

**17-13-0303-C (1) Type 1 Narrative & Plans - Zoning Map Amendment**  
2418-2426 North Milwaukee Avenue, Chicago, Illinois

Proposed Zoning: C1-3 Neighborhood Commercial District

Lot Area: 18,868 square feet (*irregular*)

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 rehabilitation and expansion of the existing five-story (with basement) *orange-rated* warehouse/storage building, at the subject site. The programming for the proposed improvements, which includes the construction of a new five-story lateral addition, calls for the adaptive reuse and reactivation of the site and corresponding structure(s) into a newly rendered *mixed-use* development, that will offer divisible *commercial/retail* spaces (12,350 square feet) and off-street parking at grade level and a diverse mix of sixty-two (62) *residential* dwelling units on and between the upper (2<sup>nd</sup> through 5<sup>th</sup>) floors, twelve (12) of which such dwelling units will be offered as “affordable”, pursuant to the *Chicago Affordable Requirements Ordinance* (“ARO”). The subject property is located within 2,640 feet of the entrance to the *California/Milwaukee CTA Blue Line Station*, as such – and pursuant to the current Zoning Ordinance [§17-3-0308(4)], the programming includes off-street parking for nine (9) automobiles, at the rear of the site, accounting for an 85% reduction of the minimum off-street automobile parking ratio for the proposed development, at this *Transit Served Location* (TSL). The new proposed improvements will be masonry in construction and will measure approximately 73 feet-6 3/8 inches in height, to match and retain physical consistency with the existing five-story building being preserved.

(A) The Project’s Floor Area Ratio: 69,262 square feet \*(3.67 FAR)

*The subject property is located on a designated Pedestrian Street, within 2,640 linear feet of the entrance to the California/Milwaukee Blue 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): 62 total dwelling units (10 efficiency units + 52 standard units); \*304 square feet per dwelling unit (average)

*The subject property is located on a designated Pedestrian Street, within 2,640 linear feet of the entrance to the California/Milwaukee Blue 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: \*9 automobile spaces; at least 62 bicycle spaces

*The subject property is located on a designated Pedestrian Street, within 2,640 linear feet of the entrance to the California/Milwaukee Blue 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 12,350 square feet of commercial/retail space and a total of sixty-two (62) 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 85% (in excess of 50%) - from 62 spaces to 9 spaces, to serve the proposed new mixed-use development. [Section 17-10-0102-B; Section 17-13-1003-EE]*

- (D) Setbacks:      a. Front Setback: 0 foot-0 inches  
                         b. \*Rear Setback: 0 feet-0 inches

*\*The subject property is irregular in shape, with a varying rear property line. The existing orange-rated five-story building that the Applicant is seeking to rehabilitate and to expand, while also converting into commercial and residential use and occupancy, spans the entire depth of the site - i.e., zero rear setback. The proposed new lateral addition, which will also contain residential units above the ground floor, is designed to generally follow the lines/walls of the existing five-story building being preserved, as further dictated by the varying property lines. In order to permit the proposal and overcome these burdensome existing topographic/situs conditions, the Applicant is seeking an Administrative Adjustment to reduce the minimum rear setback - for floors containing dwelling units, from 30 feet to zero (0 feet). [Section 17-3-0405-A and Section 17-13-1101-B.] The proposed rear setback follows the existing rear setback of the building that is being preserved and expanded, and also matches the predominant rear yard depths of the other existing buildings that comprise the subject block.*

Setbacks: *(Continued)*

- c. Side Setbacks:
  - North: 0 feet-0 inches (proposed)
  - South: 0 feet-0 inches (existing)

- (E) Building Height: \*73 feet-6 3/8 inches (existing five-story building + lateral addition)

*The subject property is located on a designated Pedestrian Street, within 2,640 linear feet of the entrance to the California/Milwaukee Blue 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 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 establishment and occupancy of a new *mixed-use* development at the subject property, that qualifies as a *Transit-Served Location* (TSL), which such development will feature 12,350 square feet of divisible *commercial/retail* space on the ground floor and a total of sixty-two (62) *dwelling units* on the upper (2<sup>nd</sup> through 5<sup>th</sup>) floors, with off-street accessory parking for nine (9) automobiles also located at grade level. Such proposed parking accommodations represents just about an 85% *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*. Toward these same ends, the project calls for a large *Bike Storage Room* (1,065 square feet) to be located within the Lower Level (basement) of the proposed *mixed-use* development, which will be for the exclusive use of the residents of the building for their personal bicycles and scooters, and which such room can accommodate the safe storage of at least sixty-two (62) bicycles. Additional bicycle racks are also located on the public way(s) (sidewalk) in front of and surrounding the subject site, which will be maintained and kept free from encumbrance by the Applicant.

Furthermore, 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 12 of the 36 proposed new dwelling units being designated as *affordable units*. The programming for this particular project calls for ALL twelve (12) 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, which includes a five-story lateral addition that will expand and connect to the existing five-story *orange-rated* building that comprises the southern-third of the subject property and will follow the lines/walls of the same accordingly, calls for the entirety of the Milwaukee Avenue (*street facing*) facade to directly abut the sidewalk (i.e., 0 feet-0 inches *setback*), with the three pedestrian entrances for the corresponding *commercial spaces* NOT exceeding 12 feet of the width of such facade, and – too, NOT exceeding two-stories in height. Similarly, the design for the new development calls for the entirety of the Fullerton Avenue (*street facing*) facade – which represents the west side of this “through lot”, to directly abut the sidewalk (i.e., 0 feet-0 inches *setback*), with the single primary pedestrian entrance for the *residential lobby* (and access to the corresponding dwelling units), as well as the secondary pedestrian/residential exit, NOT exceeding 12 feet of the width of such facade, and – too, NOT exceeding two-stories in height.

Toward these same ends, per the design, a minimum of 60% of each such street facing façades 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 1<sup>st</sup> Floor of the new proposed building (*garage*) – at the rear (off the Public Alley), so to NOT be visible from Lincoln Avenue or Fullerton Avenue (*pedestrian streets / public ways*), while – too, vehicular access to such parking will be accommodated via the Public Alley, that runs along a portion of the “rear” (west side) of the site, which is the primary means of vehicular access for the other existing improvements with their primary frontage 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 just over 1,500 linear feet from the entrance to the *California/Milwaukee Blue Line CTA Train Station* and directly on one of the City’s most exploited *CTA Bus Routes* (Milwaukee Avenue), which also features a fully designated and functioning “protected bicycle lane” that was installed by and through the Chicago Department of Transportation (CDOT). The proposed mixed-use development will also be activating over 150 feet of significant, presently and perpetually dormant, street frontage along Milwaukee Avenue (and an additional almost 120 feet of disrupted frontage along Fullerton 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 vital *Six-Corners Retail Corridor* - with the potential for at least three new locally-owned *businesses* 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* at and along Fullerton Avenue and California 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 sixty-two (62) *dwelling units* and off-street accessory parking for nine (9) vehicles, which represents just about a 15% *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 seven (7) *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 included ten (10) *efficiency units* and twelve (12) 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 Lower Level (basement) of the building that can accommodate secure interior parking for at least sixty-two (62) 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.*



PROJECT  
NCH19 0248.00

**The Hollander**

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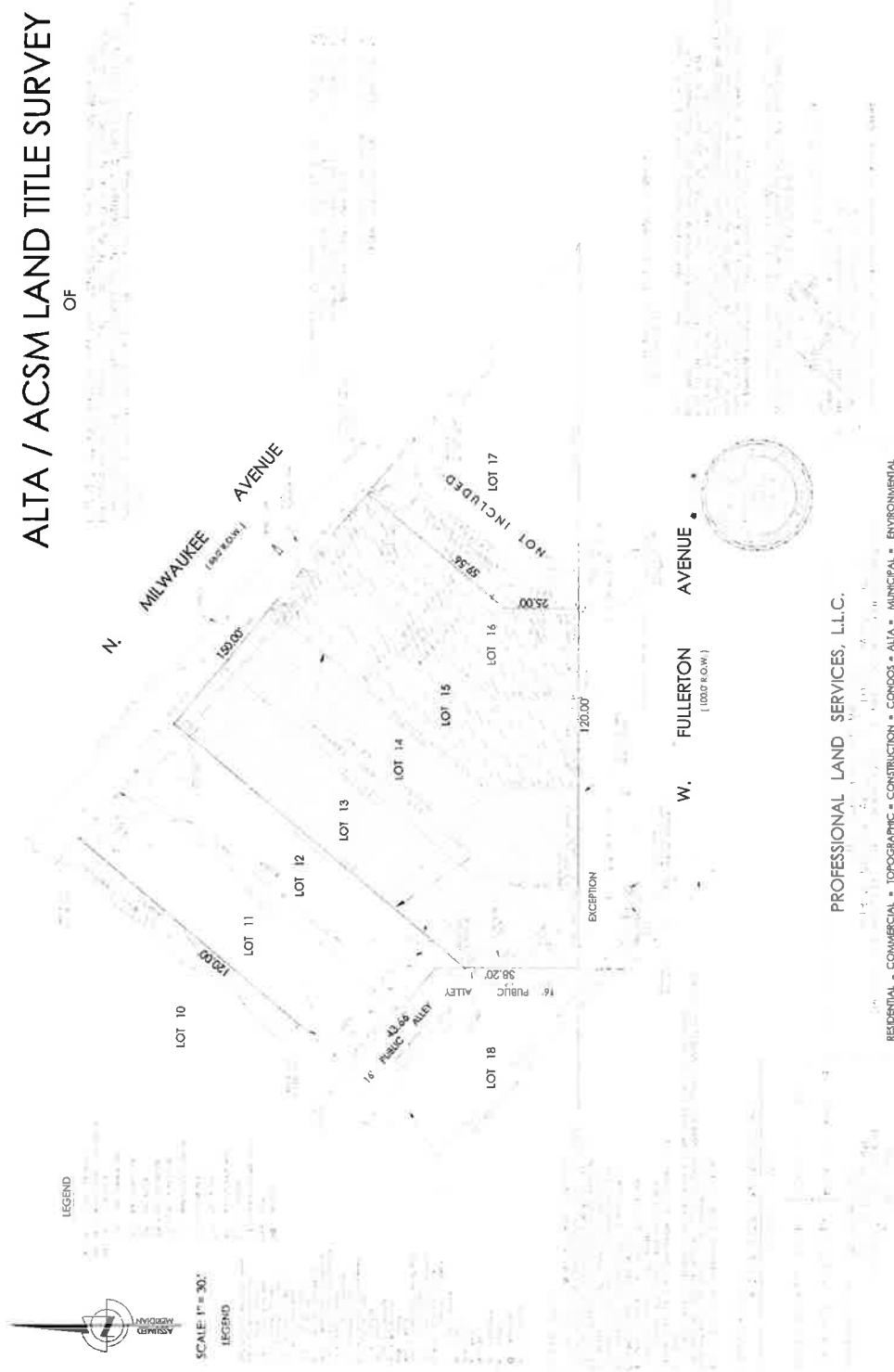
SHEET INFORMATION  
SHEET NUMBER  
NO. DATE DESCRIPTION  
1 10/18/14

SHEET TITLE  
**SITE SURVEY**

PROFESSIONAL STAMP SHEET NUMBER

**G0-04**

# ALTA / ACSM LAND TITLE SURVEY OF



LEGEND



SCALE: 1" = 30'

LEGEND

W. FULLERTON AVENUE  
(100.00' R.O.W.)

EXCEPTION

PROFESSIONAL LAND SERVICES, L.L.C.

RESIDENTIAL • COMMERCIAL • TOPOGRAPHIC • CONSTRUCTION • CONDOS • ALA • MUNICIPAL • ENVIRONMENTAL



PROJECT  
 NORR PROJECT NO. NCH19 000100  
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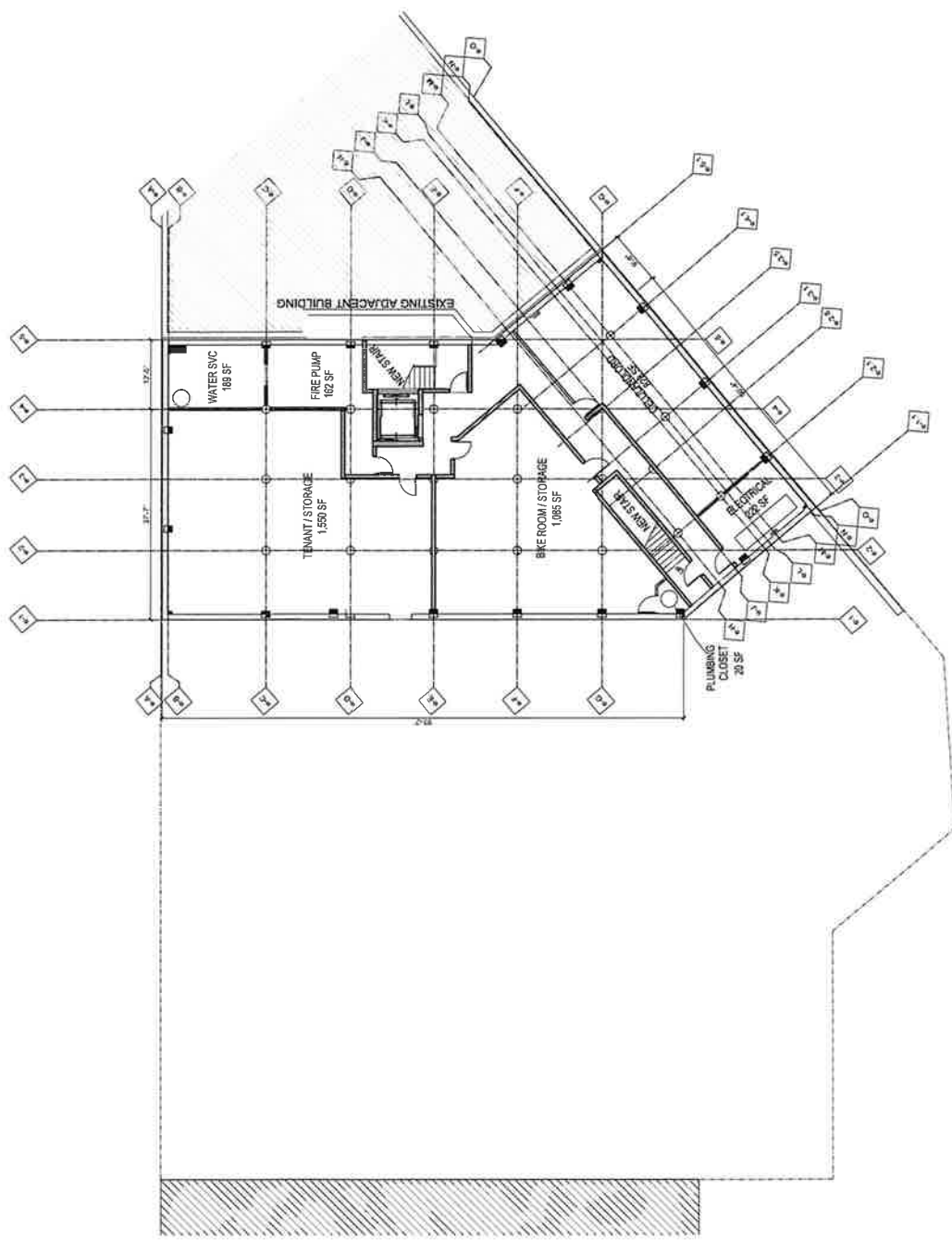
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SHEET INFORMATION	
NO.	DATE

SHEET TITLE  
**BASEMENT FLOOR PLAN**

PROFESSIONAL STAMP - SHEET NUMBER  
**A2-00**



1 BASEMENT FLOOR PLAN  
 SCALE: 1/8" = 1'-0"

A2-00

PROJECT  
NICHAS 20180

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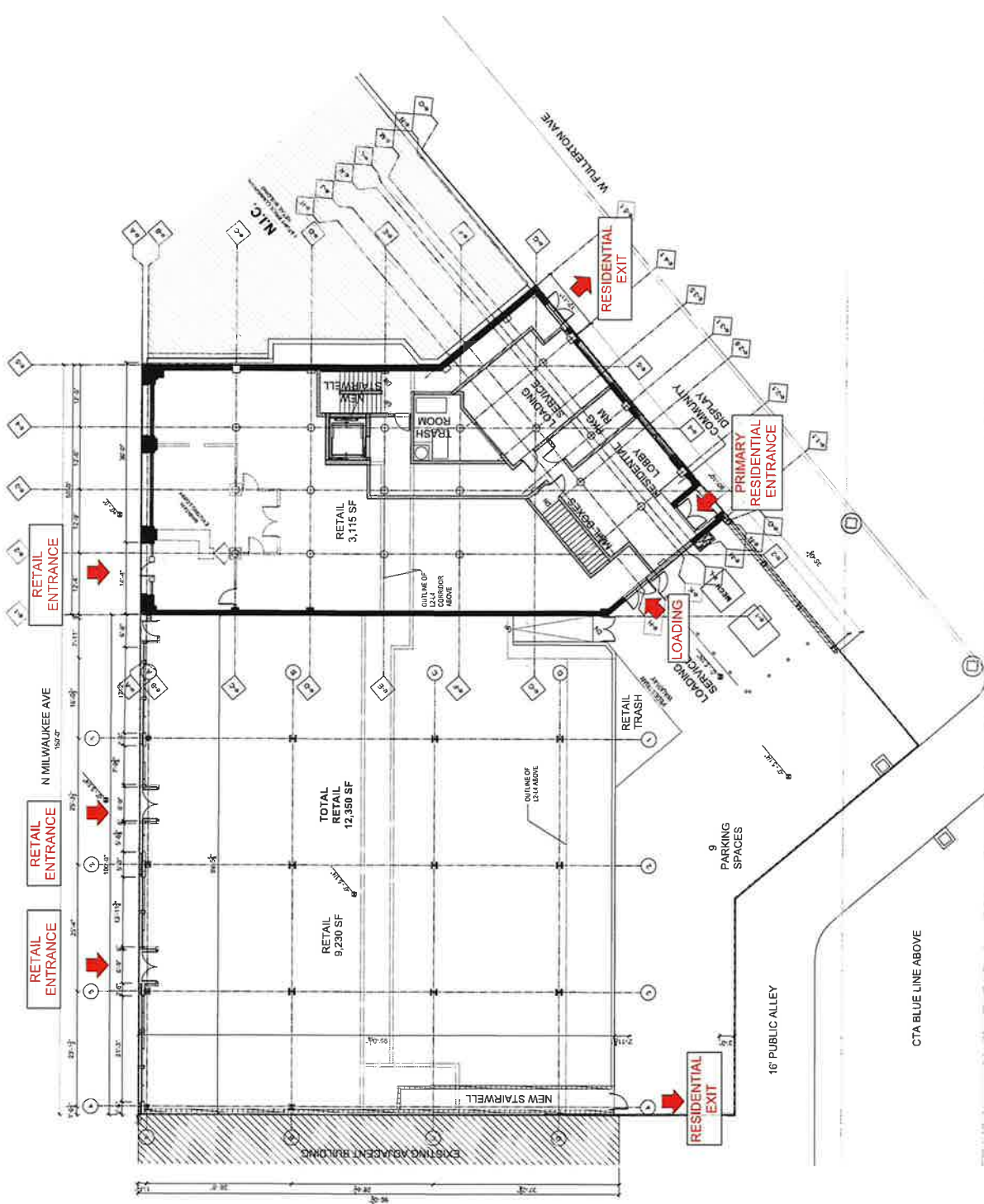
325 North LaSalle Street, Suite 800  
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ISSUED BY: REVISED BY: DATE: SUBMITTED: EXPIRES: PROJECT NUMBER:

SHEET TITLE  
**LEVEL 01 FLOOR PLAN & SITE PLAN**

PROFESSIONAL STAMP SHEET NUMBER

**A2-01**



**LEVEL 01 FLOOR PLAN**  
SCALE: 1/8" = 1'-0"

1  
A2-01



PROJECT  
 NICHOLS DEVELOPMENT

# The Hollander

2418 N. Milwaukee  
 CHICAGO, ILLINOIS 60647

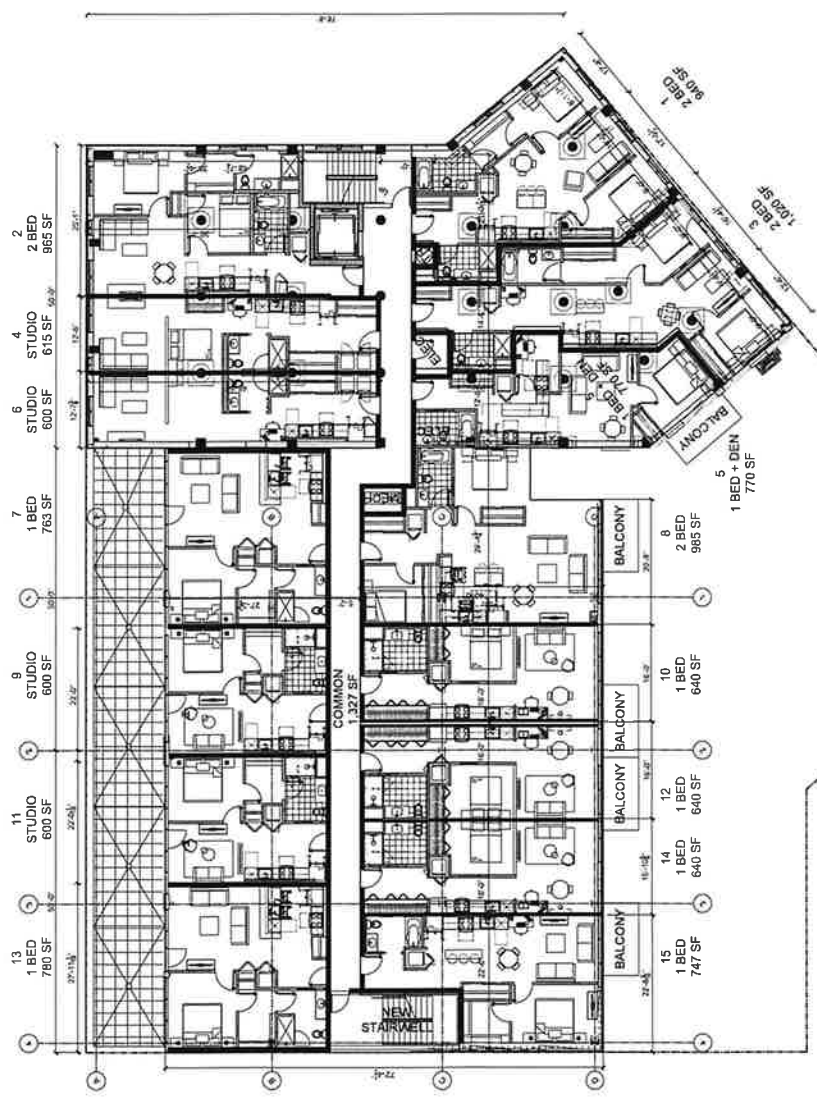
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SHEET INFORMATION  
 SHEET NUMBER  
 DATE  
 REVISIONS

SHEET TITLE  
 LEVEL 05 FLOOR  
 PLAN

PROFESSIONAL STAMP  
 SHEET NUMBER  
**A2-03**



CTA BLUE LINE ELEVATED TRAIN TRACKS BELOW



1 LEVEL 05 FLOOR PLAN  
 SCALE: 1/8" = 1'-0"

A2-03

PROJECT  
 NORR PROJECT NO. NICH19 0246 00  
**The Hollander**

2418 N. Milwaukee  
 CHICAGO, ILLINOIS 60647

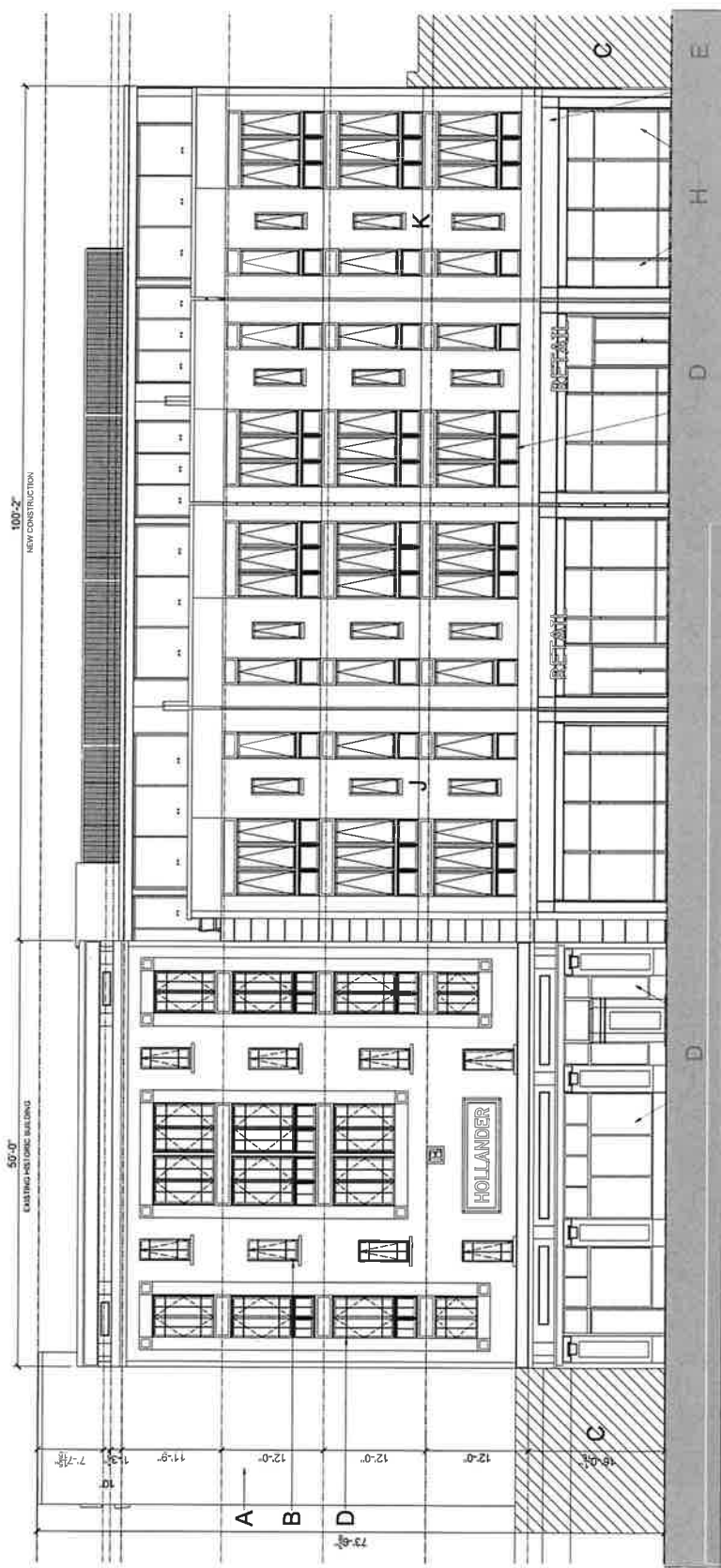
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SHEET INFORMATION	
NO.	DATE
ISSUES / REVISIONS	DESCRIPTION
REVISIONS	

SHEET TITLE  
**SOUTH ELEVATION  
 (MILWAUKEE AVE)**

PROFESSIONAL STAMP SHEET NUMBER  
**A3-01**



- Keynote Legend**
- A - Existing Hollander Building
  - B - New Window Wall System to Replace Existing
  - C - Not in Scope - Neighboring Building
  - D - New Window Wall System
  - E - Metal Panel
  - F - Corrugated Metal Panel
  - G - New Storefront System to Match Existing
  - H - New Storefront System
  - J - Grey Brick
  - K - Red Brick

1 NORTH ELEVATION (MILWAUKEE AVE)  
 SCALE 3/16" = 1'-0"  
 A3-01

PROJECT  
 NORR PROJECT NO. MCH018A010  
**The Hollander**

2418 N. Milwaukee  
 CHICAGO, ILLINOIS 60647

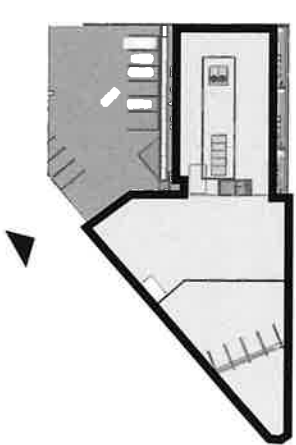
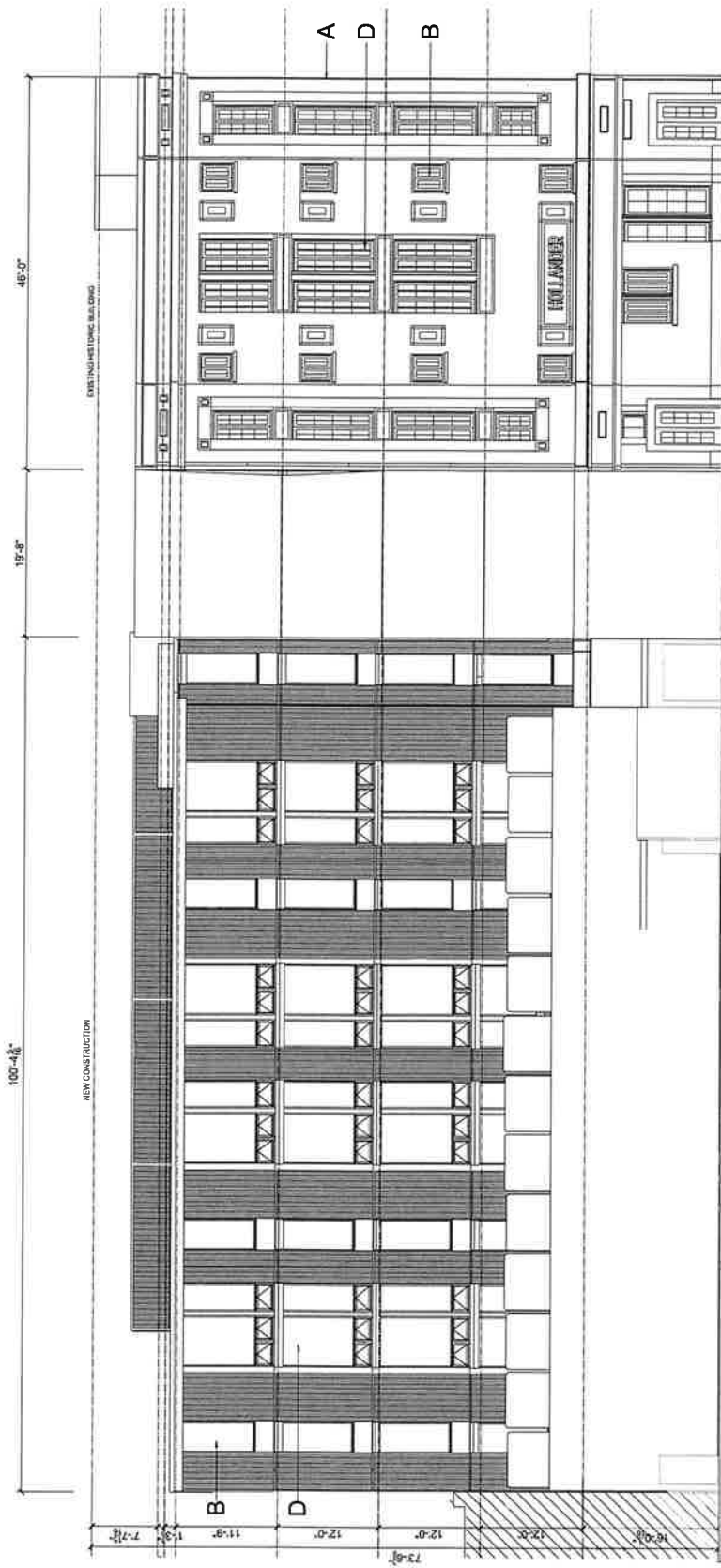
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SHEET INFORMATION	
NO.	ISSUES / REVISIONS
DATE	DESCRIPTION
PREPARED BY: [REDACTED]	

SHEET TITLE  
**SOUTH ELEVATION  
 (FULLERTON &  
 SACRAMENTO)**

PROFESSIONAL STAMP SHEET NUMBER  
**A3-02**



- Keynote Legend**
- A - Existing Hollander Building
  - B - New Window Wall System to Replace Existing
  - C - Not In Scope - Neighboring Building
  - D - New Window Wall System
  - E - Metal Panel
  - F - Corrugated Metal Panel
  - G - New Storefront System to Match Existing
  - H - New Storefront System
  - J - Grey Brick
  - K - Red Brick

1 SOUTH ELEVATION (MILWAUKEE AVE)  
 SCALE: 3/16" = 1'-0"  
 A3-01

PROJECT  
 NORR PROJECT NO. NCH19 0265.00

**The Hollander**

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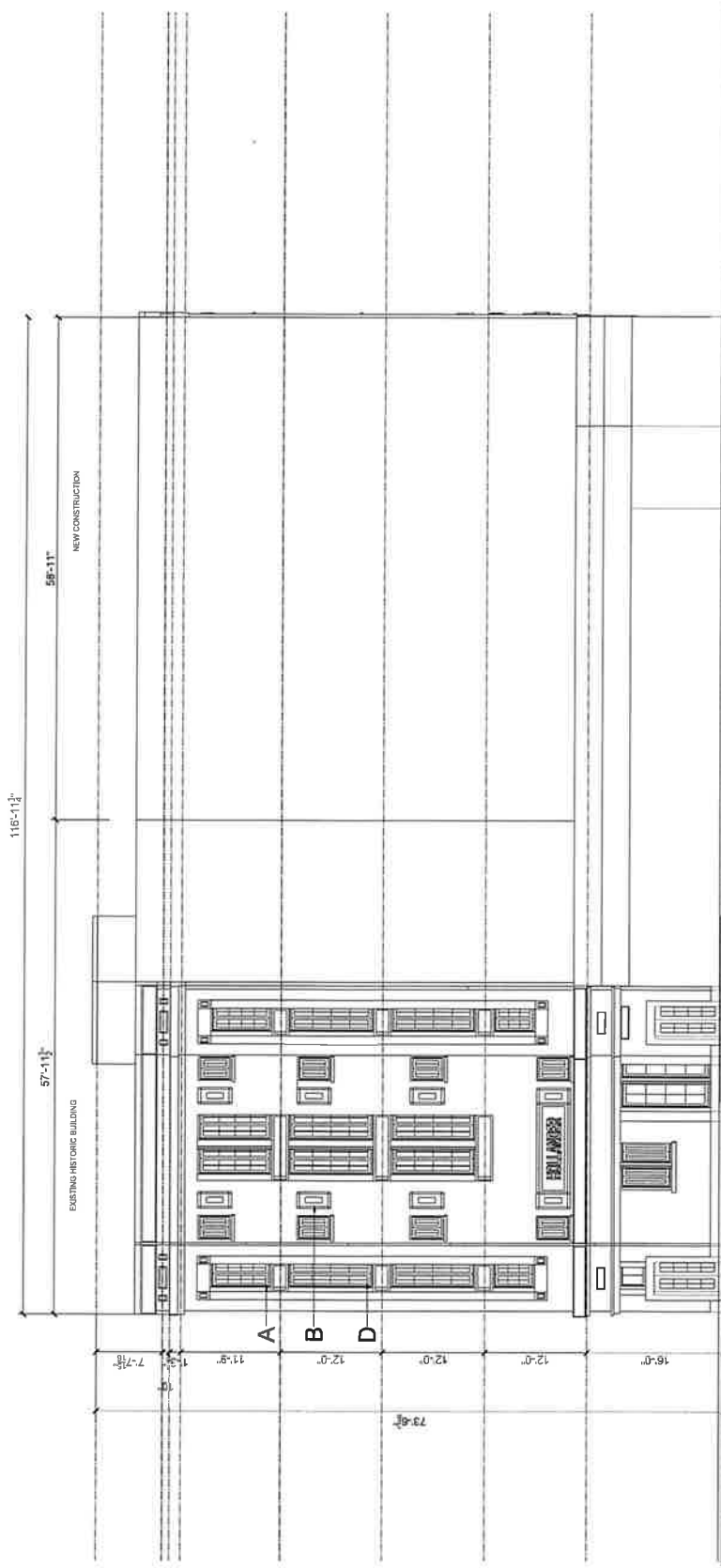
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SHEET INFORMATION	
NO.	REVISION
DATE	DESCRIPTION

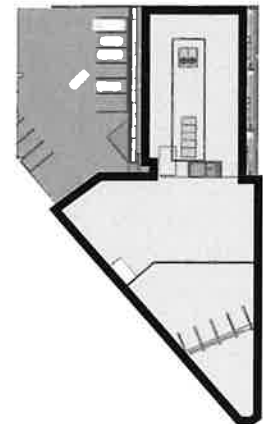
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**WEST ELEVATION (W  
 FULLERTON AVE)**

PROFESSIONAL STAMP      SHEET NUMBER

**A3-03**



- Keynote Legend**
- A - Existing Hollander Building
  - B - New Window Wall System to Replace Existing
  - C - Not In Scope - Neighboring Building
  - D - New Window Wall System
  - E - Metal Panel
  - F - Corrugated Metal Panel
  - G - New Storefront System to Match Existing
  - H - New Storefront System
  - J - Grey Brick
  - K - Red Brick



1 WEST ELEVATION (MILWAUKEE AVE)  
 SCALE: 3/16" = 1'-0"