at and within the rear of the ground floor and behind the principal building, wholly concealed by the storefront(s) and building envelope, so to not be visible from Irving Park and the corresponding public ways. Vehicular access to such parking will be properly accommodated via the public alley that runs along the rear 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 *[d]evelopment which is oriented towards and integrated with adjacent transit.*

The proposed new development incorporates pedestrian accessibility and connectivity just about 2,500 linear feet from the entrance to the *Irving Park CTA Brown Line Station* and within 1,320 feet of multiple *CTA Bus Routes*, including the *Irving Park (80) CTA Bus Line Corridor.*

The property is situated at the epicenter of at least six converging bustling mixed-use 'neighborhoods', including Lake View, Southport Corridor, Roscoe Village, Ravenswood and Wrigleyville, each of which are serviced by multiple protected bike lanes and other safely navigable public ways that provide non-motorized connectivity between the various communities and their respective attractions, while further supporting and integrating into the surrounding public transit map. In consideration of these existing and still evolving public improvements, the Applicant further refined the programming for the new proposed multi-family mixed-use development to exceed the amount of onsite bicycle accommodations required by Ordinance. The proposed mixed-use development will also be activating 100 feet of significant, presently dormant, street frontage along Irving Park, in turn closing at least two very large, non-conforming, vehicular driveways / curb-cuts from the pedestrian streetscape, thereby inherently improving public safety and comfort, while also mitigating vehicular congestion and the potential for associated conflict. With these same intentions in mind, the proposed divisible commercial / retail space was the result of many months of collaboration with the 46th Ward and community liaisons – including the Southport Neighbors' Association (SNA), toward providing economically viable opportunities for local entrepreneurs to affordably establish and maintain roots in the community, while serving the many residents that similarly call this neighborhood "home." Accordingly, this / these space(s) is / are intended to be occupied and operated by a local entrepreneur and/or business owner from the immediate community to service the residents, workers and occupants of the immediate neighborhood, most of whom enjoy and promote very environmentally conscientious lifestyles.

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 Applicant is seeking an *Administrative Adjustment* to increase the maximum *Automobile Parking Ratio* for this *Transit-Served Location (TSL),* from 18 parking spaces (50%) to 25 parking spaces (69%), so that the residents of the 8 three-bedroom units and the residents of at least 17 of the 20 two-bedroom will have the option of renting secured parking for their own personal vehicles, pursuant to Sections 17-3-0308(4) and 17-13-1003-EE of the Zoning Ordinance.

This unit to parking ratio was meaningfully vetted by the Development Team during their many months of engagement with the Southport Neighbors' Association (SNA) and other community liaisons / stakeholders, who concur - based on market demand and general observation, that residents of these new 'family-oriented' multi-resident units will likely own a private vehicle. The market data for this neighborhood further corroborates this belief, showing that almost all interested tenants of newly rendered two-bedroom and three-bedroom dwelling units command at least one (1) designated off-street parking space and that similar units without such accommodations are commercially unviable. Correspondingly, failure to provide off-street parking for most of these larger format units would likely result in wasteful appropriation of essential public street parking for patrons of the local businesses and visitors to the neighborhood since it is a *Pedestrian Retail Street.*

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.**

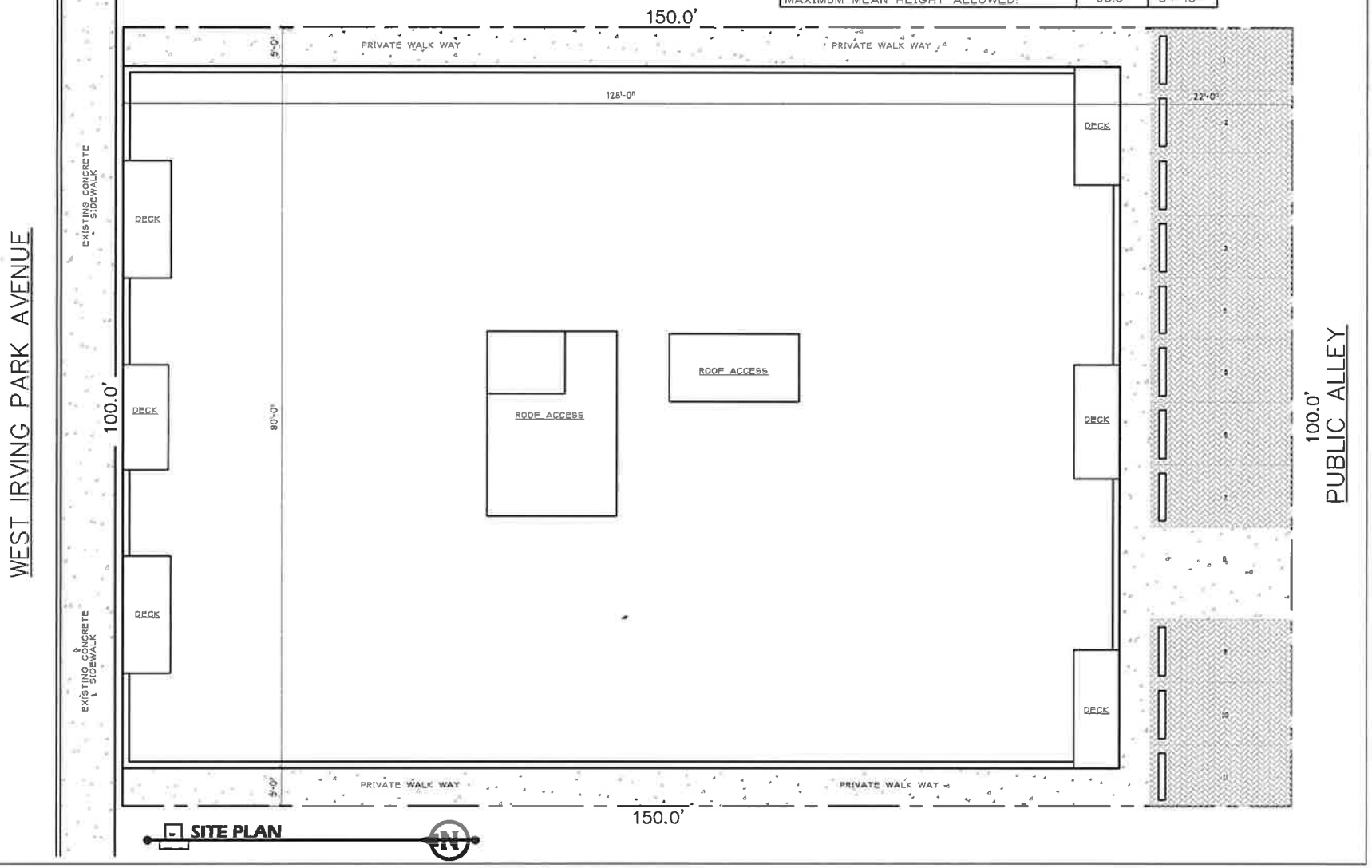
In a direct and deliberate effort to promote public forms of transportation, and – too, to mitigate vehicular congestion and traffic in this pedestrian-oriented neighborhood, while still balancing the express interests and demands of the existing residents of the community, the Applicant moderated the density of the new proposed development and diversified the unit typology and mix to incorporate both larger format family-oriented multi-resident units, as well as smaller format single-occupancy units. The requested increase in the maximum amount of parking to service this particular transit-served location is intended to provide off-street parking for 90% of the larger-format multi-resident / family-accommodating units (two-bedroom + three bedroom), as tracked data shows that the residents of such types of rental units commonly have at least one personal vehicle, regardless of proximity to public transit. These fundamental conditions should, and have been shown to, inherently dissuade families and couples who require and/or rely on more than one personal automobile from occupying a unit within the proposed new building, thereby attracting those residents who desire to rely on public and/or non-vehicular (carbon-neutral) forms of transit, including electric vehicles. Accordingly, a portion of the 25 onsite parking spaces will be supported by electric vehicle supply equipment (EVSE), so to accommodate electric vehicles, in an effort to further reduce the carbon footprint of the new development and enhance its sustainability, while still allowing residents the convenience of having one personal vehicle. The proposed development also includes space within the ground floor parking garage that can accommodate secure interior parking for at least twenty (20) bicycles (including e-bicycles), scooters, and/or strollers/wagons, while additional unoccupied onsite open space is available behind the building to park additional bicycles for immediate and regular use.

1429 WEST IRVING PARK ROAD

PROPOSED 5 STORY,
36 UNIT RESIDENTIAL
BUILDING WITH
GROUND FLOOR
COMMERCIAL
SPACES.

25 OFF-STREET
PARKING SPACES /
11 EXTERIOR +
14 INTERIOR

PROPOSED ZONING INFORMATION					
ZONING REQUST:	B2-3	350 SQ FT LAND / UNIT	UNITS REQUESTED:	36	
LOT AREA	15,000 SQ. FT.	X 3.5 = MAX. BUILD-ABLE S.F.		52,500	
LOT DIMENSIONS: 100 X 150		ACTUAL S.F. PER PLANS: 50,600			
SET BACK LOCATION:			REQUIRED	ACTUAL	
FRONT YARD SETBACK REQUIREMENT:			0.0'	0.0'	
SIDE YARD SETBACK REQUIREMENT:			0.0'	5.0'	
			0.0'	5.0'	
REAR YARD SETBACK REQUIREMENT:			30.0'	22'-0"	
MAXIMUM MEAN HEIGHT ALLOWED:			60.0'	54'-10"	

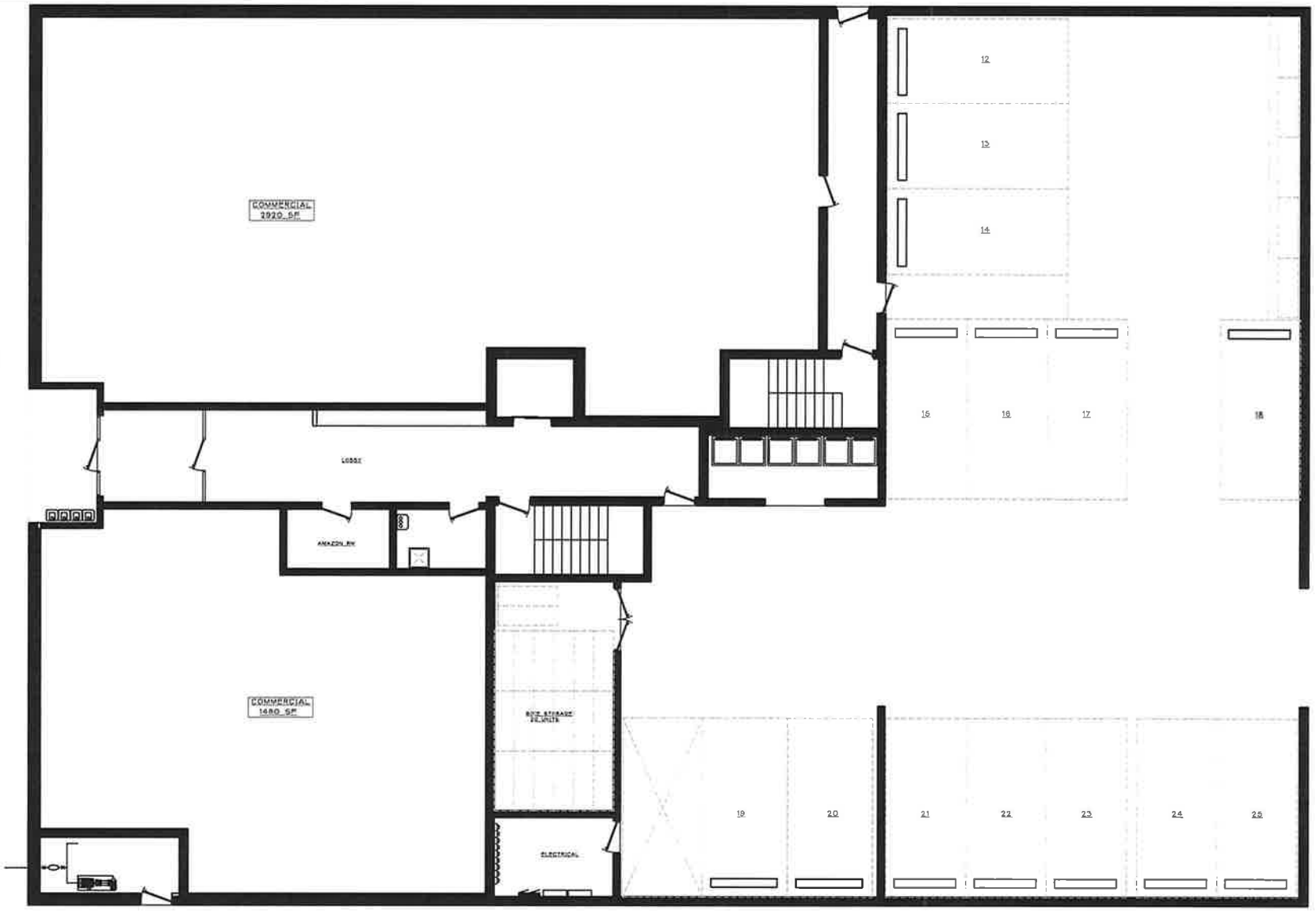


1429 WEST IRVING PARK ROAD

GROUND FLOOR

- LOBBY
- BUILDING UTILITIES
- BIKE STORAGE
- INTERIOR TRASH ENCLOSURE,
- 14 INTERIOR PARKING SPACES
- ELEVATOR

- COMMERCIAL SPACE I - 2920 SF
- COMMERCIAL SPACE II - 1480 SF



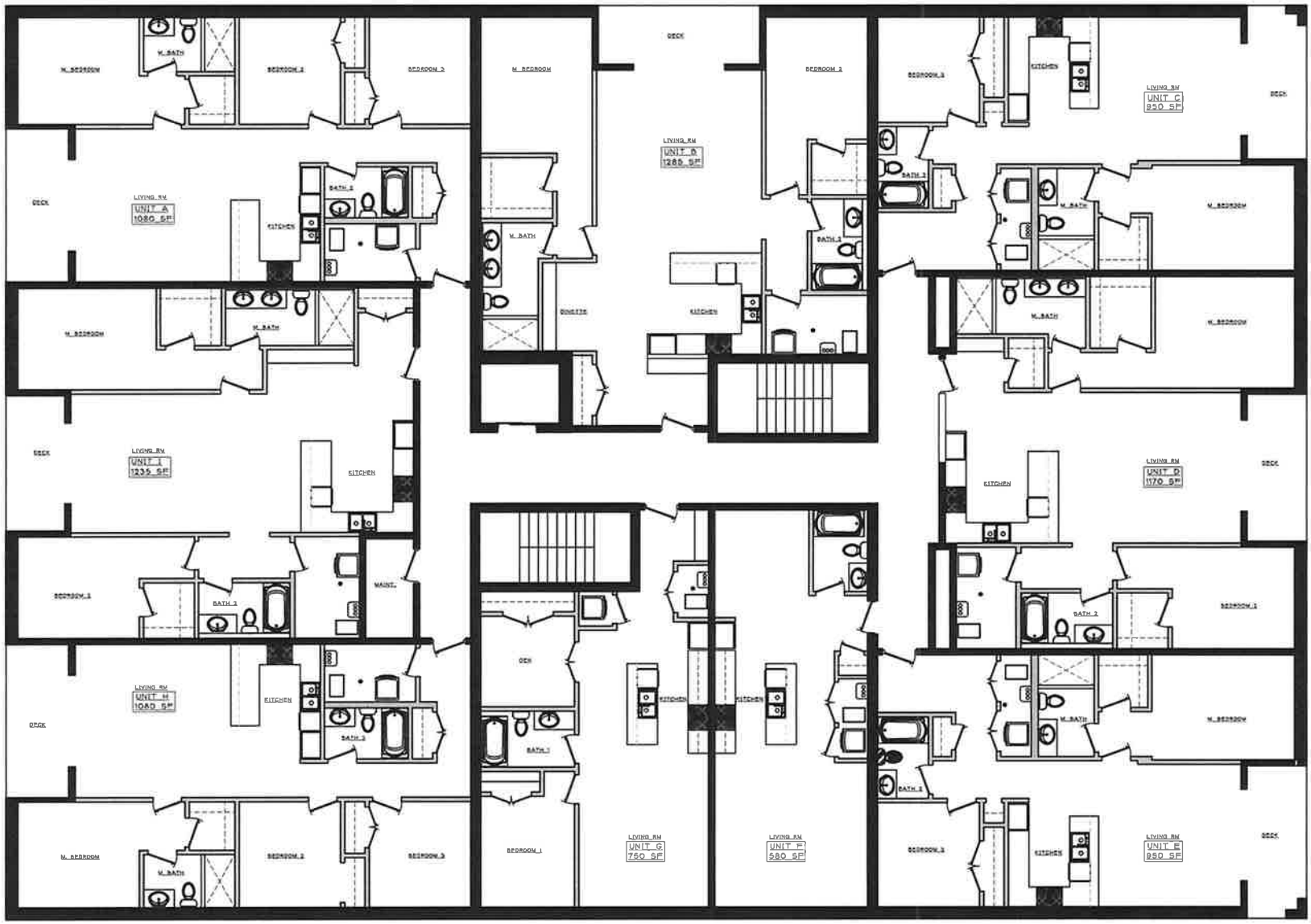
1429 WEST IRVING PARK ROAD

SECOND FLOOR

9 RESIDENTIAL UNITS.

UNIT A-3BED, 2BTH
UNIT B-2BED, 2BTH
UNIT C-2BED, 2BTH
UNIT D-2BED, 2BTH
UNIT E-2BED, 2BTH
UNIT F-STUDIO
UNIT G-1BED, 1BTH
UNIT H-3BED, 3BTH
UNIT I- 2BED, 2BTH

UNIT A- 1080 SF
UNIT B- 1285 SF
UNIT C- 950 SF
UNIT D- 1170 SF
UNIT E- 950 SF
UNIT F- 580 SF
UNIT G- 750 SF
UNIT H- 1080 SF
UNIT I- 1235 SF



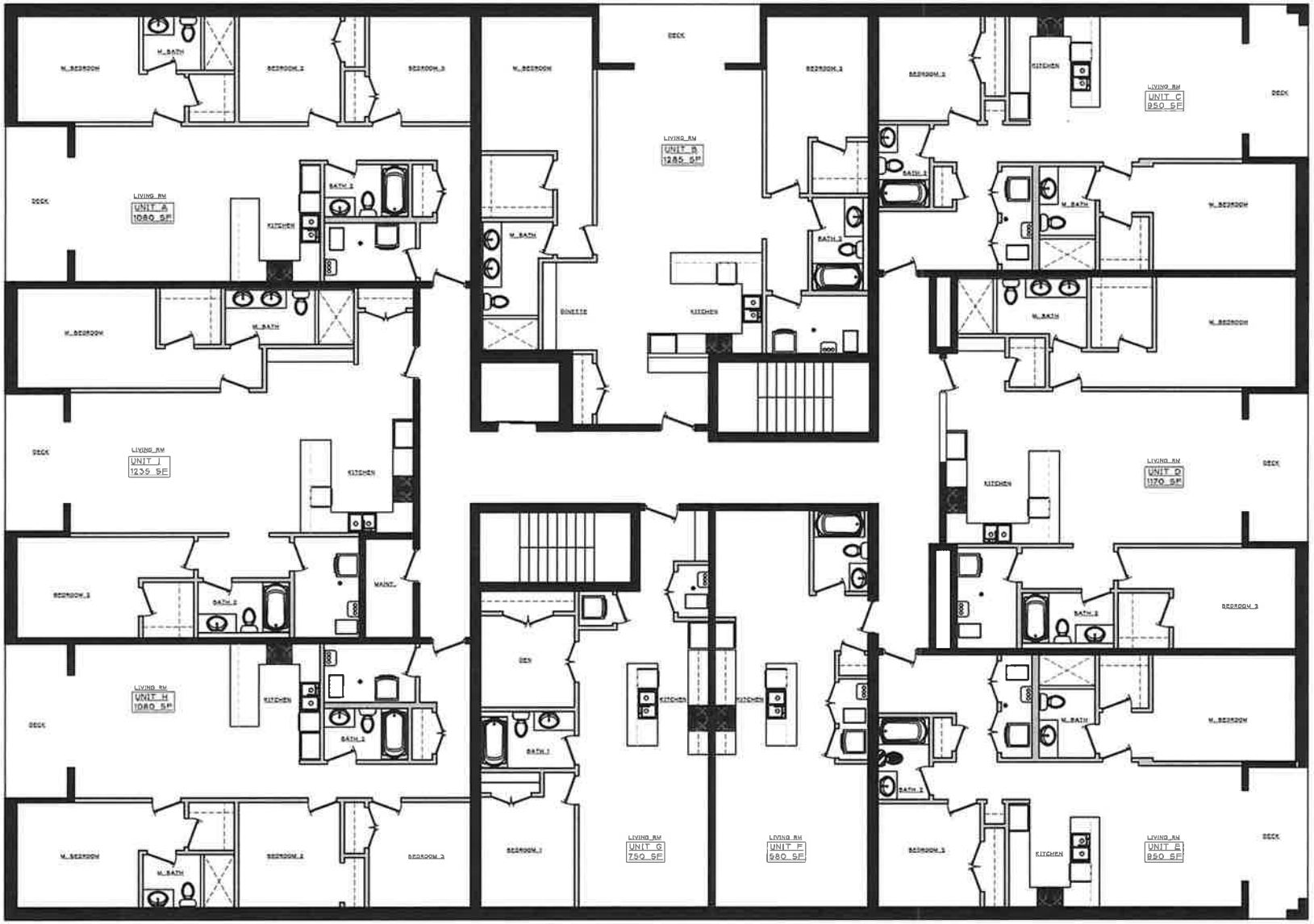
1429 WEST IRVING PARK ROAD

THIRD FLOOR

9 RESIDENTIAL UNITS.

UNIT A-3BED, 2BTH
UNIT B-2BED, 2BTH
UNIT C-2BED, 2BTH
UNIT D-2BED, 2BTH
UNIT E-2BED, 2BTH
UNIT F-STUDIO
UNIT G-1BED, 1BTH
UNIT H-3BED, 3BTH
UNIT I- 2BED, 2BTH

UNIT A- 1080 SF
UNIT B- 1285 SF
UNIT C- 950 SF
UNIT D- 1170 SF
UNIT E- 950 SF
UNIT F- 580 SF
UNIT G- 750 SF
UNIT H- 1080 SF
UNIT I- 1235 SF



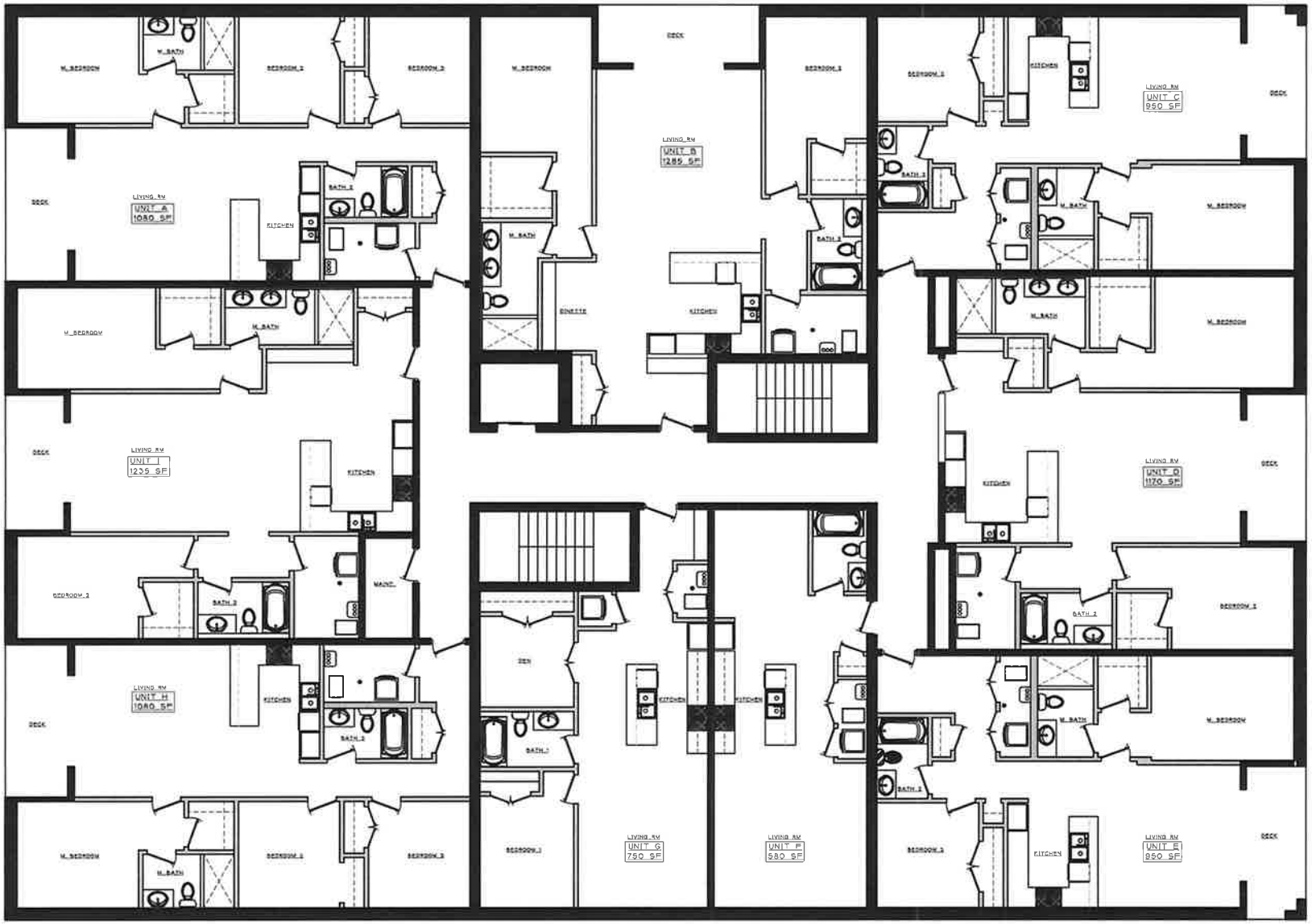
1429 WEST IRVING PARK ROAD

FOURTH FLOOR

9 RESIDENTIAL UNITS.

UNIT A-3BED, 2BTH
UNIT B-2BED, 2BTH
UNIT C-2BED, 2BTH
UNIT D-2BED, 2BTH
UNIT E-2BED, 2BTH
UNIT F-STUDIO
UNIT G-1BED, 1BTH
UNIT H-3BED, 3BTH
UNIT I- 2BED, 2BTH

UNIT A- 1080 SF
UNIT B- 1285 SF
UNIT C- 950 SF
UNIT D- 1170 SF
UNIT E- 950 SF
UNIT F- 580 SF
UNIT G- 750 SF
UNIT H- 1080 SF
UNIT I- 1235 SF



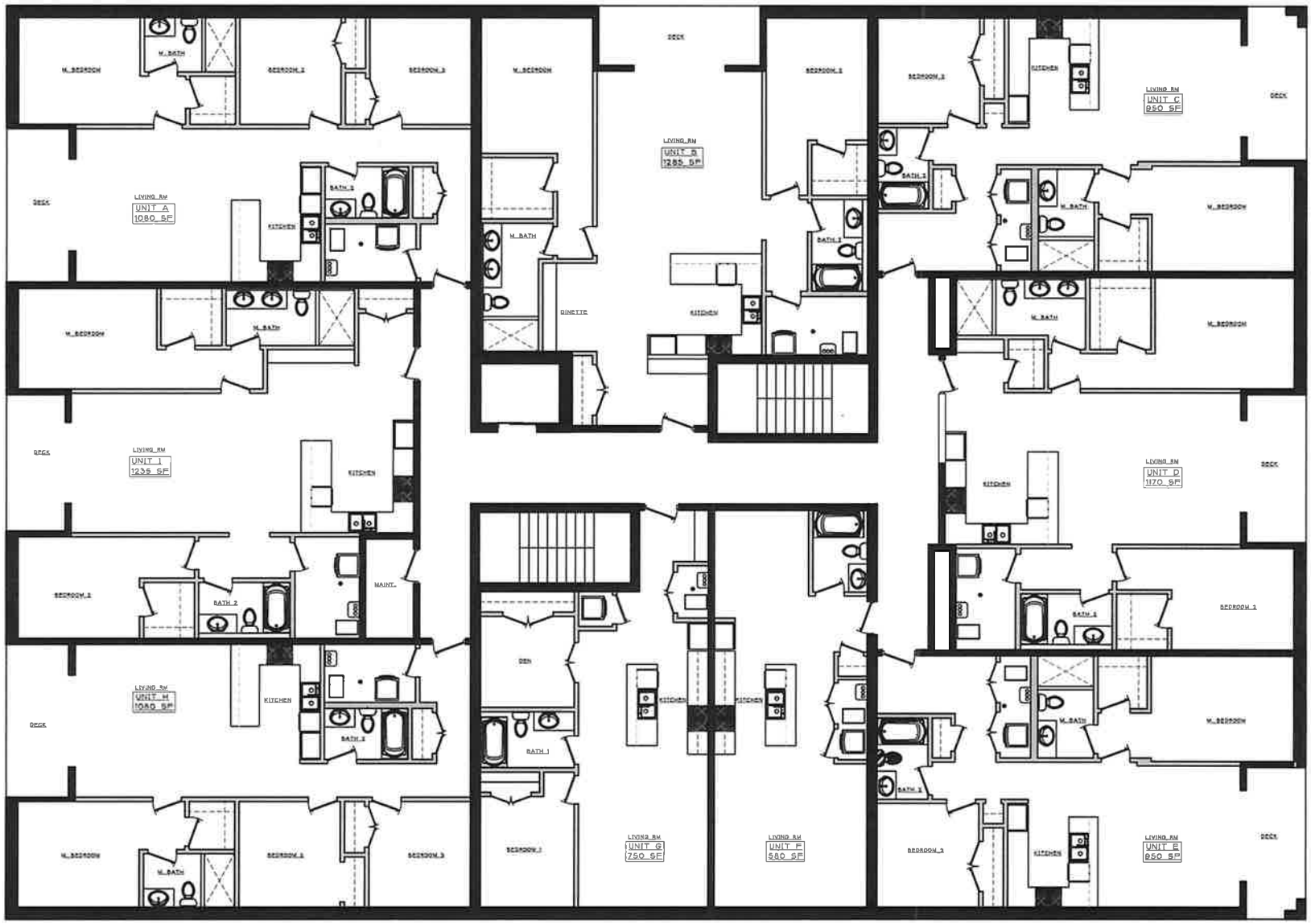
1429 W. IRVING PRK

FIFTH FLOOR

9 RESIDENTIAL UNITS.

UNIT A-3BED, 2BTH
UNIT B-2BED, 2BTH
UNIT C-2BED, 2BTH
UNIT D-2BED, 2BTH
UNIT E-2BED, 2BTH
UNIT F-STUDIO
UNIT G-1BED, 1BTH
UNIT H-3BED, 3BTH
UNIT I- 2BED, 2BTH

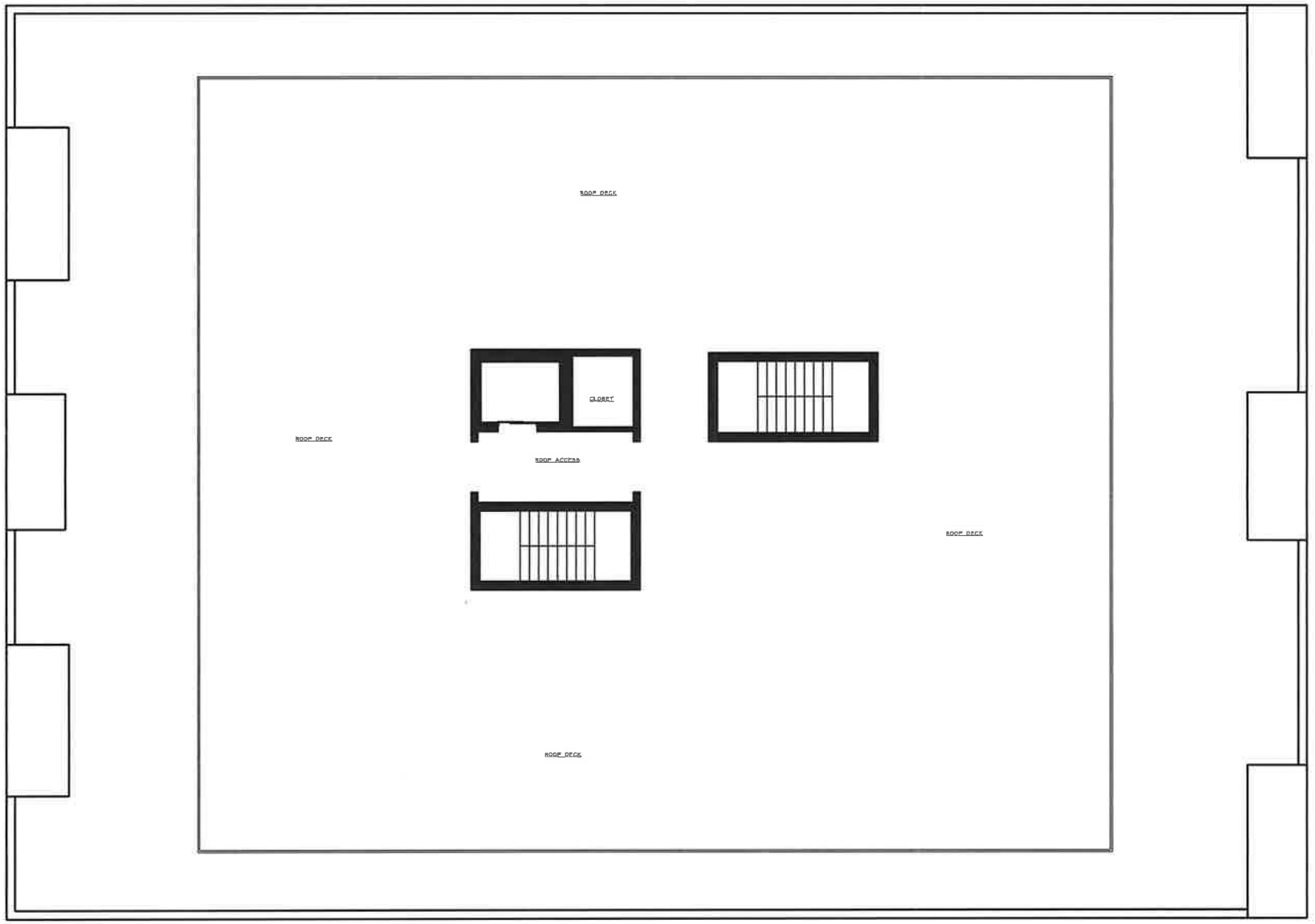
UNIT A- 1080 SF
UNIT B- 1285 SF
UNIT C- 950 SF
UNIT D- 1170 SF
UNIT E- 950 SF
UNIT F- 580 SF
UNIT G- 750 SF
UNIT H- 1080 SF
UNIT I- 1235 SF



1429 W. IRVING PRK

ROOF

POSSIBLE
ROOF DECK



1429 W. IRVING PRK

PROPOSED 5 STORY, 36 RESIDENTIAL UNIT BUILDING
WITH GROUND FLOOR COMMERCIAL SPACES.

NORTH ELEVATION



1429 W. IRVING PRK

PROPOSED 5 STORY, 36 RESIDENTIAL UNIT BUILDING
WITH GROUND FLOOR COMMERCIAL SPACES.

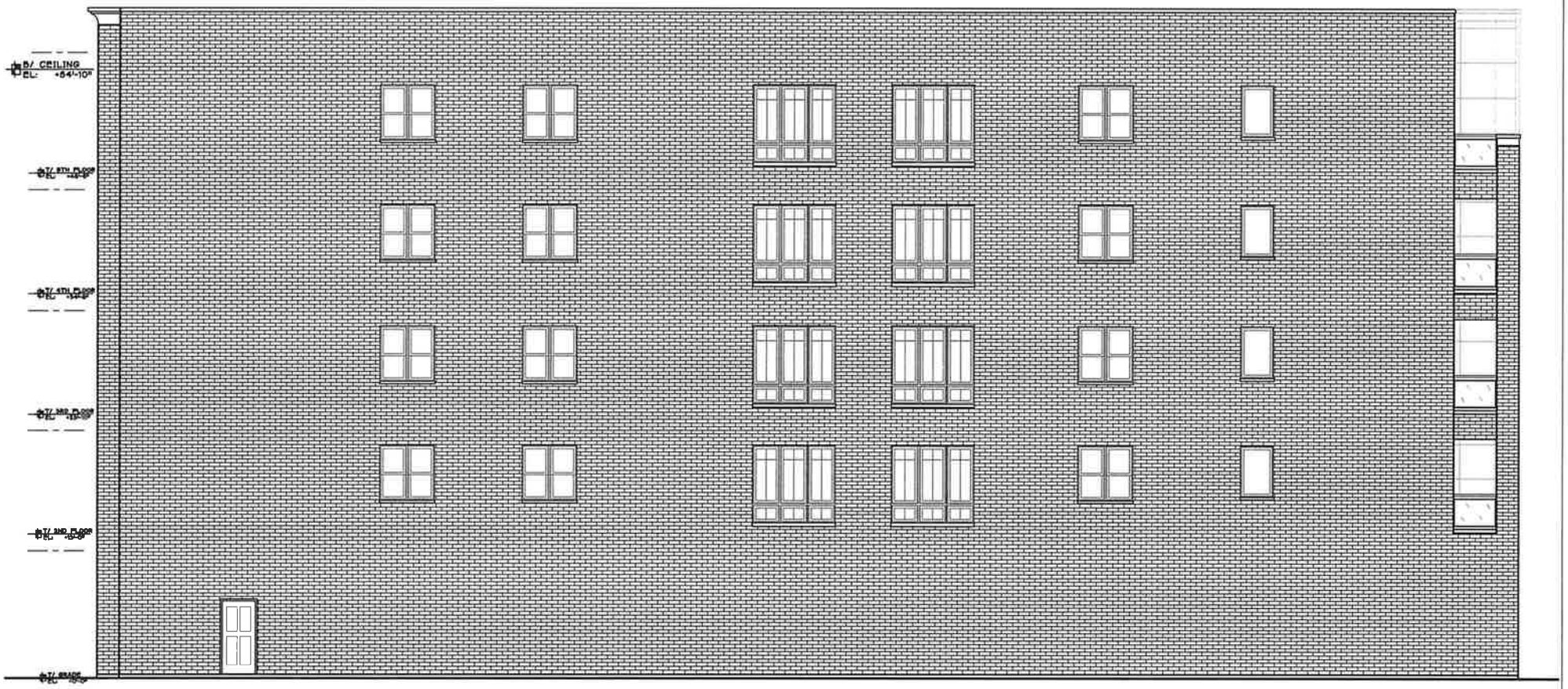
SOUTH ELEVATION



1429 W. IRVING PRK

PROPOSED 5 STORY, 36 RESIDENTIAL UNIT BUILDING
WITH GROUND FLOOR COMMERCIAL SPACES.

EAST ELEVATION



1429 W. IRVING PRK

PROPOSED 5 STORY, 36 RESIDENTIAL UNIT BUILDING
WITH GROUND FLOOR COMMERCIAL SPACES.

WEST ELEVATION

