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17-13-0303-C(1) Type 1 Narrative & Plans – 2701 N. Clark St, Chicago, IL

Proposed Zoning: B2-5 Neighborhood Shopping District

Lot Area: 5,000 sq. ft.

Proposed Land Use: The Applicant is proposing to convert the existing building to a mixed-use building. The Applicant is also proposing a two-story addition to the existing three-story building. The resulting building will measure 57 ft.-6 inches in height and will contain approximately 2,450 sq. ft. of retail space at grade and a total of twenty-five (25) residential units. The subject property is a Transit Served Location and will provide twenty-five (25) bicycle parking spaces and will not provide any off-street parking. Pursuant to Secs. 17-13-1003 and 17-13-1101 of the Chicago Zoning Ordinance, the Applicant is seeking optional Administrative Adjustment approval to decrease the off-street parking requirement for a Transit Served Location to zero, and Variation approval to reduce the rear setback for floors containing residential units from 30 ft. to zero, waive the required loading berth, and is seeking all relief necessary, as allowed by the code, for the attached Type 1 Plan Set.

(A) The Project's Floor Area Ratio: 25,000 square feet (5.0 FAR)

(B) The Project's Density (Minimum Lot Area Per D.U.): 200 square feet per D.U. (25 residential units)

(C) The amount of off-street parking: 0 parking spaces

*The subject property is a designated Transit Served Location (Clark St.. Bus Route). Pursuant to Sec. 17-13-1003-EE, the Applicant is seeking to decrease the required number of off-street parking spaces to zero.

(D) Setbacks:

a. Front Setback: zero
b. Side Setbacks:
Northwest Side: zero
Northeast Side: zero
c. *Rear Setback: zero

*Pursuant to Sec. 17-13-1101-B, the Applicant is seeking to reduce the rear setback for floors containing residential uses from the required 30 ft. to zero.

(E) Building Height: 57 ft.-6 inches

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Sec. 17-3-0308 Criteria for Transit-Served Locations – Supplemental Narrative Zoning Analysis

1. The subject property is a designated Transit Served Location per Sec. 17-10-0102-B because it is located along the Clark Street CTA Bus Line Corridor roadway segment. The resulting mixed-use building will contain retail space at grade, and twenty-five (25) residential units. Pursuant to Section 17-13-1003-EE, the Applicant is seeking to permit a reduction in the number of required off-street parking spaces to zero.

2. The proposed building design complies with the main building door and entryway design standards provided by Sec. 17-4-0504 because the front setback will be at the front of the property line, the entrance widths do not exceed 12 ft., the entrance depths do not exceed the entrance width, the entrance is not more than two-stories in height, the proposed building elevations comply with the window transparency requirements, and the front doors to the building are located along N. Clark St. and W. Drummond Pl.

3. The Transit Friendly Development Guide defines 'transit friendly development' as development which is oriented towards and integrated with adjacent transit. The proposed mixed-use building incorporates accessibility and connectivity to mass transit based on its location along the Clark Street Bus Route. The Applicant believes the project will help improve and activate the pedestrian way along N. Clark St.. for residents and other commuters traveling in the subject area.

4. The proposed mixed-use building will contain twenty-five (25) dwelling units and will not be supported by off-street parking. The Applicant is seeking administrative approval to permit the parking reduction pursuant to the eTOD Ordinance. A minimum of twenty-five (25) bicycle parking spaces will be provided onsite.

5. The Applicant believes the proposed mixed-use building will provide appropriate density in the subject neighborhood. More specifically, the project will complement the already active stretch of mixed-use properties located along N. Clark St. sough of W. Diversey Ave. Based on the subject property's proximity to a designated bus route (Clark Street CTA Bus Line), and its offer of at least twenty-five (25) bicycle parking spaces, the Applicant believes the project provides transit options and otherwise complies with the Travel Demand Study and Management Plan rules promulgated by the Department of Transportation by serving an area in need.

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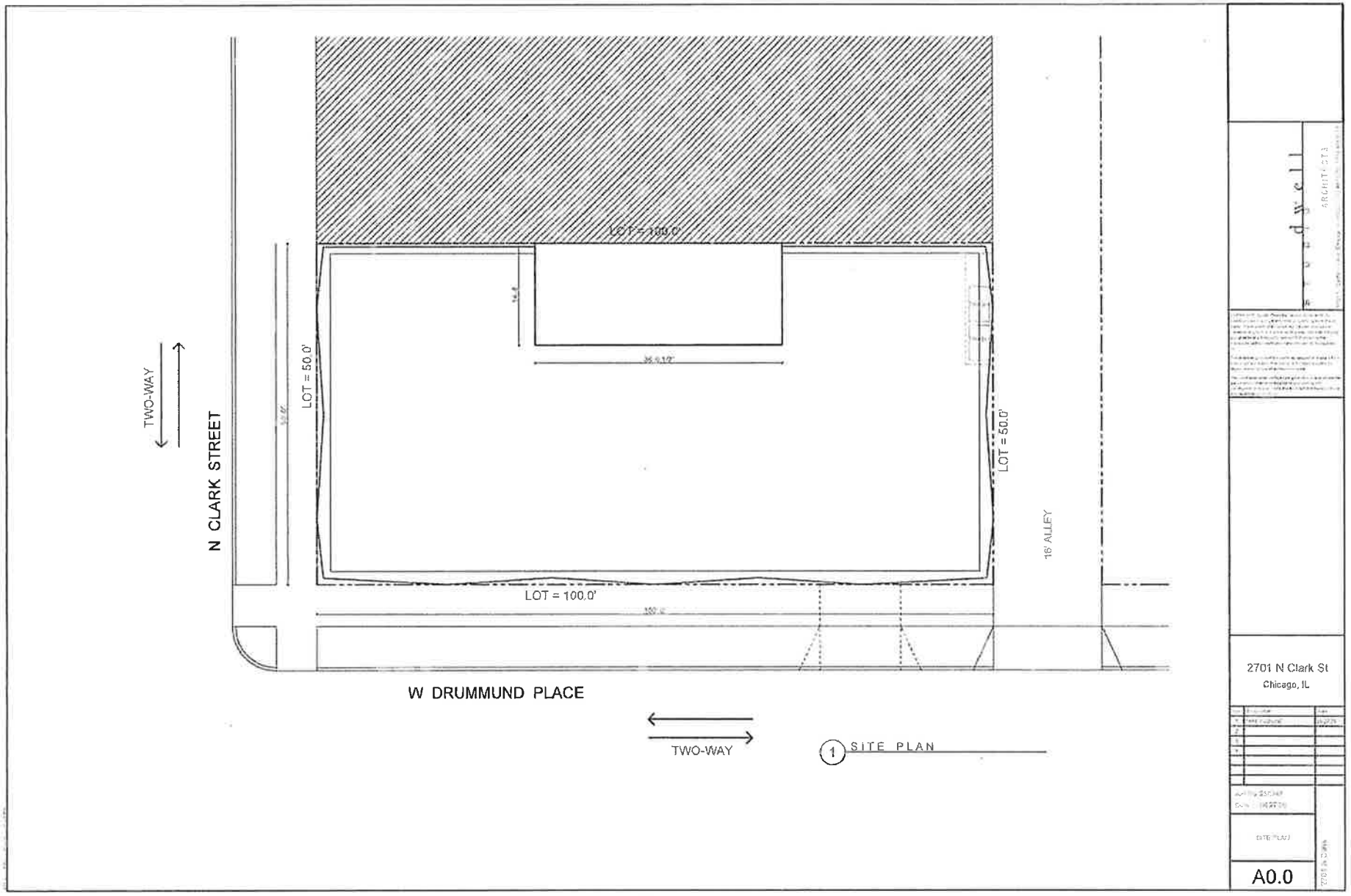
STUDIO dwell Architects

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2701 N Clark Street **06.25.25**

Zoning:	B1-2 (Existing)	B2-5	B2-5	*Type 1 Zoning change*
	Current Allowed	Proposed Allowed	Proposed Actual	
Site Area:	5000	5000	5000	
Floor Area Ratio:	2.2 11,000)	5.0 (25,000)	5.0 (25,000)	
M L A:	1000 (5 units)	200 (25 units)	200 (25 units)	
Max. Height:	50'-0"	70'-0"	57'-6"	
Parking:	1 per unit	50% per unit	0	*Variation to reduce parking to 0*
Commercial:	1000	1000	4820	
Front Yard:	0'-0"	0'-0"	0'-0"	
Side Yard:	0'-0"	0'-0"	0'-0"	
Rear Yard:	30'-0"	30'-0"	0'-0"	*Relief to reduce from 30' To 0'*

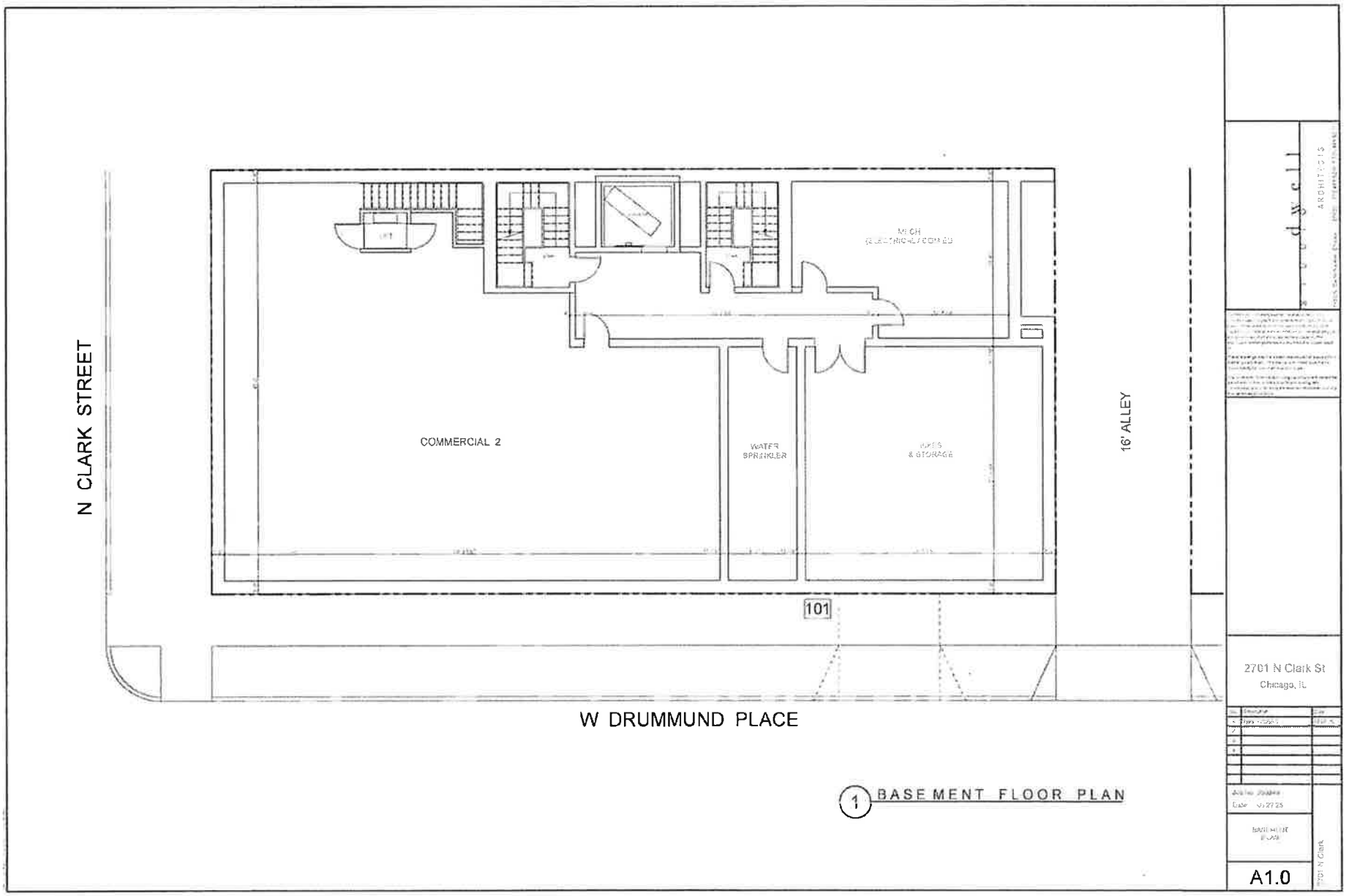
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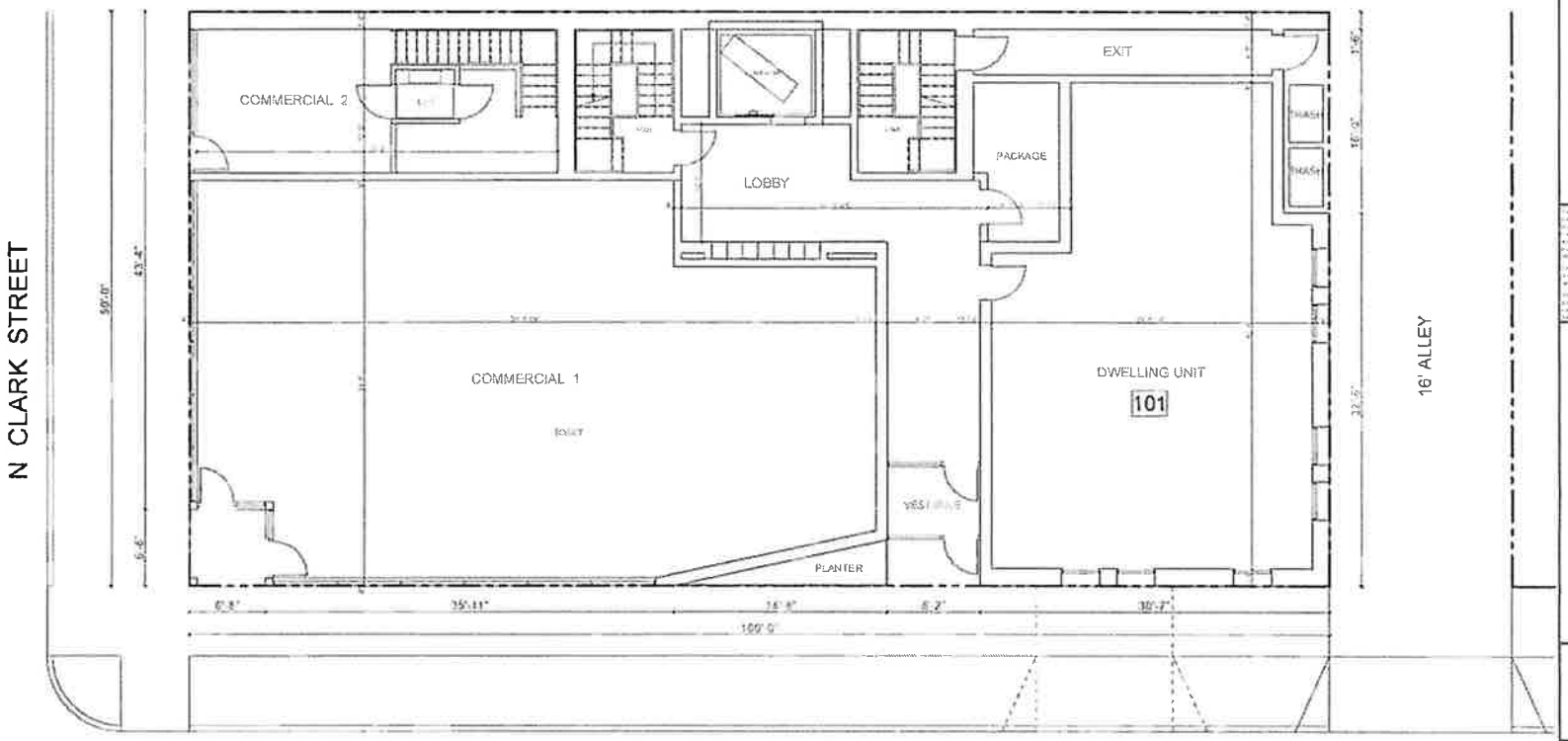
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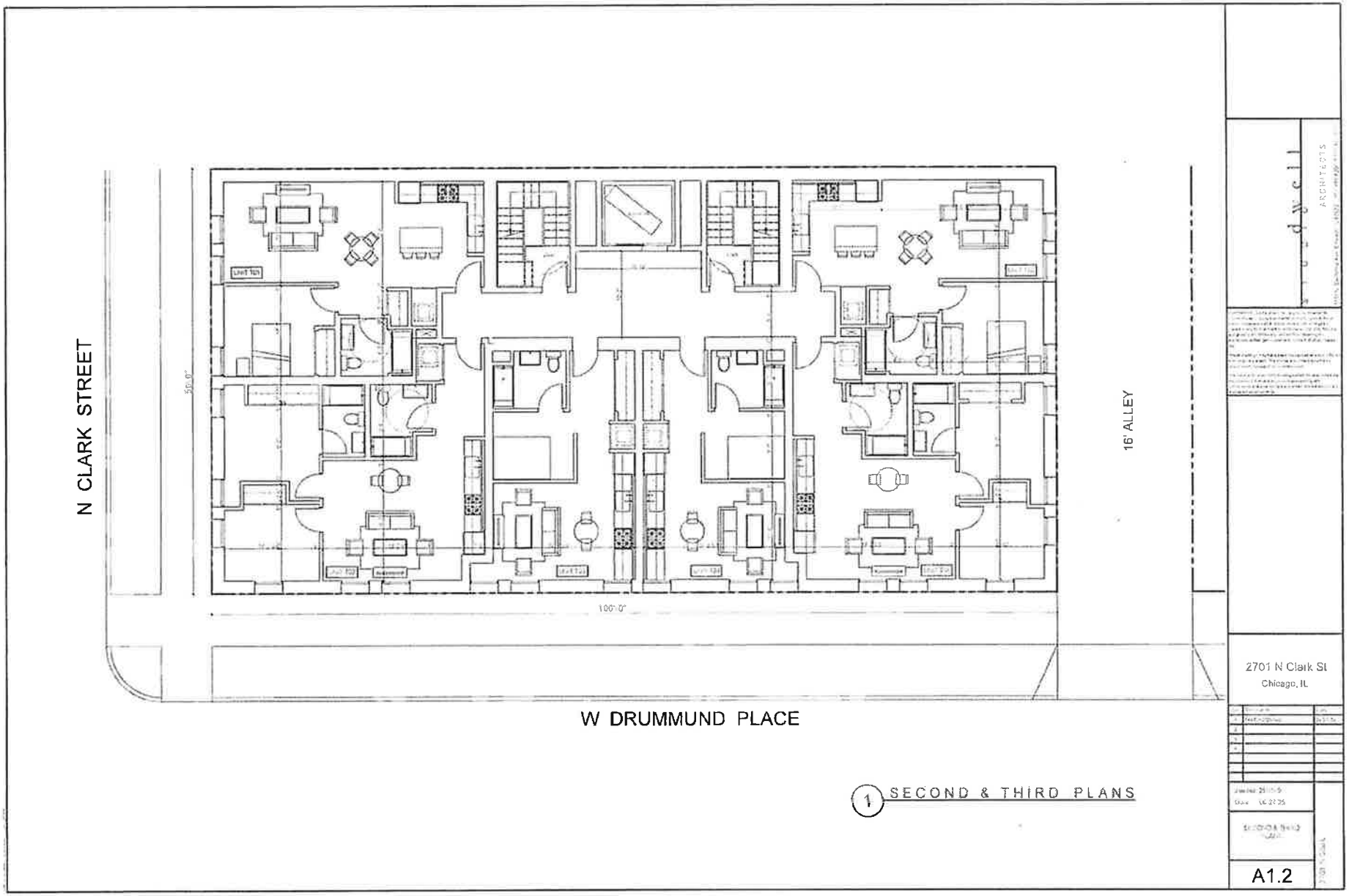
1 FIRST FLOOR PLAN

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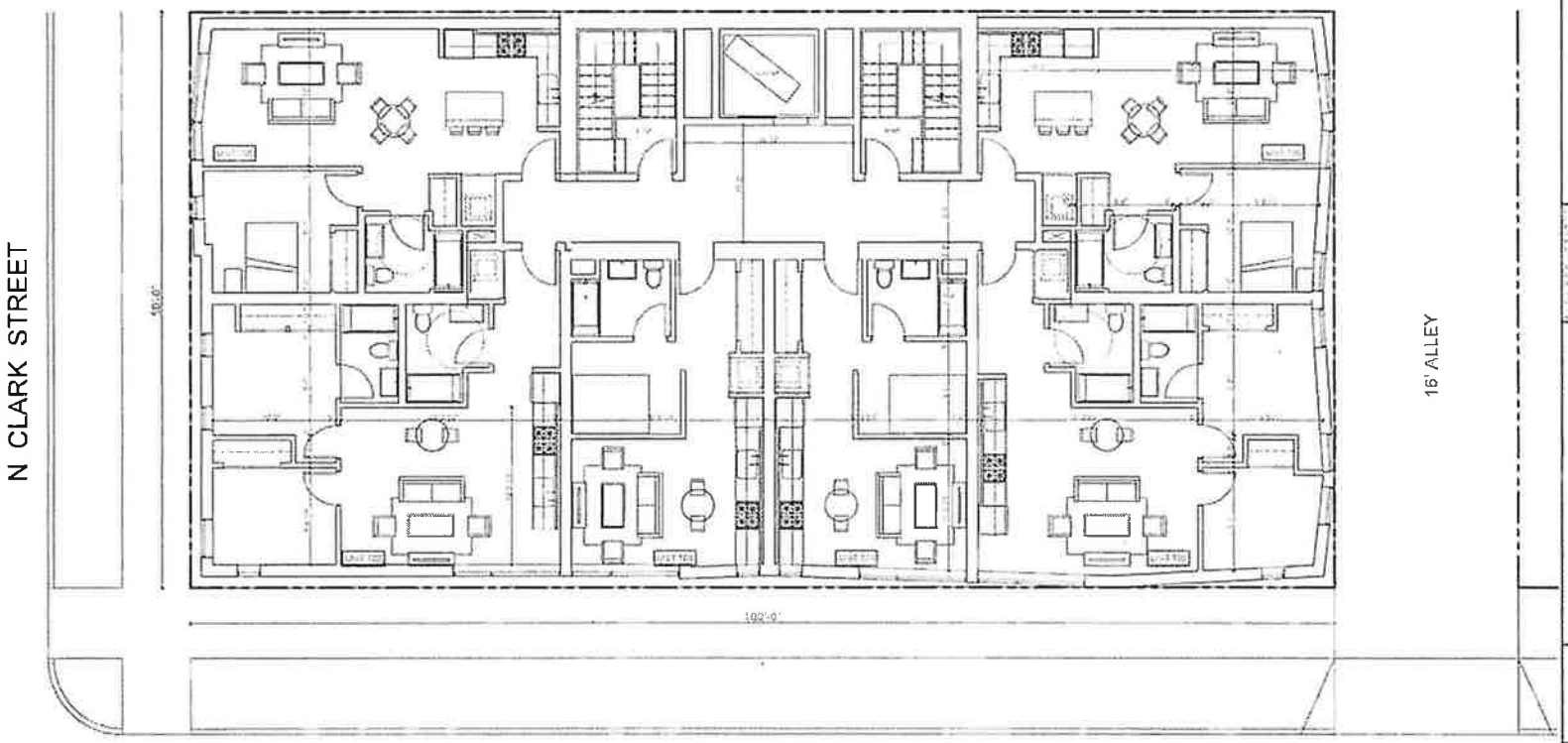
1 SECOND & THIRD PLANS

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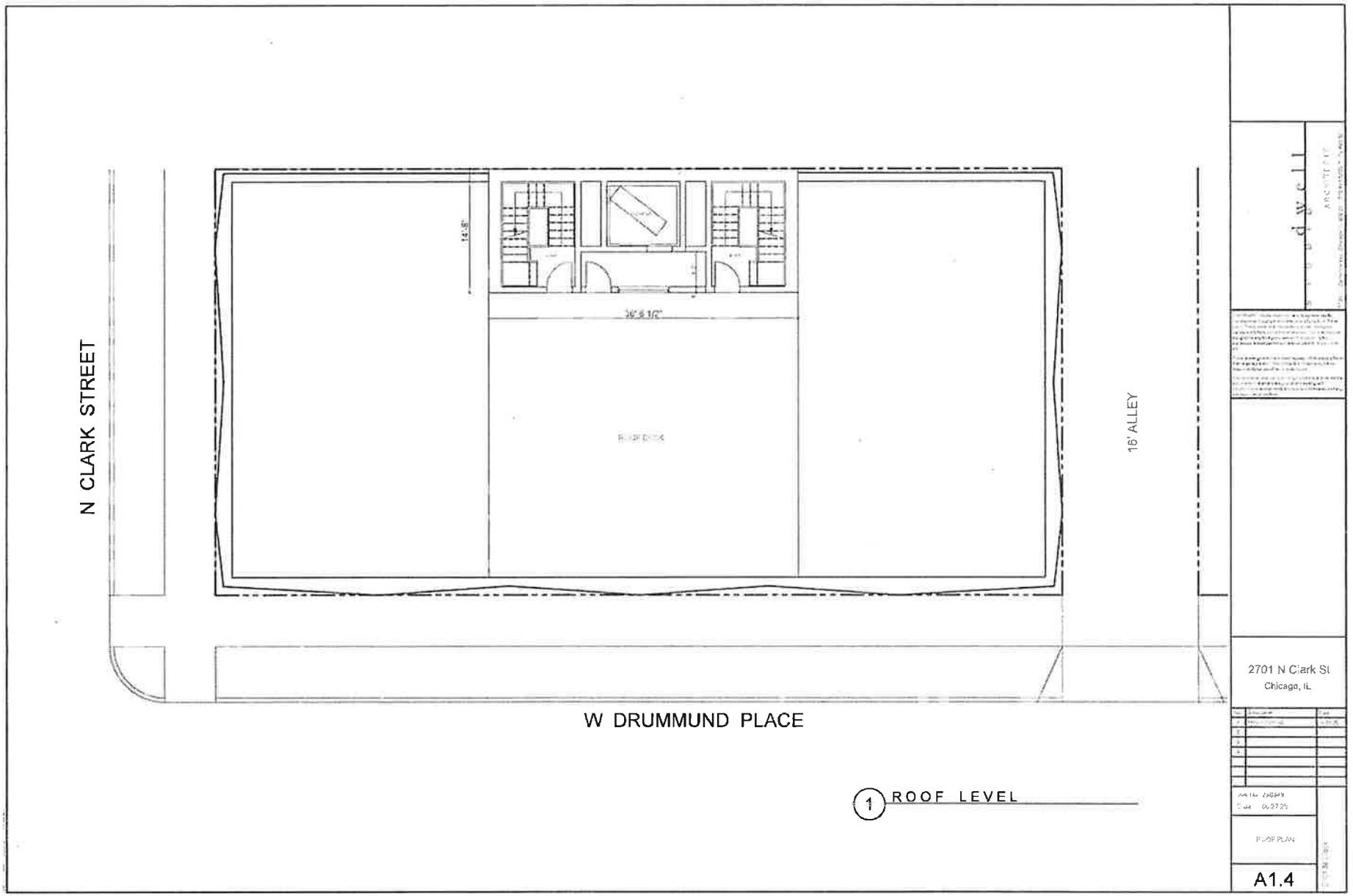
1 FOURTH & FIFTH PLANS

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ROOF PLAN

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1 WEST ELEVATION

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No	Description	Date
1	PERMIT DRAWINGS	06.27.25
2		
3		
4		

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Date 06.27.25

WEST ELEVATION

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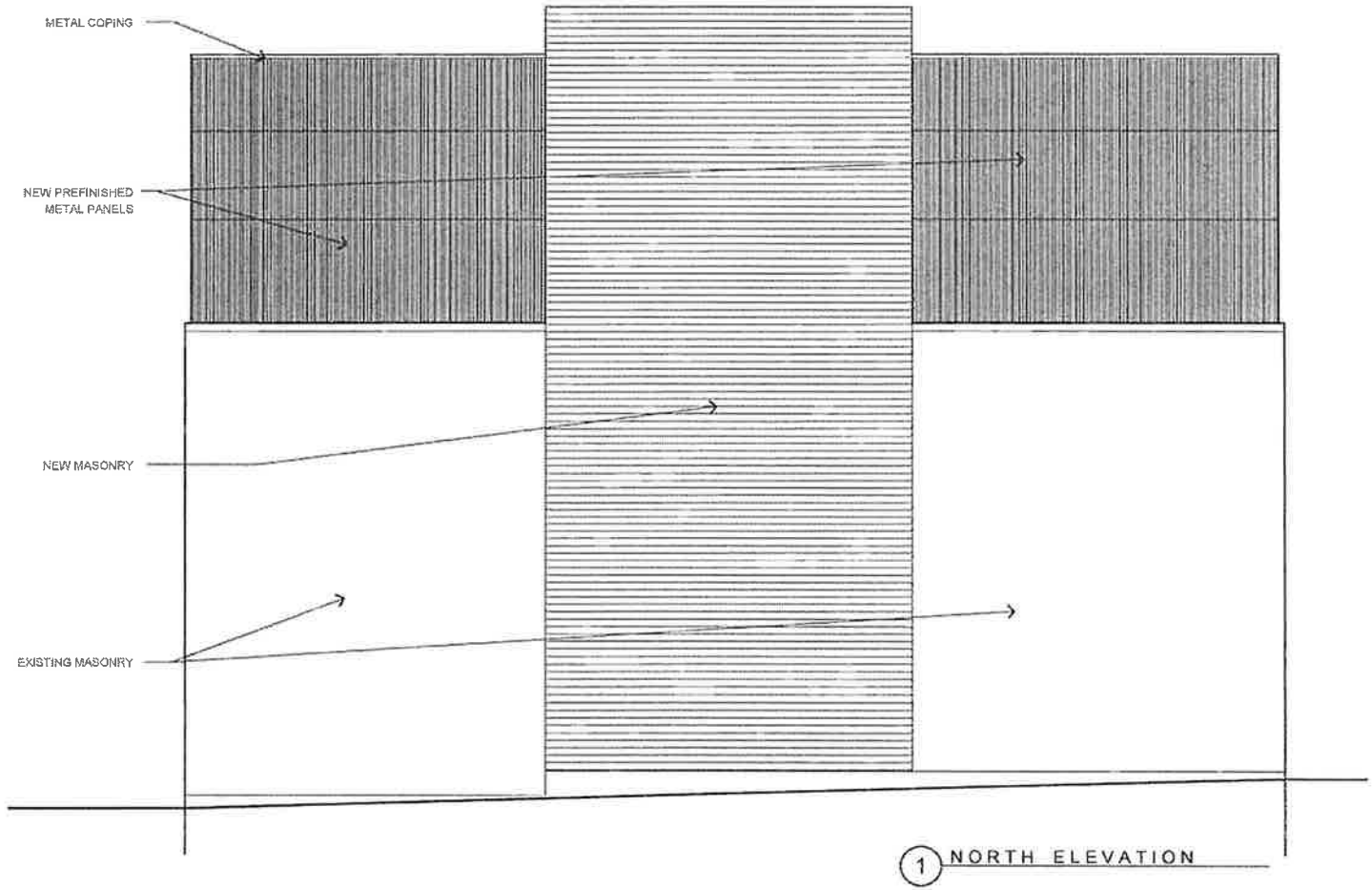
1 SOUTH ELEVATION

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SOUTH ELEVATION

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1 NORTH ELEVATION

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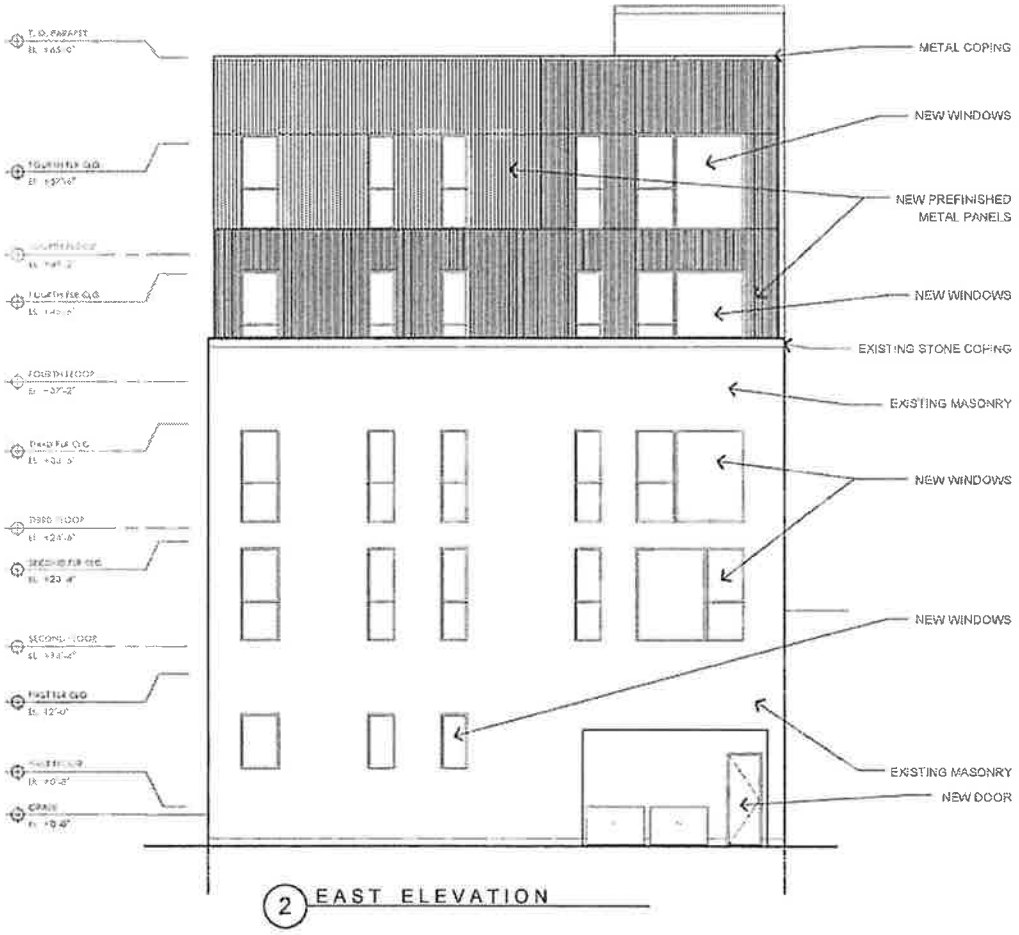
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NORTH ELEVATION

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2 EAST ELEVATION

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EAST ELEVATION

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