

17-13-0303-C (1) Type 1 Narrative & Plans - Zoning Map Amendment
2035-2043 West Irving Park Road, Chicago, Illinois

Proposed Zoning: B3-3 Community Shopping District

Lot Area: 12,500 square feet

Proposed Land Use: The Applicant is seeking a *Type 1 Zoning Map Amendment with Administrative Adjustment & Variation* relief, pursuant to Section 17-13-0303-D of the Chicago Zoning Ordinance, in order to permit the reactivation of the subject property with a new five-story *mixed-use* development. The ground floor of the proposed new *mixed-use* development will offer *commercial/retail* space (3,048 square feet) that will comprise the entire Irving Park frontage, as well as a *residential* lobby and amenity spaces along Seeley Avenue. The upper (2nd through 5th) floors will feature a total of thirty-seven (37) *dwelling units* of diverse typology, including seven (7) units that will be provided as “affordable,” pursuant to the *Affordable Requirements Ordinance* (“ARO”). The subject property is located within 2,640 feet of the entrance to the *Irving Park Brown Line (CTA) Station*. As such, and pursuant to the current Zoning Ordinance [§17-3-0308(4)], the programming includes off-street parking for fifteen (15) automobiles within the rear of the ground floor, accounting for a 60% reduction of the minimum off-street automobile parking ratio for the proposed development, at this *Transit Served Location* (TSL). The proposed improvements will be masonry in construction and will measure approximately 57 feet-5 inches in height.

- (A) The Project’s Floor Area Ratio: 43,568 square feet *(3.48 FAR)

The subject property is located within 2,640 linear feet of the entrance to the Irving Park Brown Line (CTA) Train Station, 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): 37 total dwelling units; *337.8 square feet per dwelling unit

The Project's Density (Lot Area Per Dwelling Unit): CONTINUED

The subject property is located within 2,640 linear feet of the entrance to the Irving Park Brown Line (CTA) Train Station, 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: *15 automobile spaces; at least 37 bicycle spaces
*0 loading spaces

The subject property is located within 2,640 linear feet of the entrance to the Irving Park Brown Line (CTA) Train Station, 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 over 3,000 square feet of commercial/retail space and a total of thirty-seven (37) 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 60% (in excess of 50%) - from 37 spaces to 15 spaces, to serve the proposed new 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 Alley servicing the subject property and the other properties that comprise this block of Irving Park Road, as well as several residential properties with frontages on Seeley Avenue and Hoyne Avenue (south), 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: 2 feet-0 inches
 - c. Side Setbacks:
 - East: 0 feet-0 inches
 - West: 0 feet-0 inches

Setbacks: CONTINUED

**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 40% of such larger-format units. Such footprint yields a rear setback of 2 feet on the 1st through 4th Floors (with a setback of over 21 feet at the 5th Floor). Therefore, in order to permit the proposal and satisfy the complex, and sometimes conflicting, design guidelines, the Applicant is seeking a Variation to reduce the minimum rear setback for floors containing dwelling units - from 30 feet to 2 feet. [Section 17-3-0405-A and Section 17-13-1101-B.] The proposed rear setback improves the setback condition created by the existing building – which is "zero" and is consistent with the development that comprises the southwest corner of this same intersection, as well as the mixed-use development that comprises the east corner of this block of Irving Park Road. This proposed rear setback condition was also vetted with the community prior to submission of this application for Zoning Map Amendment and was supported by such parties, accordingly.*

- (E) Building Height: 57 feet-5 inches (*underside of 5th Floor ceiling*)

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 such property qualifies as a *Transit-Served Location* (TSL) due to its proximity to the *Irving Park Brown Line (CTA) Train Station*. The ground floor of the new proposed development will feature 3,048 square feet of *commercial/retail space* – fronting Irving Park Road, along with a *residential lobby* and related *amenity spaces* along and with access off of Seeley Avenue. The programming for the upper (2nd through 5th) floors of the new development calls for the establishment of a diverse mix of thirty-seven (37) *dwelling units* of varying typology. Rounding out the ground floor is an attached garage that will accommodate interior parking for fifteen (15) automobiles and storage for at least thirty-seven (37) bicycles, access to which will be through the shared Public Alley running along the south end of the site. Such proposed parking accommodations represents just about a 60% *reduction* in the otherwise minimum required one-to-one automobile parking ratio for *residential uses*, and which such reduction is encouraged and allowed pursuant to Sections 17-3-0308 and 17-10-0102-B(1) of the current *Zoning Ordinance*. The *Bike Storage Room* will be for the exclusive use of the residents of the building for their personal bicycles and scooters. Additional bicycle racks are also located on the public way(s) (sidewalk) in front of and surrounding the subject site. Toward all of these very same ends, pursuant to the *2021 Affordable Requirements Ordinance (ARO)*, the Applicant is required to designate at least 20% of the total number of *dwelling units* for the proposed development as “affordable” – which equates to 7 of the 37 proposed new dwelling units being designated as *affordable units*. The programming for this particular project calls for ALL seven (7) of the required *affordable units* to be located onsite, evenly represented and dispersed throughout the proposed development, at the subject property.

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 *mixed-use* development establishes the entirety (+/- 100 feet) of the *commercial/retail* street-facing façade along the front property line, directly abutting the sidewalk, with the pedestrian entrance to the *storefront* at the hard (northwest) corner of site, where Irving Park meets Seeley Avenue. There will be a secondary pedestrian entrance serving only the *residential* areas of the building located off of Seeley Avenue, the entire frontage of which building façade also abuts the sidewalk, but/for the entrance that is recessed slightly to provide a more private entryway for residents and their guests. Such pedestrian entrances - for both the *commercial space* and the *residential spaces*, do NOT exceed 12 feet of the width of the respective corresponding façades, and – too, do NOT exceed one-story in height. In addition to these general features, the design calls for a minimum of 60% of each such street facing façades to be comprised of *transparent non-reflective windows* and/or *doors*.

Lastly, yet relatedly, all of the required off-street *parking* will be located wholly within the four-corners of the 1st Floor of the proposed building (*garage*) – at the rear (off the Public Alley), so to NOT be visible from Irving Park Road Avenue or Seeley Avenue (*public ways*), while – too, vehicular access to such parking will be accommodated via the Public Alley, that runs along the “rear” (south side) of the site, which is the primary means of vehicular access for the other existing improvements with their primary frontage on Irving Park and some secondary access for residences that have their frontages on Seeley Avenue and Hoyne Avenue (to the south). Along these same lines, even more meaningfully furthering the *eTOD Guidelines*, by and through the corresponding programming, the Applicant will be closing/eliminating two existing curb-cuts that have been providing vehicular access to the site for several decades – one curb-cut on Irving Park and one curb-cut on Seeley Avenue. In doing so, the Applicant will be restoring the pedestrian way at these points, and – too, adding new street parking back into the community.

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 just over 1,400 linear feet from the entrance to the *Irving Park Brown Line CTA Train Station* and directly on one of the City’s most exploited *CTA Bus Routes*, the future plans for which such traditionally automobile-intensive thoroughfare calls for the inclusion of a fully designated and functioning “protected bicycle lane” by and through the Chicago Department of Transportation (CDOT). The proposed mixed-use development will also be activating 100 feet of significant, presently and perpetually dormant, street frontage along Irving Park Road and an additional almost 125 feet of frontage along Seeley Avenue, which two public ways serve as the predominant transition/pedestrian connection between the lower-density family-oriented *residential neighborhoods* surrounding the subject property and the many *retail-commercial-hospitality* establishments that comprise this stretch of Irving Park Road moving east to the vital *Six-Corners Retail Corridor* - with the potential for a new locally-owned *businesses* (with special accommodations for a *restaurant* – i.e., black iron) 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 just steps from the *Six Corners Commercial Corridor* that demarks the heart of the neighborhood’s most robust *retail* and *hospitality* area, which extends for at least five blocks to the north and south and connects to the same such corridor at and along Lincoln Avenue and Damen Avenue, 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 establishment and occupancy of a new *mixed-use* development that will contain a total of thirty-seven (37) *dwelling units* and off-street accessory parking for fifteen (15) vehicles, which represents just about a 40% *Automobile-to-Unit Parking Ratio*, as mandated and encouraged by the current *Zoning 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.

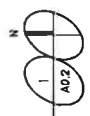
In a direct and deliberate effort to promote public forms of transportation, and – too, to mitigate vehicular congestion and traffic in this pedestrian-oriented neighborhood, while still balancing the express interests and demands of the existing residents of the community, the proposed new development will provide one (1) designated off-street *parking* space for every 2.5 *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, and additional conscientious consideration being given to the diverse mix of unit types for this development, which include several one-bedroom units and seven (7) *affordable* units, the intended beneficiaries/tenants for which will likely not have a personal automobile. These fundamental conditions should (and have been shown to) inherently dissuade residents who require and/or rely on individual automobile ownership from leasing 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. As well, the proposed development includes a sizeable *Bike Storage Room* within the ground floor that can accommodate secure interior parking for at least thirty-seven (37) bicycles and/or scooters. Beyond these onsite accommodations, there are additional bicycle racks located on the sidewalk in front of and surrounding 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 improvements 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 development, to allow for more efficient and enjoyable 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.*



2226
 NEWPORT REALTY
 MIXED USE DEVELOPMENT
 2035 WEST IRVING PARK ROAD
 CHICAGO, IL
 01/29/2024, ISSUED FOR ZONING AMENDMENT

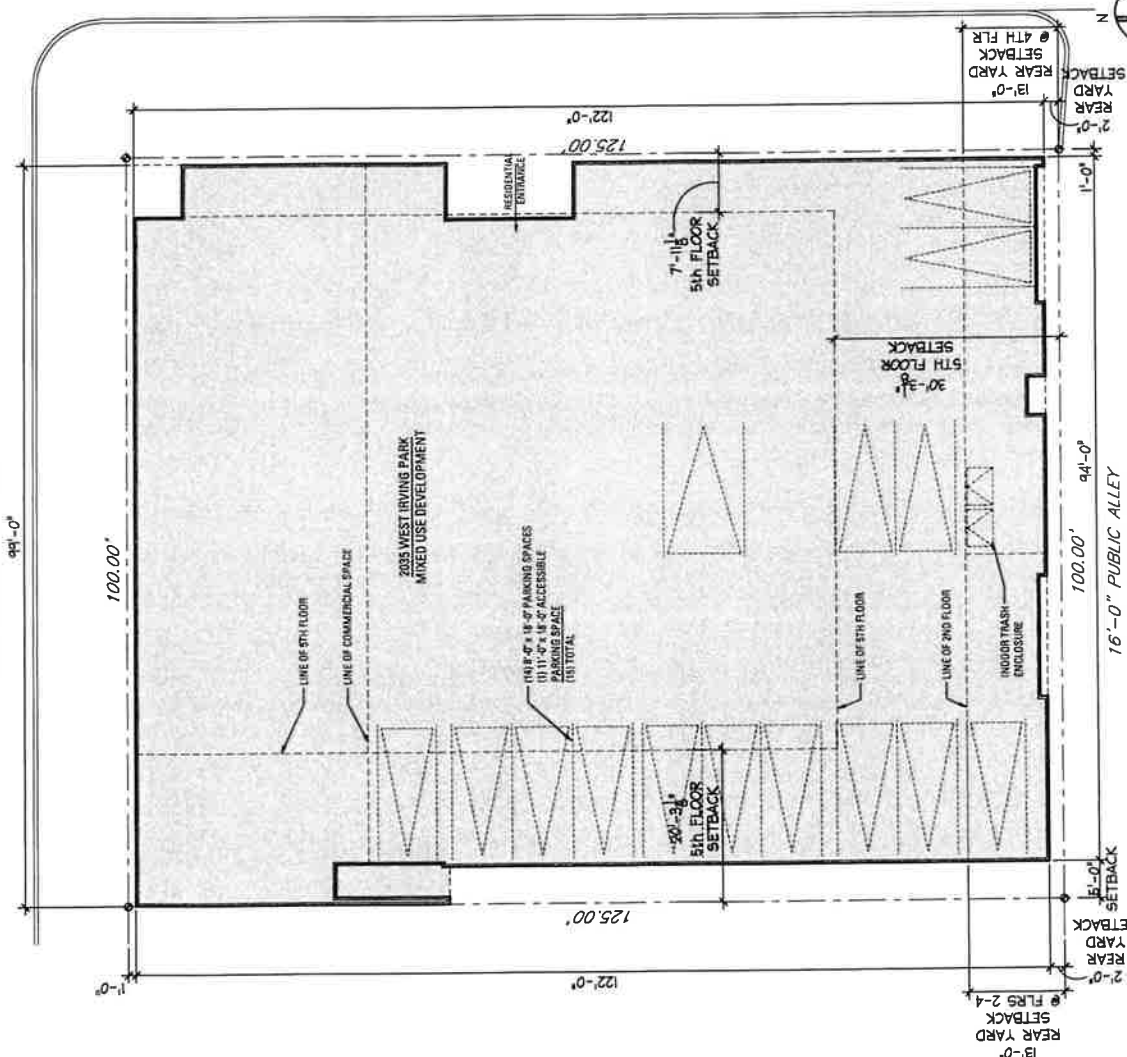
proj.#
 description



TRANSIT SERVED LOCATION
 PROXIMITY MAP
 N.T.S.

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 4001 north ravenwood avenue
 suite 501
 chicago illinois 60613-2676
 773 885 1017 fax 773 883 3081

WEST IRVING PARK ROAD



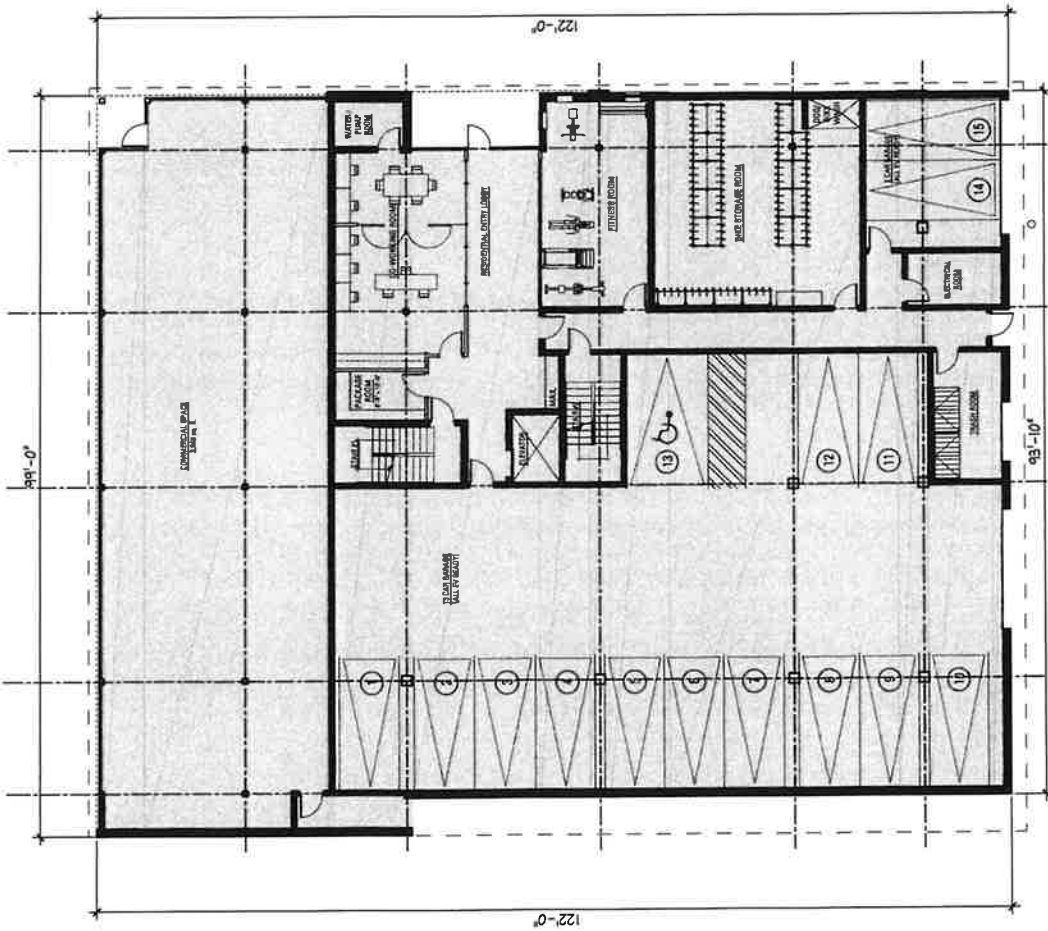
NORTH SEELY AVENUE

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 chicago illinois 60612-2576
 773 883 1017 fax 773 883 3081

SITE PLAN
 1/16" = 1'-0"

proj. # 2228
 NEWPORT REALTY
 MIXED USE DEVELOPMENT
 2035 WEST IRVING PARK ROAD
 CHICAGO, IL
 description 03/26/2024, ISSUED FOR ZONING AMENDMENT





FIRST FLOOR PLAN - 6,358 sq. ft.
 (10,509 sq. ft. - GROSS)

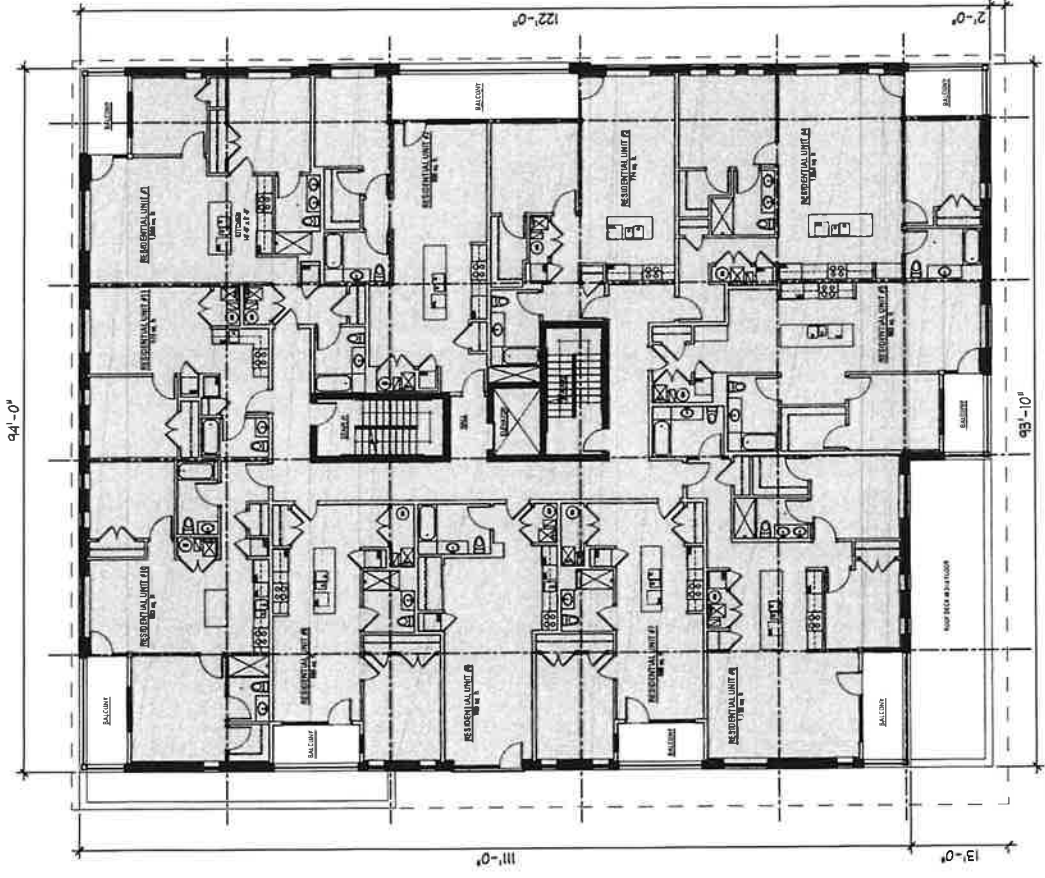


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2228
 Proj.#
 NEWPORT REALTY
 MIXED USE DEVELOPMENT
 2035 WEST IRVING PARK ROAD
 CHICAGO, IL
 Description
 02/25/2024; ISSUED FOR ZONING AMENDMENT



A
 21



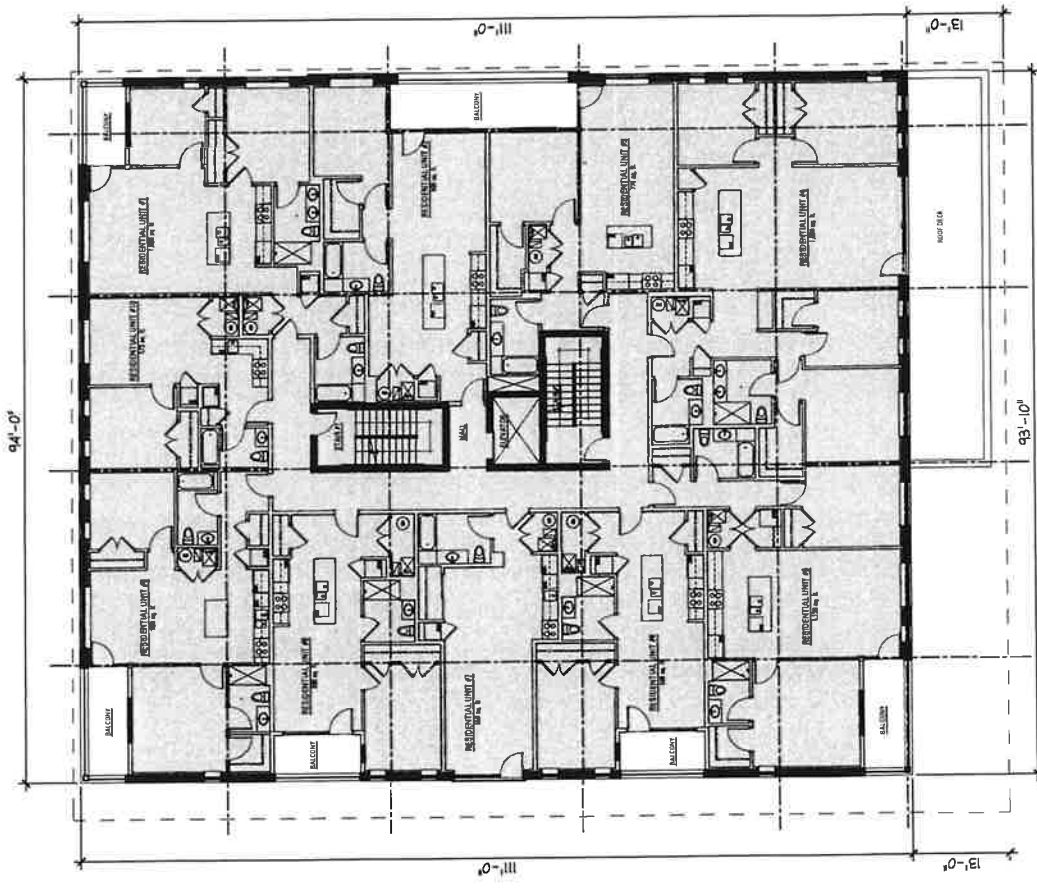
SECOND - THIRD FLOOR PLAN
10,265 sq. ft. GROSS



j s a
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proj. # 2228
NEWPORT REALTY
AGED USE DEVELOPMENT
1000 W. IRVING PARK ROAD
CHICAGO, IL
description 03/24/2024 - ISSUED FOR ZONING AMENDMENT





FOURTH FLOOR PLAN
9,836 sq. ft.

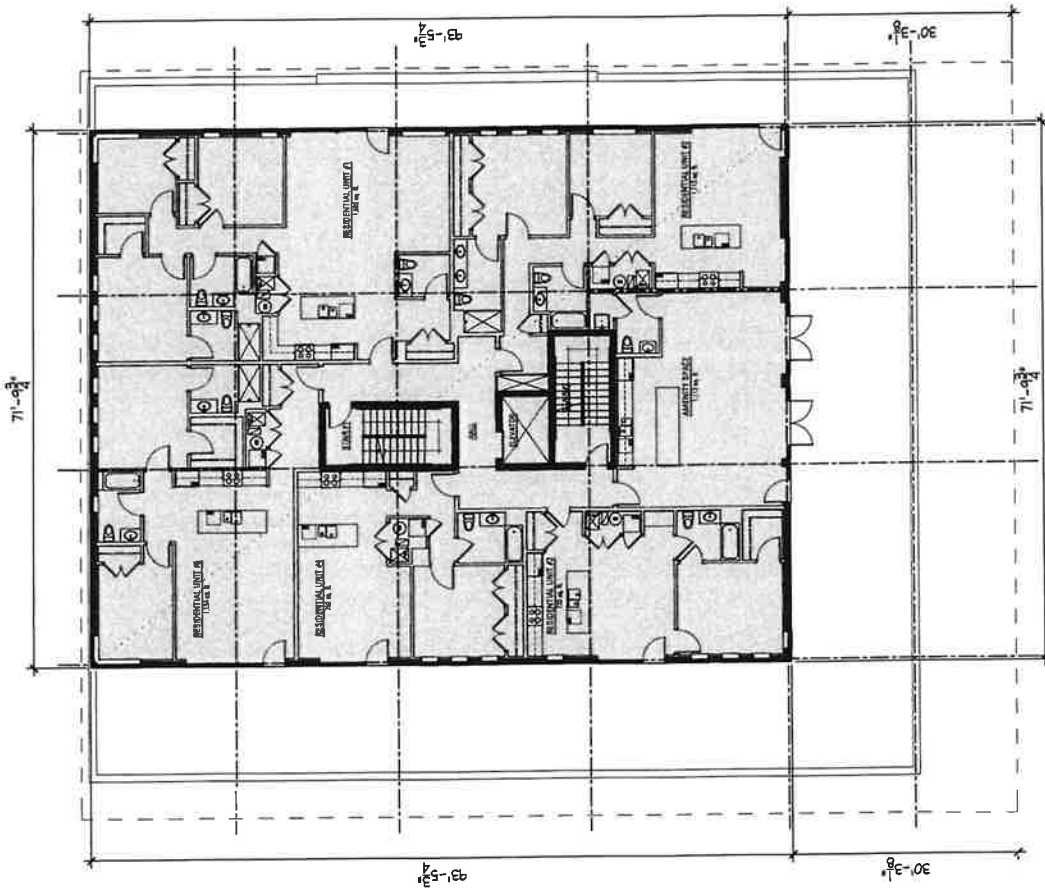


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2226
NEWPORT REALTY
ADDED USE DEVELOPMENT
3000 SPRING PARK ROAD
CHICAGO, IL
02/29/2024, ISSUED FOR ZONING AMENDMENT

proj. #
proj.
description





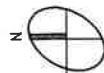
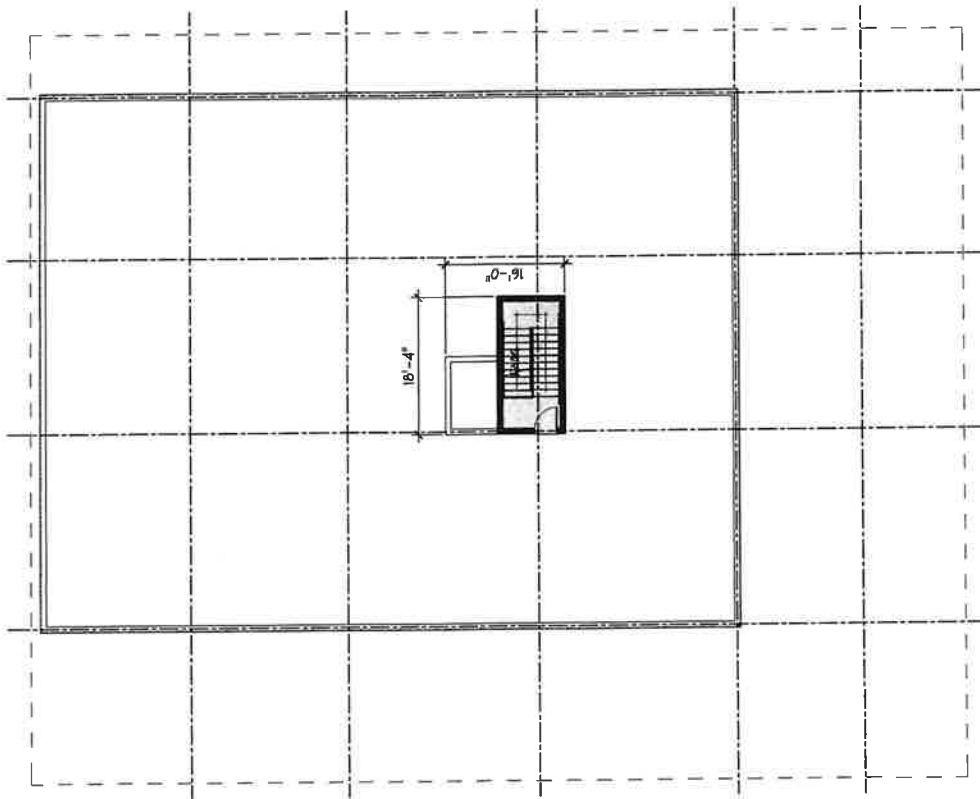
FIFTH FLOOR PLAN
6,679 sq. ft.



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2226
proj. # NEWPORT REALTY
proj. MIXED USE DEVELOPMENT
2025 WEST IRVING PARK ROAD
CHICAGO, IL
03/29/2024, ISSUED FOR ZONING AMENDMENT





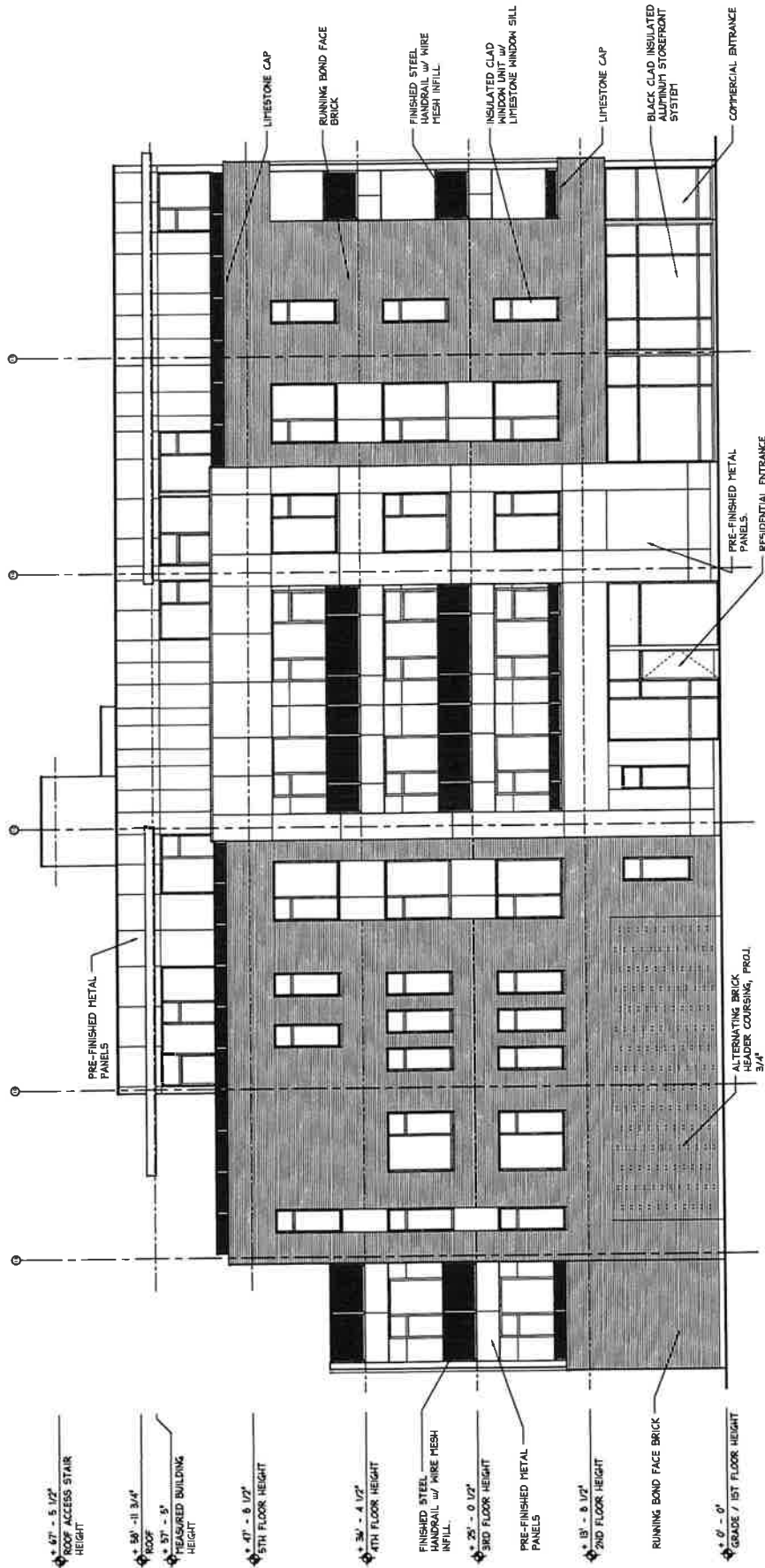
ROOF PLAN
165 sq. ft.



JSA
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4001 north REVENWOOD AVENUE
SULLY 601
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proj. # 2226
prej. NEWPORT REALTY
MIXED USE DEVELOPMENT
100 WEST MADISON PARKWAY
CHICAGO, IL
description 03/29/2024; ISSUED FOR ZONING AMENDMENT





- + 67' - 5 1/2" ROOF ACCESS STAIR HEIGHT
- + 58' - 11 3/4" ROOF
- + 57' - 5" MEASURED BUILDING HEIGHT
- + 47' - 6 1/2" 5TH FLOOR HEIGHT
- + 34' - 4 1/2" 4TH FLOOR HEIGHT
- FINISHED STEEL HANDRAIL w/ WIRE MESH INFILL
- + 25' - 0 1/2" 3RD FLOOR HEIGHT
- PRE-FINISHED METAL PANELS
- + 18' - 8 1/2" 2ND FLOOR HEIGHT
- RUNNING BOND FACE BRICK
- + 0' - 0" GRADE / 1ST FLOOR HEIGHT

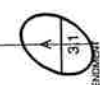


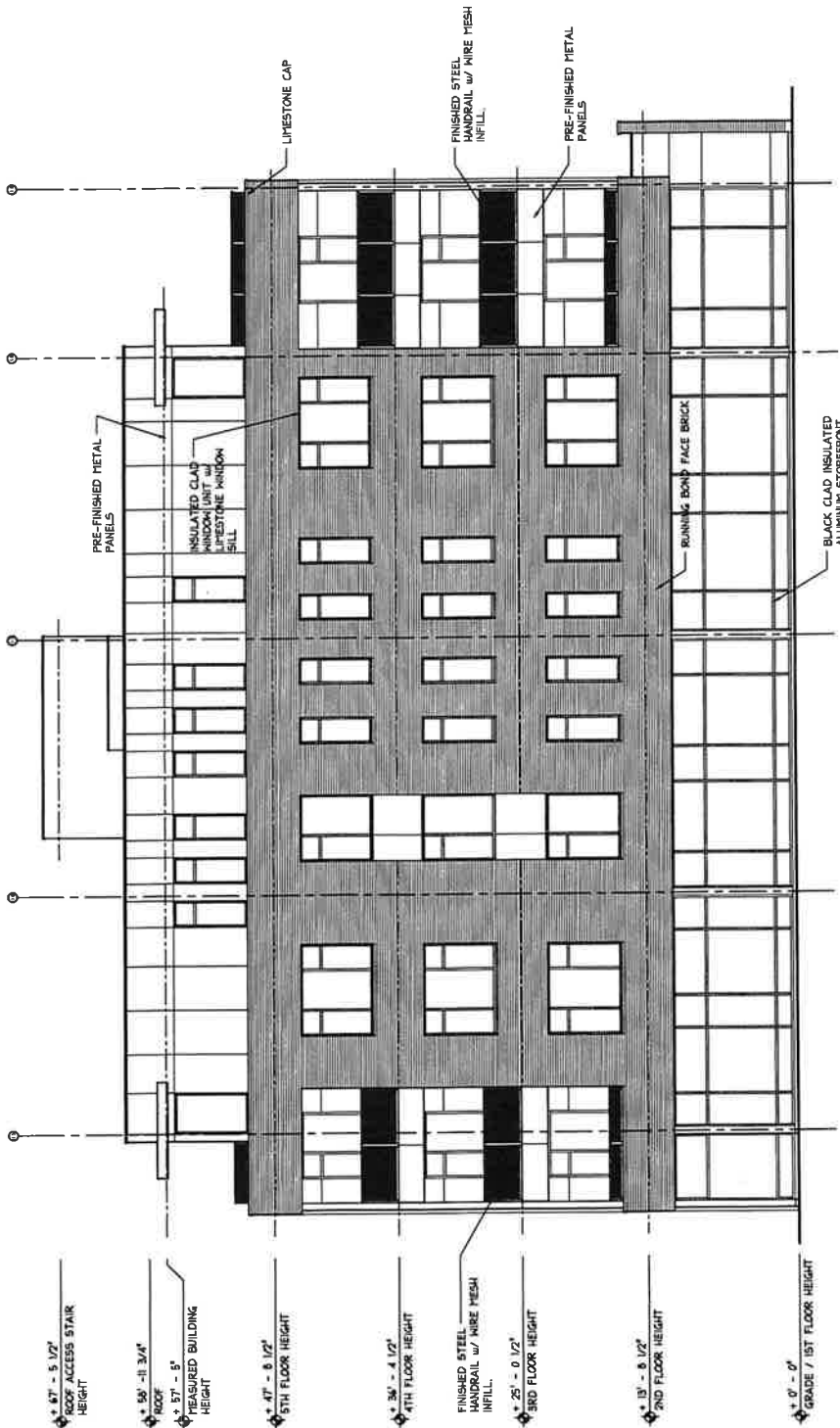
EAST ELEVATION
3/22' x 1'-0"

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2226
proj. #
2025 WEST IRVING PARK ROAD
CHICAGO, IL
description

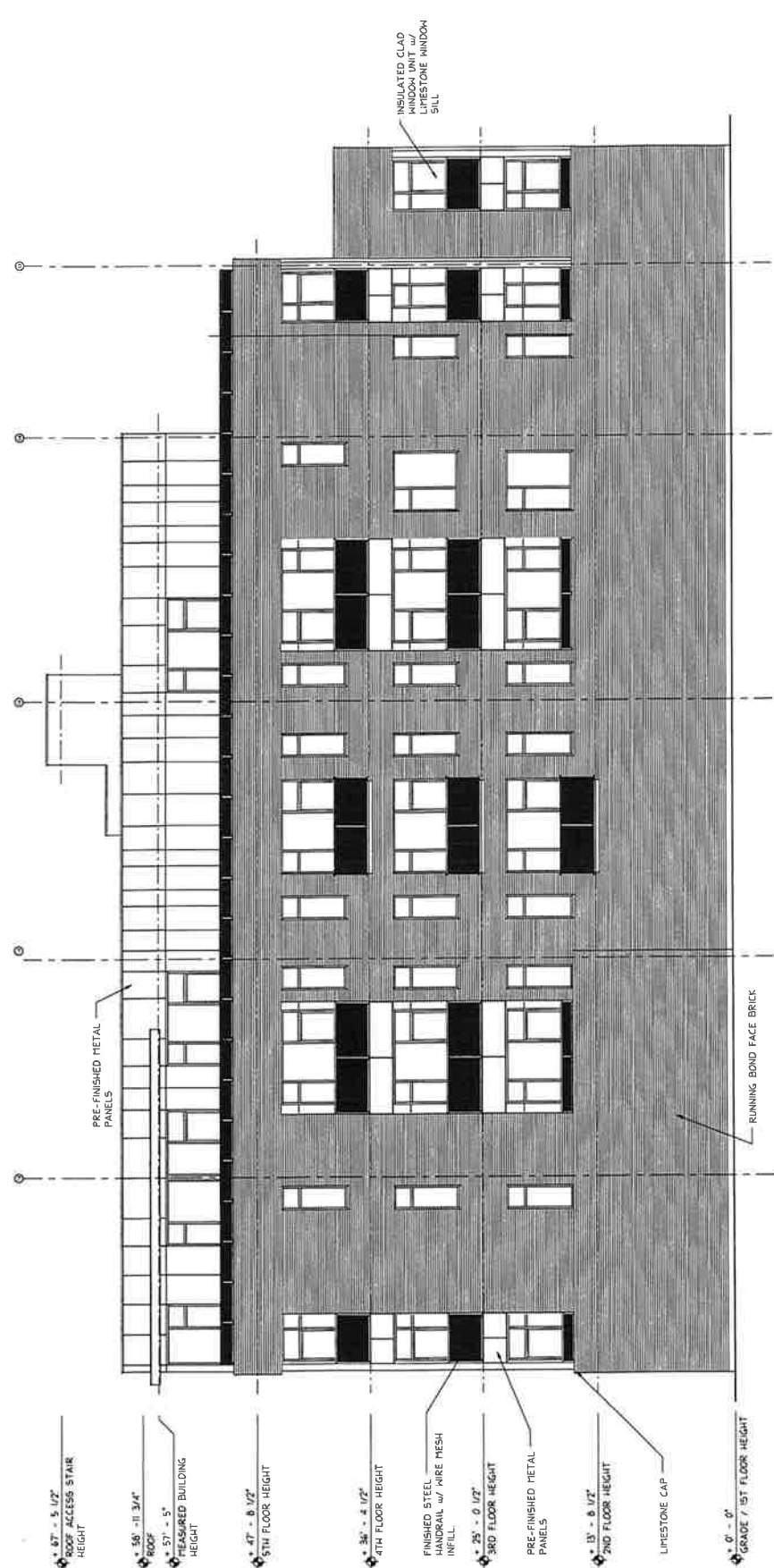
PREP.
NINPORT REALTY
MIXED USE DEVELOPMENT





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2226
 proj.# NEWPORT REALTY
 MIXED USE DEVELOPMENT
 2035 WEST IRVING PARK ROAD
 CHICAGO, IL
 03/29/2024, ISSUED FOR ZONING AMENDMENT
 description



◆ 67' - 5 1/2"
ROOF ACCESS STAIR
HEIGHT

◆ 58' - 11 3/4"
ROOF
HEIGHT

◆ 57' - 5"
MEASURED BUILDING
HEIGHT

◆ 47' - 8 1/2"
5TH FLOOR HEIGHT

◆ 36' - 4 1/2"
4TH FLOOR HEIGHT

FINISHED STEEL
FRAMING w/ WIRE MESH
INFILL

◆ 25' - 0 1/2"
3RD FLOOR HEIGHT

PRE-FINISHED METAL
PANELS

◆ 13' - 8 1/2"
2ND FLOOR HEIGHT

LIMESTONE CAP

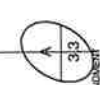
◆ 0' - 0"
GRADE / 1ST FLOOR HEIGHT

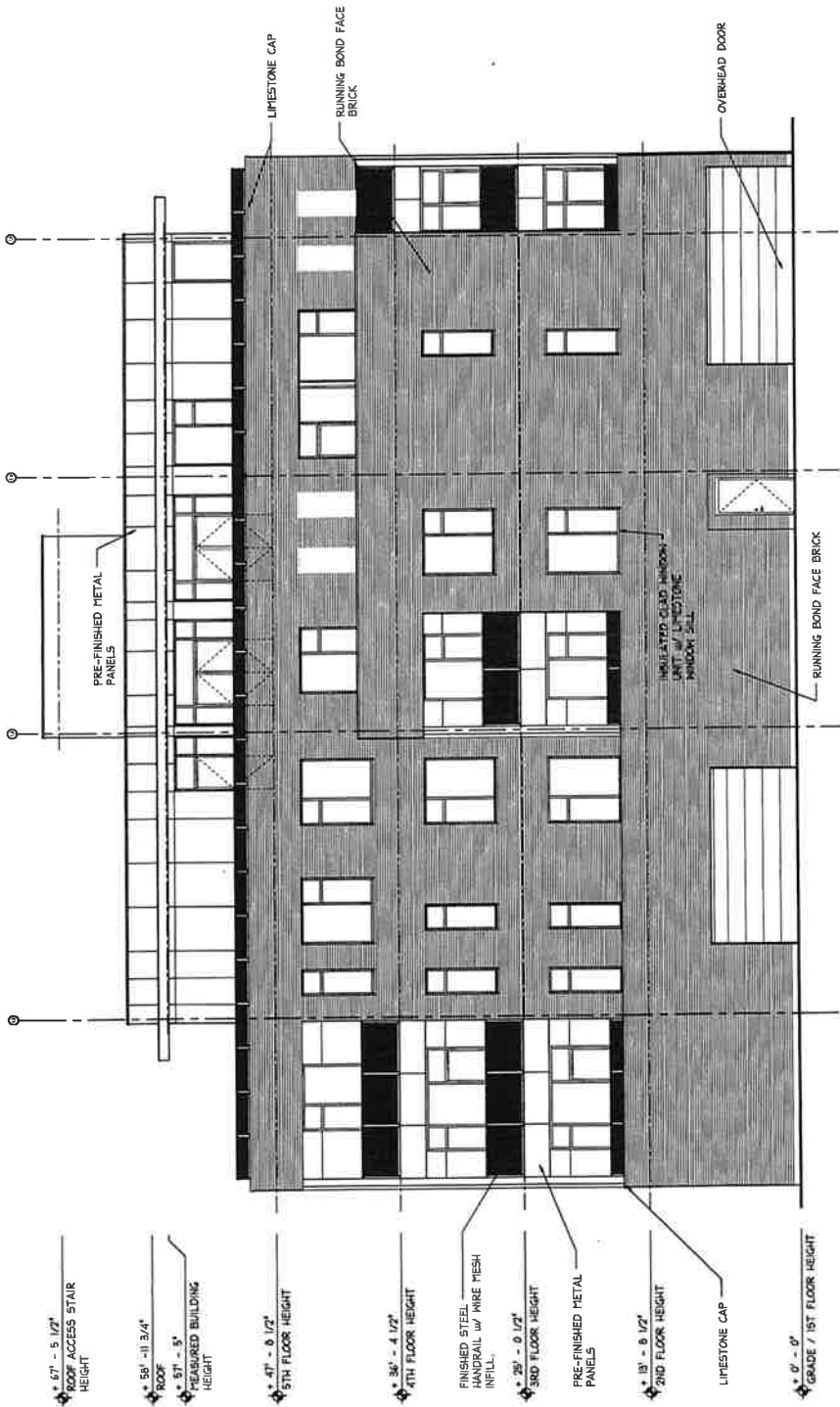
WEST ELEVATION

3/32" = 1'-0"
5' 10' 20'

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proj.# 2226
NEWPORT REALTY
MIXED USE DEVELOPMENT
2035 WEST IRVING PARK ROAD
CHICAGO, IL
00000004 - ISSUED FOR ZONING AMENDMENT





- 67' - 5 1/2" ROOF ACCESS STAIR HEIGHT
- 58' - 11 3/4" ROOF
- 57' - 5" FIGURED BUILDING HEIGHT
- 47' - 0 1/2" 5TH FLOOR HEIGHT
- 36' - 4 1/2" 4TH FLOOR HEIGHT
- FINISHED STEEL HANDRAIL w/ WIRE MESH INFILL
- 29' - 0 1/2" 3RD FLOOR HEIGHT
- PRE-FINISHED METAL PANELS
- 19' - 0 1/2" 2ND FLOOR HEIGHT
- LIMESTONE CAP
- 0' - 0" GRADE / 1ST FLOOR HEIGHT



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2226
 proj. #
 NEWPORT REALTY
 MIXED USE DEVELOPMENT
 2035 WEST IRVING PARK ROAD
 CHICAGO, IL
 03/29/2024, ISSUED FOR ZONING AMENDMENT





2035 W Irving Park Road
NorthEast View

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proj. # 2226
proj.

NEWPORT REALTY
ANNEX DEVELOPMENT
2035 W IRVING PARK ROAD
CHICAGO, IL

description 03/29/2024, ISSUED FOR ZONING AMENDMENT





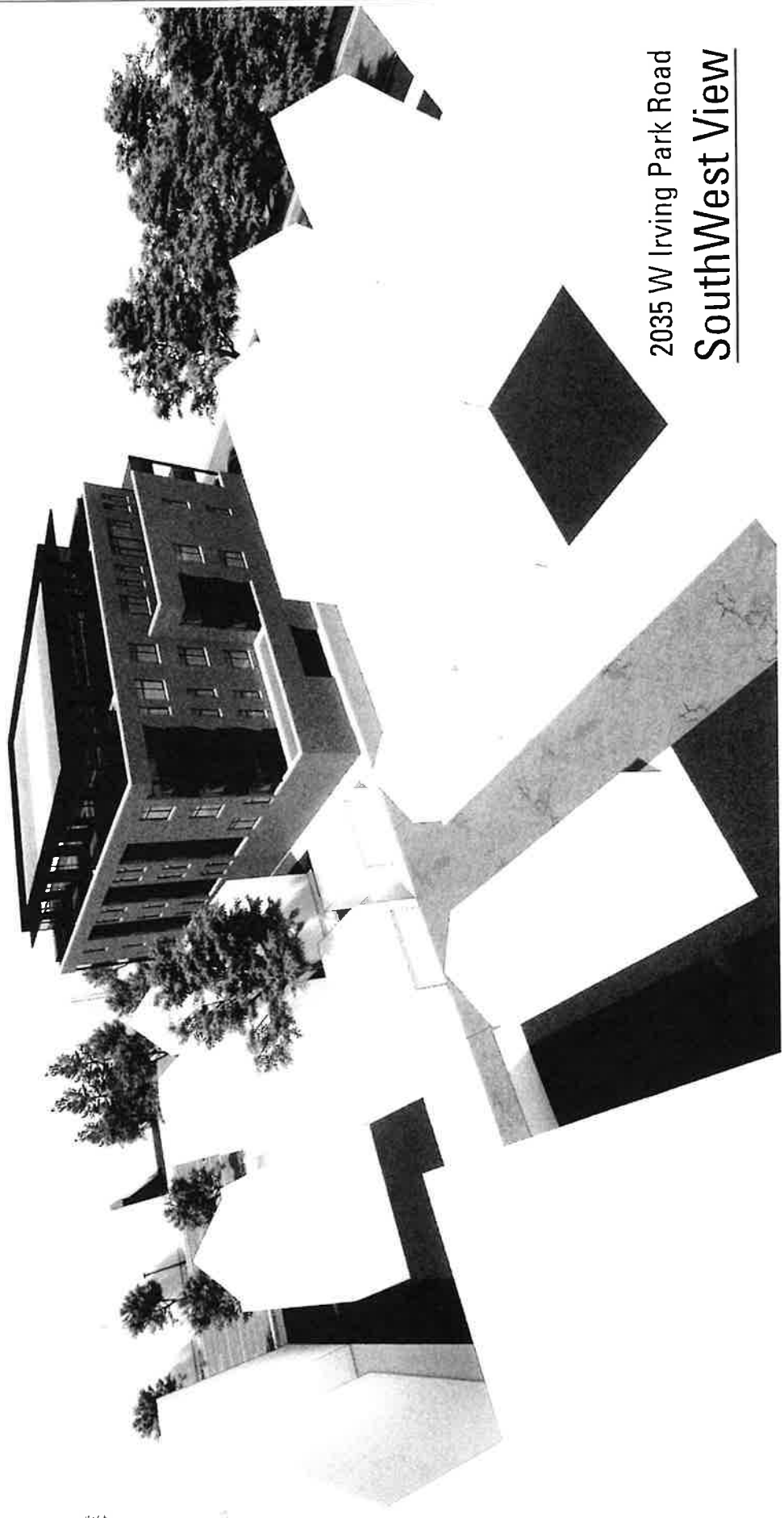
2035 W Irving Park Road
South East View

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proj.# 2226
NEWPORT REALTY
MIXED USE DEVELOPMENT
2035 WEST IRVING PARK ROAD
CHICAGO, IL

description





2035 W Irving Park Road
SouthWest View

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proj.# 2226
 NEWPORT REALTY
 MIXED USE DEVELOPMENT
 2035 WEST IRVING PARK ROAD
 CHICAGO, IL
 description 03/29/2024; ISSUED FOR ZONING AMENDMENT

