

17-13-0303-C (1) Narrative Zoning Analysis

3327-3335 North Lincoln Avenue, Chicago, Illinois

Proposed Zoning: *B3-3 Community Shopping District*

Lot Area: 13,368 square feet (*irregular*)

Proposed Land Use: The Applicant is seeking a *Zoning Map Amendment* to permit the construction and occupancy of a new six-story (with basement) *mixed-use* building, at the subject property. The programming for the proposed new building calls for the establishment of divisible *commercial* space (+/- 2,725 square feet), as well as a *residential lobby* (+/- 1,400 square feet) and *residential amenity-office space* (+/- 417 square feet) on the 1st Floor, with a total of forty-two (42) *dwelling units* to be situated on and between the 2nd through 6th Floors. Additional communal space (including a *roof deck*), for the *residents*, will be discreetly located above the 6th Floor. *Due to its close proximity to the *Paulina Brown Line (CTA) Train Station* AND its direct situation along the *Lincoln Avenue Bus Line Corridor Roadway Segment* – which such segment of Lincoln Avenue is also a designated *Six-Corners Pedestrian Street*, the proposal calls for the provision of off-street parking for twenty (20) vehicles, within the ground floor (rear) of the proposed new building, which represents just under the maximum 50% allowance (*parking to dwelling unit*) mandated by the amended *Zoning Ordinance* (“Connected Communities Ordinance”). *[*The subject property constitutes a Transit Served Location (TSL)*. (Section 17-10-0102-B)] In further consideration of these conditions, the proposal also includes dedicated parking for at least forty-two (42) bicycles, to be located within the 1st Floor of the building. The new proposed building will measure *69 feet-2 3/8 inches (*underside of 6th Floor Ceiling*) and will be masonry in construction. *[Height = 79 feet-8 3/8 inches (*underside of Penthouse Ceiling*).]

(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 Roadway Segment, thereby qualifying as a Transit Served Location. [17-10-0102-B], under the current Zoning Ordinance (as amended). The programming for the development also 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 *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 Roadway Segment, thereby qualifying as a Transit Served Location. [17-10-0102-B], under the current Zoning Ordinance (as amended). The programming for the development also 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 vehicular parking spaces + 42 bicycle parking-storage 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 Roadway Segment, thereby qualifying as a Transit Served Location. [17-10-0102-B], under the current Zoning Ordinance (as amended). 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)]. The Applicant will seek an Administrative Adjustment/Variation for any parking reduction in excess of 50%, subsequent and in addition to this Zoning Map Amendment.

- (D) Setbacks: a. Front Setback: 0 foot-0 inches
b. Rear Setback: 0 feet-0 inches (1st Floor-Ground Commercial Floor)
14 feet-9 inches (2nd – 6th Residential 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 (Administrative Adjustment/Variation) that is necessary to ensure full compliance with the setback standards of the current Zoning Ordinance.

- (E) Building Height: 69 feet-2 3/8 inches (*underside of ceiling of 6th Floor*)
79 feet-8 3/8 inches (*ceiling of rooftop Penthouse*)

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 Roadway Segment, thereby qualifying as a Transit Served Location. [17-10-0102-B], under the current Zoning Ordinance (as amended). The programming for the development also 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 building height up to 80 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-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 permitted and encouraged by *Administrative Adjustment/Variation*, pursuant to Section 17-10-0102-B(1). 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 forty-two (42) 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% (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 Lincoln Avenue (*street facing*) facade to directly abut the sidewalk (i.e., 0 feet-0 inches *front setbacks*), with the three primary pedestrian entrances (two for the *commercial space* + 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 each such 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.

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 Ration*, proscribed by the current *Zoning (Connected Communities) Ordinance*, and which such reduction is permitted by *Administrative Adjustment/Variation* pursuant to Section 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 just under 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 forty-two (42) 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.

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Narrative Zoning Analysis

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.*

3327-35 NORTH LINCOLN AVE

ZONING DATA

ADDRESS: 3327-35 NORTH LINCOLN AVENUE, CHICAGO IL
 LOT SIZE: IRREGULAR, SEE SITE PLAN AND SURVEY
 LOT AREA: 13,368 SQ. FT.
 DISTANCE TO L STOP: 529'
 ZONING CLASSIFICATION: BI-2 / BI-3; SIX CORNER PEDESTRIAN RETAIL DISTRICT

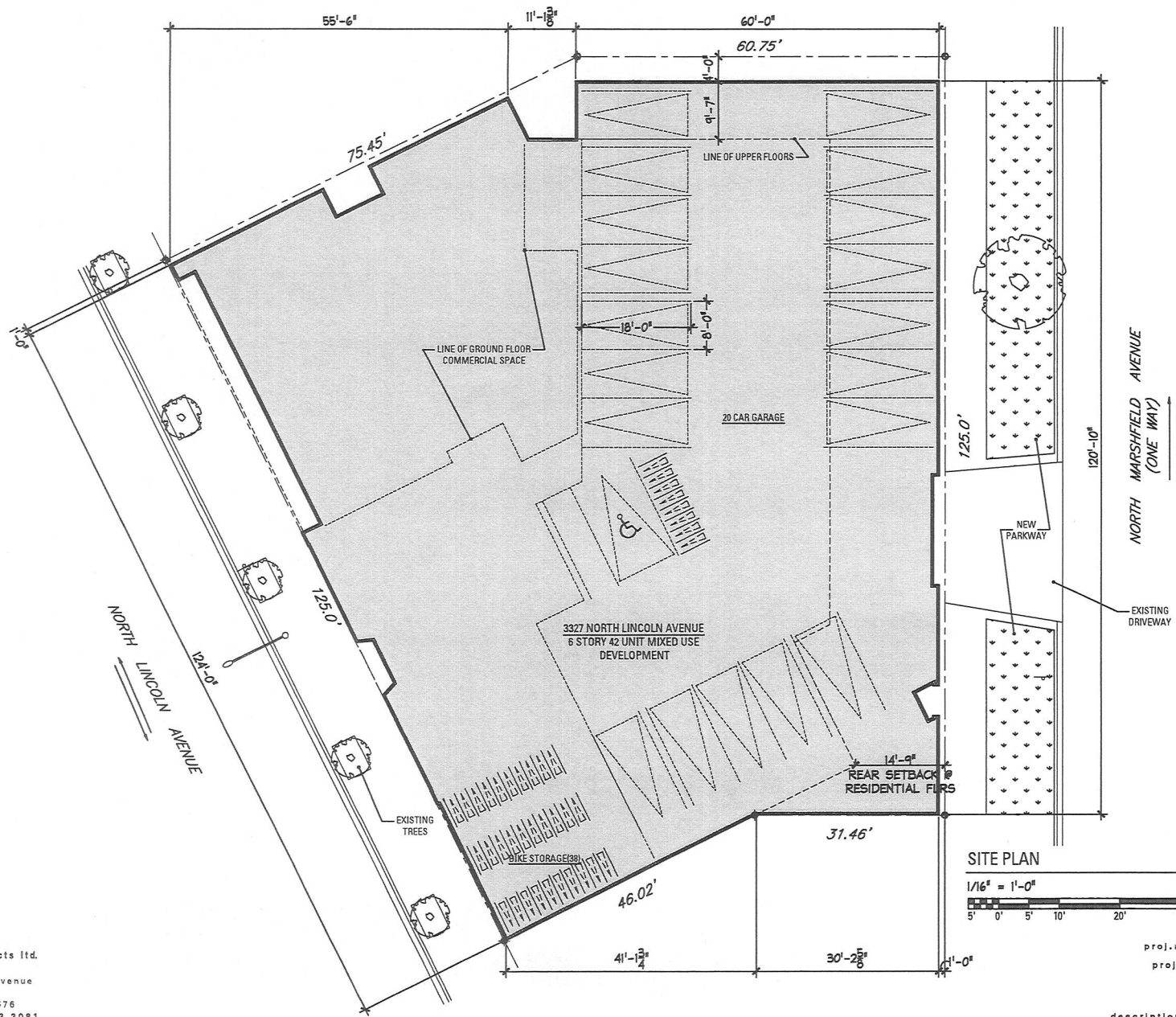
	CURRENT ZONING	PROPOSED ZONING	PROPOSED BUILDING
ZONING DISTRICT:	BI-2/BI-3	B3-3 (TOD)	B3-3 (TOD)
USE TYPE:	MULTI-UNIT RESIDENTIAL	MULTI-UNIT RESIDENTIAL	MULTI-UNIT RESIDENTIAL
MINIMUM LOT AREA	1,000 SF / DWELLING UNIT	300 SF / DWELLING UNIT	318 SF / DWELLING UNIT
MAXIMUM NUMBER OF UNITS:	13 DWELLING UNITS	44 DWELLING UNITS	42 DWELLING UNITS
F.A.R.	2.2	4.0	3.96
MAXIMUM BUILDABLE AREA:	29,409.6 SF	53,472 SF	52,991 SF
SETBACKS:			
FRONT YARD	N/A	N/A	N/A
REAR YARD	30'-0" (@ RESIDENTIAL FLOORS)	30'-0" (@ RESIDENTIAL FLOORS)	14'-9" (@ RESIDENTIAL FLRS) #ZBA
SIDE YARDS	N/A	N/A	0'-0"
MAXIMUM BUILDING HEIGHT:	50'-0"	80'-0"	69' - 2 3/8"
MINIMUM PARKING:	.5 SPACE / DWELLING UNIT	.5 SPACE / DWELLING UNIT	20 PARKING SPACES
LOADING BERTH:	(1) 10'-0" x 25'-0" < 25,000 SF	(1) 10'-0" x 25'-0" < 25,000 SF	(0) #ZBA
COMMERCIAL SPACE:	2,673 SF	2,673 SF	2,725 SF

BUILDING AREA:	FAR	GROSS
PENTHOUSE	1,076 SF	1,076 SF
6th FLOOR	9,216 SF	9,216 SF
4th - 5th FLOORS	18,896 SF (9,448 SF EA.)	18,896 SF (9,448 SF EA.)
3rd FLOOR	9,380 SF	9,380 SF
2nd FLOOR	9,147 SF	9,147 SF
1st FLOOR	5,276 SF	12,566 SF
TOTAL	52,991 SF	60,281 SF

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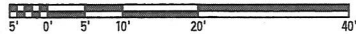
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 MIXED USE DEVELOPMENT
 3327-35 NORTH LINCOLN AVENUE
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SITE PLAN

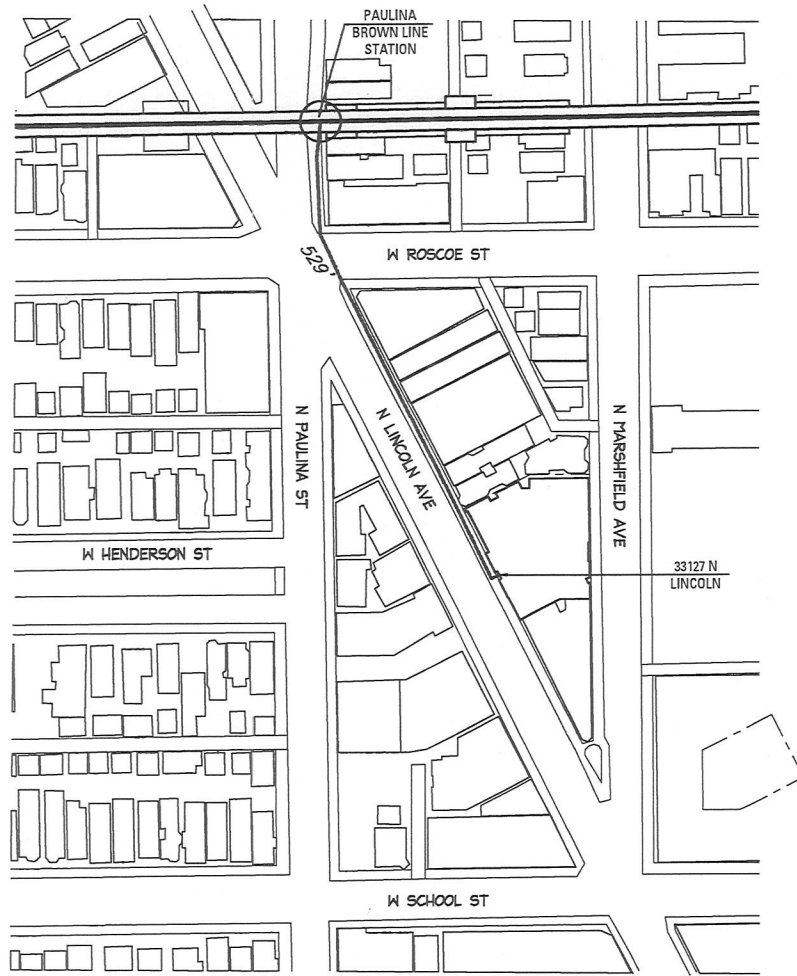
1/16" = 1'-0"



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TRANSIT SERVED LOCATION
PROXIMITY MAP

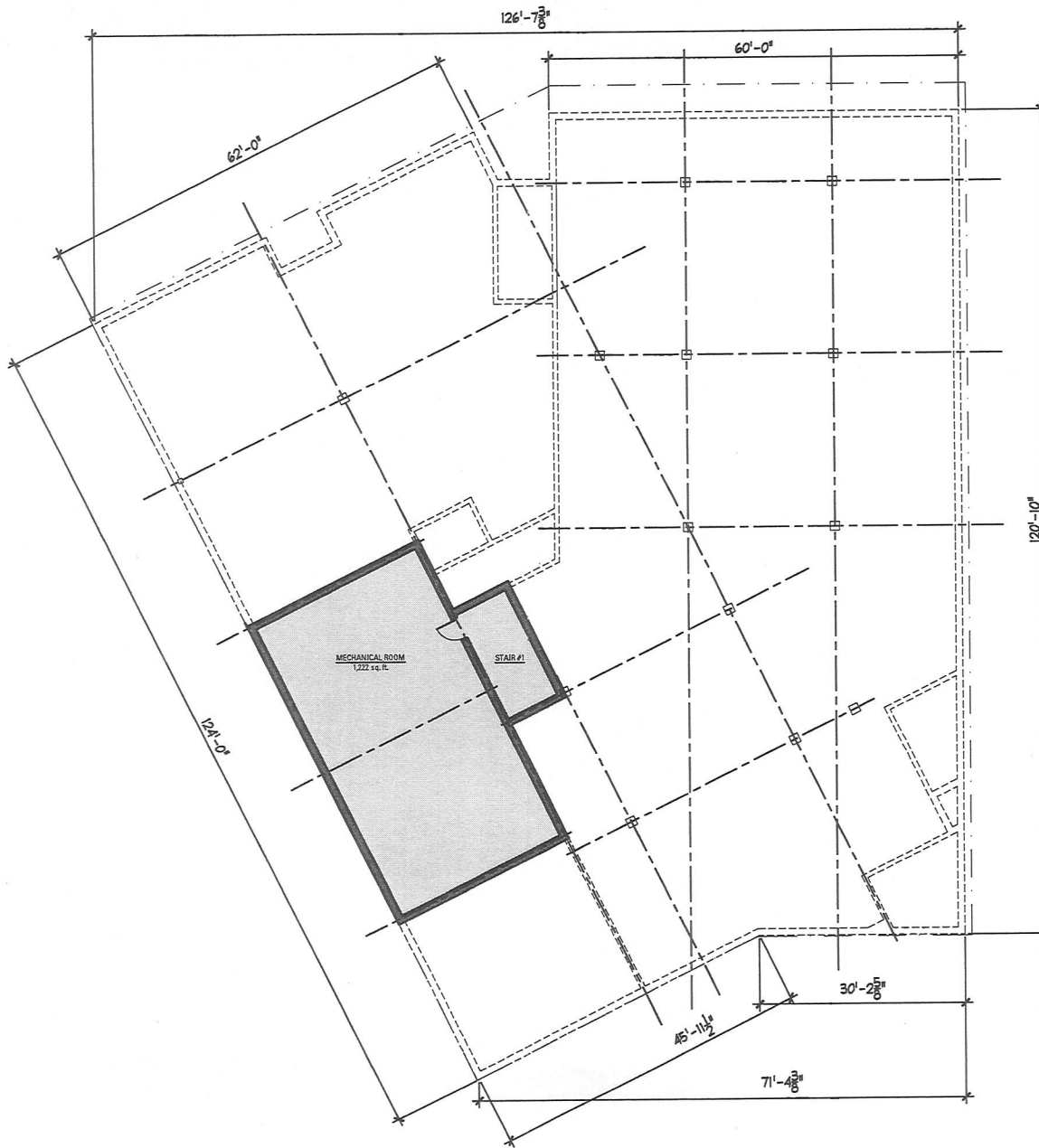
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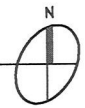
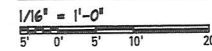
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BASEMENT PLAN



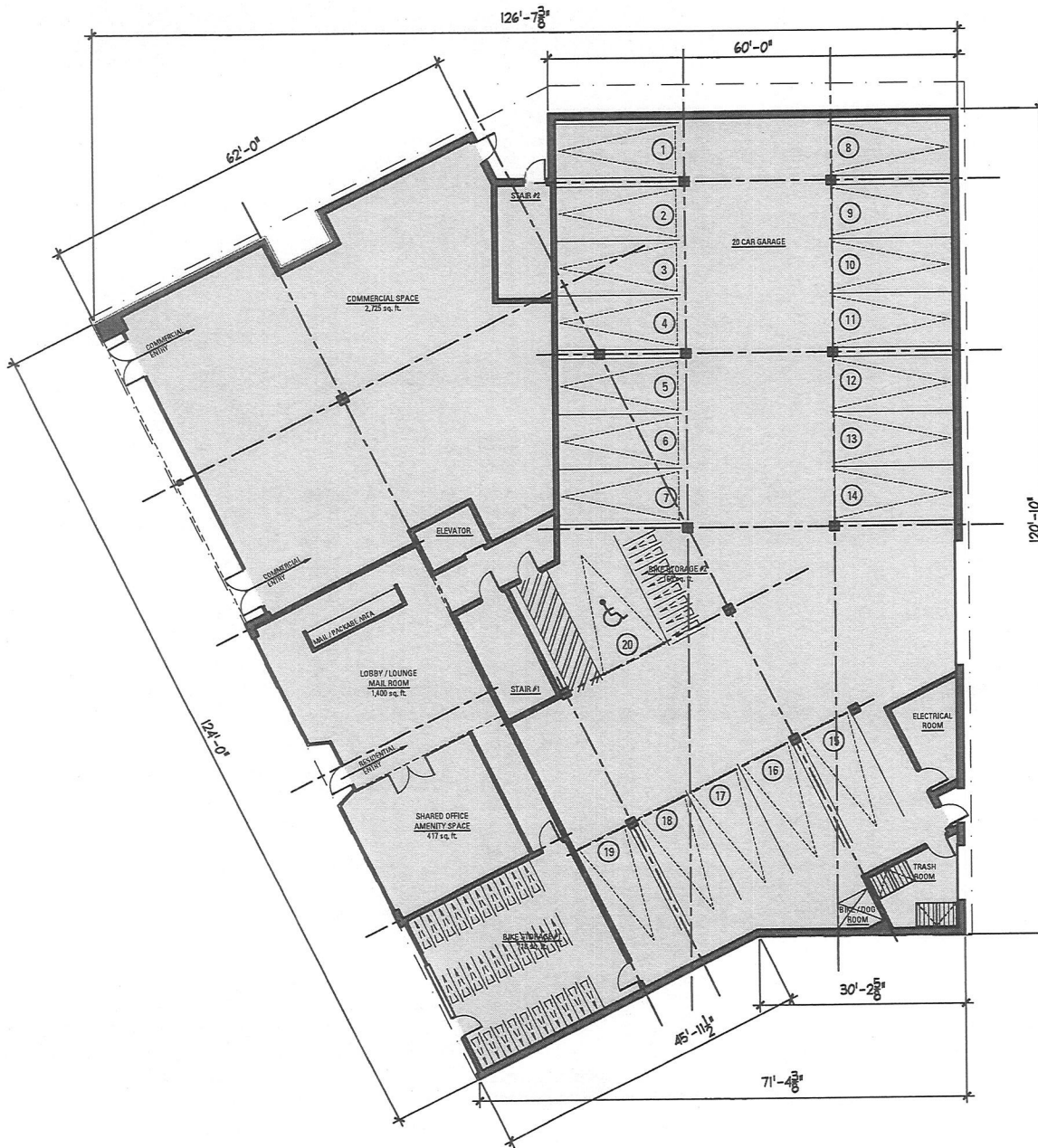
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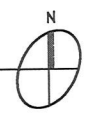
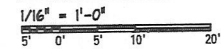
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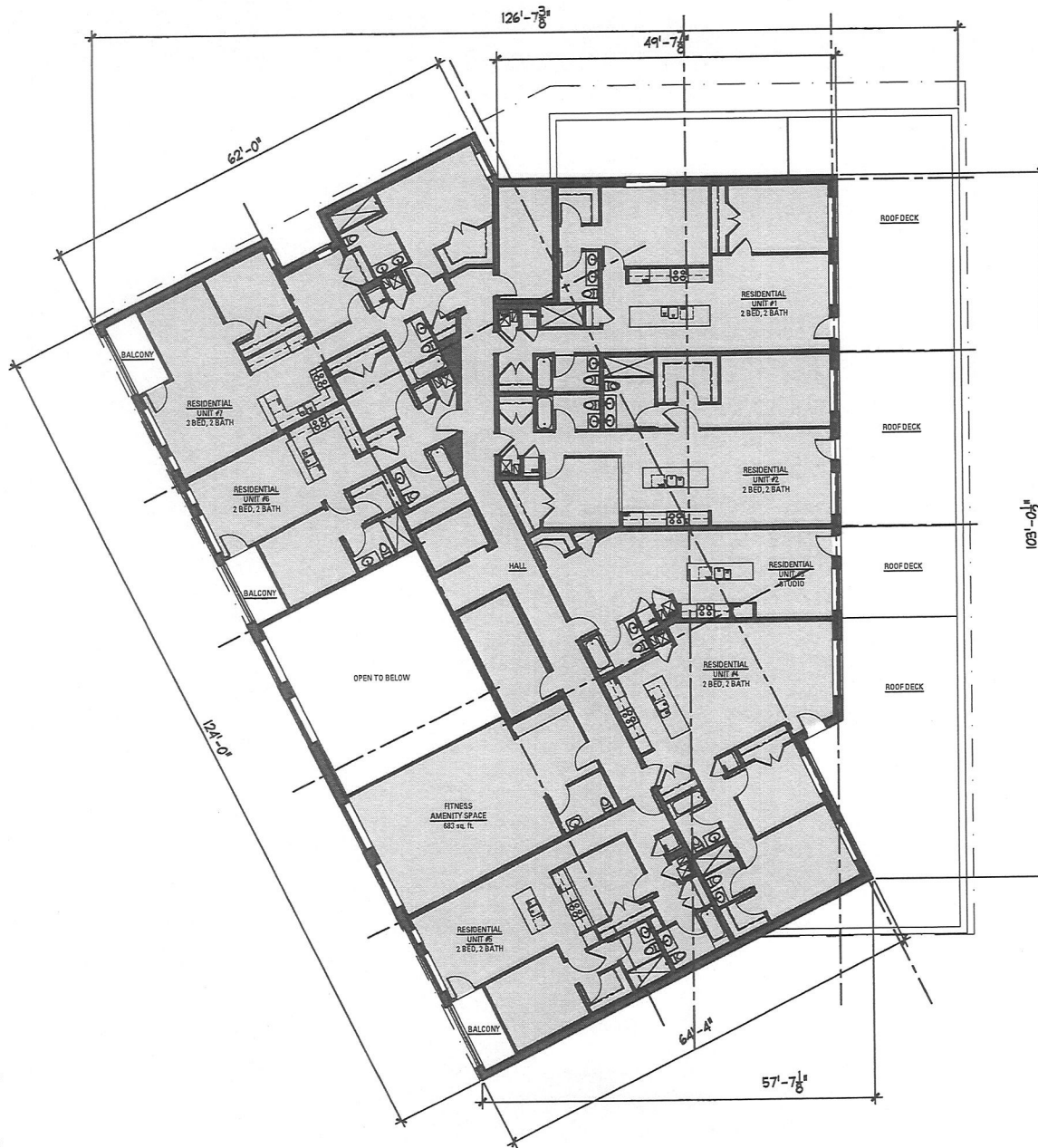
FIRST FLOOR PLAN



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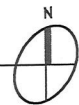
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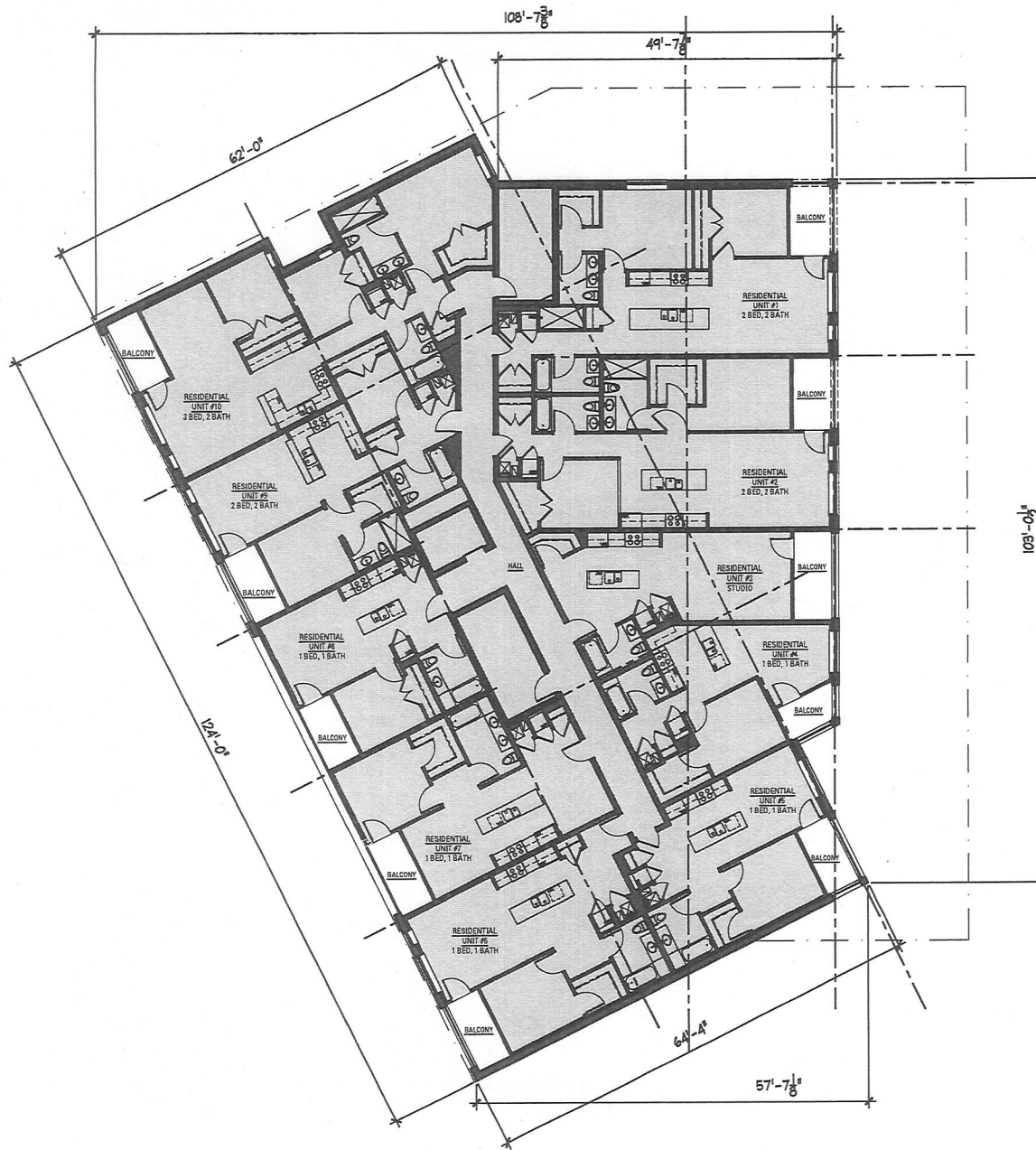
SECOND FLOOR PLAN

1/16" = 1'-0"
 5' 0' 5' 10' 20'



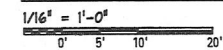
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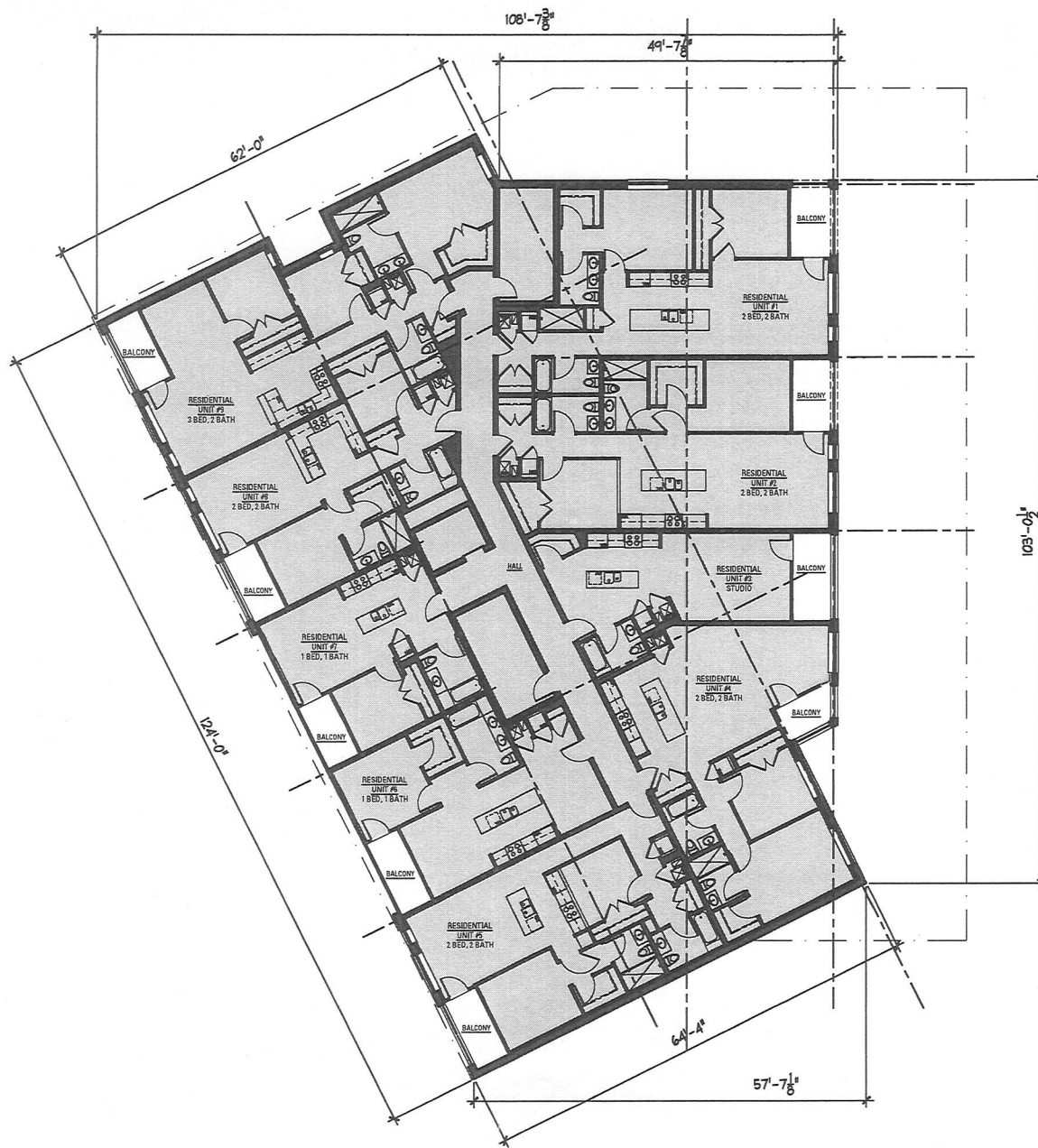


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THIRD FLOOR PLAN



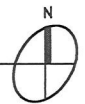
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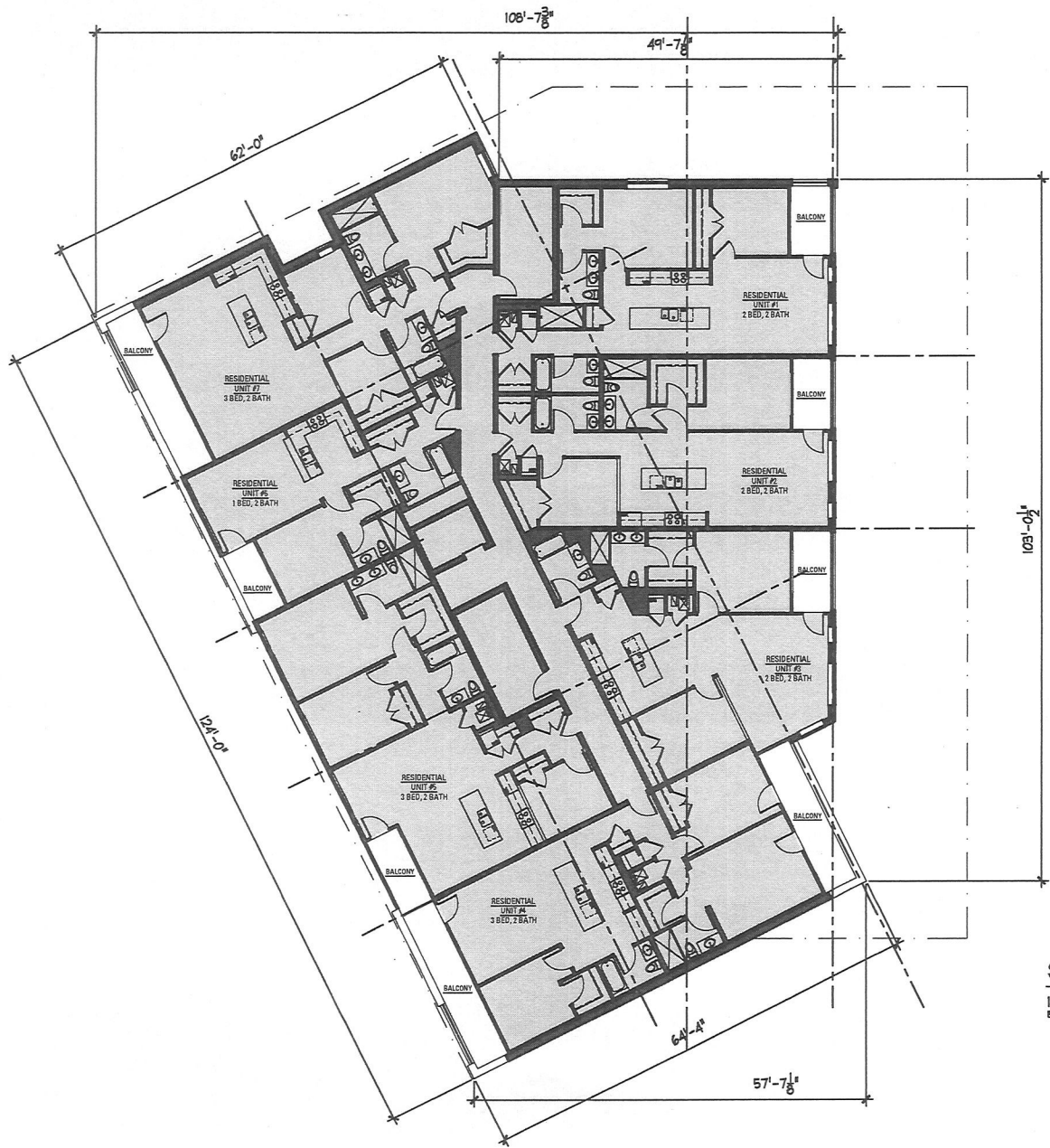
FOURTH - FIFTH FLOOR PLAN

1/16" = 1'-0"
 0' 5' 10' 20'



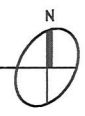
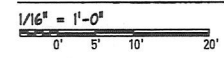
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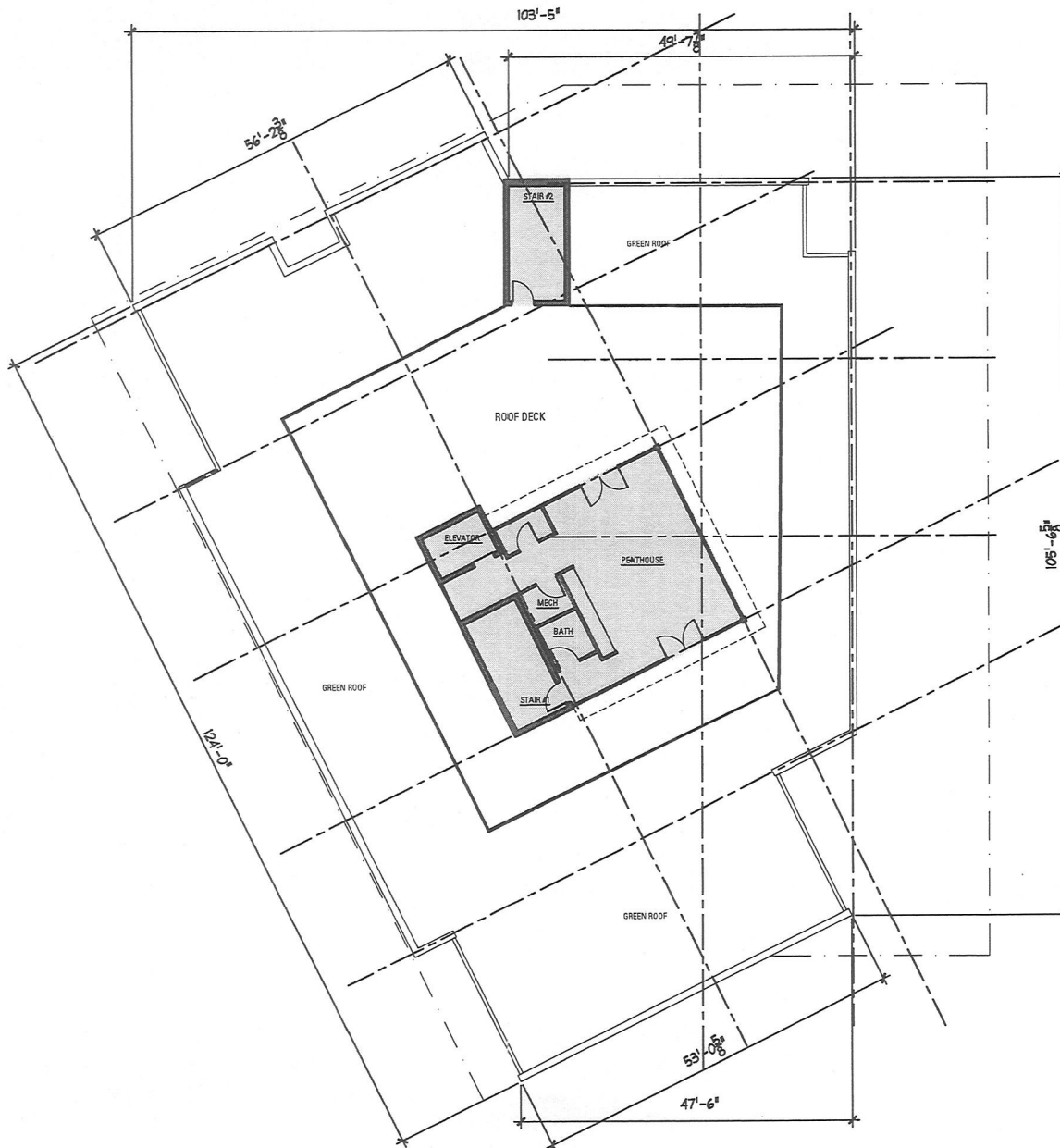


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SIXTH FLOOR PLAN



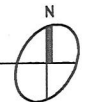
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PENTHOUSE FLOOR PLAN

1/16" = 1'-0"
 0' 5' 10' 20'



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+ 79' - 8 3/8"
PENTHOUSE CEILING HEIGHT

+ 69' - 2 3/8"
SIXTH FLR CEILING HEIGHT

+ 59' - 1 1/2"
SIXTH FLOOR HEIGHT

+ 47' - 9 1/2"
FIFTH FLOOR HEIGHT

+ 36' - 5 1/2"
FOURTH FLOOR HEIGHT

+ 25' - 1 1/2"
THIRD FLOOR HEIGHT

+ 13' - 9 1/2"
SECOND FLOOR HEIGHT

+ 0' - 0"
GRADE



EAST ELEVATION

1/16" = 1'-0"
5' 0' 5' 10' 20'

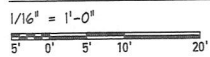
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WEST ELEVATION



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FRONT ELEVATION (LINCOLN AVE)

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