17-13-0303-C (1) Type 1 Narrative & Plans - Zoning Map Amendment
3327-3335 North Lincoln Avenue, Chicago, Illinois

Proposed Zoning: B3-3 Community Shopping District

Lot Area: 13,368 square feet

Proposed Land Use: The Applicant is seeking a *Type 1 Zoning Map Amendment* and secondary *Administrative Adjustment / Variation* relief, pursuant to Section 17-13-0300 of the Chicago Zoning Ordinance, in order to permit the reactivation of the subject property with a new seven-story (with basement) *mixed-use* development, with *commercial/retail* space (+/- 3,945 square feet), a residential lobby/lounge (+/- 1,400 square feet) and off-street parking for twenty (20) automobiles on the ground (1st) floor, and a total of forty-two (42) *dwelling units* on and between the upper (2nd thru 6th) floors. The proposed improvements will be masonry in construction and will measure approximately 78 feet-10 inches in height (*7th floor penthouse*).

(A) The Project's Floor Area Ratio: 52,991 square feet *(3.96 FAR)

The subject property is located on a designated Six-Corners Pedestrian Street, within 2,640 linear feet of the entrance to the Paulina Brown Line (CTA) Train Station and the Lincoln Avenue Bus Line Corridor, thereby qualifying as a Transit Served Location. [17-10-0102-B], under the current Zoning Ordinance (as amended). The programming for the development calls for the provision of 100% 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 4.0, pursuant to this Type 1 Zoning Map Amendment. [17-3-0403-B]

(B) The Project's Density (Lot Area Per Dwelling Unit): 42 total dwelling units; *318.3 square feet per dwelling unit

The subject property is located on a designated Six-Corners Pedestrian Street, within 2,640 linear feet of the entrance to the Paulina Brown Line (CTA) Train Station and the Lincoln Avenue Bus Line Corridor, thereby qualifying as a Transit Served Location. [17-10-0102-B], under the current Zoning Ordinance (as amended). The programming for the development calls for the provision of 100% 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 300 square feet per unit, pursuant to this Type 1 Zoning Map Amendment. [17-3-0402-B]

(C) The amount of off-street parking: *20 automobile spaces; at least 54 bicycle spaces
*0 loading spaces

The subject property is located on a designated Six-Corners Pedestrian Street, within 2,640 linear feet of the entrance to the Paulina Brown Line (CTA) Train Station and the Lincoln Avenue Bus Line Corridor, thereby qualifying as a Transit Served Location. [17-10-0102-B], under the current Zoning Ordinance (as amended). The programming for the development calls for the provision of 3,945 square feet of commercial/retail space and a total of forty-two (42) residential/dwelling units. In an effort to mitigate vehicular congestion in the neighborhood and to promote the use of public transit and other alternatives to private automobile ownership, the Applicant is seeking an Administrative Adjustment - in conjunction with this Type 1 Zoning Map Amendment, to reduce the minimum off-street automobile parking ratio, for a Transit-Served Location ("TSL"), by approximately 52% - from 42 spaces to 20 spaces, to serve the proposed mixed-use development. [Section 17-10-0102-B; Section 17-13-1003-EE]

In a further effort to mitigate congestion in and/or incidental obstruction of the shared public rights-of-way servicing the subject property and the other properties that comprise this block of Lincoln Avenue, as well as several residential properties with frontages on Marshfield Avenue (east), the Applicant is also seeking a Variation to eliminate the one (1) required off-street loading berth for the proposed new development. [Section 17-10-1101 and Section 17-13-1101-D] Alternative accommodations for deliveries and residential moves will be adapted within the ground floor garage of the new building, pursuant to diligent scheduling and leasing with the Applicant's Management Team.

(D) Setbacks:

a. Front Setback: 0 foot-0 inches

b. *Rear Setback: 14 feet-9 inches

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

**In order to conform to the general purpose of the Connected Communities (eTOD) Ordinance and corresponding design guidelines, which such Ordinance promotes larger scale diverse housing developments at and around Transit Served Locations, and in a contemporaneous effort to satisfy the varying demands and limitations expressed by the local community members and stakeholders, the Applicant had to amplify the footprint (floor plates) of the proposed new building to allow for the provision of a diverse mix of "family-sized" residential units, each with recessed open space, while – too, providing secured interior automobile parking for at least 48% of such units. Therefore, in order to permit the proposal, the Applicant is seeking a Variation to reduce the minimum rear setback for floors containing dwelling units - from 30 feet to 14 feet-9 inches. [Section 17-3-0405-A and Section 17-13-1101-B.]*

(D) Setbacks: Rear Setback (CONTINUED)

The proposed rear setback improves the setback condition created by the existing two-story and three-story mixed-use buildings – which is "zero" and is consistent with the development that comprises the adjacent property to the south, as well as a majority of the other buildings and improvements with their frontage on Lincoln Avenue. This proposed rear setback condition was also vetted with interested members of the community and the local Alderman prior to submission of this application for Zoning Map Amendment and was supported by such parties, accordingly.

(E) Building Height: 78 feet-10 inches (*underside of 7th Floor penthouse/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 of a new *mixed-use* building that will contain a total of forty-two (42) *dwelling units* and off-street accessory parking for twenty (20) vehicles, which represents just over a 50% *reduction* in the otherwise required one-to-one parking ratio for *residential uses*, and which such reduction is mandated pursuant to Sections 17-3-0308 and 17-10-0102-B(1) of the current *Zoning Ordinance*. Toward these same ends, the project calls for a *Storage Room* to be located within the attached *garage* (1st Floor) of the proposed new building, which will be for the exclusive use of the residents and which can accommodate at least fifty-four (54) bicycles – more than double the amount of required *onsite* bicycle parking [*Subsection (2)*].

Furthermore, pursuant to the *2021 Affordable Requirements Ordinance (ARO)*, the Applicant is required to designate at least 20% (8 *dwelling units*) of the total number of (42) *dwelling units* as "affordable." The programming for this particular project, calls for 100% of the eight (8) required *affordable units* to be located *onsite* (evenly represented and dispersed throughout the 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 Lincoln Avenue (*street facing*) facade to directly abut the sidewalk (i.e., 0 feet-0 inches *front setbacks*), with the four primary pedestrian entrances (three for the *commercial spaces* + one for the *residential lobby*) on Lincoln Avenue NOT exceeding 12 feet of the width of either such façade, and – too, NOT exceeding two-stories in height. *[*There is a fourth limited-access pedestrian entrance for the Bicycle Storage Room, also located on the Lincoln Avenue façade, which similarly complies with all of the applicable standards.*] Toward these same ends, per the design, a minimum of 60% of the Lincoln Avenue Street facing façade will be comprised of *transparent non-reflective windows* and/or *doors*. 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*) – at the rear, *so to NOT be visible from Lincoln Avenue (*pedestrian street-public way*), while – too, vehicular access to such parking will be accommodated via Marshfield Avenue, that runs along the rear (east end) of the site, which is the primary means of vehicular access for the existing improvements on Lincoln Avenue. *[*The entirety of the "rear" of the ground floor – with "frontage" on Marshfield Avenue, will be occupied by a "non-commercial use" - vehicular and bicycle parking for the residents of the new building. As such, the Pedestrian Street - Transparent Window Standards of Section 17-3-0308-2 of the Zoning Ordinance do NOT apply to such façade.*]

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.* By way of relevant example, the proposed new development incorporates pedestrian accessibility and connectivity less than 530 linear feet from the entrance to the *Paulina Brown Line CTA Train Station* and directly on one of the City's most exploited *CTA Bus Routes* (Lincoln Avenue), while – too, activating over 125 feet of significant, presently dormant, street frontage along Lincoln Avenue, which serves as the predominant transition/pedestrian connection between the low-density family-oriented *residential neighborhoods* to the east and the many *retail-commercial, office* and *hospitality* establishments that comprise this vital *Six-Corners Pedestrian-Retail Corridor* - 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 north and south and connects to the same such *corridor* along School Street (south) and Roscoe Street (north), while – too, providing an immediate connection to 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).

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.**

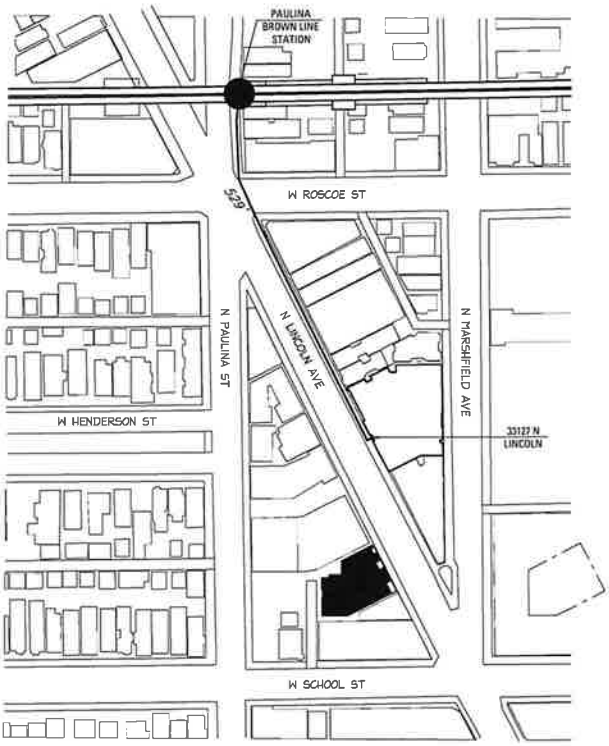
The project calls for the construction of a new *mixed-use* building that will contain a total of forty-two (42) *dwelling units* and off-street accessory parking for twenty (20) vehicles, which represents just under the maximum 50% *Automobile Parking Ratio*, mandated by the current *Zoning (Connected Communities) Ordinance* [Sections 17-3-0308 and 17-10-0102-B(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 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 in the 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 fifty-four (54) 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.

**Pursuant to the recently ratified City of Chicago – Travel Demand Study & Management Plan (TDM), the Applicant will submit the corresponding Site Plan and Project Narrative to the Chicago Department of Transportation (CDOT) Plan Review Committee for a (Tier 1) determination as to any additional requirements that may be deemed necessary to ensure compliance with all such standards and guidelines.*



TRANSIT SERVED LOCATION
PROXIMITY MAP

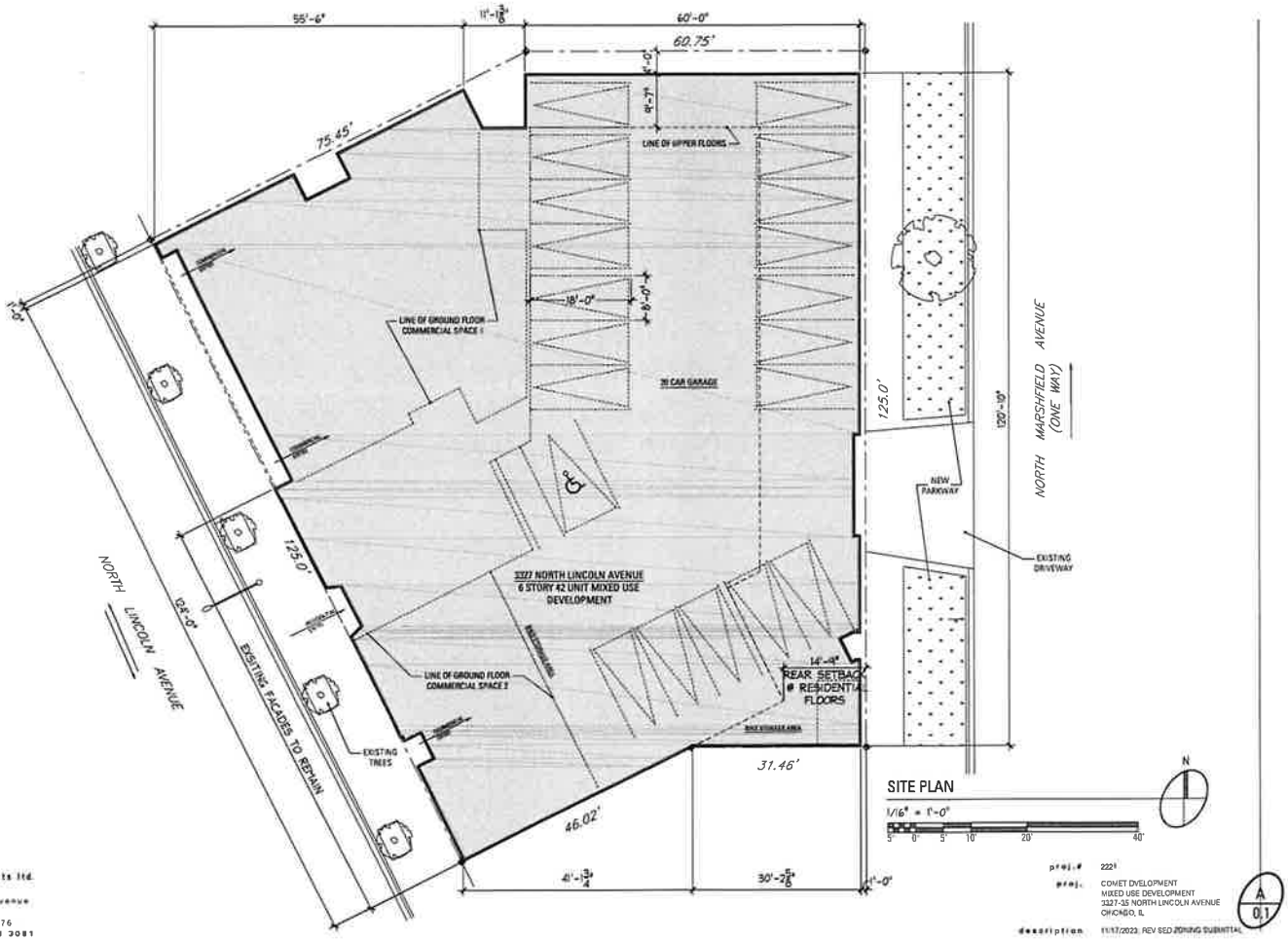
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proj.# 2221
proj. COMET DVELOPMENT
MIXED USE DEVELOPMENT
3327-39 NORTH LINCOLN AVENUE
CHICAGO, IL
description 11/17/2023, REVISED ZONING SUBMITTAL

A
0|2



SITE PLAN

1/16" = 1'-0"

5' 0" 5' 10' 20' 40'

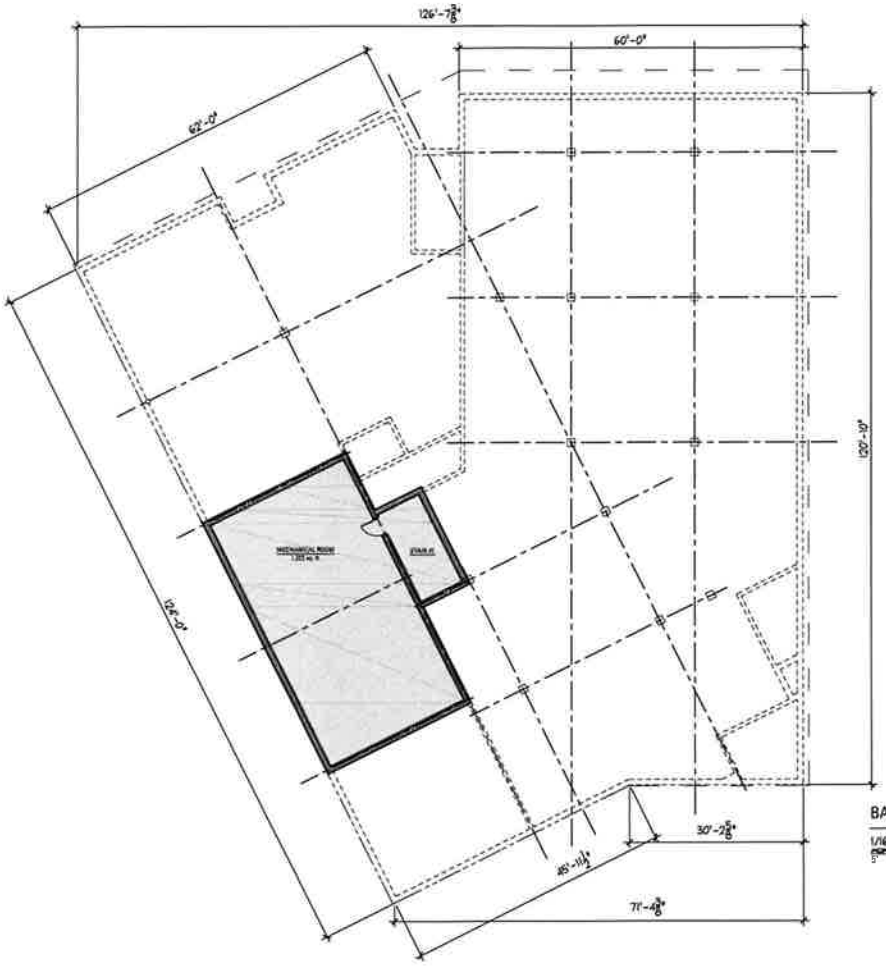
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proj. COMET DVELOPMENT
MIXED USE DEVELOPMENT
3227-35 NORTH LINCOLN AVENUE
CHICAGO, IL

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BASEMENT PLAN

1/16" = 1'-0"

5' 0' 5' 10' 20'

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FIRST FLOOR PLAN (REVISED)

1/16" = 1'-0"

5' 0' 5' 10' 20'

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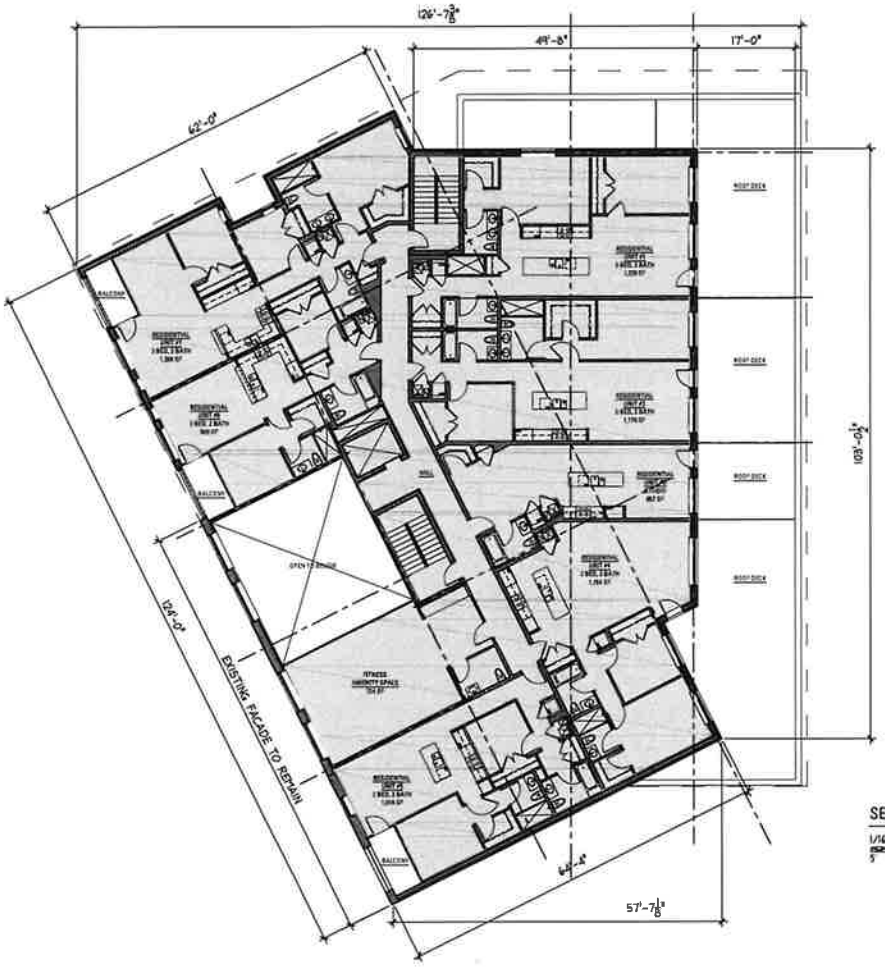
4301 north ravenswood avenue
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MIXED USE DEVELOPMENT
3327-35 NORTH LINCOLN AVENUE
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2.1



SECOND FLOOR PLAN

1/16" = 1'-0"

5' 0' 5' 10' 20'

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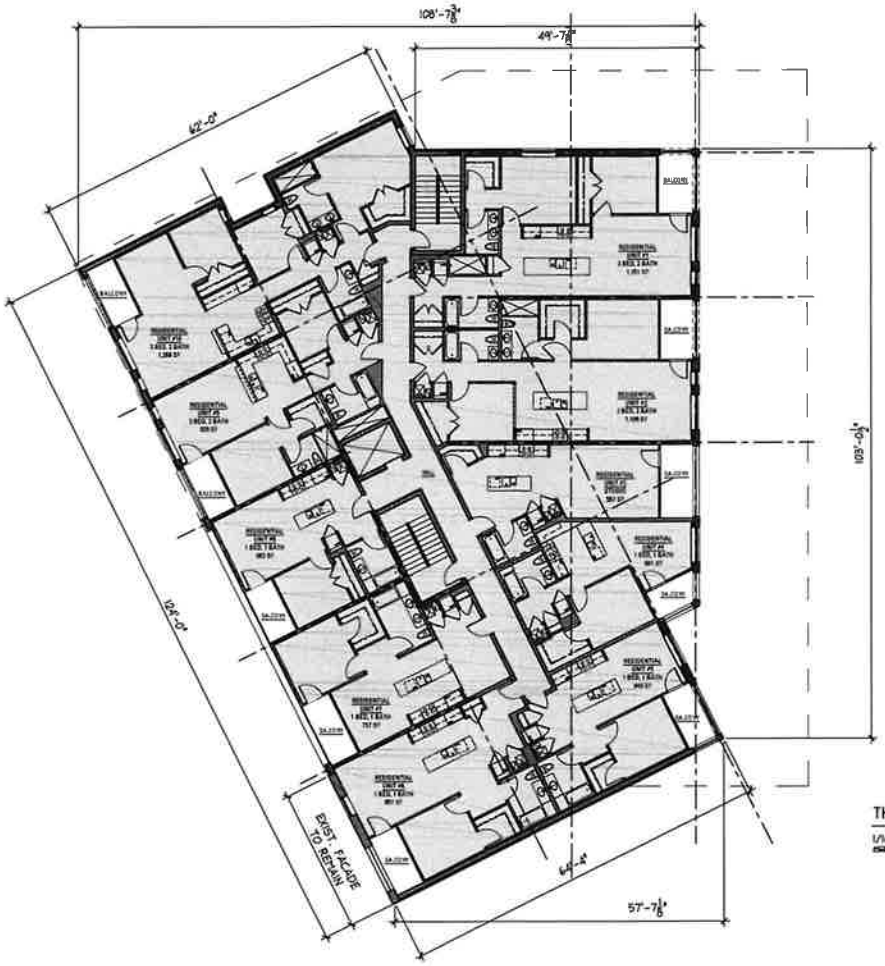
4021 north ravenswood avenue
suite 601
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proj.# 2221

proj. COMET DVELOPMENT
MIXED USE DEVELOPMENT
3301-09 NORTH LINCOLN AVENUE
CHICAGO, IL

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A
2/2



THIRD FLOOR PLAN

1/16" = 1'-0"

0' 5' 10' 20'

N

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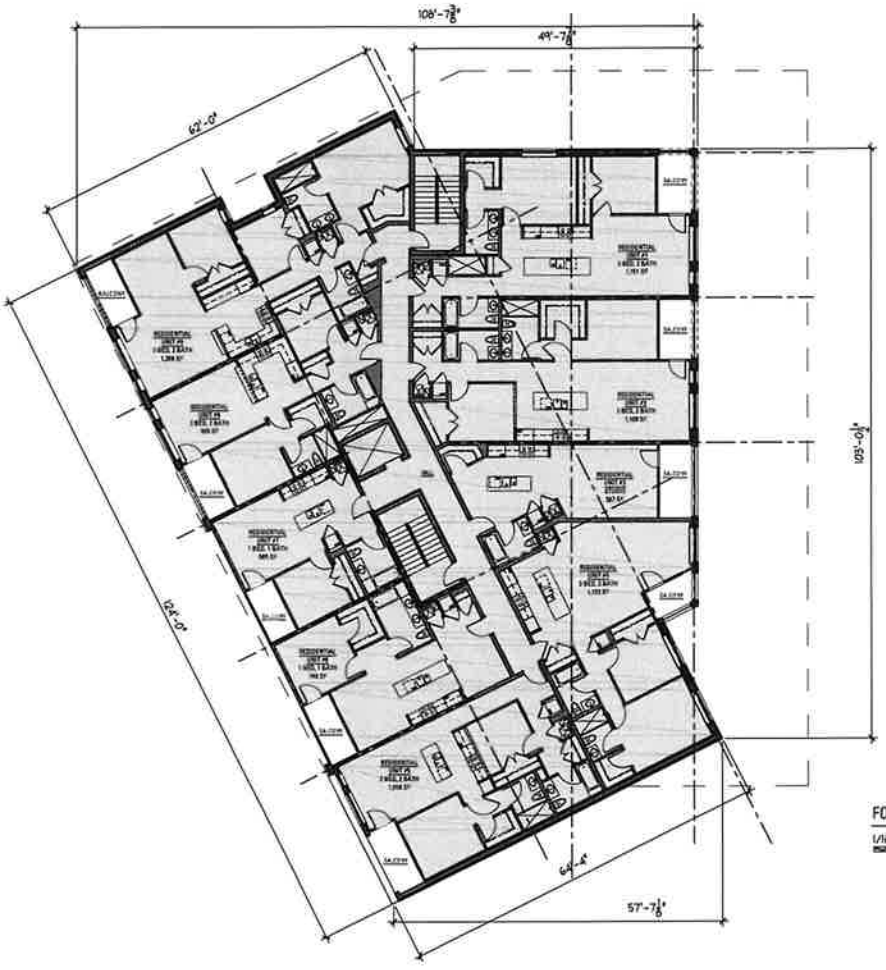
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proj.# 2221

proj. COMET DVELOPMENT
MIXED USE DEVELOPMENT
3227-35 NORTH LINCOLN AVENUE
CHICAGO, IL

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A 2|3



FOURTH FLOOR PLAN

1/16" = 1'-0"

0' 5' 10' 20'

N

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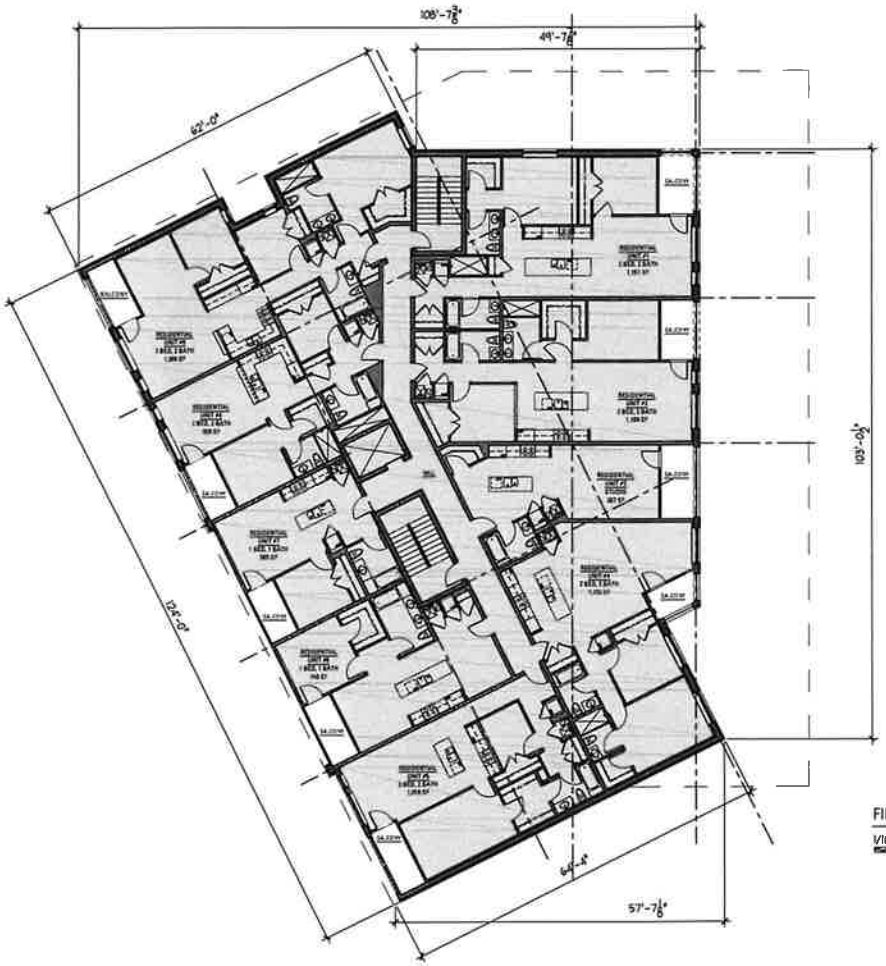
4051 north ravenswood avenue
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proj.# 2021

proj. COMET DVELOPMENT
MIXED USE DEVELOPMENT
3307-35 NORTH LINCOLN AVENUE
CHICAGO, IL

description 11/17/2023, REVISED ZONING SUBMITTAL

A
2.4



FIFTH FLOOR PLAN

1/16" = 1'-0"

0 5 10 20'

N

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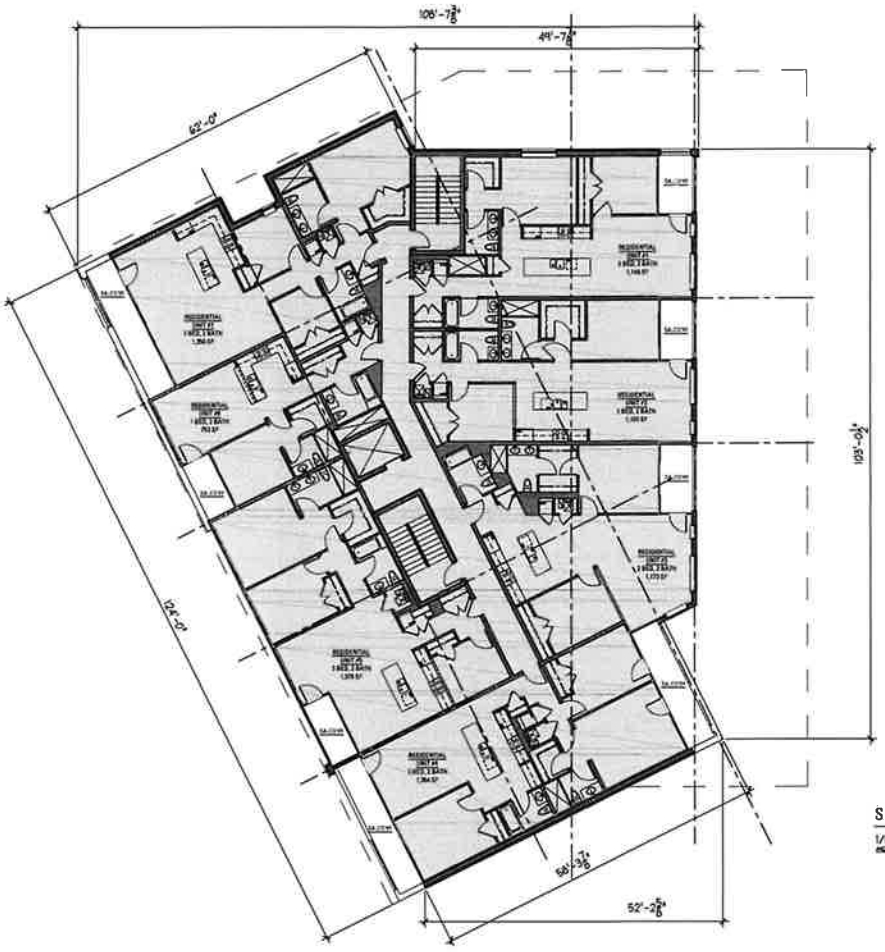
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proj. COMET DVELOPMENT
MIXED USE DEVELOPMENT
3327-33 NORTH LINCOLN AVENUE
CHICAGO, IL

description 11.17.2023, REVISED ZONING SUBMITTAL

2/5



SIXTH FLOOR PLAN

1/16" = 1'-0"

0 5' 10' 20'

N

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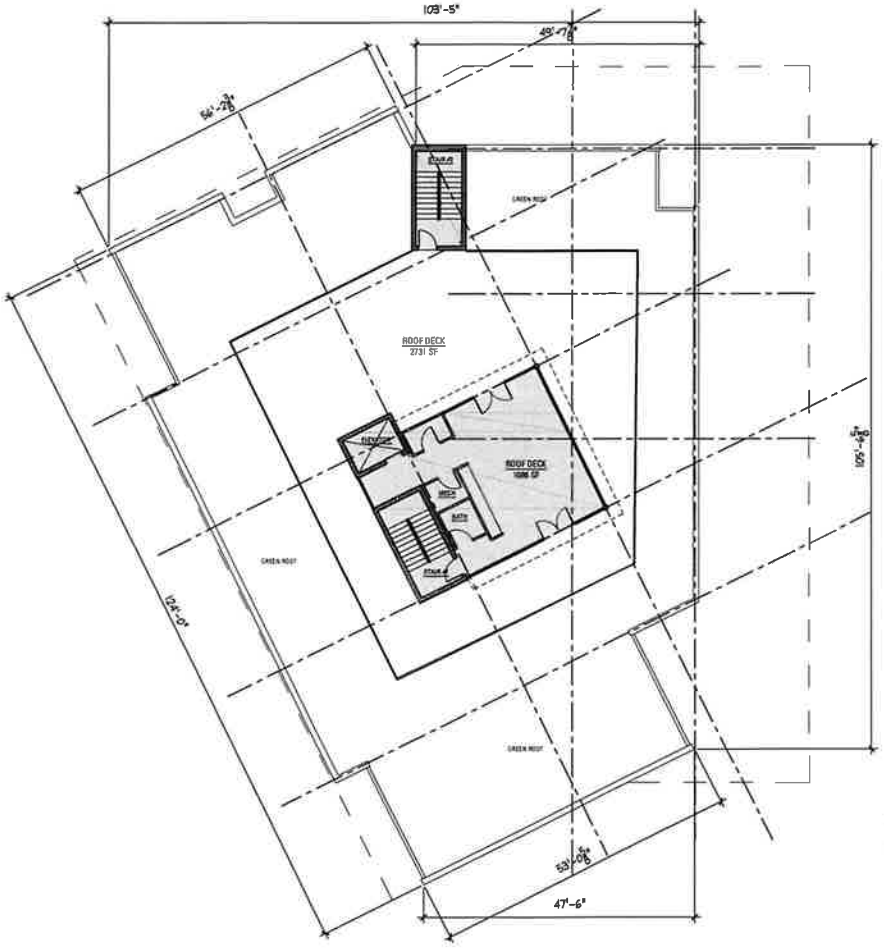
4001 north ravenswood avenue
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proj.# 2021

proj. COMET DEVELOPMENT
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PENTHOUSE (SEVENTH FLR) PLAN

1/16" = 1'-0"

0 5 10' 20

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proj. # 2221

proj. CONIET DEVELOPMENT
MIXED USE DEVELOPMENT
3327-35 NORTH LINCOLN AVENUE
CHICAGO, IL

description 11/17/2023: REVISED ZONING SUBMITTAL

A 2.7



WEST ELEVATION (LINCOLN AVE.)

1/16" = 1'-0"

5' 0' 5' 10' 20'

j S a
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suite 501
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proj.# 2221

proj. COMET DEVELOPMENT
MIXED USE DEVELOPMENT
2327-35 NORTH LINCOLN AVENUE
CHICAGO, IL

description 05.03.2024. REVISED ZONING SUBMITTAL

A 3.1



EAST ELEVATION (MANSFIELD AVE.)

1/16" = 1'-0"

5' 0' 5' 10' 20'

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proj.# 2231
proj. CONVET DVELOPMENT
MIXED USE DEVELOPMENT
2327-35 NORTH LINCOLN AVENUE
CHICAGO, IL
description 05.03.2024, REVISED ZONING SUBMITTAL

A 3.2