



TRANSIT-ORIENTED DEVELOPMENT PLAN RECOMMENDATIONS RED-PURPLE BYPASS

CTA Red and Purple Modernization Phase One
April 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 Red-Purple Bypass (RPB) 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 several cases in the Red-Purple Bypass area, there are opportunities for a developer to partner with the CTA to provide

adjacent off-site parking under the L structure through a shared-use agreement.

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.

TRANSIT-ORIENTED DEVELOPMENT PLAN: RED-PURPLE BYPASS

ZONING ANALYSIS

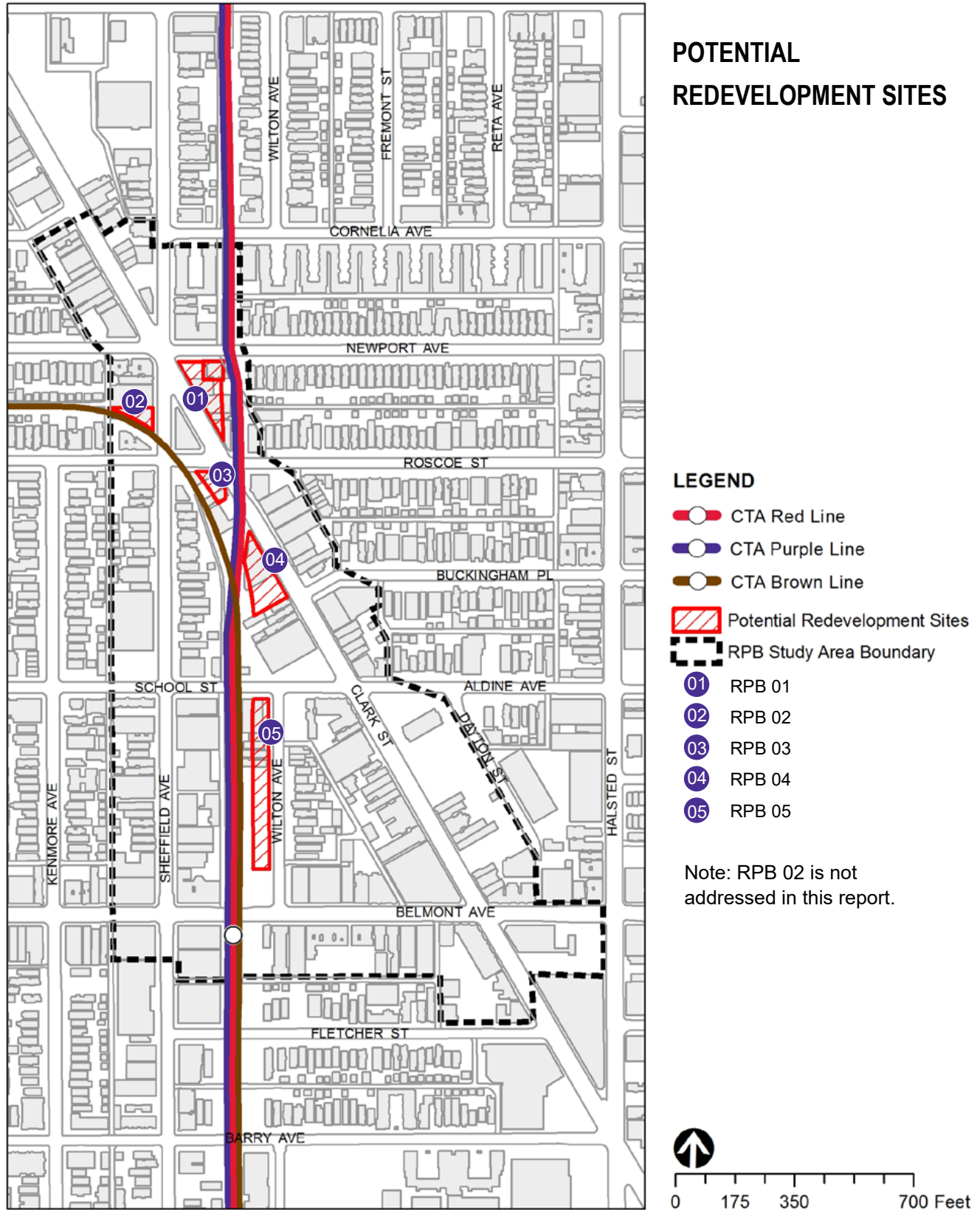


Figure 1.1: Potential Redevelopment Site Map

Source: CTA, 2016

TRANSIT-ORIENTED DEVELOPMENT PLAN: RED-PURPLE BYPASS

ZONING ANALYSIS

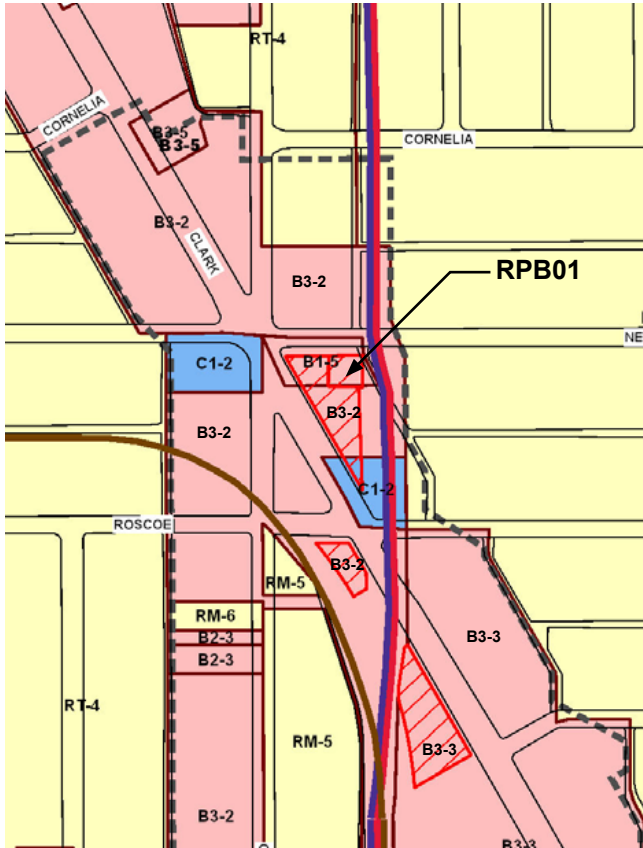


Figure 1.2: RPB 01 Context Map

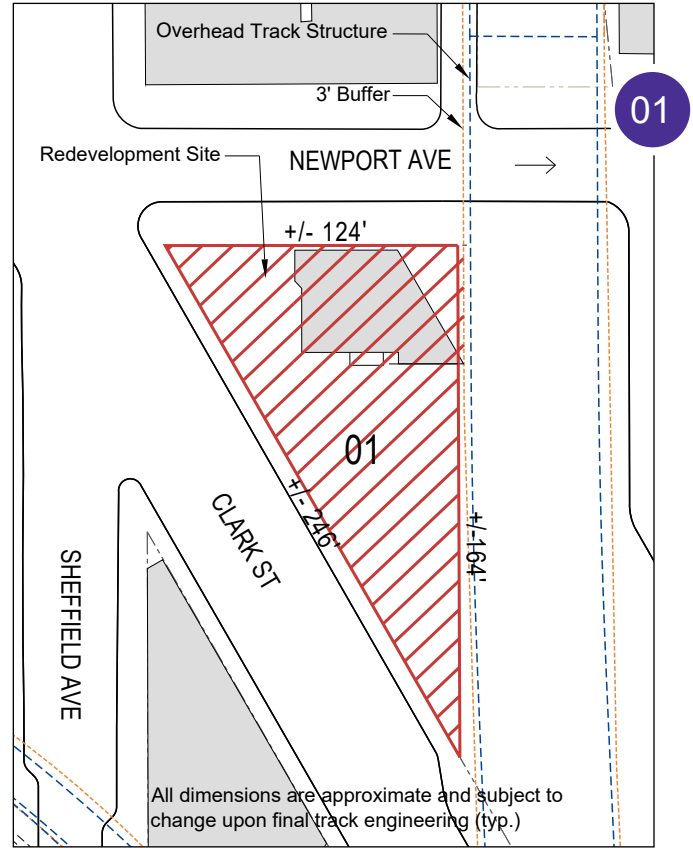


Figure 1.3: RPB 01 Site Constraints

RPB 01 SITE SUMMARY

RPB 01 is a triangular-shaped site located at the intersection of Newport Avenue and Clark Street with over 240 feet of Clark Street frontage. The northeast corner of the site includes the historic Vautravers building, a 9,700 SF apartment building that is being relocated on site as part of the CTA Construction Project and will be made available for redevelopment. This site will be conveyed for development inclusive of the Vautravers building. A development on this site will likely incorporate commercial and residential uses taking advantage of its proximity to Wrigley Field and the growing mixed-use entertainment district. Development may incorporate the Vautravers Building or develop it as a stand alone development.

RPB 01 ZONING

RPB 01 currently spans three zoning classifications: B1-5, B3-2 and C1-2. City of Chicago Zoning standards would consolidate zoning to the lowest classification, resulting in a base zoning of B1-2. This resulting classification would be inconsistent with the existing corridor.

The proposed development concept would be supported by a zoning classification of B3-3 and could accommodate a mid-sized mixed-use development as presented here. The B3 use designation would allow for a broader range of commercial uses than B1 and is compatible with the Clark Street corridor. However, ground floor residential in the Vautravers building would require "special use" approval. The dash 3 bulk designation takes advantage of the

TRANSIT-ORIENTED DEVELOPMENT PLAN: RED-PURPLE BYPASS

ZONING ANALYSIS

ZONING ANALYSIS RPB 01

	Current Zoning	Zoning Alternative	Development Concept
Zoning Designation	B1-2	B3-3	B3-3
Approximate Site Area	13,133 SF		
Floor Area Ratio	2.2	3.0	3.5*
Land Area per DU	1,000 SF (minimum)	400 SF (minimum)	386 SF*
Dwelling Units	9 units (maximum)	33 units (maximum)	34 units*
Parking Ratio	1.0 / DU*	1.0 / DU	0 DU*
Height	50 ft (maximum)	65 ft (maximum)	63 ft
Rear Setback	30 ft	30 ft	0 ft**
Side Setback	0 ft	0 ft	0 ft

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

**Variances required

transit-served zoning bonus and would allow for sufficient development capacity to offset development costs and respond to market demand.

The shallow, triangular nature of the site limits the ability to provide 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 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.

The proposed development concept recommends a ground floor front setback of 5'-9" along Clark Street to provide a wider pedestrian realm of approximately 13 feet.

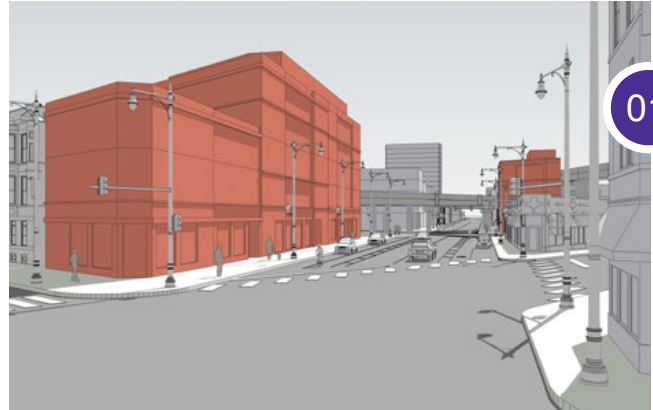


Figure 1.4: RPB 01 Massing Model Street-Level View



Figure 1.5: RPB 01 Massing Model Aerial View

Building massing along Newport Avenue should respond to the existing Vautravers Building and may step up and back along Clark Street. For a six story building, the top floor could step back to minimize visual presence at the street level.

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.

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ZONING ANALYSIS

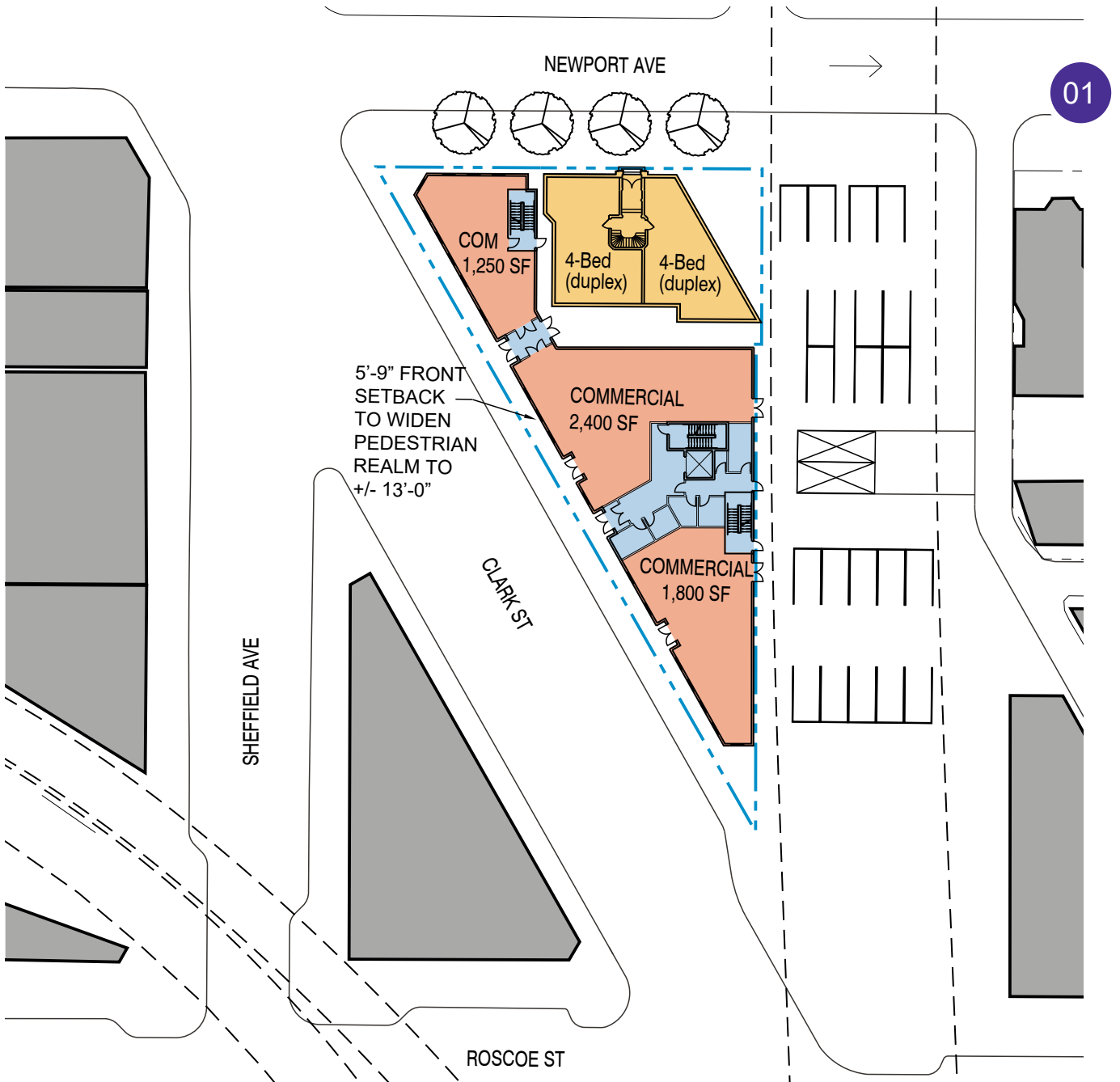
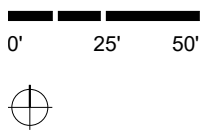


Figure 1.6: RPB 01 Development Concept Site Plan



LEGEND

 COMMERCIAL	 EXISTING BUILDING
 RESIDENTIAL	 SITE BOUNDARY
 SUPPORT SPACE	 OVERHEAD RAIL STRUCTURE
 PARKING	

TRANSIT-ORIENTED DEVELOPMENT PLAN: RED-PURPLE BYPASS

ZONING ANALYSIS

PROGRAM SUMMARY RPB 01(B)

Building Height	6 floors			
Gross Floor Area	45,966 SF			
Leasable Area	32,996 SF			
Dwelling Units	34 units			
Unit Types	Studio	1Bed	2Bed	4Bed
	2	16	14	2
Average Unit Size	790 SF			
Off-street parking	0 spaces			
Potential Off-site Parking Under L	14 spaces			

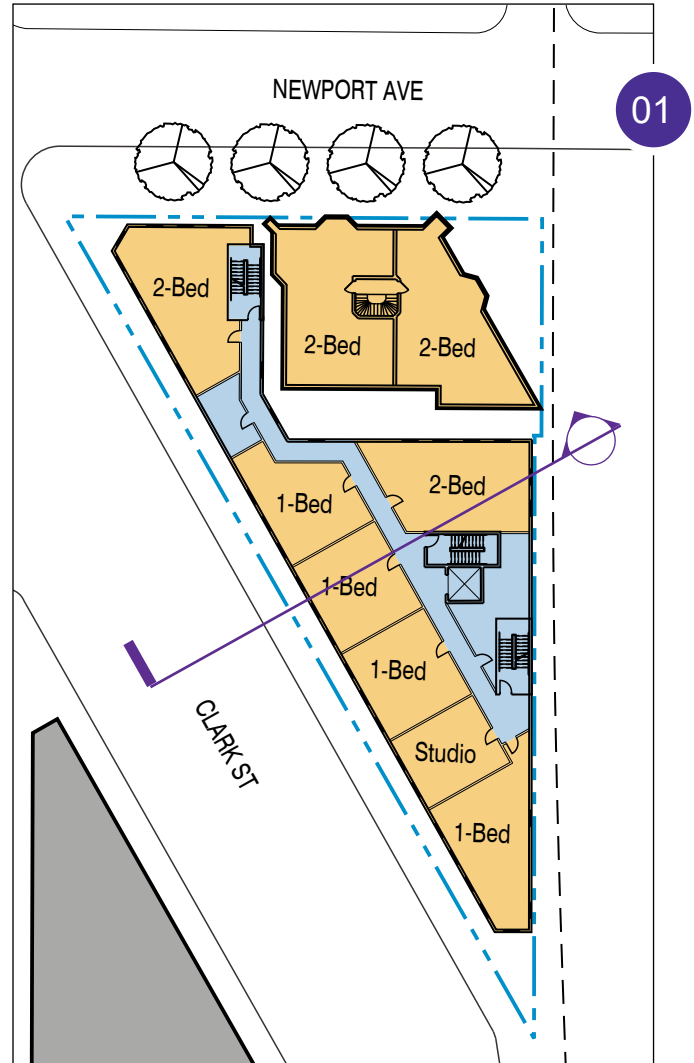


Figure 1.7: RPB 01 Development Concept Residential Floor Plan

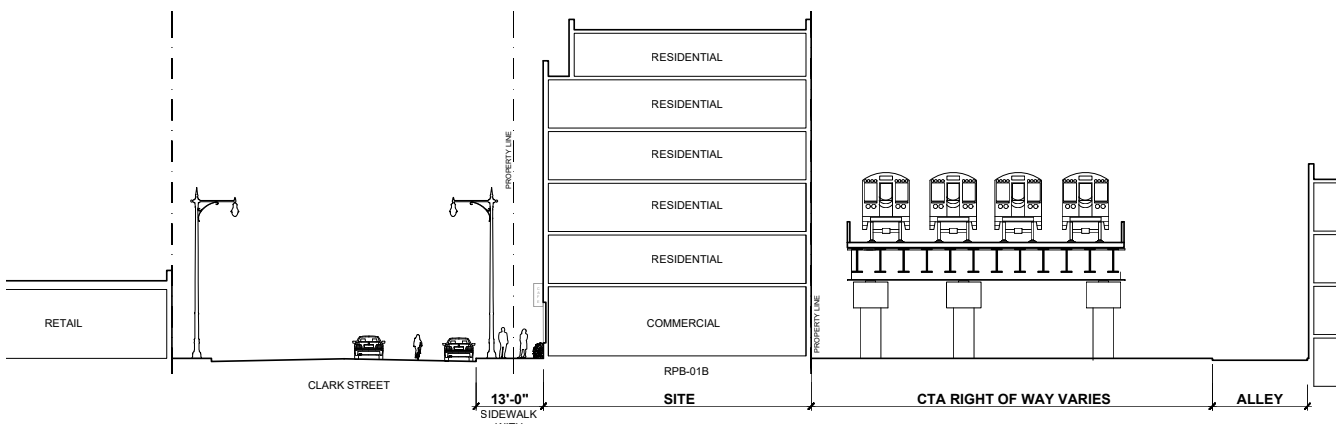


Figure 1.8: RPB 01 Site Section

TRANSIT-ORIENTED DEVELOPMENT PLAN: RED-PURPLE BYPASS

ZONING ANALYSIS

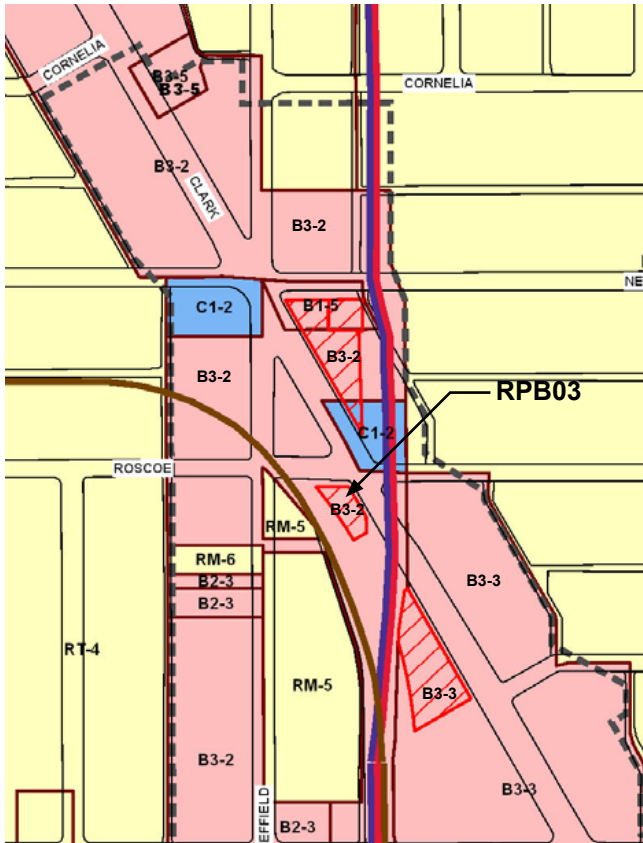


Figure 1.9: RPB 03 Context Map

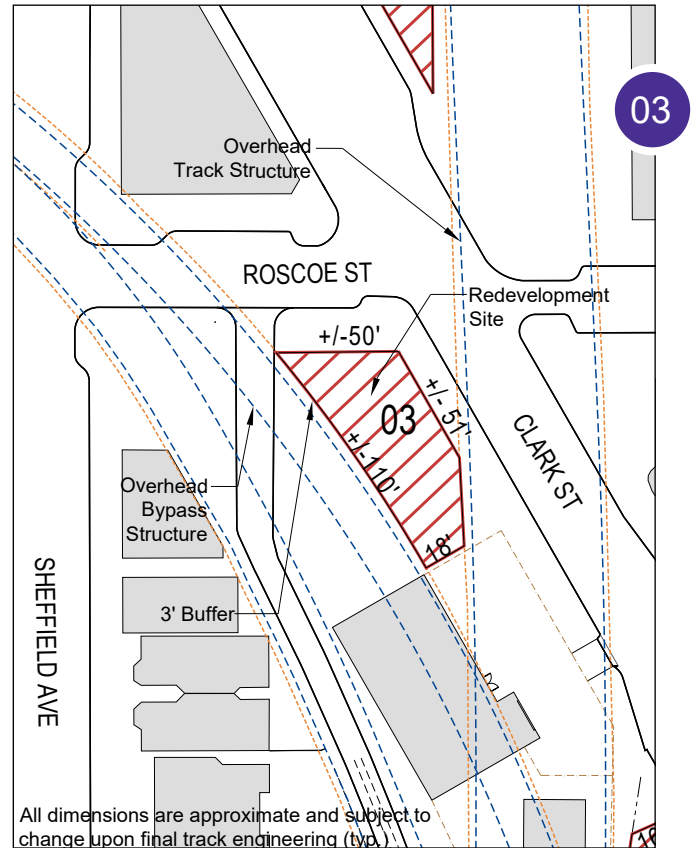


Figure 1.10: RPB 03 Site Constraints

RPB 03 SITE SUMMARY

RPB 03 is located at the southwest corner of Clark Street and Roscoe Street, with the site's most visible frontage along Roscoe Street.

The site is located directly adjacent to the CTA track structure on two sides including the highest point of the new CTA bypass track structure. An existing CTA substation building and other utilities directly south of the site along Clark Street will remain. This parcel will have challenging geometries, but its location in proximity to both Wrigley Field and the Belmont Avenue commercial corridor is a strategic advantage that impacts its development potential.

RPB 03 ZONING

The RPB 03 is currently zoned B3-2. The B3 use designation is currently consistent with, and appropriate for, development along the corridor. Due to the small site area, the dash 2 bulk designation would limit development to a two-story or three-story building and three dwelling units. As a result, the development opportunities would be very limited, if not entirely precluded, for this site. The community has expressed a desire to have a building with sufficient height to help shield the track structure from the street. Because of the unique nature of this site, developer interest at the time of development could vary widely. The study considers two potential development concepts: (1) a six-story mixed-use development, and (2) a four-story commercial development.

TRANSIT-ORIENTED DEVELOPMENT PLAN: RED-PURPLE BYPASS

ZONING ANALYSIS

ZONING ANALYSIS RPB 03 MIXED-USE CONCEPT

	Current Zoning	Zoning Alternative	Development Concept
Zoning Designation	B3-2	B3-5	B3-5
Approximate Site Area	3,245 SF		
Floor Area Ratio	2.2	5.0	5.0
Land Area per DU	1,000 SF (minimum)	200 SF (minimum)	325 SF
Dwelling Units	3 units (maximum)	16 units (maximum)	12 units
Parking Ratio	1.0 / DU	1.0 / DU	0 DU*
Height	50 ft (maximum)	70 ft (maximum)	68 ft
Rear Setback	30 ft	30 ft	0 ft**
Side Setback	0 ft	0 ft	0 ft

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

**Variances required

MIXED-USE DEVELOPMENT CONCEPT

The mixed-use development concept would be supported by a zoning classification of B3-5 and could accommodate a six-story, mixed-use development as presented here. The dash 5 bulk designation would allow for the inclusion of enough dwelling units to create a financial incentive for developers. The increased height would allow for some dwelling units to be built at an elevation above the new track structure allowing views to Wrigley Field. The size and shape of the site creates an inefficient floor plate for residential, and therefore may not be cost effective to build. The views could increase the marketability of these units on an otherwise challenging site.



Figure 1.11: RPB 03 Massing Model Street-Level View



Figure 1.12: RPB 03 Massing Model Aerial View

The shallow, triangular nature of the site limits the ability to provide 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 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: RED-PURPLE BYPASS

ZONING ANALYSIS

03

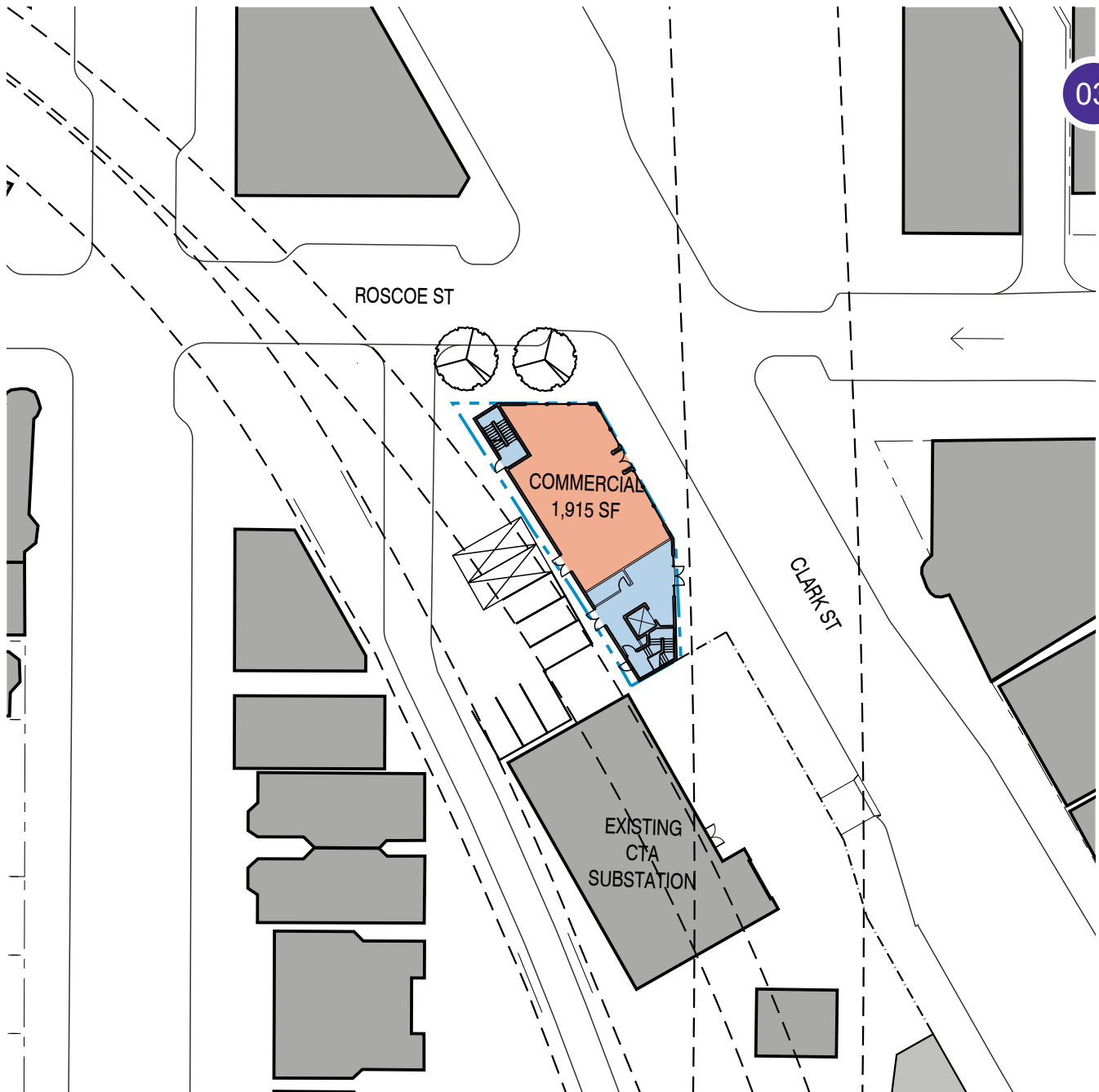
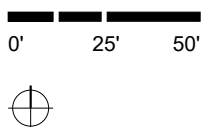


Figure 1.13: RPB 03 Development Concept Site Plan



LEGEND

 COMMERCIAL	 EXISTING BUILDING
 RESIDENTIAL	 SITE BOUNDARY
 SUPPORT SPACE	 OVERHEAD RAIL STRUCTURE
 PARKING	

TRANSIT-ORIENTED DEVELOPMENT PLAN: RED-PURPLE BYPASS

ZONING ANALYSIS

PROGRAM SUMMARY RPB 03

MIXED-USE CONCEPT

Building Height	6 floors			
Gross Floor Area	17,330 SF			
Leasable Area	11,990 SF			
Dwelling Units	12 units			
Unit Types	Studio	1Bed	2Bed	3Bed
	-	9	4	0
Average Unit Size	820 SF			
Off-street Parking	0 spaces			
Potential Off-site Parking Under L	6 spaces			

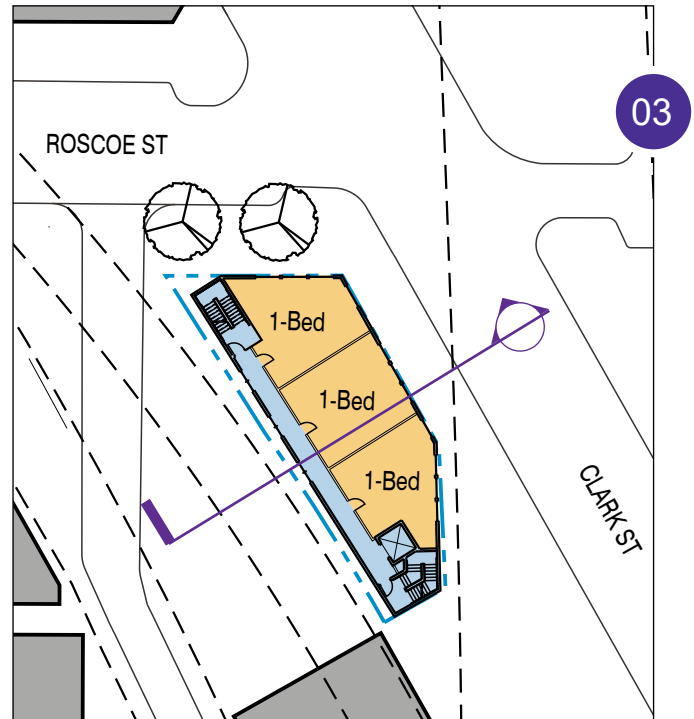


Figure 1.14: RPB 03 Mixed-use Development Concept Residential Floor Plan

The layout of the residential floors in this concept is organized around a single loaded corridor. This organization would buffer the units from the bypass structure, preserve view corridors, and create efficient unit layouts.

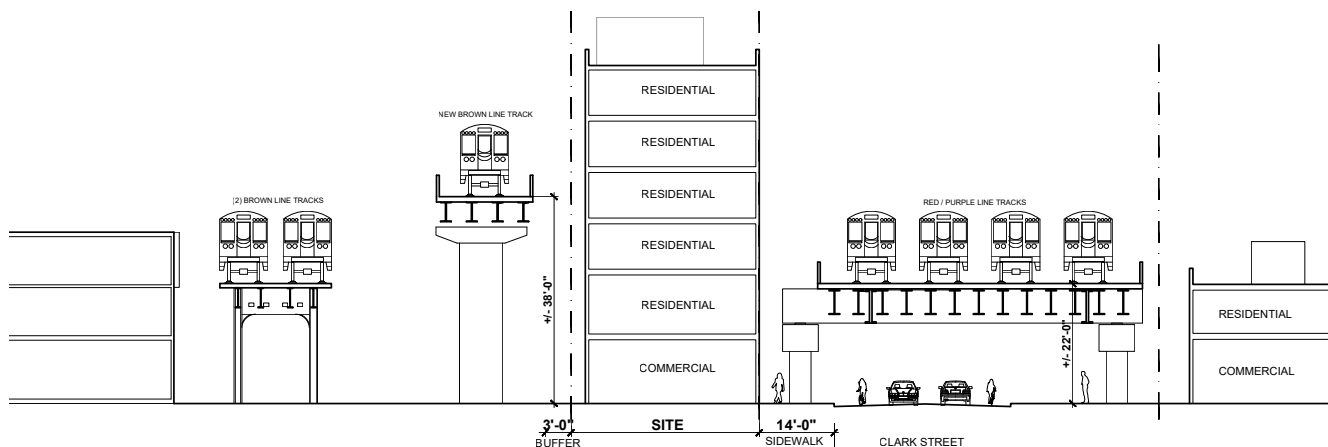


Figure 1.15: RPB 03 Mixed-use Development Concept Site Section

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CTA Red and Purple Modernization Phase One

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ZONING ANALYSIS

ZONING ANALYSIS RPB 03 COMMERCIAL CONCEPT

	Current Zoning	Zoning Alternative	Development Concept
Zoning Designation	B3-2	B3-3	B3-3
Approximate Site Area	3,245 SF		
Floor Area Ratio	2.2	3.0	3.5*
Land Area per DU	1,000 SF (minimum)	400 SF (minimum)	n/a
Dwelling Units	3 units (maximum)	8 units (maximum)	0 units
Parking Ratio	1.0 / DU	1.0 / DU	0 DU*
Height	50 ft (maximum)	65 ft (maximum)	56 ft
Rear Setback	30 ft	30 ft	0 ft**
Side Setback	0 ft	0 ft	0 ft

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

**Variances required



Figure 1.16: RPB 03 Commercial Concept Massing Model



Figure 1.17: RPB 03 Commercial Concept Massing Model

PROGRAM SUMMARY RPB 03 COMMERCIAL CONCEPT

Building Height	4 floors
Gross Floor Area	11,357 SF
Leasable Area	7,720 SF
Dwelling Units	0 units
On-site Parking	0 spaces
Potential Off-site Parking Under L	6 spaces

COMMERCIAL DEVELOPMENT CONCEPT

The unique nature of this site, situated between two elevated rail lines and set in the growing and thriving Wrigleyville entertainment district, suggest opportunities for creative development solutions that may focus on commercial, entertainment, and civic uses. A commercial-only development would likely result in a three-to four-story building due to market constraints. The commercial development concept could be supported by a dash 3 bulk designation.

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ZONING ANALYSIS

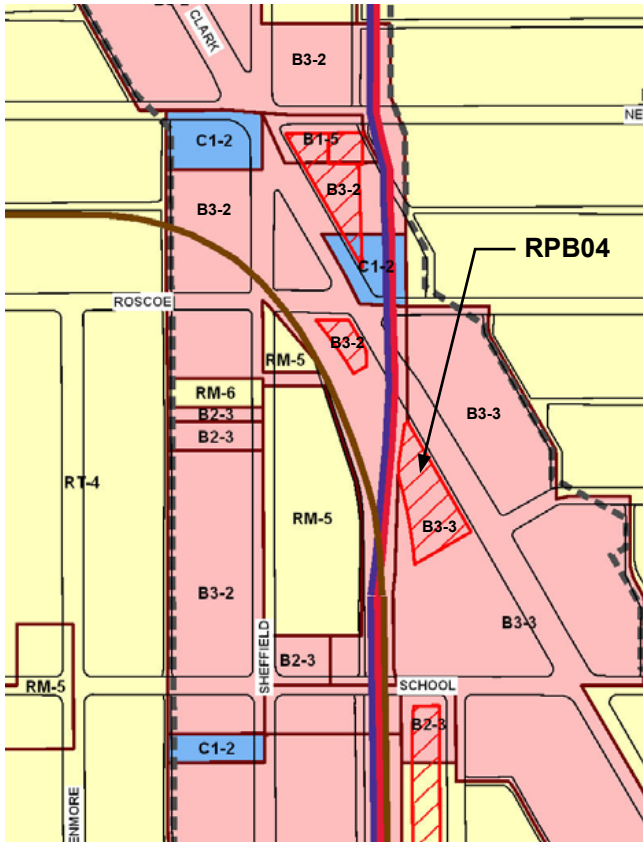


Figure 1.18: RPB 04 Context Map

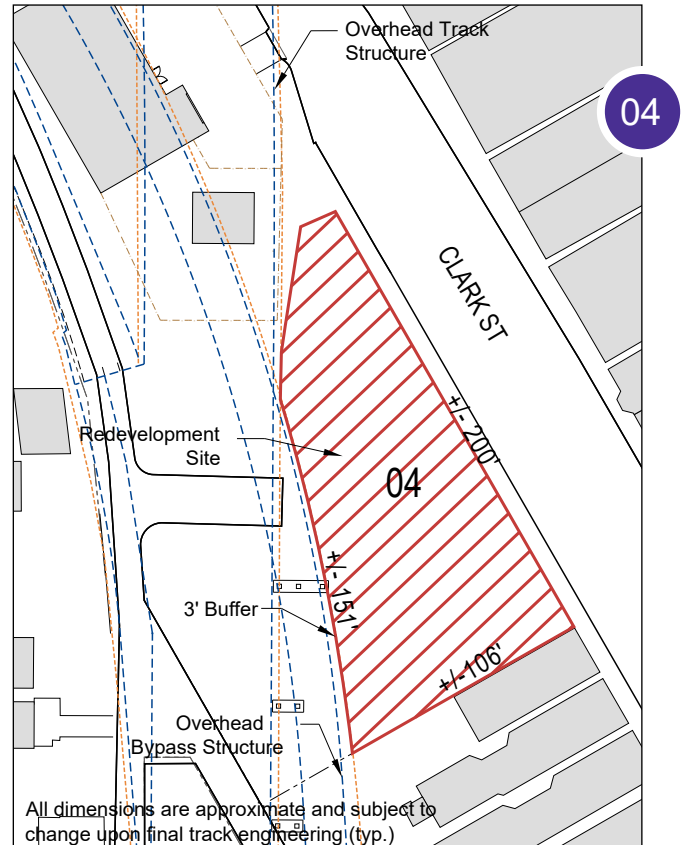


Figure 1.19: RPB 04 Site Constraints

RPB 04 SITE SUMMARY

RPB 04 is located directly adjacent to the CTA track structure. The site is located mid-block on the 3300 block of Clark Street. With 200 feet of street frontage, RPB 04 is a highly visible site with proximity to Wrigley Field. A development on this site will likely incorporate commercial and residential space, and could match the scale of new development occurring north and south on Clark Street.

RPB 04 ZONING

The RPB 04 is currently zoned B3-3. The existing B3 use designation would be consistent and appropriate with existing and planned land uses along the corridor. The existing dash 3 bulk designation with the transit-served bonus would

allow for sufficient development, and represents the existing community's goals for building height and density for this site.

The desire to provide active commercial ground floor uses would limit the opportunity to provide 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 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.

The proposed development concept recommends a ground floor setback of approximately 5 1/2 feet along Clark Street to accommodate a wider pedestrian realm.

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ZONING ANALYSIS

ZONING ANALYSIS RPB 04

	Current Zoning	Zoning Alternative	Development Concept
Zoning Designation	B3-3	Maintain Existing	B3-3
Approximate Site Area	13,755 SF		
Floor Area Ratio	3.0		3.4*
Land Area per DU	400 SF (minimum)		405 SF
Dwelling Units	34 units (maximum)		34 units
Parking Ratio	1.0 / DU		0 DU*
Height	65 ft (maximum)		53 ft
Rear Setback	30 ft (residential floors)		0 ft - varies**
Side Setback	0 ft		0 ft

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

**Variances required

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.

The proposed development illustrates an upper level setback, that could be used to reduce the scale of the building on Clark Street and establish an upper level amenity deck.



Figure 1.20: RPB 04 Massing Model Street-Level View



Figure 1.21: RPB 04 Massing Model Aerial View

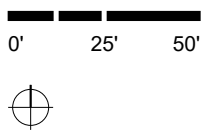
As a result of ongoing development around Wrigley Field and along the Clark Street commercial corridor, this area is growing and changing rapidly. Several larger buildings are under construction or recently completed, including the Addison & Clark development, the Park at Wrigley Field, the Hotel Zachary, and the Lakeview 3200 development. A large mixed-use development is currently proposed for the south end of the block at 3300 N. Clark Street. For more information on market trends in this area, see the Market Analysis Report.

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ZONING ANALYSIS



Figure 1.22: RPB 04 Development Concept Site Plan



LEGEND

COMMERCIAL	EXISTING BUILDING
RESIDENTIAL	SITE BOUNDARY
SUPPORT SPACE	OVERHEAD RAIL STRUCTURE
PARKING	

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ZONING ANALYSIS

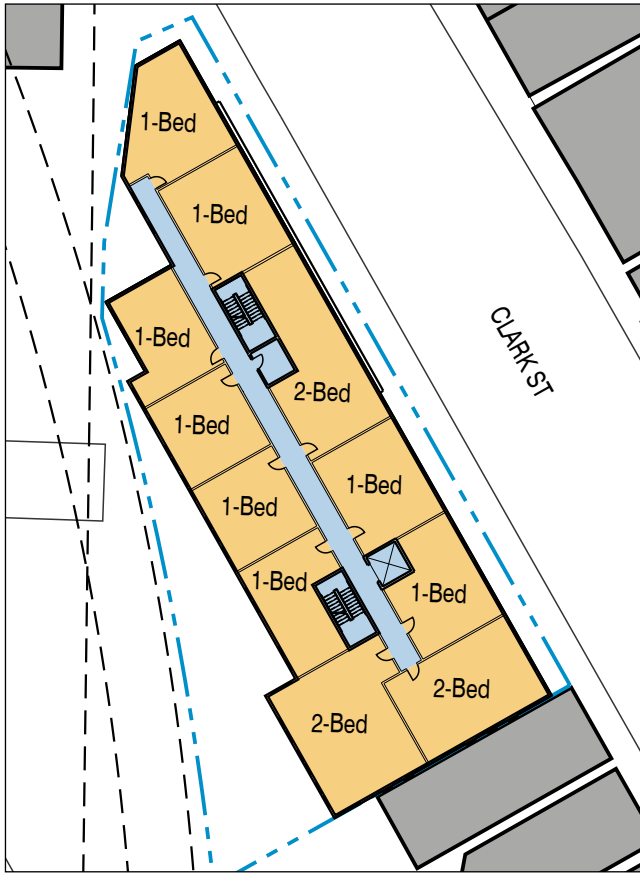


Figure 1.23: RPB 04 Development Concept Residential Floor Plans 2-3

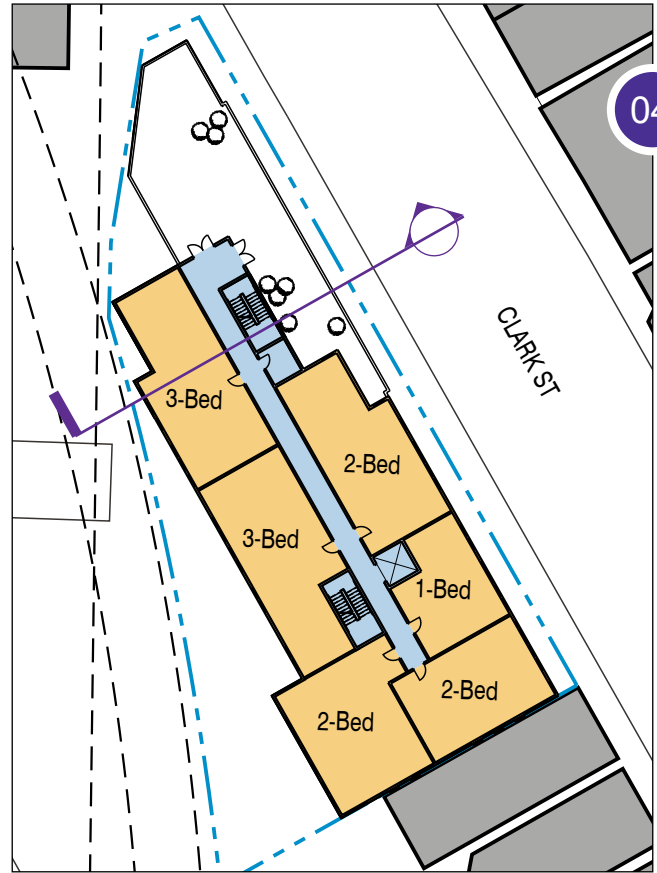


Figure 1.24: RPB 04 Development Concept Residential Floor Plans 4-5

PROGRAM SUMMARY RPB 04

Building Height	5 floors			
Gross Floor Area	46,850 SF			
Leasable Area	39,000 SF			
Dwelling Units	34 units			
Unit Types	Studio	1Bed	2Bed	3Bed
	-	18	12	4
Average Unit Size	860 SF			
Off-street Parking	0 spaces			
Potential Off-site Parking Under L	17 spaces			

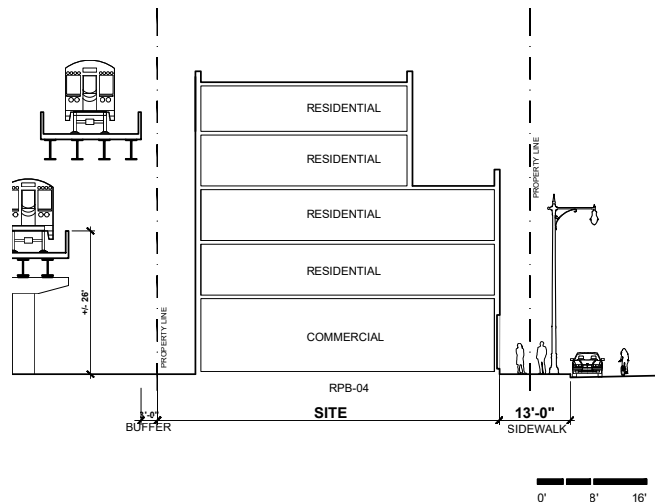


Figure 1.25: RPB 04 Conceptual Streetscape Section

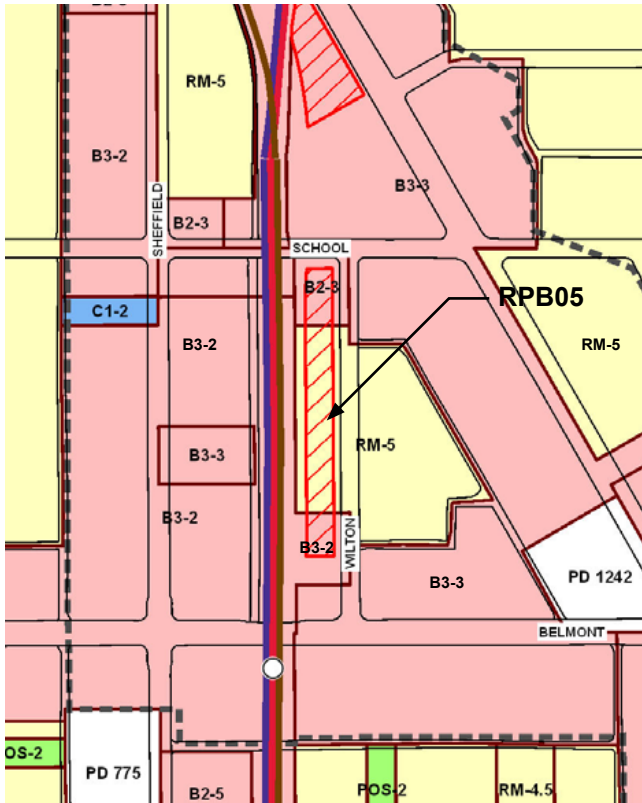


Figure 1.26: RPB 05 Context Map

RPB 05 SITE SUMMARY

RPB 05 is located on Wilton Avenue, a residential street in proximity to the Belmont Avenue and Clark Street commercial corridors.

Wilton Avenue is currently a one-way street southbound and has a primarily residential character comprised mostly of stacked flats-style housing and a few townhouses.

The rear of the site is directly adjacent to the CTA track structure. The parcel depth is relatively narrow for development (roughly 40 feet), but the sites are located in a valuable location, directly adjacent to the Belmont Station.

Rear access to the parcel will be provided by CTA under the track structure connected to the existing public alley.

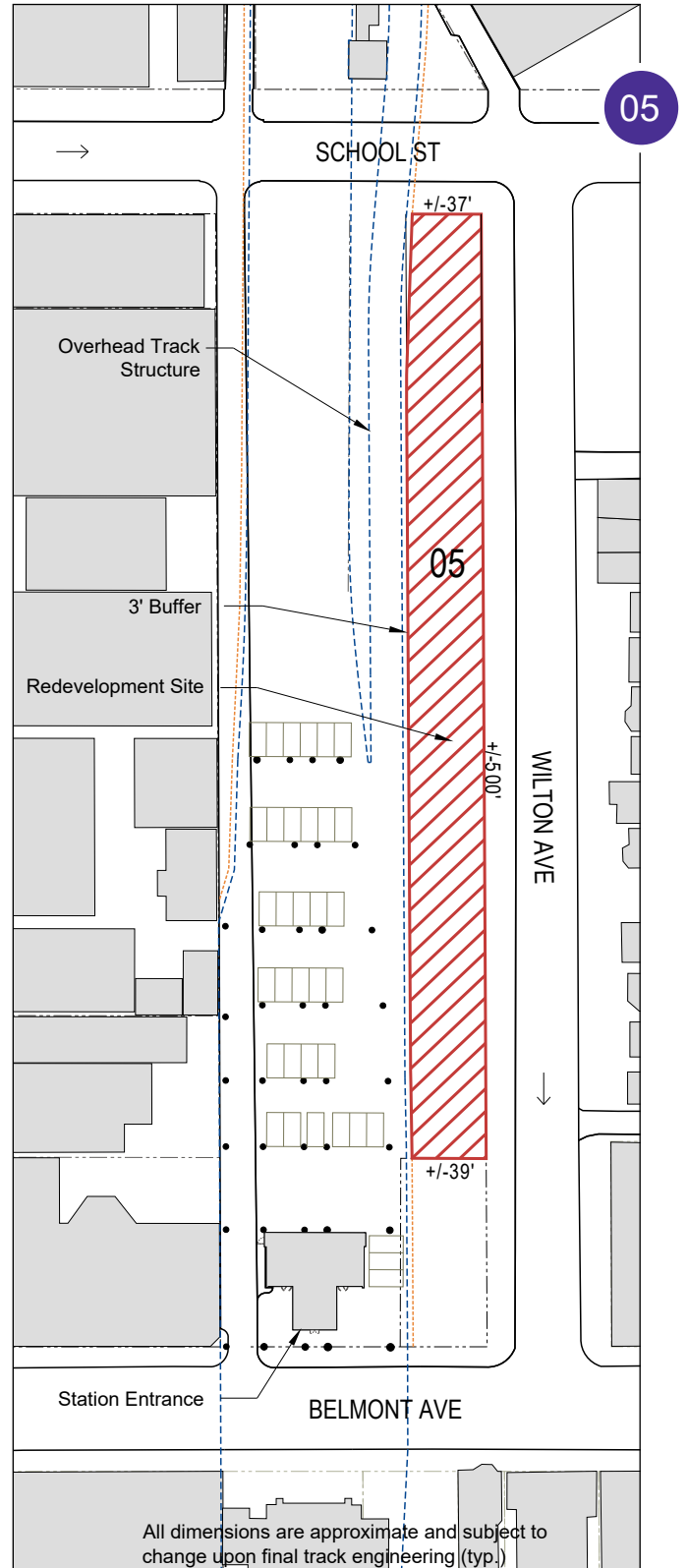


Figure 1.27: RPB 05 Site Constraints

TRANSIT-ORIENTED DEVELOPMENT PLAN: RED-PURPLE BYPASS

ZONING ANALYSIS

ZONING ANALYSIS RPB 05

	Current Zoning	Zoning Alternative	Development Concept
Zoning Designation	RM-5	B2-3	B2-3
Approximate Site Area	19,777 SF		
Floor Area Ratio	2.0	3.0	3.12*
Land Area per DU	400 SF (minimum)	400 SF (minimum)	450 SF
Dwelling Units	49 units (maximum)	49 units (maximum)	44 units
Parking Ratio	1.0 / DU	1.0 / DU	0.3 / DU*
Height	47 ft (maximum)	55 ft (maximum)	50 ft
Rear Setback	12 ft	30 ft	0 ft**
Front Setback	5 ft	0 ft	0 ft
Side Setback	5 ft	0 ft	0 ft

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

**Variances required



Figure 1.28: RPB 05 Massing Model Street-Level View at School Street.



Figure 1.29: RPB 05 Massing Model Aerial View looking northwest

RPB 05 ZONING

RPB 05 currently spans two zoning classifications: RM-5 and B3-2. City of Chicago Zoning standards would consolidate zoning to the lowest classification, resulting in a base zoning of RM-5. The RM-5 designation presents certain limitations by limiting building height and FAR. Additionally, RM-5 districts cannot take advantage of the transit-served zoning bonus and/or parking reductions. The proposed community-driven development concept would best be supported by a zoning classification of B2-3.

The B2-3 district permits mid-rise residential buildings and is consistent with the vision for

this site as multi-family residential. B2 use designation permits ground floor residential, but provides flexibility for ground floor commercial if desirable at the time of development. Based on community input, ground floor commercial would only be desirable and appropriate at the corner of School Street and Wilton Avenue.

Sufficient height to help shield the track structure from the street is desired by the community. Modest height is also advantageous as it would likely allow for the inclusion of a sufficient number of dwelling units to create a financially viable development.



Figure 1.30: RPB 05 Massing Model Street-Level View

Market trends and site constraints indicate that this site is likely to develop as a rental development. This study considers that development would be comprised of stacked flats similar to the housing across the street. The lot-line-to-lot-line development necessitated by such a shallow site would result in a FAR higher than 2.0 allowed by the RM-5 designation.

The shallow site limits the ability to provide off-street parking on the site and provide active street level uses. 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. The current development concept includes some, but limited parking on site.

The B2 designation, as opposed to the RM designation, eliminates the side yard setback making this shallow site more developable. 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: RED-PURPLE BYPASS

ZONING ANALYSIS

05

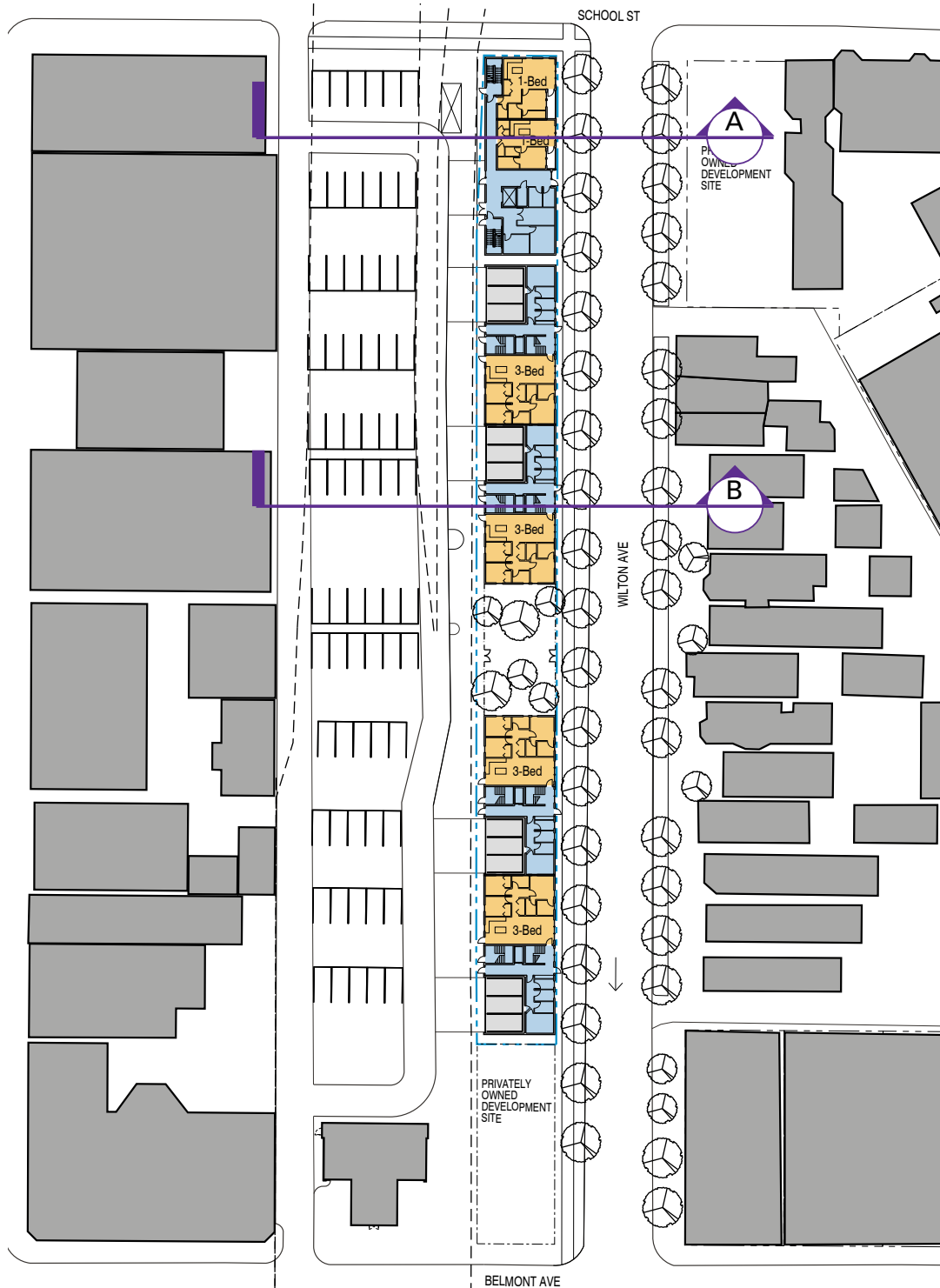


Figure 1.31: RPB 05 Development Concept Site Plan

0' 25' 50'



LEGEND

- COMMERCIAL
- RESIDENTIAL
- SUPPORT SPACE
- PARKING
- EXISTING BUILDING
- SITE BOUNDARY
- OVERHEAD RAIL STRUCTURE

TRANSIT-ORIENTED DEVELOPMENT PLAN: RED-PURPLE BYPASS

ZONING ANALYSIS

PROGRAM SUMMARY RPB 05 MULTIFAMILY

Building Height	5 floors			
Gross Floor Area	17,530 SF			
Leasable Area	11,710 SF			
Dwelling Units	16 units			
Unit Types	Studio	1Bed	2Bed	3Bed
	4	10	2	-
Average Unit Size	730 SF			
Off-street Parking	0 spaces			
Potential Off-site Parking Under L	20 spaces			

PROGRAM SUMMARY RPB 05 STACKED FLATS

Building Height	4 floors			
Gross Floor Area	44,160 SF			
Leasable Area	33,600 SF			
Dwelling Units	28 units			
Unit Types	Studio	1Bed	2Bed	3Bed
	-	-	-	28
Average Unit Size	1,200 SF			
Off-street Parking	12 spaces			
Potential Off-site Parking Under L	16 spaces			

05

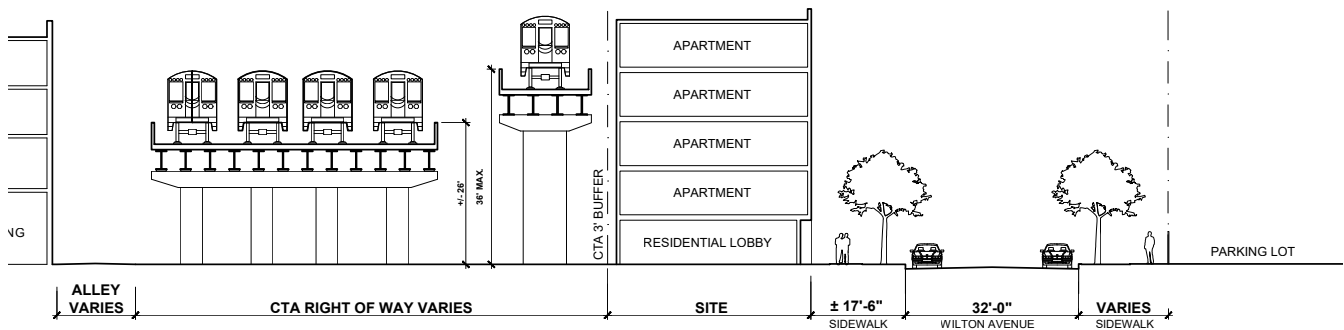


Figure 1.32: RPB 05 Apartment Building at School Street Site Section

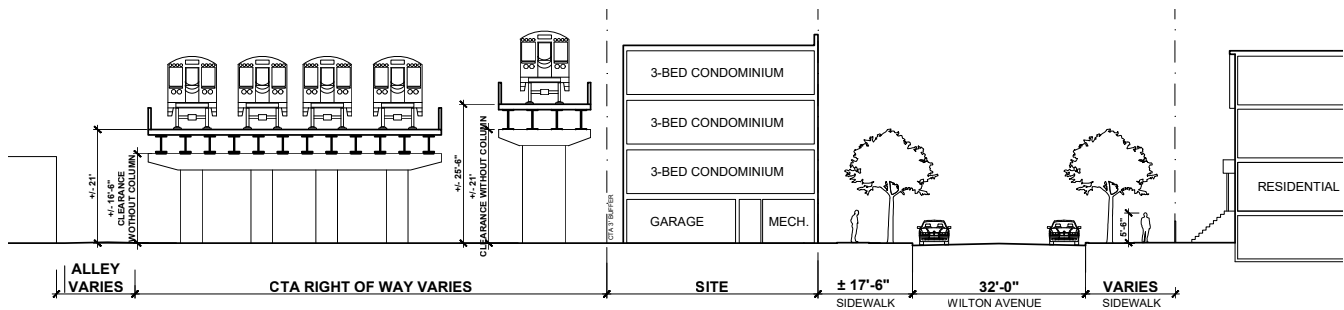


Figure 1.33: RPB 05 Stacked Flats Site Section

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