



TRANSIT-ORIENTED DEVELOPMENT PLAN EXISTING CONDITIONS REPORT LAWRENCE TO BRYN MAWR MODERNIZATION

CTA Red and Purple Modernization Phase One
March 2018- FINAL DRAFT

SITE SPECIFIC DEVELOPMENT CONCEPTS ZONING ANALYSIS

SITE SPECIFIC DEVELOPMENT CONCEPTS ZONING ANALYSIS

This report is a zoning analysis of site specific development concepts for the Lawrence to Bryn Mawr Modernization (LBMM) Project redevelopment sites. It is intended as a reference for CTA, elected officials, and the City of Chicago Department of Planning and Development. The development concepts in this report are based on extensive community input and include aldermanic review, assessment of 2017-2018 market data, financial analysis, cost estimations, and review of comparable developments. The analysis is intended to inform potential rezoning and streamline development in the future. Streamlining redevelopment following construction of the Red and Purple Modernization (RPM) Phase One Project is a priority for the CTA and was identified as a mitigation to impacts from construction. Public feedback also supports the goal of streamlining the development of available sites.

Each site concept represents one or two high-level options of the many possible viable solutions that would fit within the community's

vision. The overarching concepts in this report will also be summarized in the final TOD Plan Summary Report presented to the public.

Additional information about the existing zoning and land use can be found in the Existing Conditions Report, and a detailed description of the public process can be found in the TOD Plan Summary Report.

Final development proposals may differ from these concepts in response to the market conditions and surrounding context at the time of development. Because of the unpredictability of market demand for specific land uses, the complex geometry of the sites, and changing context including the upcoming transit improvements, final development proposals may differ as they respond to changes in market conditions and demand. Additionally, the information provided herein related to the City of Chicago Zoning Ordinance is current as of April 2018, and should be revisited at the time of development.

ZONING

In certain cases, existing zoning is inconsistent with current development trends and neighborhood goals; consequently, some concepts could require modifications of existing zoning and/or variances before they can be realized. This report includes a review of the existing zoning and identifies potential new zoning classifications that align with the site specific development concepts. Due to the complex geometry of the sites and other site constraints, many of the concepts would require zoning modifications. Typical modifications that are recommended include a reduction in parking allocations and required setbacks. This report identifies where modifications would be required to support the proposed development concept. Zoning changes would be applied for by a developer or conducted through an aldermanic initiative in the future.

In general, any project that requires rezoning, a special-use permit, or a zoning variance would require an application process that normally includes local Aldermanic coordination and community meetings in addition to the application requirements and committee approvals. This community coordination provides an opportunity for Aldermen and community stakeholders to comment on proposals.

In many cases, the base requirement to provide off-street parking on these sites presents numerous challenges to development including the cost of construction, limited ground floor space for commercial use, and constrained site geometries. Developers have the opportunity to utilize the City of Chicago's transit-served zoning provisions to reduce parking requirements by up to 100%. In some cases, parking could be accommodated on nearby development sites.

For the site specific development concepts presented in this report, the controlling factor in establishing the potential zoning classification is most often the floor area ratio (FAR).

ZONING BENEFITS FOR TRANSIT-SERVED LOCATIONS

The City of Chicago Zoning Ordinance permits transit-served locations to receive certain parking reductions, Floor Area Ratio (FAR) bonuses, and other benefits. Transit-served projects include projects in Business (B) and Commercial (C) districts within 1,320 feet (2,640 feet if building is located on a pedestrian street or a pedestrian retail street) of a CTA rail station entrance. These projects qualify for a reduction in required off-street parking. Projects in B dash 3 and C dash 3 districts in transit-served locations are eligible for an increase in building height, an increase in allowable FAR, and a reduction in the Minimum Lot Area (MLA). Additional density bonuses and parking reductions are available for developments that include on-site affordable housing.

All sites within the study area are located within the required 1,320 feet of a CTA station entrance and qualify as transit-served.

The following summary identifies the common bonuses and reductions per the zoning ordinance that apply to the sites in this study. Developers should consult the ordinance for complete descriptions and requirements. In general, projects receiving a transit-served zoning bonus must be reviewed and approved in accordance with the Type I Zoning Map Amendment or Planned Development procedures where appropriate.

17-3-0402-B MLA Reduction for Transit-Served Locations (abridged)

Generally transit-served projects in B dash 3 and C dash 3 districts which provide no more than one parking space per dwelling unit are eligible to use reduced lot area per unit

- MLA per dwelling unit: 300
- MLA per efficiency unit: 200
- MLA per SRO unit: 135

17-3-0403-B FAR Increase for Transit -Served Locations (abridged)

Generally transit-served projects in B dash 3 and C dash 3 districts which provide no more than one parking space per dwelling unit may increase the maximum floor area ratio to 3.5.

17-3-0403-C Additional FAR Increase for On-Site Affordable Housing Units in Transit-Served Locations (abridged)

Generally transit-served projects in B dash 3 and C dash 3 districts are eligible for additional floor area ratio increases as follows: (1) projects that provide at least 50% of the required affordable units on-site may increase the maximum floor area ratio standard by an additional 0.25 to 3.75, and (2) projects that provide 100% of the required affordable units on-site may increase the maximum floor area ratio standard by an additional 0.5 to 4.0.

17-3-0408-B Building Height Increase for Transit -Served Locations (abridged)

Generally transit-served projects in B dash 3 and C dash 3 which provide no more than one parking space per dwelling unit are eligible for increases in maximum building height. Projects that provide at least 50% of the required affordable units on-site are eligible for additional increases in maximum building height.

Maximum allowable building heights range from 50 feet to 75 feet and vary by length of lot frontage, percent of affordable housing units, and/or the inclusion of ground-floor commercial space. See zoning ordinance for details.

17-10-0102-B Off-street Parking Exemptions and Reductions Transit -Served Locations (abridged)

Generally, for transit-served projects, the minimum off-street automobile parking ratios for residential and non-residential uses may be reduced by up to 50 percent from the otherwise applicable standards. Residential parking may be reduced up to 100 percent if the project is reviewed and approved as a special use, in accordance with the Type I Zoning Map Amendment, or via Planned Development procedures. Minimum off-street automobile parking ratios for non-residential uses may be reduced by up to 100 percent if approved as an administrative adjustment and shall provide notice to the alderman of the ward.

Vehicular parking ratio reductions for transit-served locations are authorized only when the development includes at least one bicycle parking space for each automobile parking space that would otherwise be required, up to a total of 50 spaces.

17-13-0905-F Parking Reductions for Transit -Served Locations (abridged)

Developments seeking a reduction of off-street parking requirements for residential and non-residential uses by more than 50% must comply with certain design guidelines, including, but not limited to: standards for pedestrian streets and pedestrian retail streets, and the Transit Friendly Development Guide: Station Area Typology. The project must actively promote public transit and alternatives to automobile ownership; provide

enhancements to the pedestrian environment that are not otherwise required such as wider sidewalks, decorative pavement, trees, raised planters, outdoor seating, special lighting, bus shelters or other types of weather protection for pedestrians, transit information kiosks, and/or other pedestrian amenities.

The Zoning Board of Appeals will also consider the availability of on-street parking in the vicinity of the project.

Please see Chapter 17-13-0905-F for a complete list of requirements.

ZONING ADMINISTRATIVE ADJUSTMENTS AND VARIANCES

Site constraints, such as small irregularly shaped parcels and adjacencies to elevated track structures, present significant development challenges. As a result, it is anticipated that developers may seek additional administrative adjustments and variances in order to make projects feasible, most significant is the upper floor residential rear setback.

17-13-1001 Purpose (abridged)

The administrative adjustment is intended to provide a streamlined approval procedure for minor modifications of selected zoning standards. Administrative adjustments are intended to:

- Allow development that is more in keeping with the established character of the neighborhood.
- Provide the flexibility that will help promote rehabilitation and reuse of existing buildings.
- Provide flexibility for new construction when necessary to address unusual development conditions.

17-13-1003-I Other Setbacks (abridged)

The Zoning Administrator is authorized to approve an administrative adjustment to permit a reduction of up to 50% in the depth of any setback required by the applicable zoning district regulations when such reduction would match the predominate yard depth of existing buildings on the block.

17-13-1101 APPLICABILITY; AUTHORIZED VARIATIONS

The Zoning Board of Appeals is authorized to grant a variation for any matter expressly authorized as an administrative adjustment.

PEDESTRIAN STREETS

Pedestrian Street designations are intended to preserve and enhance the character of streets and intersections that are widely recognized as Chicago's best examples of pedestrian-oriented shopping districts. The regulations are intended to promote transit use, economic vitality and pedestrian safety and comfort.

Chapter 17-3-0504 Standards describes additional requirements for development along Pedestrian Streets such as:

- Building location
- Transparency of the facade
- Location of doors and entrances
- Parking requirements
- Parking location
- Driveways and vehicle access
- Certain uses

The development concepts have taken these requirements into consideration.

TRANSIT-ORIENTED DEVELOPMENT PLAN: LAWRENCE TO BRYN MAWR MODERNIZATION
ZONING ANALYSIS

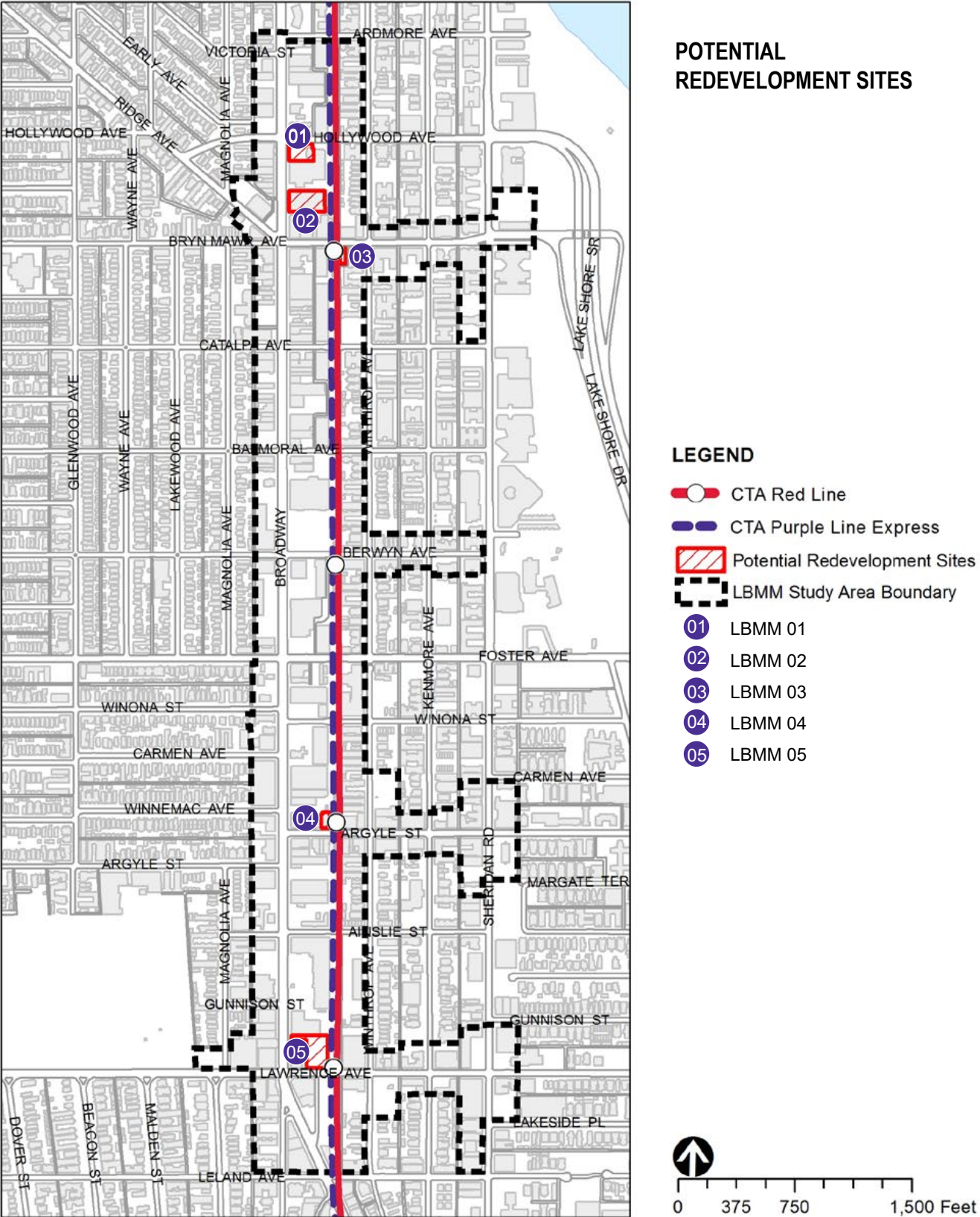


Figure 1.1: Potential Redevelopment Site Map Source: CTA, 2016

TRANSIT-ORIENTED DEVELOPMENT PLAN: LAWRENCE TO BRYN MAWR MODERNIZATION

ZONING ANALYSIS

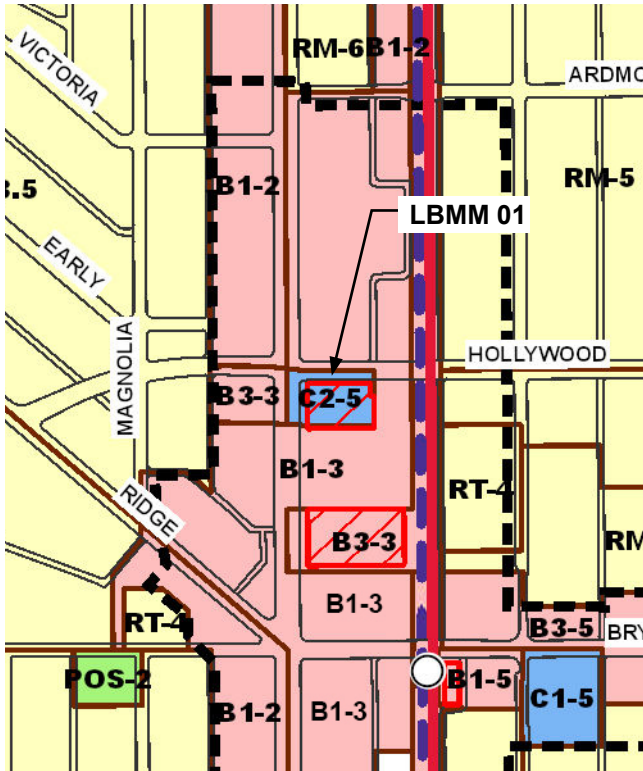


Figure 1.2: LBMM 01 Context Map

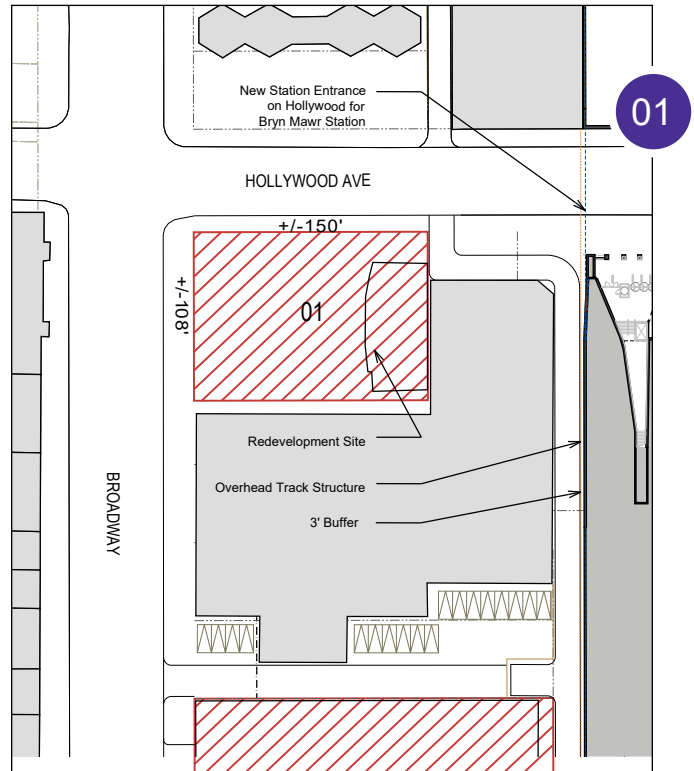


Figure 1.3: LBMM 01 Site Constraints

LBMM 01 SITE SUMMARY

LBMM 01 is located at the corner of Hollywood Avenue and Broadway, and has excellent visibility from both frontages. The site is constrained on the east and south sides by the existing Self Storage building. Alley access is provided by a small dog-legged alley at the northeast corner of the site.

A new CTA entrance for the Bryn Mawr Avenue station is planned as part of the RPM construction project on the south side of Hollywood Avenue.

LBMM 01 ZONING

The site is currently zoned C2-5. This zoning classification would be consistent for development located at the intersection of two major roadways and adjacent to a CTA rail station. The allowable height and density responds to both to the transit adjacency and width of the roadway corridors.

The study considers two potential development concepts: (1) an eight-story mixed-use development, and (2) a five-story mixed-use development. The difference in development density relates to the number of parking spaces to number of dwelling units.

TRANSIT-ORIENTED DEVELOPMENT PLAN: LAWRENCE TO BRYN MAWR MODERNIZATION

ZONING ANALYSIS

ZONING ANALYSIS LBMM 01

	Current Zoning	Zoning Alternative	Development Concept
Zoning Designation	C2-5	Maintain Existing	C2-5
Approximate Site Area	16,200 SF		
Floor Area Ratio	5.0		4.8
Land Area per DU	200 SF (minimum)		200 SF
Dwelling Units	81 units (maximum)		81 units
Parking Ratio	1.0 / DU		0.18 / DU*
Height	80 ft (maximum)		80 ft
Rear Setback	30 ft		25 ft**

*Transit-served bonus applied (via Special Use or Type I Rezoning)

**Administrative adjustment required



Figure 1.4: LBMM 01 Massing Model Street Level View



Figure 1.5: LBMM 01 Massing Model Aerial View

EIGHT-STORY MIXED-USE CONCEPT

The existing zoning classification would accommodate a mid-sized mixed-use development such as an eight-story mixed-use building.

The small footprint of the site, coupled with the desire for active ground floor uses, limits the opportunity for off-street parking on the site. As a transit-served site, a developer would have the opportunity to work with the Alderman and the City to reduce the required off-street parking. Additionally, if the developer chooses, opportunities may exist to pair parking with the development of LBMM 02. While the distance to LBMM 02 is greater than 100 ft., meaning parking on that site would not count

as accessory parking, it could be considered an amenity to the development and provide parking relief to the neighborhood.

The new CTA station entrance will increase pedestrian traffic on Hollywood Avenue. The development concept presented here recommends a ground floor setback of approximately 9' along Hollywood Avenue. This setback will effectively widen the pedestrian realm to 20' and increase streetscape opportunities. This depth is consistent with the sidewalk on Broadway. To accommodate the 9' front setback from Hollywood Avenue, the rear setback is reduced from the required 30' to 25'. An administrative adjustment would be required.

TRANSIT-ORIENTED DEVELOPMENT PLAN: LAWRENCE TO BRYN MAWR MODERNIZATION ZONING ANALYSIS

PROGRAM SUMMARY LBMM 01

Building Height	8 floors	
Gross Floor Area	78,124 SF	
Leasable Area	68,778 SF	
Dwelling Units	81 units	
Unit Types	Studio	1Bed
	7	59
	2Bed	3Bed
	12	3
Average Unit Size	750 SF	
Off-street Parking	15 spaces	
Potential Off-site Parking combined with LBMM 02	27 spaces	

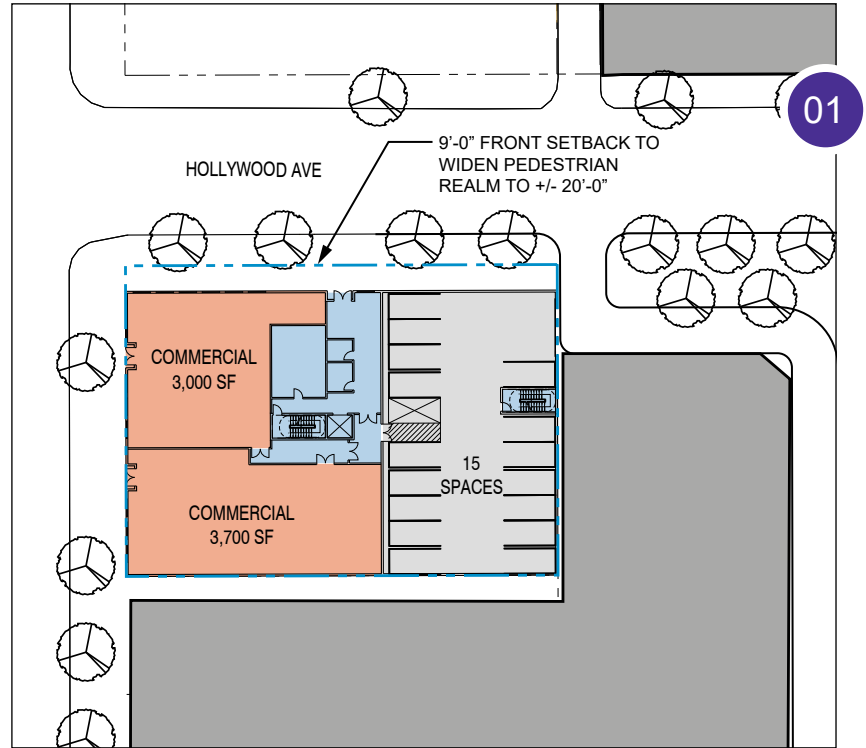


Figure 1.7: LBMM 01 Development Concept Site Plan

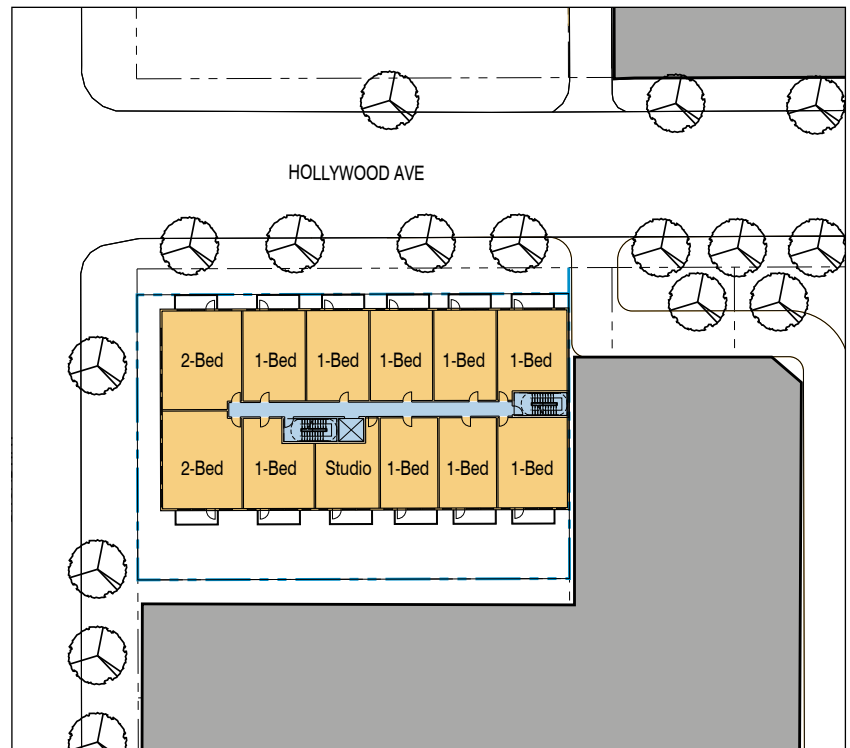


Figure 1.6: LBMM 01 Development Concept Residential Floor Plan

TRANSIT-ORIENTED DEVELOPMENT PLAN: LAWRENCE TO BRYN MAWR MODERNIZATION

ZONING ANALYSIS

ZONING ANALYSIS LBMM 01 CONCEPT ALTERNATIVE

	Current Zoning	Zoning Alternative	Development Concept
Zoning Designation	C2-5	C2-3	C2-3
Approximate Site Area	16,200 SF		
Floor to Area Ratio	5.0	3.0	3.0
Land Area per DU	200 SF (minimum)	400 (minimum)	340 SF*
Dwelling Units	81 (maximum)	40	48*
Parking Ratio	1.0/ DU	1.0 / DU	0.31/ DU*
Height	80 ft (maximum)	65 ft	62 ft
Rear Setback	30 ft	30 ft	25 ft**

*Transit-served bonus applied (via Special Use or Type I Rezoning)

**Administrative adjustment required



Figure 1.8: LBMM 01 Five-Story Massing Model Street-Level View



Figure 1.9: LBMM 01 Five-Story Massing Model Aerial View

FIVE-STORY MIXED-USE CONCEPT

The second development concept for this site reduces the overall height and number of dwelling units, thereby increase the ratio of parking stalls to dwelling units in response to some community interest. The five-story development would fit within with a lower zoning classification of C2-3. While a potentially viable option, this lower scaled building would likely neither represent the highest and best use for the site nor take full advantage of the opportunity to locate residential density adjacent to transit, but it may reflect the community's interest in providing a higher parking ratio.

Proposed building setbacks would remain the same as in the eight-story concept.

TRANSIT-ORIENTED DEVELOPMENT PLAN: LAWRENCE TO BRYN MAWR MODERNIZATION ZONING ANALYSIS

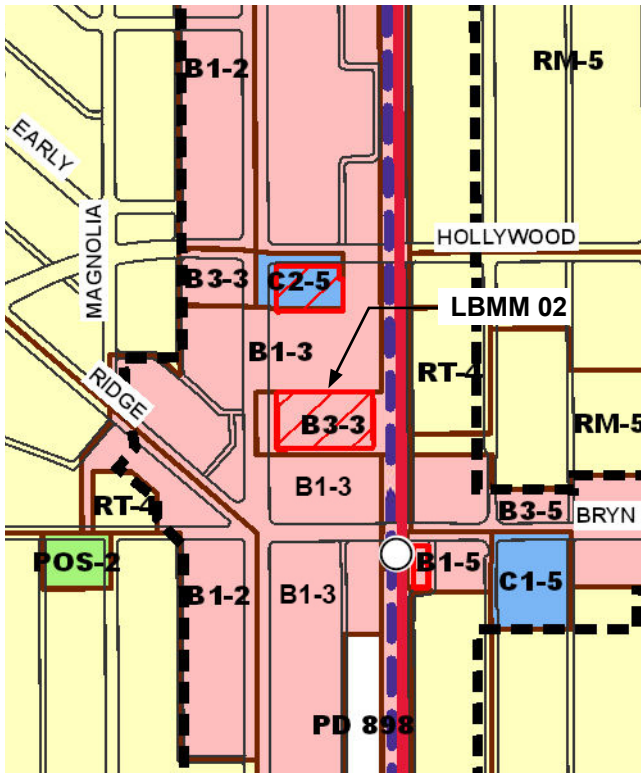


Figure 1.10: LBMM 02 Context Map

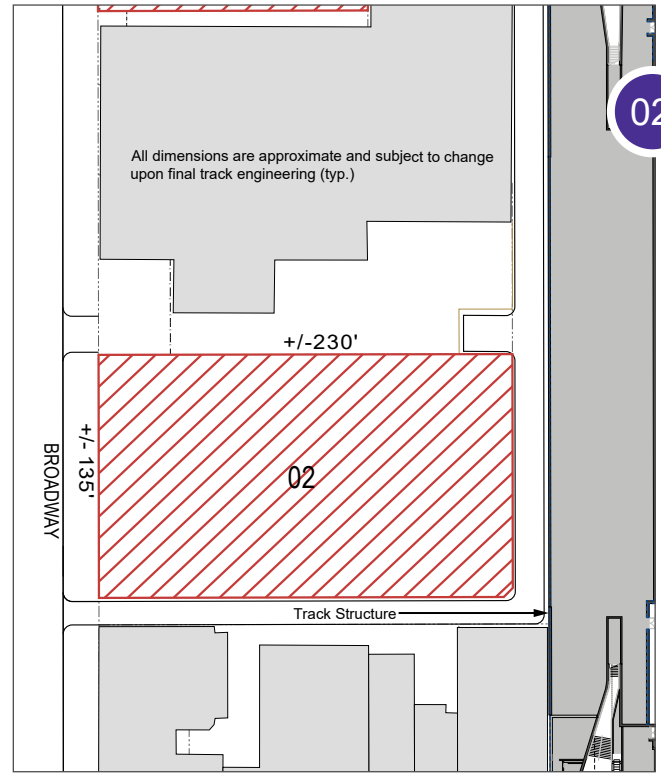


Figure 1.11: LBMM 02 Site Constraints

LBMM 02 SITE SUMMARY

LBMM 02 is located at 2619-2625 N. Broadway and is on the same block as LBMM 01. LBMM 02 is a large redevelopment site, and has direct frontage along Broadway with alley access along two sides. The rear of the site is separated from the CTA tracks by an existing alley and is not directly adjacent to a station entrance.

Development along this stretch of Broadway is largely commercial, auto-oriented businesses. The parcels are deep along the east-side of Broadway and the majority of the existing buildings in this area have large floor plates to accommodate auto service industries and are typically 2 to 3 stories. As this area redevelops, the building types are anticipated to change over time.

LBMM 02 ZONING

LBMM 02 is currently zoned B3-3. The proposed development concept would be supported by a zoning classification of B3-5, and would accommodate a moderate-sized mixed-use development that is consistent with the community vision for growing residential density on Broadway near transit. It would also allow for sufficient development capacity to offset development costs and respond to market demand. This site will be used as a temporary station entrance during the Transit Project construction phase, during which time the site will be rezoned to a T district. The site will need to be rezoned prior to redevelopment.

The B3-5 designation caps the number to dwelling units at ninety-nine. It is expected that this portion of Broadway will redevelop over the next 5 to 10 years and may support

TRANSIT-ORIENTED DEVELOPMENT PLAN: LAWRENCE TO BRYN MAWR MODERNIZATION ZONING ANALYSIS

ZONING ANALYSIS LBMM 02

	Current Zoning	Zoning Alternative	Development Concept
Zoning Designation	B3-3	B3-5	B3-5
Approximate Site Area	31,000 SF		
Floor Area Ratio	3.5*	5.0	4.1
Land Area per DU	300 SF* (minimum)	200 SF (minimum)	325 SF
Dwelling Units	59 units (maximum)	99 units (maximum)	99 units
Parking Ratio	0.5 / DU*	0.5 / DU*	0.9 / DU*
Height	75 ft* (maximum)	80 ft (maximum)	73 ft
Rear Setback	30 ft	30 ft	15 ft **
Side Setback	0 ft	0	0 ft

*Transit-served bonus applied (via Special Use or Type I Rezoning)

**Variances required

increased development density, in particular residential. Due to the large footprint of this site, if a developer desired, a Planned Development could be pursued to take full advantage of the development capacity of the site and to allow more dwelling units on this site.

The proposed development concept utilizes the deep footprint and direct alley access to provide parking at grade in the rear of the site with one additional level of structured parking accommodating approximately 100 cars. Based on current transit-oriented development trends, it is unlikely that a transit-served residential building such as this would demand a 1:1 parking ratio. The developer could choose to reduce the number of parking stalls through the transit-served zoning tool. A second option could be to



Figure 1.12: LBMM 02 Massing Model Street-Level View

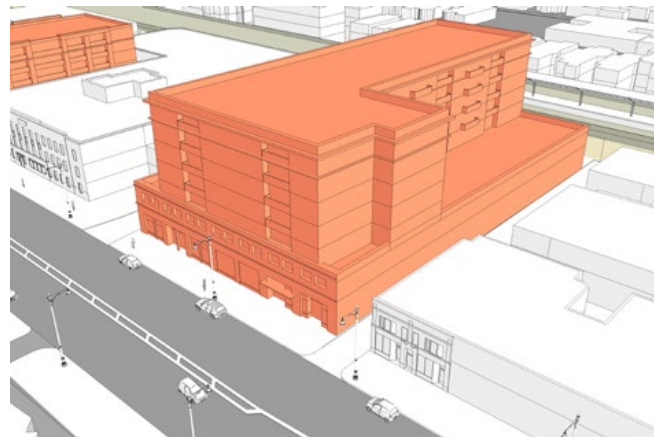


Figure 1.13: LBMM 02 Massing Model Aerial View

build to the higher ratio and share the parking with another nearby development. While the market analysis indicates no demand for paid public parking in the area, opportunities may exist to incorporate a shared parking strategy with the development of LBMM 01 and/or LBMM 03. The distance to both sites is greater than 100', meaning shared parking would not qualify for accessory parking; however provisions within the zoning code allow for developments in B districts to lease up to 25% of required parking spaces to non-occupants of the principal use and could be use by other developments. In B-5 districts, the amount of spaces allowed to be leased out to non-occupants may be increased to 45% if reviewed and approved as a special use.

TRANSIT-ORIENTED DEVELOPMENT PLAN: LAWRENCE TO BRYN MAWR MODERNIZATION

ZONING ANALYSIS

PROGRAM SUMMARY LBMM 02

Building Height	7 floors	
Gross Floor Area	102,200 SF	
Leasable Area	76,500 SF	
Dwelling Units	99 units	
Unit Types	Studio	1Bed
	14	60
	2Bed	3Bed
	20	5
Average Unit Size	765 SF	
Off-street parking	94 spaces	

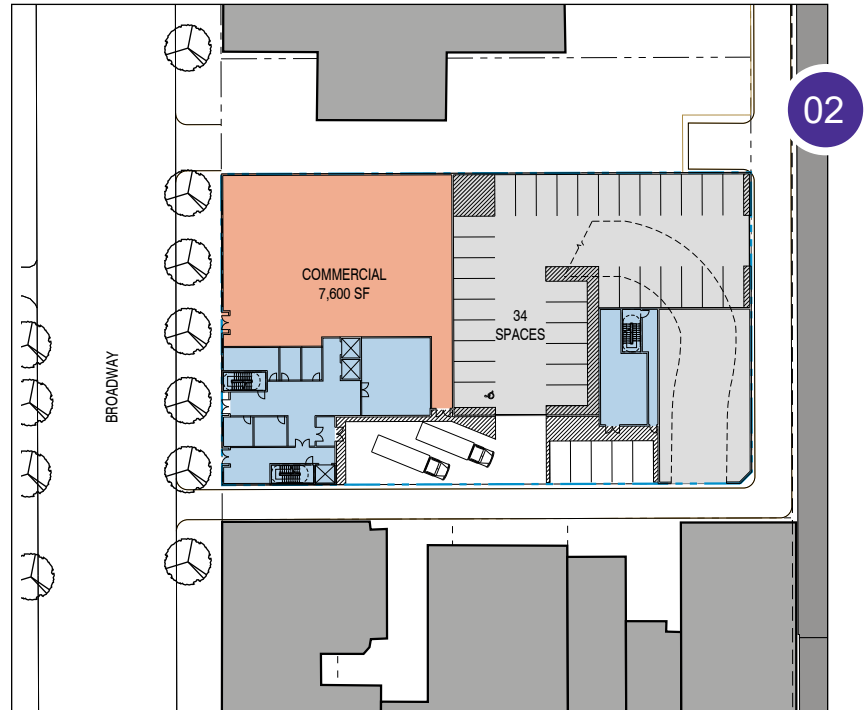


Figure 1.16: LBMM 02 Development Concept Site Plan

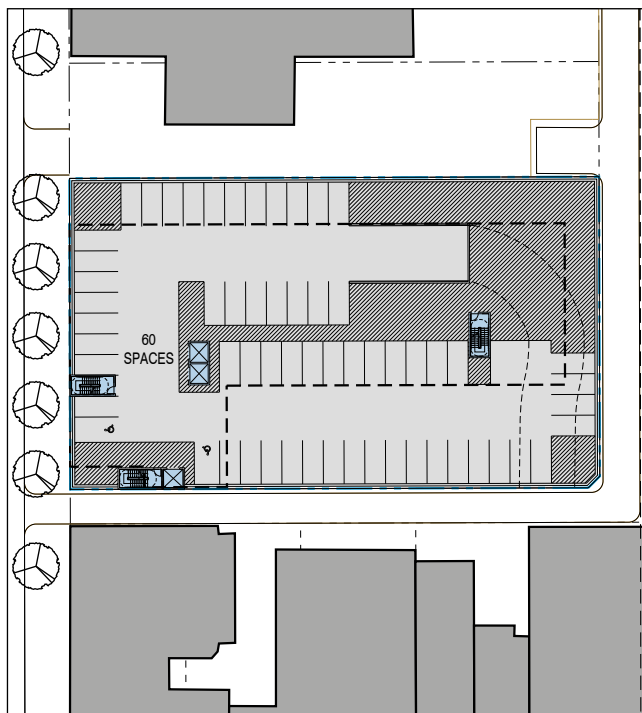


Figure 1.14: LBMM 02 Development Concept Parking Floor Plan



Figure 1.15: LBMM 02 Development Concept Residential Floor Plan

TRANSIT-ORIENTED DEVELOPMENT PLAN: LAWRENCE TO BRYN MAWR MODERNIZATION ZONING ANALYSIS

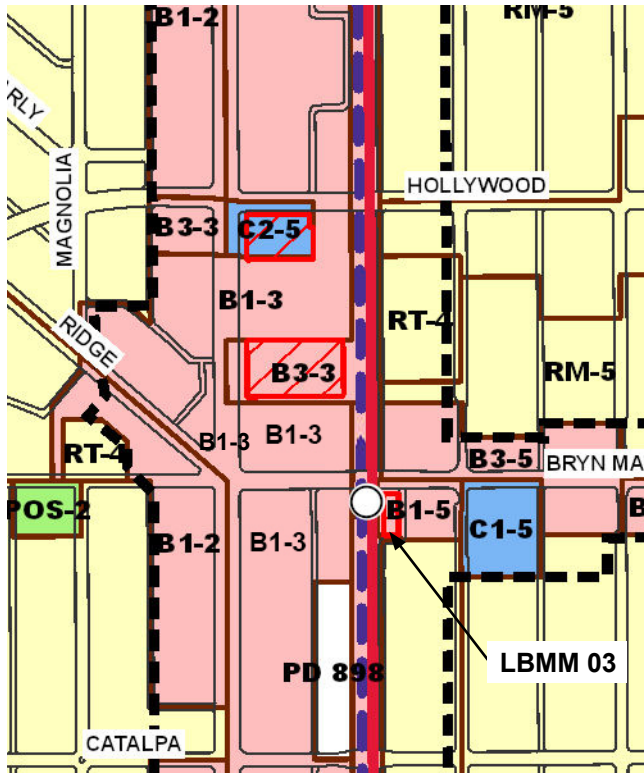


Figure 1.17: LBMM 03 Context Map

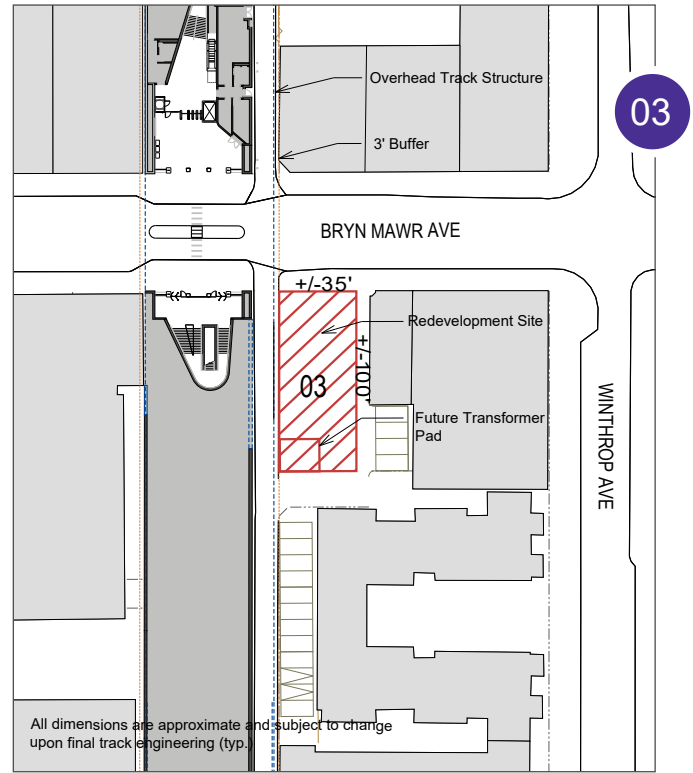


Figure 1.18: LBMM 03 Site Constraints

LBMM 03 SITE SUMMARY

LBMM 03 is located along Bryn Mawr Avenue directly to the east of the existing CTA track embankment and across the street from the new station entrance. As part of the Red and Purple Modernization Program the existing alley on the east side of the site will be vacated and relocated to the west side of the site. Per City of Chicago requirements, the CTA will be able to purchase the 8 feet of the former alley right-of-way adjacent to the site. This portion of land will be added to the development site. Existing utilities will be relocated, and a transformer will be placed on a 18'x22' concrete pad in the southwest corner of the site.

The 4,502 SF site is the smallest of the redevelopment sites in the LBMM study area.

LBMM 03 ZONING

The proposed development concept would be supported by the existing zoning classification of B1-5 and would accommodate the five story building with residential above ground floor retail. The B1 use designation is consistent and appropriate with existing land uses along the corridor. The dash 5 bulk designation allows for sufficient development capacity to offset construction cost on the small site and allows for enough height for the residential units to rise above the adjacent track structure. This site will be used as a temporary station entrance during the Transit Project construction phase, during which time the site will be rezoned to a T district. The site will need to be rezoned prior to redevelopment. Bryn Mawr Avenue is a designated Retail Pedestrian Street.

TRANSIT-ORIENTED DEVELOPMENT PLAN: LAWRENCE TO BRYN MAWR MODERNIZATION

ZONING ANALYSIS

ZONING ANALYSIS LBMM 03

	Current Zoning	Zoning Alternative	Development Concept
Zoning Designation	B1-5	Maintain Existing	B1-5
Approximate Site Area	4,502 SF		
Floor Area Ratio	5.0		4.0
Land Area per DU	200 SF (minimum)		281 SF
Dwelling Units	25 units (maximum)		16 units
Parking Ratio	1.0 / DU		0.12 / DU*
Height	55 ft (maximum)		53 ft
Rear Setback	30 ft		0 ft **
Side Setback	0 ft		0 ft

*Transit-served bonus applied (via Special Use or Type I Rezoning)

**Variances required

The shallow and narrow site limits the ability to provide off-street parking on the site. The proposed development concept includes two off-street parking spaces to serve the residential development. Additional parking could be provided 500' to the north on the LBMM 02 site, or reduced to zero consistent with existing residential developments along Bryn Mawr and current transit-oriented development trends. Removing parking would allow this space to be utilized by the ground floor commercial tenant to facilitate ease of service and loading and improve efficiency of the site.



Figure 1.19: LBMM 03 Massing Model Street-Level View



Figure 1.20: LBMM 03 Massing Model Aerial View

As a transit-served site, a developer would have the opportunity to work with the Alderman and the City to reduce the required off-street parking by 100% to zero, and to partner with the CTA to provide adjacent off-site parking under the L structure through a shared-use agreement.

To accommodate upper floor residential units, the proposed development concept would reduce or eliminate the required 30' rear yard setback. The adjacent track structure creates an effective setback from adjacent buildings and would allow sufficient space between structures to provide light and air into the proposed residential units. A variance would be required for the reduced setback.

TRANSIT-ORIENTED DEVELOPMENT PLAN: LAWRENCE TO BRYN MAWR MODERNIZATION ZONING ANALYSIS

PROGRAM SUMMARY LBMM 03

Building Height	5 floors	
Gross Floor Area	18,190 SF	
Leasable Area	14,480 SF	
Dwelling Units	16 units	
Unit Types	Studio	1Bed
	4	8
	2Bed	3Bed
	4	-
Average Unit Size	790 SF	
Off-street parking	2 spaces	

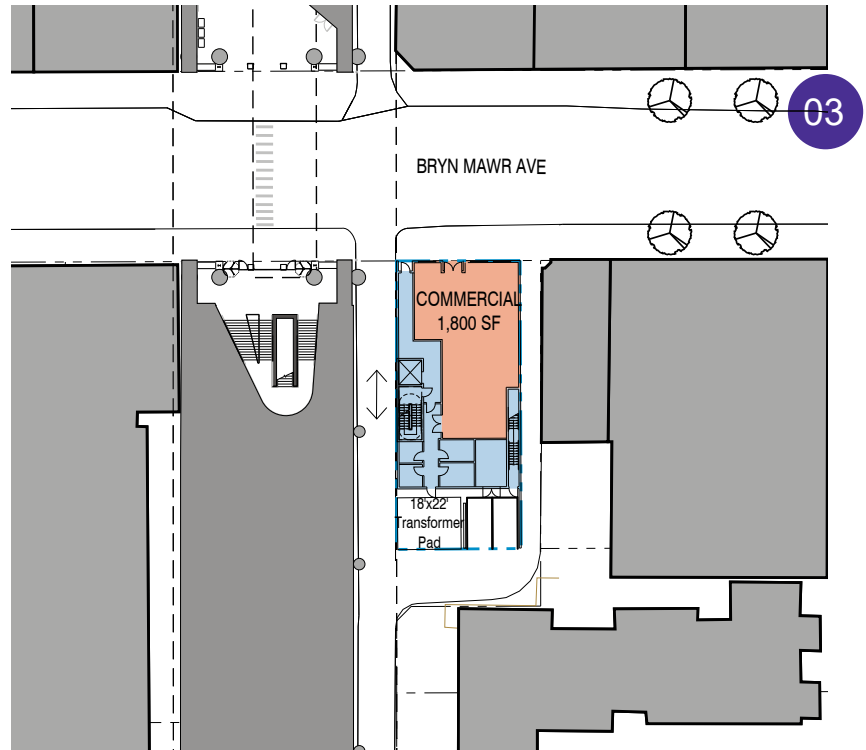


Figure 1.21: LBMM 03 Development Concept Site Plan

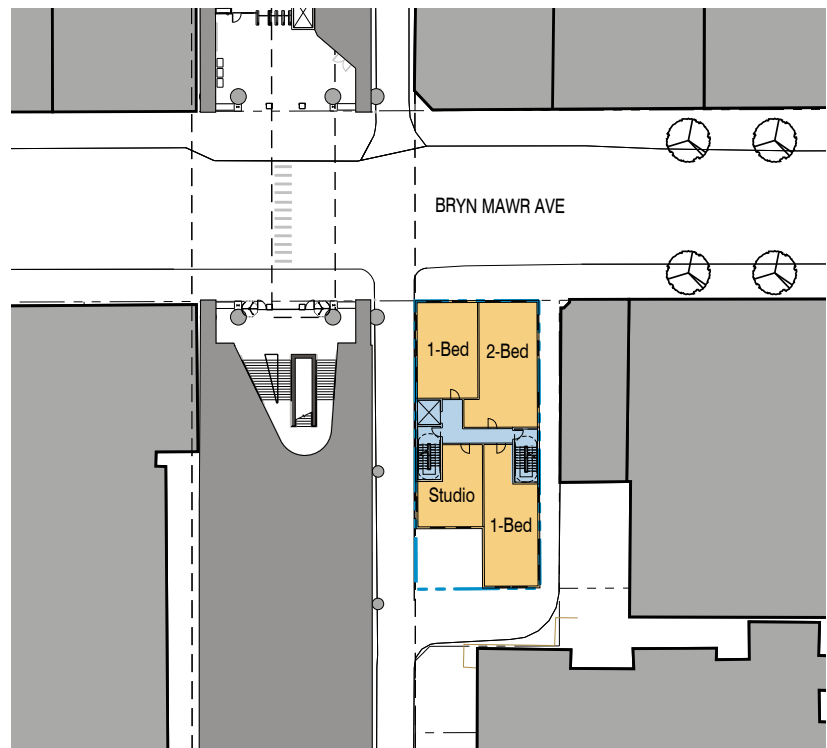


Figure 1.22: LBMM 03 Development Concept Residential Floor Plan

TRANSIT-ORIENTED DEVELOPMENT PLAN: LAWRENCE TO BRYN MAWR MODERNIZATION ZONING ANALYSIS

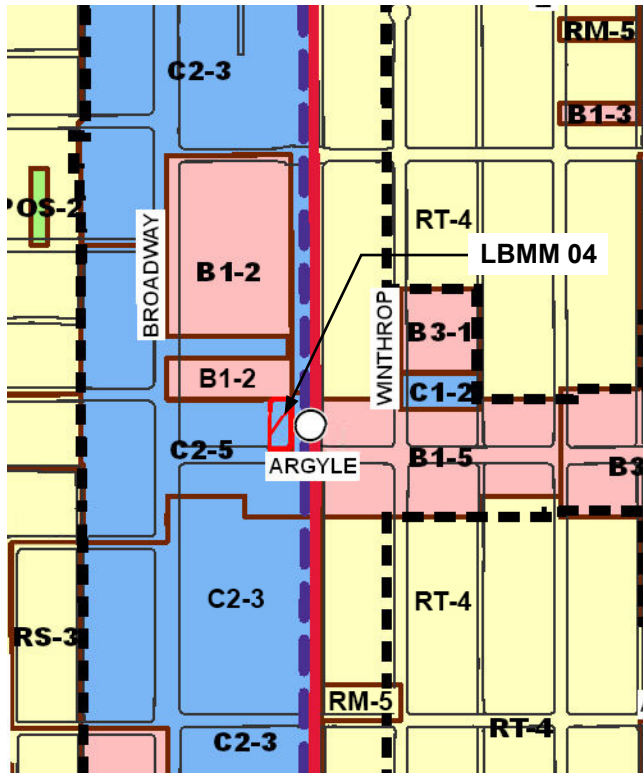


Figure 1.23: LBMM 04 Context Map

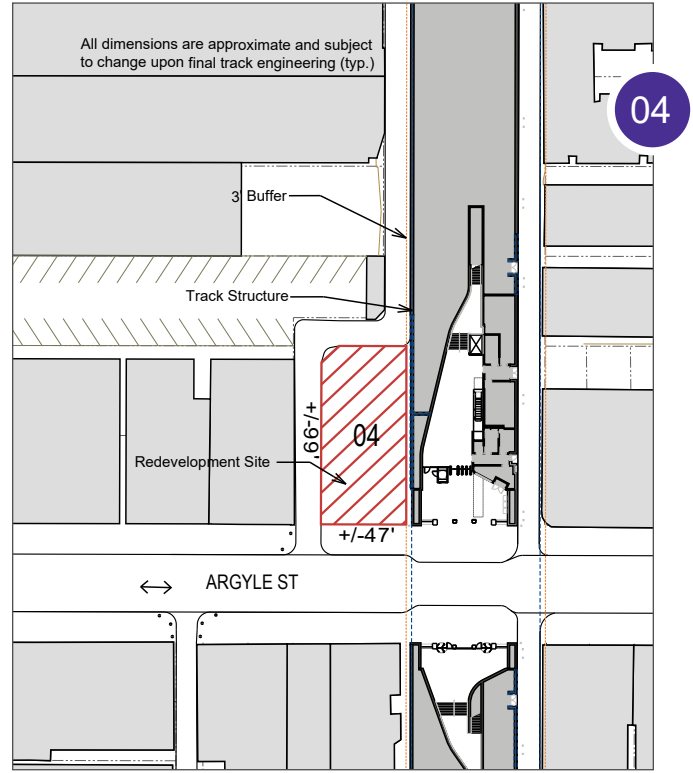


Figure 1.24: LBMM 04 Site Constraints

LBMM 04 SITE SUMMARY

LBMM 04 is located along Argyle Street, directly to the west of the CTA station entrance. The site is among the smallest development sites, and is surrounded on all four sides by infrastructure including the rail line to the east, a dog-leg alley to the west and north, and Argyle Street to the south.

LBMM 04 ZONING

The proposed development concept would be supported by the existing zoning classification of C2-5 and would accommodate the five-story building with residential above ground floor retail. The C2 use designation is consistent and appropriate with existing land uses along the corridor. The dash 5 bulk designation allows for sufficient development capacity to offset construction cost on the small site, and allows for enough height for the residential units to rise above the adjacent track structure. This site will be used as a temporary station entrance during the Transit Project construction phase, during which time the site will be rezoned to a T district. The site will need to be rezoned prior to redevelopment. Argyle Street is a designated Pedestrian Street.

TRANSIT-ORIENTED DEVELOPMENT PLAN: LAWRENCE TO BRYN MAWR MODERNIZATION

ZONING ANALYSIS

ZONING ANALYSIS LBMM 04

	Current Zoning	Zoning Alternative	Development Concept
Zoning Designation	C2-5	Maintain Existing	C2-5
Approximate Site Area	4,682 SF		
Floor Area Ratio	5.0		4.3
Land Area per DU	200 SF (minimum)		290 SF
Dwelling Units	23 units (maximum)		16 units
Parking Ratio	0.5 / DU*		.25 / DU**
Height	55 ft (maximum)		53 ft
Rear Setback	30 ft (residential floors)		0 ft **
Side Setback	0 ft		0 ft

*Transit-served bonus applied (via Special Use or Type I Rezoning)

**Variances required

The shallow and narrow site limits the ability to provide off-street parking on the site. The proposed development concept includes four off-street parking spaces to serve the residential development. Removing parking would allow this space to be utilized by the ground floor commercial tenant to facilitate ease of service and loading and improve efficiency of the site. As a transit-served site, a developer would have the opportunity to work with the Alderman and the City to reduce the required off-street parking by 100% to zero, and to partner with the CTA to provide adjacent off-site parking under the L structure through a shared-use agreement.



Figure 1.25: LBMM 04 Massing Model Street-Level View



Figure 1.26: LBMM 04 Massing Model Aerial View

To accommodate upper floor residential units, the proposed development concept would reduce or eliminate the required 30' rear yard setback. The adjacent track structure creates an effective setback from adjacent buildings and would allow sufficient space between structures to provide light and air into the proposed residential units. A variance would be required for the reduced setback.

TRANSIT-ORIENTED DEVELOPMENT PLAN: LAWRENCE TO BRYN MAWR MODERNIZATION ZONING ANALYSIS

PROGRAM SUMMARY LBMM 04

Building Height	5 floors	
Gross Floor Area	20,000 SF	
Leasable Area	15,380 SF	
Dwelling Units	16 units	
Unit Types	Studio	1Bed
	-	8
	2Bed	3Bed
	8	-
Average Unit Size	850 SF	
Off-street parking	4 spaces	

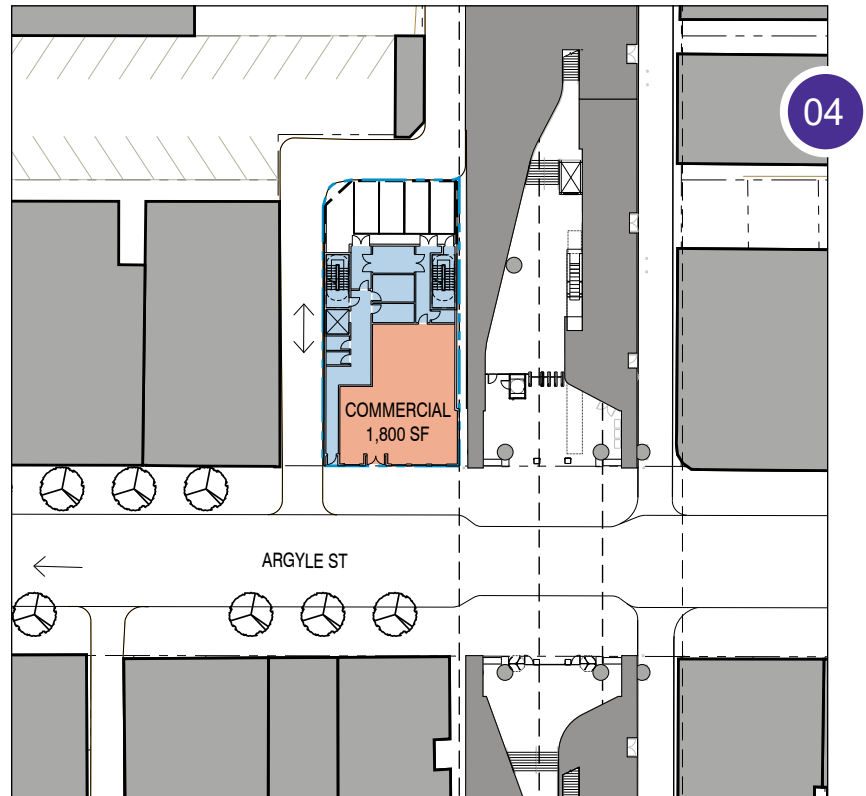


Figure 1.27: LBMM 04 Development Concept Site Plan

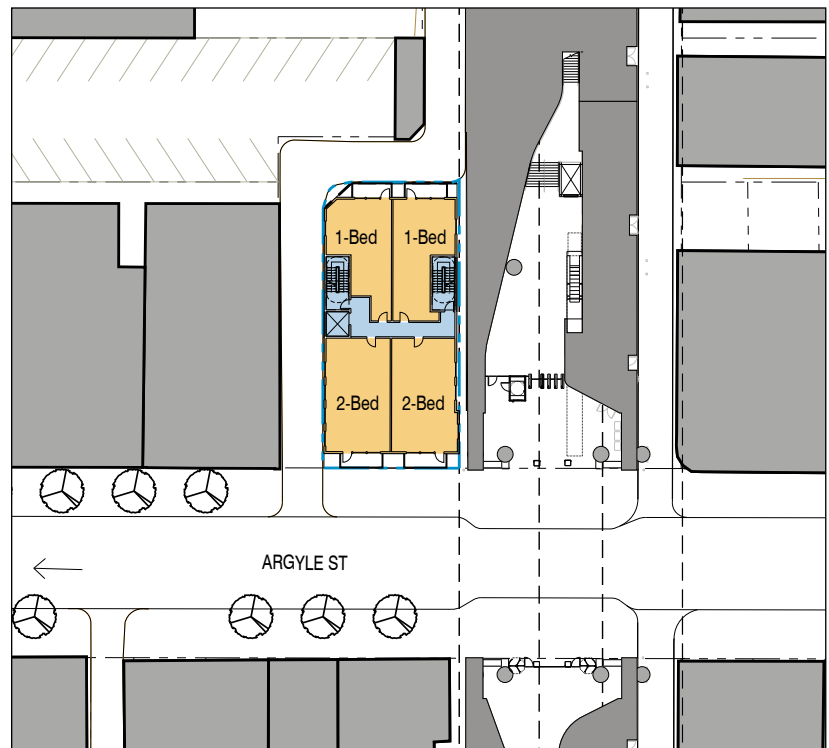


Figure 1.28: LBMM 04 Development Concept Residential Floor Plan

TRANSIT-ORIENTED DEVELOPMENT PLAN: LAWRENCE TO BRYN MAWR MODERNIZATION ZONING ANALYSIS

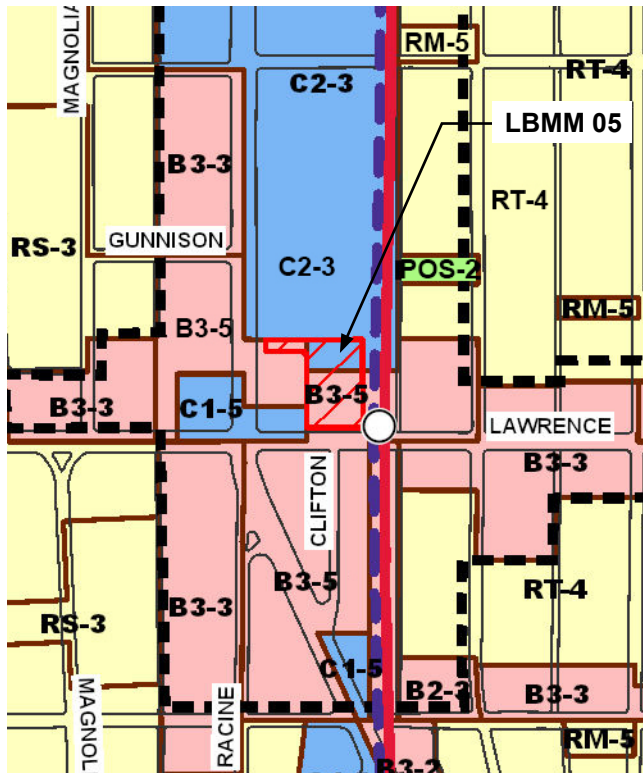


Figure 1.29: LBMM 05 Context Map

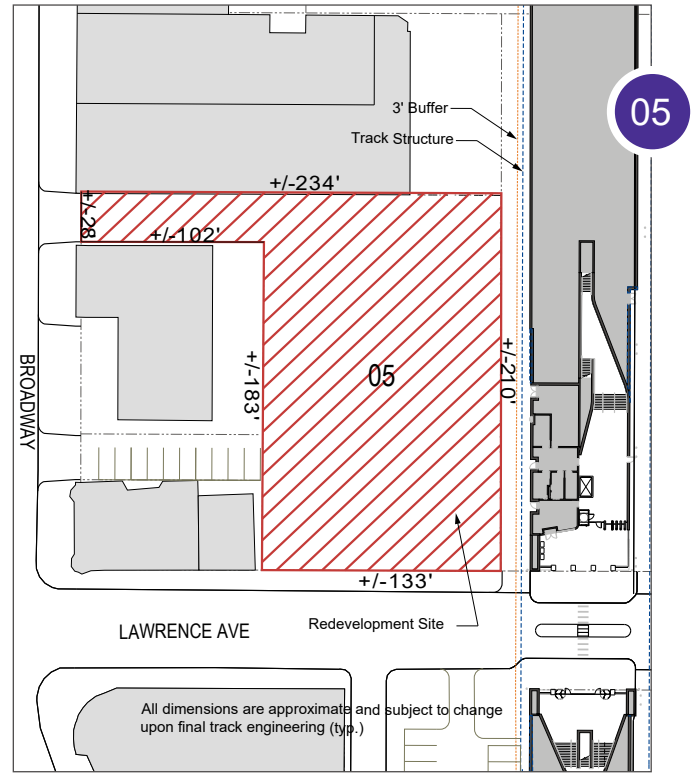


Figure 1.30: LBMM 05 Site Constraints

LBMM 05 SITE SUMMARY

LBMM 05 is located directly to the west of the CTA track structure, adjacent to the Lawrence Red Line Station. The site is owned by the City of Chicago and is a public metered parking lot with access from Lawrence Avenue and Broadway. An existing alley runs on the east between the site and the track structure.

LBMM 05 is a highly visible site in the middle of the Uptown Theater District. A development on this site will likely incorporate commercial and residential space and should meet the community's goal to replace the existing 83 public parking spaces on site. New development on this large site has the capacity to match the scale of the historic buildings across the street and east along Lawrence Avenue.

LBMM 05 ZONING

LBMM 05 currently spans two zoning classifications: B3-5 and C2-3. City of Chicago Zoning standards would consolidate zoning to the lowest classification resulting in a base zoning of B3-3. The B3 use designation is consistent and appropriate with existing and planned land uses along the corridor however, the dash 3 bulk designation constrains the site below its full development capacity. The proposed concept would be supported by a Planned Development (PD) with an underlying zoning of B3-5. Lawrence Avenue is a designated Six Corner Pedestrian Street.

Based on community input, the proposed concept includes a 4-story podium comprised of commercial space, parking and residential units with a 175-unit, 10-story residential tower above. The overall building height is 150'.

TRANSIT-ORIENTED DEVELOPMENT PLAN: LAWRENCE TO BRYN MAWR MODERNIZATION

ZONING ANALYSIS

ZONING ANALYSIS LBMM 05

	Current Zoning	Development Concept
Zoning Designation	B3-3	PD
Approximate Site Area	30,725 SF	
Floor Area Ratio	3.0	5.0
Land Area per DU	400 SF (minimum)	175 SF
Dwelling Units	99 units (maximum)	175 units
Parking Ratio	1.0 / DU	0.9 / DU
Height	65 ft (maximum)	150 ft
Rear Setback	30 ft	15 ft
Side Setback	0 ft	30 ft



Figure 1.31: LBMM 05 Massing Model Street-Level View



Figure 1.32: LBMM 05 Massing Model Aerial View

Based on community input, the overall building height should not exceed the height of the adjacent Bridgeview Bank building at 4753 N. Broadway. The particular characteristics of the site, including its proportions, street frontage, and location next to the CTA tracks, suggest that the residential tower could be located parallel to the tracks, allowing for a generous 30' side setback. As a result, the rear setback would be reduced to 15'. Since the site qualifies for an elected Planned Development (PD), it is anticipated that a developer would choose to pursue a PD since it would accommodate the increased building height, setback modifications, and the higher number of residential units.

The proposed development concept utilizes the deep footprint and direct alley access to provide three levels of structured parking accommodating approximately 157 cars. Based on current transit-oriented development trends, it is unlikely that a transit-served residential building such as this would have a demand for nearly a 1:1 parking ratio. Based on community input, there is a strong desire to replace the existing 83 public parking on-site which currently supports the Lawrence Avenue Entertainment District. The developer could build to the high ratio and take advantage of provisions within the zoning code that would allow for developments to lease up to 45% of required parking spaces to non-occupants of the principal use and meet this demand.

TRANSIT-ORIENTED DEVELOPMENT PLAN: LAWRENCE TO BRYN MAWR MODERNIZATION ZONING ANALYSIS

PROGRAM SUMMARY LBMM 05

Building Height	14 floors	
Gross Floor Area	183,340 SF	
Leasable Area	127,680 SF	
Dwelling Units	175 units	
Unit Types	Studio	1Bed
	40	109
	2Bed	3Bed
	26	-
Average Unit Size	680 SF	
Off-street parking	157 spaces	

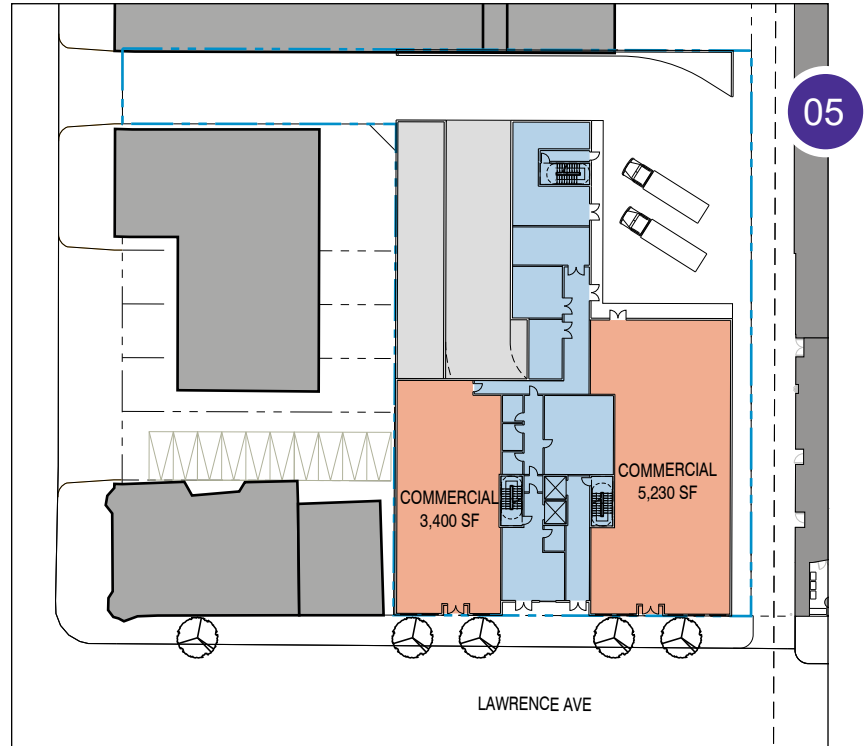


Figure 1.34: LBMM 05 Development Concept Site Plan

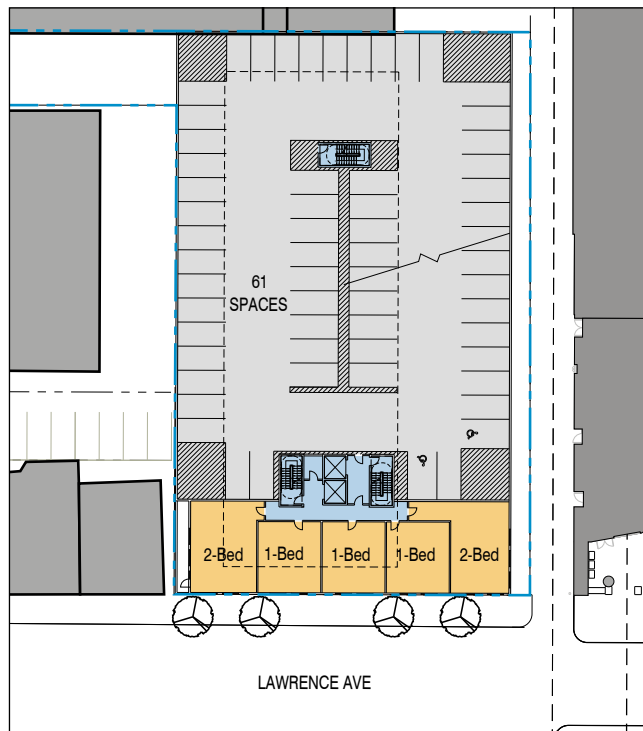


Figure 1.33: LBMM 05 Development Concept Parking Floor Plan

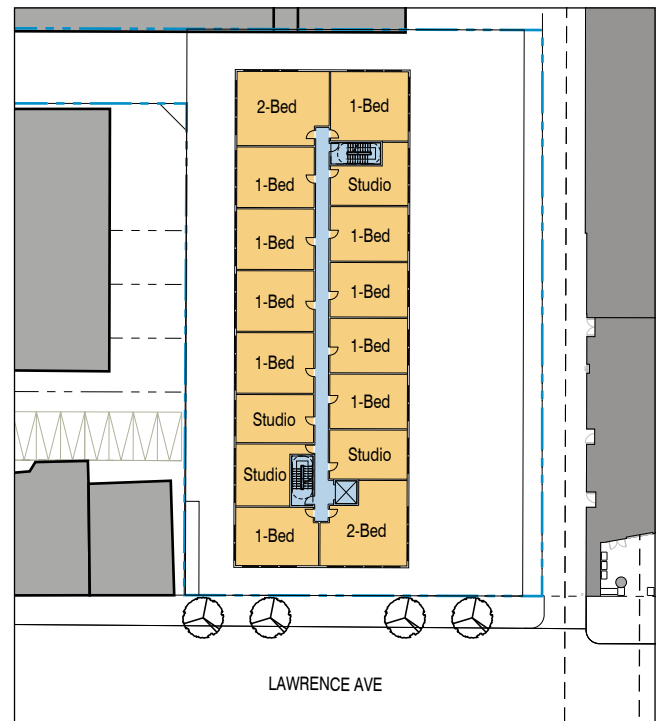


Figure 1.35: LBMM 05 Development Concept Residential Floor Plan

ACKNOWLEDGEMENTS



Chicago Transit Authority
Sponsor



Solomon Cordwell Buenz
Prime Consultant, Urban Design, Land Use, and Zoning Planner

McGuire Igleski & Associates
Historic Preservation Consultant

Kirsch-Taylor Consulting
Real Estate Consultant

Goodman Williams Group
Market Analyst Consultant

Fish Transportation Group, Inc.
Transportation Consultant

Vistara Construction Services, Inc.
Cost Estimating Consultant

David Mason & Associates
Civil Engineering Consultant

Grisko LLC
Community Outreach Consultant