17-13-0303-C (1) Type 1 Narrative & Plans - Zoning Map Amendment
3040-3042 North Lincoln Avenue, Chicago, Illinois 60657

Proposed Zoning: B2-3 Neighborhood Mixed-Use District

Lot Area: 6,250 square feet

Proposed Land Use: The Applicant is seeking a *Type I Zoning Map Amendment*, with secondary relief for an *Administrative Adjustment* and a *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 four-story mixed-use building. The programming for the proposed new building calls for the establishment of a single commercial unit at the front of the ground floor, comprising the street facing frontage, and a total of nine (9) dwelling units to be distributed on and between the 2nd through 4th floors. Interior off-street parking for eight (8) vehicles will be situated within the rear of the ground floor, with access from the public alley. The proposed improvements will be masonry in construction and will measure approximately 43 feet-0 inches in height (*4th floor ceiling*).

(A) The Project's Floor Area Ratio: 18,622 square feet (2.98 FAR) (Total Building)
1,308 square feet (Ground Floor Commercial Space)

(B) The Project's Density (Lot Area Per Dwelling Unit): 9 units (694 square feet)

(C) The amount of off-street parking: *8 automobile spaces; 10 bicycle spaces

**The subject property is located on a designated Pedestrian Retail Street, within 2,640 linear feet of the entrance to the Southport Brown Line (CTA) Train Station, thereby qualifying as a Transit Served Location (TSL), under the current Chicago Zoning Ordinance [17-10-0102-B] and triggering a distinct Parking Standard [17-3-0308] for dwelling units, which limits the maximum allowable off-street residential parking ratio to 50%. The programming for the subject development calls for the construction of a new mixed-use building that will feature nine (9) dwelling units, seven of which will be three-bedroom units intended for family occupancy and two of which will be two-bedroom units intended for work-from-home occupancy by singles or couples. Applying the TSL Parking Standard results in a maximum by-right allowance of 5 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 was repeated by local liaisons, the Applicant is proposing to increase the number of off-street automobile parking spaces to serve this transit-oriented development, so that all but one of the dwelling units will*

have dedicated onsite parking. 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 5 spaces (56%) to 8 spaces (89%). [Section 17-3-0308-B; Section 17-13-1003-EE.]

(D) Setbacks:

a. Front Setback: 0 foot-0 inches

b. *Rear Setback: 0 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 of Lincoln Avenue, where almost all of the properties are occupied by buildings that span the entire width and depth of their respective site, including both of the immediately adjacent developments, as well as the existing commercial building that the Applicant will be replacing if this Type 1 Zoning Amendment is approved and ratified. As such, the Applicant is seeking this Variation, to reduce the minimum rear setback for floors containing dwelling units from 30 feet to zero. [Section 17-3-0405-A].*

(E) Building Height: 43 feet-0 inches (*underside of 4th 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 four-story mixed-use development at the subject property, which qualifies as a *Transit-Served Location* (TSL) due to its proximity to the *Southport CTA Brown Line Train Station.* The ground floor of the new proposed development will feature a single commercial / retail unit, occupying and activating the entire *Pedestrian Retail Street* frontage along Lincoln Avenue. Nine (9) dwelling units will be distributed on and between the 2nd floor through the 4th floor, seven of which will feature three bedrooms and two of which will feature two bedrooms, intended to accommodate growing families and work-from-home singles and couples. The front units on the 2nd floor and 3rd floor will each feature a private recessed balcony, while the residents of the 4th floor units will have direct access to a communal roof deck overlooking the bustling mixed-use corridor. The design and functionality of the dwelling units were developed in a conscious effort to attract and provide under-resourced 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 is intended to encourage interest from a local business and/or service provider seeking to support the residents and occupants of the neighborhood. Rounding out the development is enclosed parking for eight (8) vehicles, each space adapted with an electric (EVSE) charging station, by request and recommendation of the local Alderman and community liaisons, in an effort to further reduce the carbon footprint of the new development, while allowing residents the 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 ten (10) bicycles, e-bicycles, scooters and/or strollers. Such proposed parking provisions represents a 89% automobile-to-unit ratio and a 110% 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 mitigating the demand on scarce public parking resources in the neighborhood and easing parking congestion in the streets, while still promoting 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 design for the proposed new multi-family mixed-use rental development establishes the entirety (*50 feet*) of the street-facing building elevation at and along the front property line, which is situated on a segment of Lincoln Avenue that is a designated *Pedestrian Retail Street*, as so designated by the current Zoning Ordinance [17-3-0503-D]. The street facing building wall, as well as the primary pedestrian entrances to the building, directly 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 this robust Retail Corridor, 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 + elevator / stair access), will be effectuated through a common shared lobby vestibule located just off of the primary exterior pedestrian entry vestibule. *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 two independent interior entrances (one to the publicly patronized storefront and one to the private residential garage and upper floors / dwelling units). All such entryways will be secured by premium 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 includes large, glazed floor-to-ceiling windows, with a matching door, as accented by splashes of masonry, metal and stone features, promoting refined translucence and far exceeding the minimum 60% transparency requirement for *Pedestrian Retail Streets*. Lastly, yet relatedly, all of the required off-street *parking* will be located at and within the rear of the ground floor, in an attached garage – wholly behind the activated storefront, so to NOT be visible from Lincoln Avenue 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 2,550 linear feet from the entrance to the *Southport CTA Brown Line Station* and is within 1,320 feet of multiple *CTA Bus Routes*.

Currently, there are two-way bike lanes that provide non-motorized connectivity along Lincoln Avenue with the many diverse pockets throughout Lakeview and Lincoln Park, including Depaul University, while further supporting and integrating into the surrounding public transit map. In consideration of these existing and advancing public improvements, the Applicant further refined the programming for the new proposed multi-family mixed-use development to almost double the amount of onsite bicycle accommodation required. The proposed mixed-use development will also be activating almost 50 feet of significant, presently dormant, street frontage along North Lincoln Avenue – a designate *Pedestrian Retail Street* that serves as the primary pedestrian connection to the bustling retail and hospitality corridors that comprise Lincoln Avenue and Ashland Avenue to the west, and Belmont Avenue to the north. With these same intentions in mind, the proposed smaller scale commercial unit was the result of many months of collaboration with the Alderman and community liaisons – including the local South Lakeview Neighbors Association (SLVN), toward providing an economically viable opportunity for a local entrepreneur to affordably maintain roots in the community, while serving the many residents that similarly call this neighborhood "home." Accordingly, this space is intended to be occupied and operated by a local member of the community and 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.**

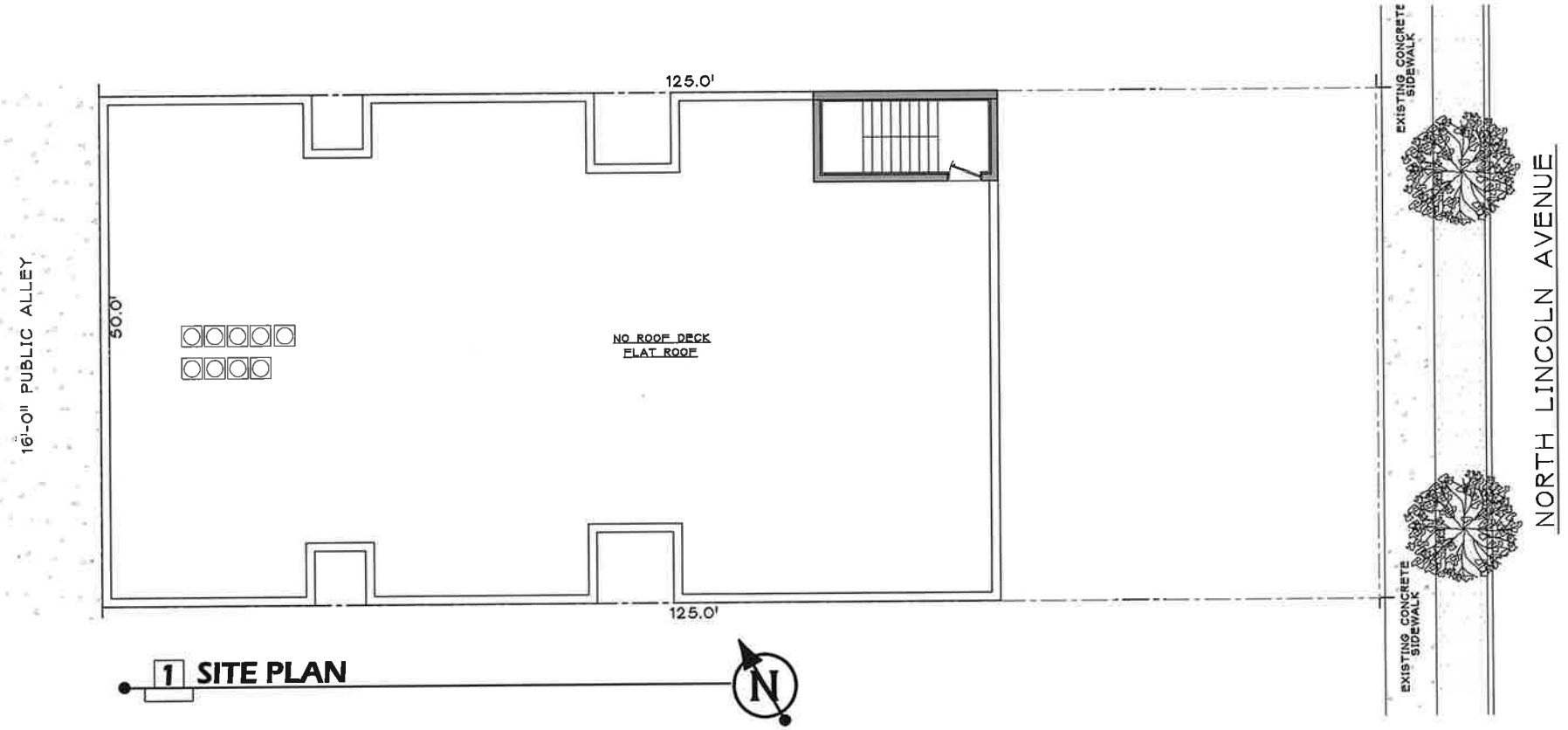
The Applicant is seeking an *Administrative Adjustment* to increase the maximum *Automobile Parking Ratio* for this *Transit-Served Location (TSL),* from five parking spaces (> 50%) to eight parking spaces (< 89%), so that the residents of all (but one) of the proposed three-bedroom dwelling units will have secured parking for their own personal vehicle, 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 community liaisons, who concur - based on market demand and general observation, that residents of these new 'family-oriented' 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 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 will provide one (1) designated off-street parking space for all (but one) of the nine 'family-oriented' dwelling units (seven of which are three-bedroom units). These fundamental conditions should, and have been shown to, inherently dissuade families 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, ALL eight (8) of the off-street 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 families the security 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 ten (10) 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.

3040-42 N. LINCOLN AVENUE

PROPOSED 9 UNIT, 4 STORY BUILDING ATTACHED
8 CAR INTERIOR GARAGE PARKING



1 SITE PLAN

MC & Associates, LLC
105 W. MADISON
SUITE 401
CHICAGO, IL 60602
M. MARESSO

3040-42 N. LINCOLN AVENUE

PROPOSED 9 UNIT, 4 STORY BUILDING ATTACHED
8 CAR INTERIOR GARAGE PARKING

PROPOSED ZONING SET BACK INFORMATION

SET BACK LOCATION	CODE DESCRIPTION	REQUIRED	ACTUAL
FRONT YARD SETBACK REQUIREMENT:	NONE REQUIRED	0.0'	0.0'
SIDE YARD SETBACK REQUIREMENT:	NONE REQUIRED	0.0'	0.0'
		0.0'	0.0'
REAR YARD SETBACK REQUIREMENT:	30.0' FROM REAR PROP.	30.0'	0.0'
MAXIMUM MEAN HEIGHT ALLOWED:	TO BOTTOM OF FLAT ROOF OR TO MID POINT OF RAFTERS	55.0'	43.0'

REAR YARD OPEN SPACE REQUIREMENT

OPEN SPACE	CODE DESCRIPTION	REQUIRED	ACTUAL
OPEN SPACE REQUIREMENT:	NONE REQUIRED	0.0'	0.0'

PROPOSED ZONING INFORMATION

ZONING CLASSIFICATION:	B2-3	200 SQ.FT. LAND / UNIT	MAXIMUM # OF UNITS REQUESTED:	8.0
LOT DIMENSIONS:	50.0' X 125.0'			
LOT AREA:	6,250 SQ. FT.	X 3.0	MAXIMUM BUILD-ABLE SQUARE FOOTAGE=	18,750
			ACTUAL SQUARE FOOTAGE PER PLANS:	18,622

ZONING SQUARE FOOTAGE	
GRD FLOOR	2306 SF
2ND FLOOR	6038 SF
3RD FLOOR	6038 SF
4TH FLOOR	4240 SF

EXISTING ZONING SET BACK INFORMATION

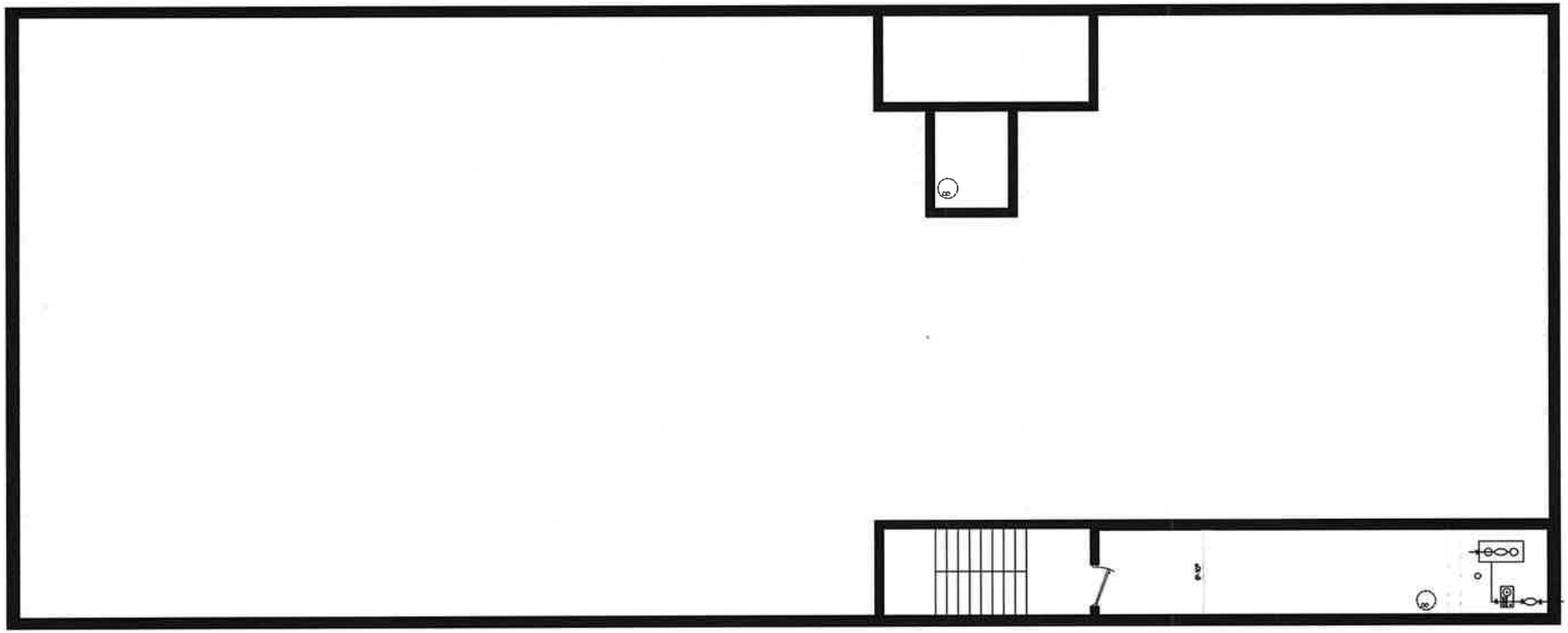
SET BACK LOCATION	CODE DESCRIPTION	REQUIRED
FRONT YARD SETBACK REQUIREMENT:	NONE REQUIRED	0.0'
SIDE YARD SETBACK REQUIREMENT:	NONE REQUIRED	0.0'
		0.0'
REAR YARD SETBACK REQUIREMENT:	30.0' FROM REAR PROP.	30.0'
MAXIMUM MEAN HEIGHT ALLOWED:	TO BOTTOM OF FLAT ROOF OR TO MID POINT OF RAFTERS	50.0'

REAR YARD OPEN SPACE REQUIREMENT

OPEN SPACE	CODE DESCRIPTION	REQUIRED
OPEN SPACE REQUIREMENT:	NONE REQUIRED	0.0'

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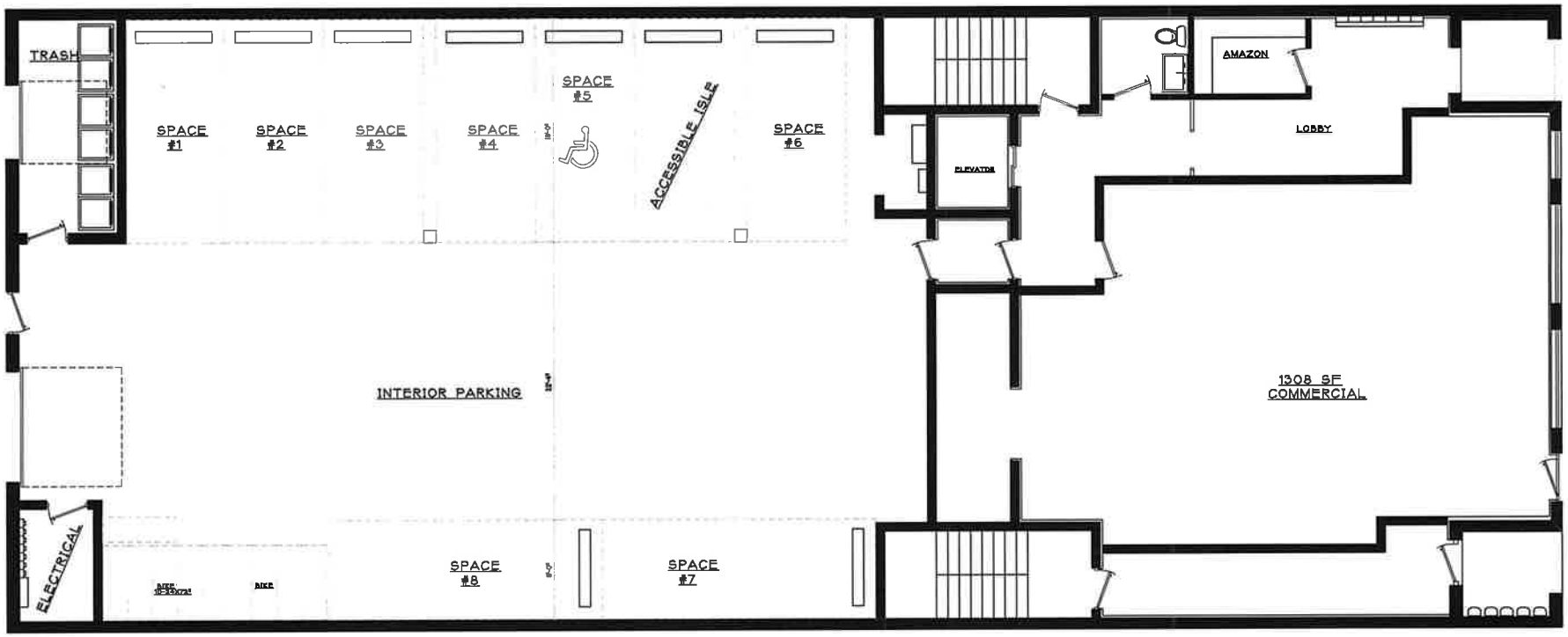
3040-42 N. LINCOLN AVENUE



FOUNDATION /PARTIAL BASEMENT PLAN -

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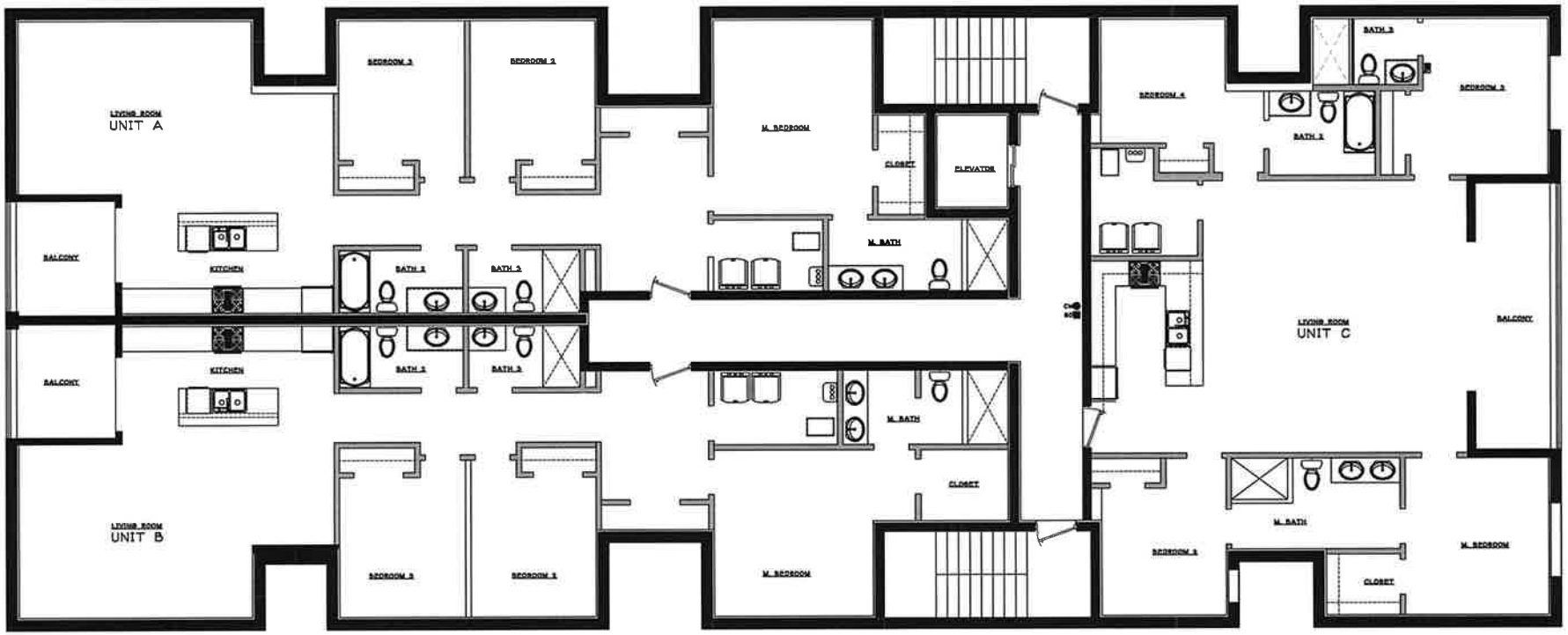
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GROUND FLOOR - 2306 sq. ft

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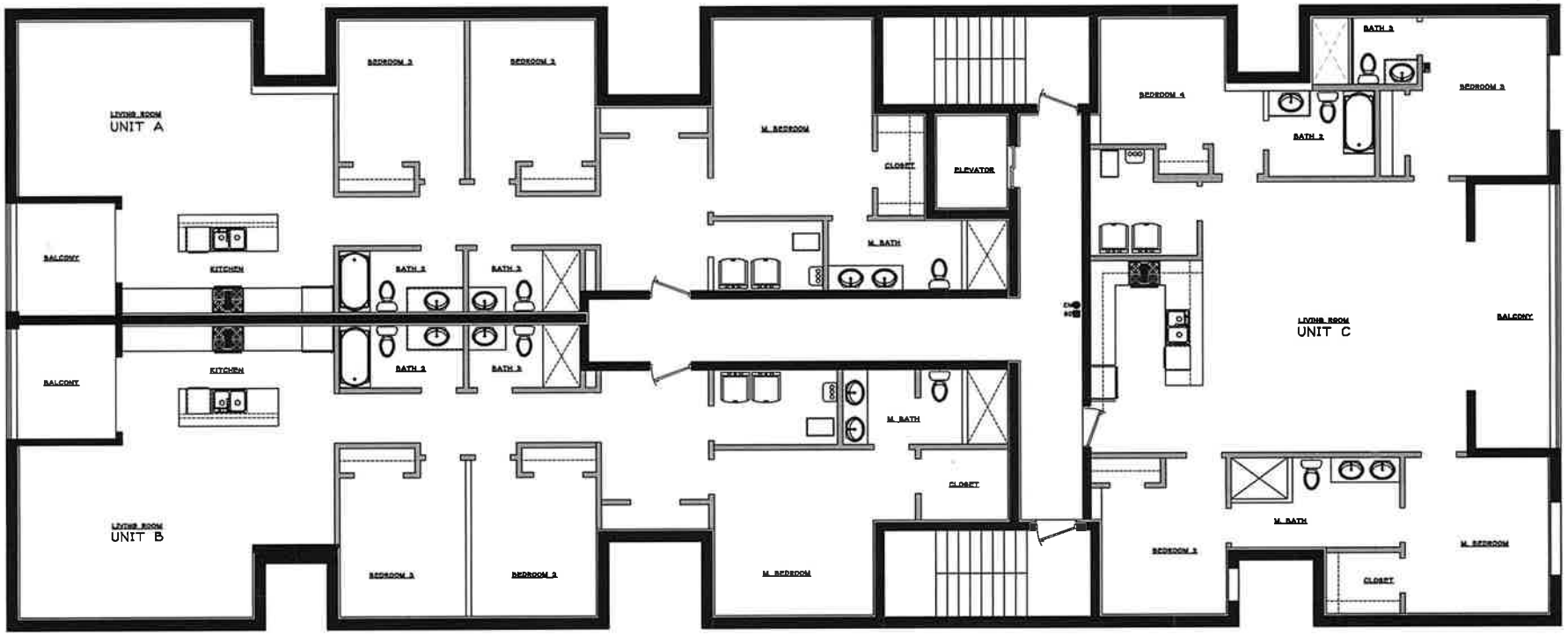


SECOND FLOOR- 6,038 sq. ft.

UNIT A- 1636 SF -(3BED/3BATH)
UNIT B- 1636 SF -(3BED/3BATH)
UNIT C- 1644 SF -(4BED/3BATH)

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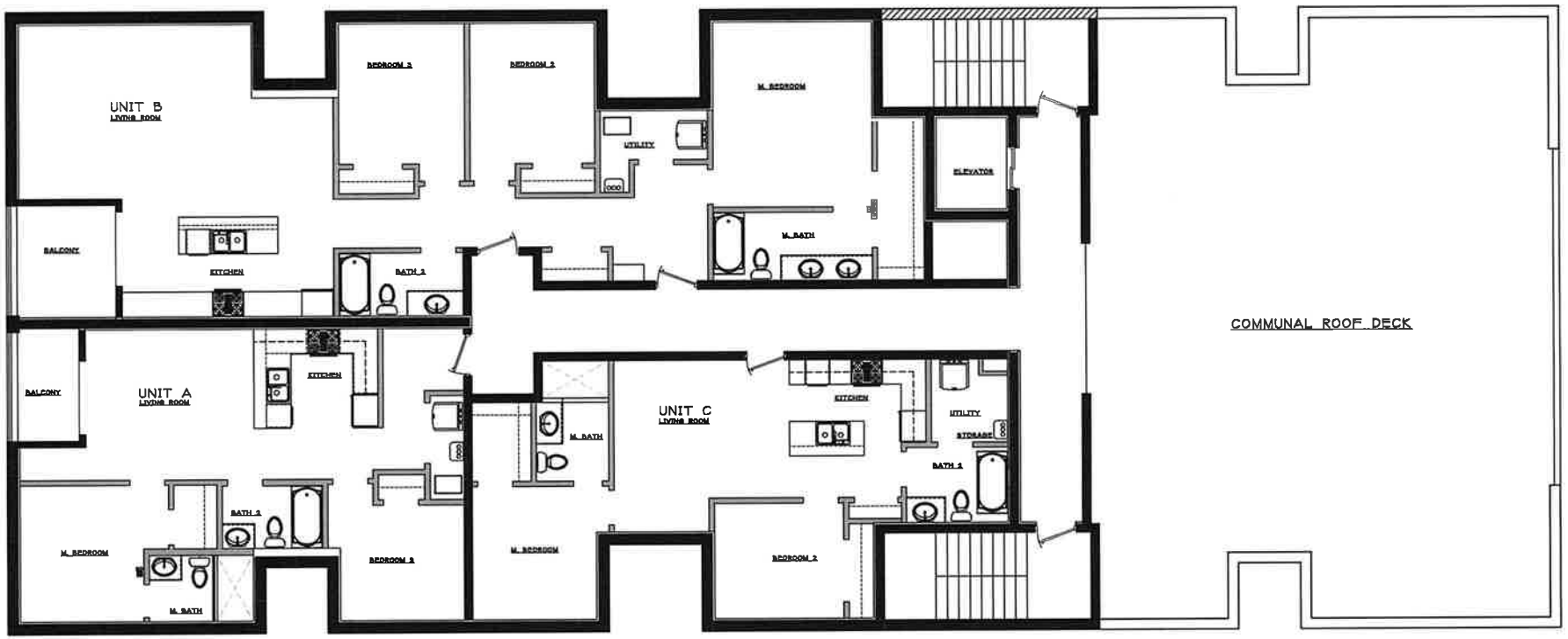


THIRD FLOOR- 6,038 sq. ft.

UNIT A- 1635 SF
-(3BED/3BATH)
UNIT B- 1635 SF
-(3BED/3BATH)
UNIT C- 1644 SF
-(4BED/3BATH)

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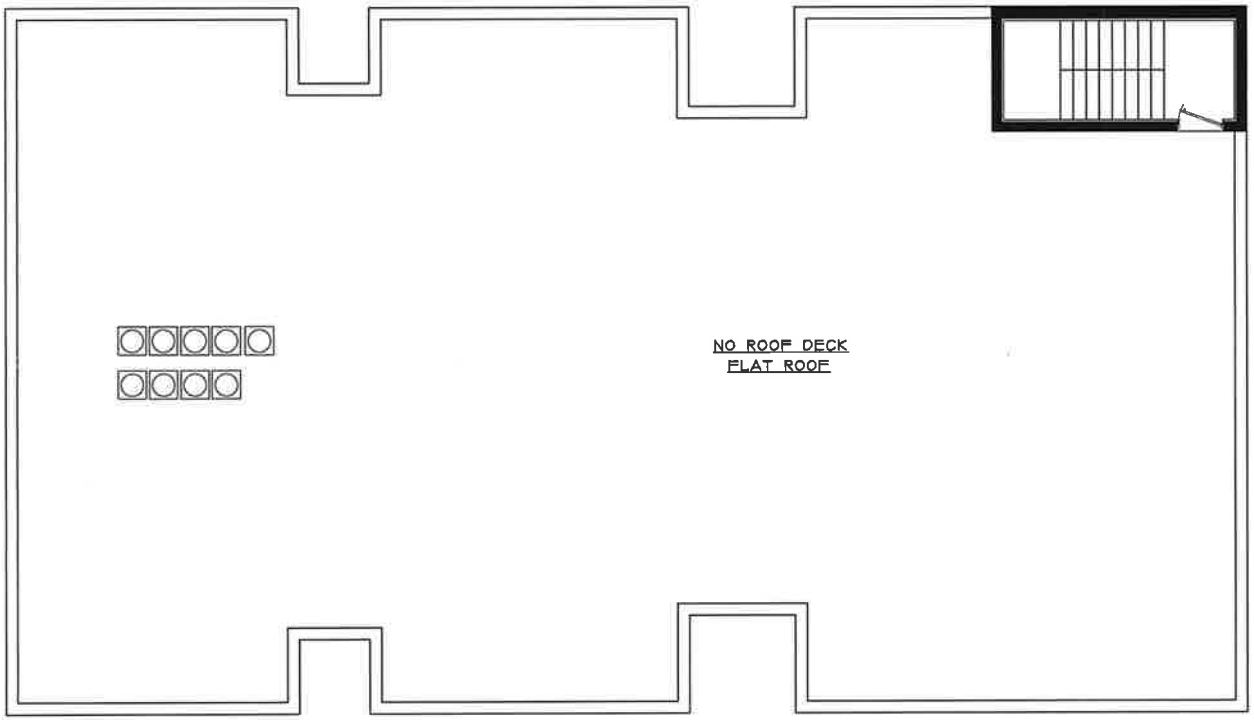


FOURTH FLOOR- 4,240 sq. ft.

UNIT A- 902 SF
-1BED/1BATH
UNIT B- 1635 SF
-2BED/2BATH
UNIT C- 782 SF
-1BED/1BATH

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ROOF LEVEL-

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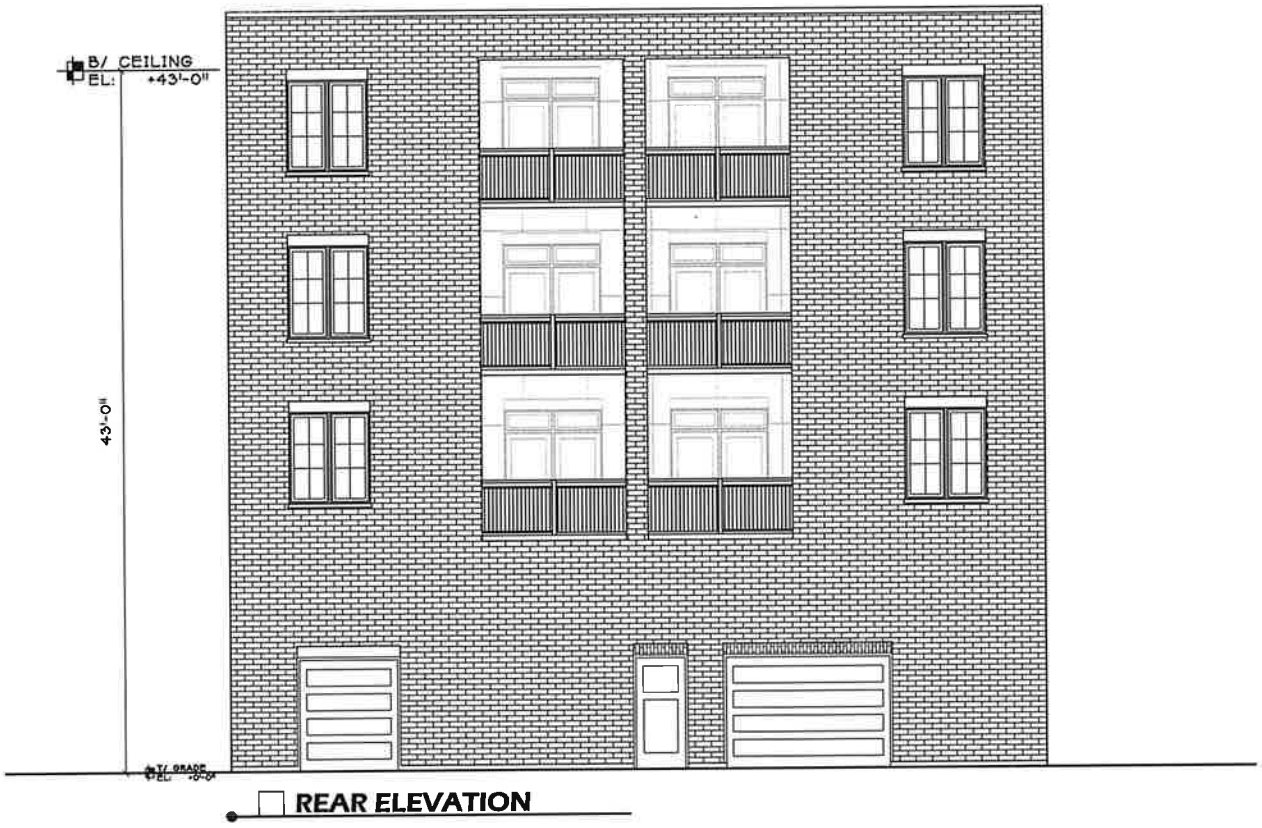
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FRONT ELEVATION

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REAR ELEVATION

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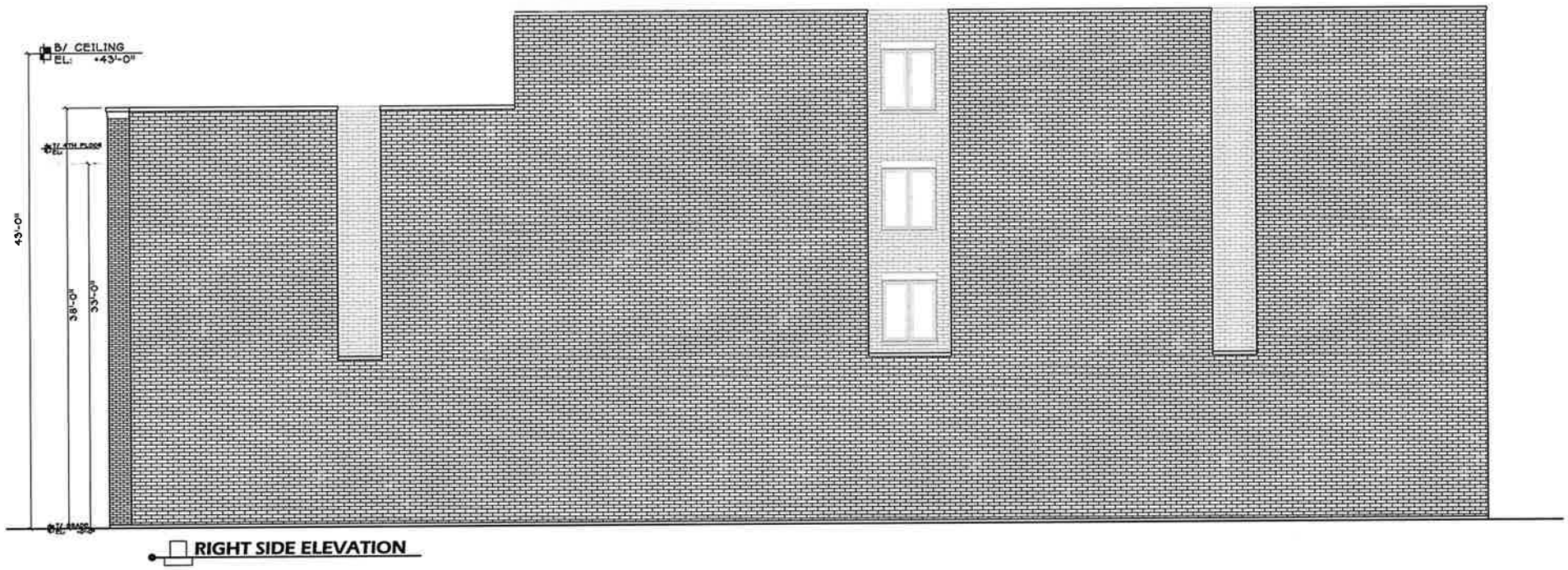
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LEFT SIDE ELEVATION

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RIGHT SIDE ELEVATION

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