

TYPE 1 ZONING MAP AMENDMENT
Narrative Zoning and Development Analysis

2405 W Grand, LLC is the “**Applicant**” for a Type 1 Zoning Map Amendment for the subject property located at 2405 West Grand Avenue (the “**Property**”) from the C1-3 Neighborhood Commercial District to the C1-3 Neighborhood Commercial District to authorize the construction of a 5-story mixed-use building with approximately 4,126 square feet of ground floor commercial space and 36 residential dwelling units above.

The Property is bounded by Grand Avenue to the north; Western Avenue to the east; an existing three-story mixed-use building to the south; and a 16’-wide public alley to the west. The Property contains 11,203 square feet of net site area and is currently substantially vacant and unimproved, except with respect to an existing steel monopole sign (“**Billboard Sign**”) which will be demolished to accommodate the proposed development. The overall project FAR will be 3.5. The project will include 11 off-street vehicular parking spaces and 36 bicycle parking spaces.

- (a) Floor Area and Floor Area Ratio:
 - i. Lot Area: 11,203 square feet
 - ii. Total Floor Area: 39,210 square feet
 - iii. FAR: 3.5 (transit-served location FAR increase)
- (b) Density (Lot Area Per Dwelling Unit): 311.2 square feet (36 dwelling units; transit-served location MLA reduction)
- (c) Amount of off-street parking: 11 vehicular spaces (transit-served location parking reduction proposed. Site is within 1,320 feet of the Western CTA bus line corridor and within 2,640 feet of the Western Avenue Metra Station)*
- (d) Setbacks:
 - i. Front setback (north): 0 feet
 - ii. Side setback: 0 feet
 - iii. Side setback: 0 feet
 - iv. Rear setback (south): 0 feet (seeking a variation)*
- (e) Building height: 60 feet
- (f) Off-street Loading: 1 (10 feet x 25 feet)

**Pursuant to Section 17-13-0303-D of the Chicago Zoning Ordinance, as part of this Type 1 Zoning Map Amendment, the Applicant seeks: (1) a variation to reduce the minimum rear setback for floors containing dwelling units from 30 feet to 0 feet; and (2) an administrative adjustment to reduce the required off-street automobile parking from 36 spaces to 11 spaces.*

The Applicant will comply with Section 17-3-0307 Exceptions of the Chicago Air Quality Ordinance should such provisions be determined as applicable.

Compliance with Specific Criteria for Transit-Served Locations (17-3-0308)

The Property is a transit-served location due to its proximity within 1,320 feet of the Western CTA bus line corridor roadway segment and 2,640 feet of the Western Avenue Metra rail station entrance.

New construction in the C1-3 Neighborhood Commercial District and located within 2,640 feet of a Metra rail station entrance must comply with the Specific Criteria for Transit-Served Locations set forth in Section 17-3-0308:

- 1. The project must comply with the applicable standards of Section 17-10-0102-B;*

The proposed development complies with the applicable standards of Section 17-10-0102-B. One bicycle parking space is provided per dwelling unit. The Property is located immediately on the Western Avenue CTA bus line corridor and within 2,640 feet of the Western Avenue Metra rail station entrance.

- 2. The project must comply with the standards and regulations set forth in Section 17-3-0504 pertaining to pedestrian streets and pedestrian retail streets;*

As depicted in the Type 1 plans, the proposed building meets the design standards set forth in Section 17-3-0504, including with respect to building location, transparency, location of doors and entrances, and parking location.

- 3. The project must comply 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 proposed development is a short walk from both Western Avenue bus line, which is served by the Western/49 and the Western Express/X49 routes, and the Western Avenue Metra station, which is served by the Milwaukee District North, Milwaukee District West, and North Central Service lines.

The CTA's Transit Friendly Development Guide ("**Development Guide**") does not establish a station area typology for the CTA bus stops or Metra stations near the proposed development. The Development Guide outlines general goals related to bus and Metra access. Specifically, the Development Guide explains that vacant parcels "offer an opportunity to reinforce and enhance a neighborhood's character...with transit friendly development" and that transit friendly development at bus locations is accomplished, in-part, when: (1) a bus facility facilitates travel throughout the region; (2) bus-served locations are destinations themselves, rather than mere transfer stops; and (3) bus service feeds other modes of transit.

The proposed development satisfies these goals by activating an underutilized site by replacing an existing Billboard Sign and otherwise vacant land with residential and active retail uses; facilitating intermodal travel throughout the Chicagoland region by increasing density and foot traffic near both CTA bus and Metra rail stations; and drawing residents and retail customers to a location that is a "destination" in its own right given its proximity to rapidly developing sections of the West Town, West Loop, and Ukrainian Village neighborhoods. The proposed development conforms to and advances the objectives of the Development Guide.

- 4. The Applicant will actively promote public transit and alternatives to automobile ownership through car sharing programs or other shared modes of transportation; and*

The Applicant proposes to provide approximately 36 secure bicycle parking spaces within the proposed building, thereby promoting bicycle use as an alternative to personal vehicle ownership. In addition, the

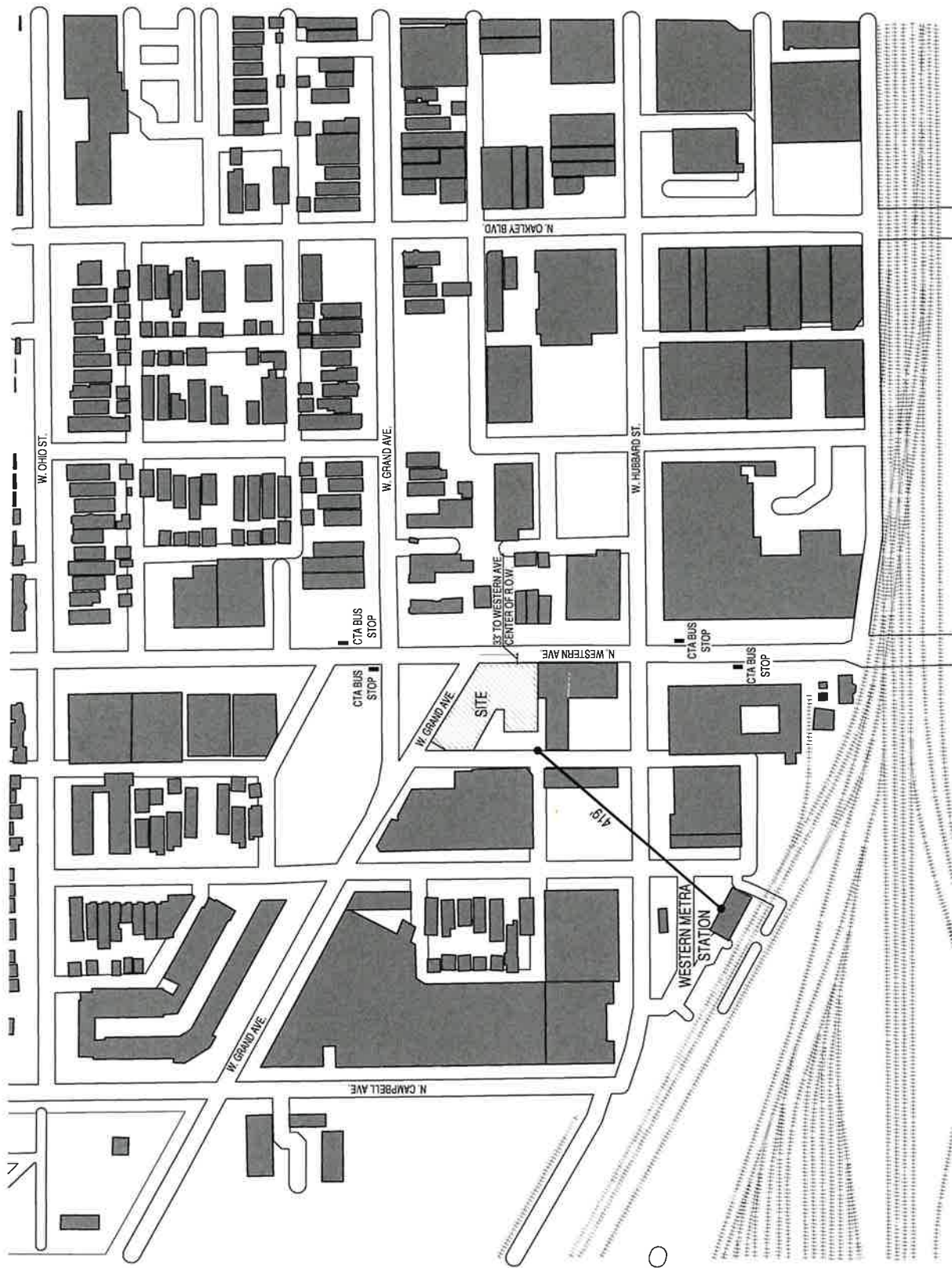
Property is located approximately 550 feet north of a Divvy bike-sharing station near the Western Avenue Metra station. The convenience of both secure bicycle storage and access to Divvy bicycle sharing will promote alternatives to car ownership.

5. *The requested reduction will be offset by 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, or other pedestrian amenities.*

The Applicant proposes to install a decorative planter along, and new trees within, the sidewalks abutting the Property. Furthermore, the Grand and Western Avenue facades of the proposed building will include levels of transparency in excess of the requirement under 17-3-0504-C.1, further improving the pedestrian experience at the Property.

Generally, the proposal will redevelop a transit-served and centrally-located site so as to better-facilitate pedestrian and transit usage. The site is currently improved with only the Billboard Sign. The development will replace the Billboard Sign with a mixed-use building that will increase the diversity of housing options near important transit infrastructure and expanding employment centers in the West Loop, River West, and Ukrainian Village. The proposed development will thereby facilitate access to housing within walking distance of some of the fastest-growing employment clusters in the City and region.

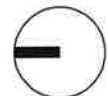
Finally, the availability of on-street parking in the vicinity of the project must also be considered when a transit-served location parking reduction is requested. There is ample street parking available on North Western Avenue to the east, on West Hubbard Street to the south, and on North Artesian Avenue to the west of the Property.



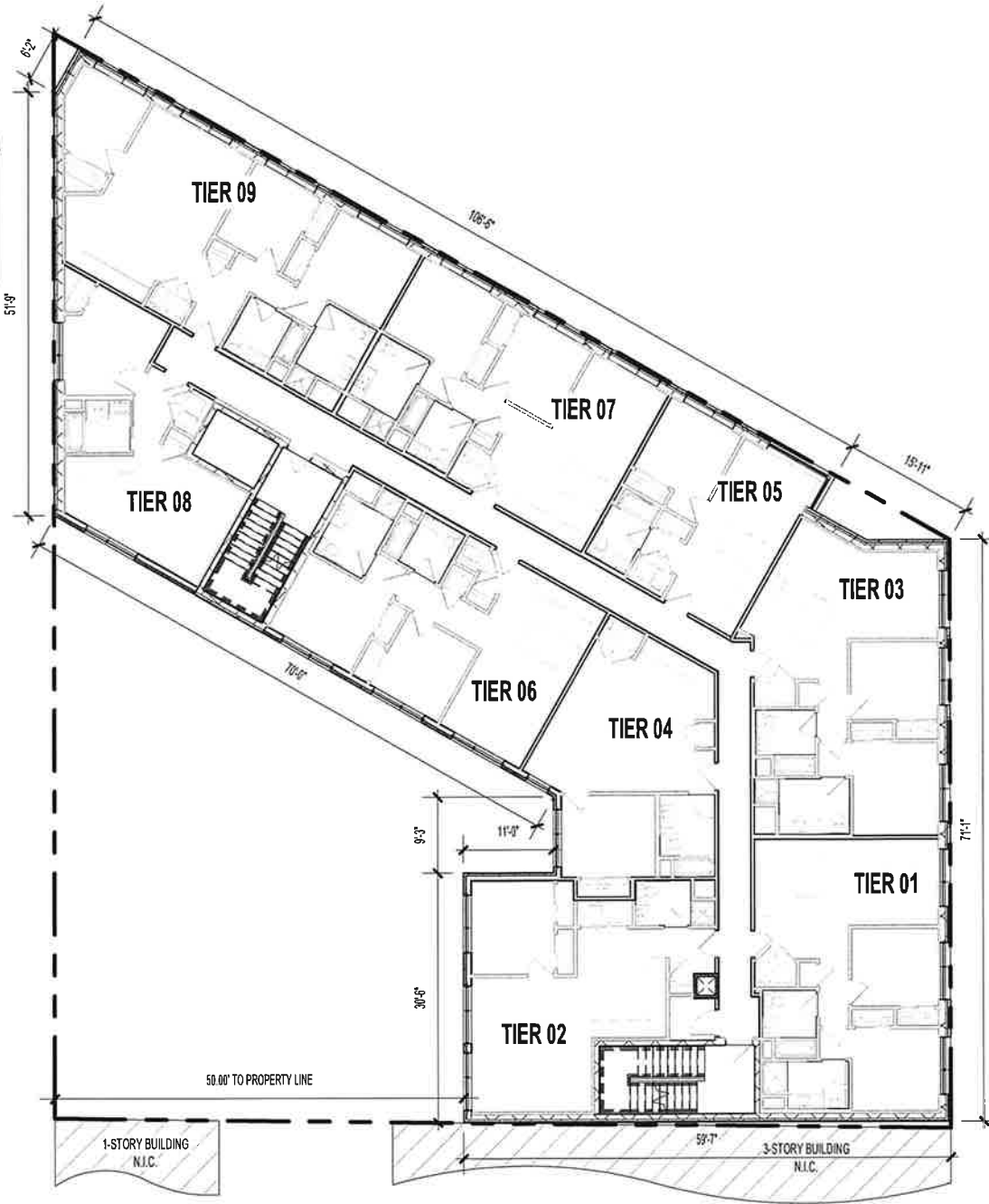
Western & Grand
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TOD Aerial Map
N.T.S.



16' PUBLIC ALLEY



N. WESTERN AVE.
TWO WAY TRAFFIC



CONCEPT SECOND THROUGH FIFTH FLOOR

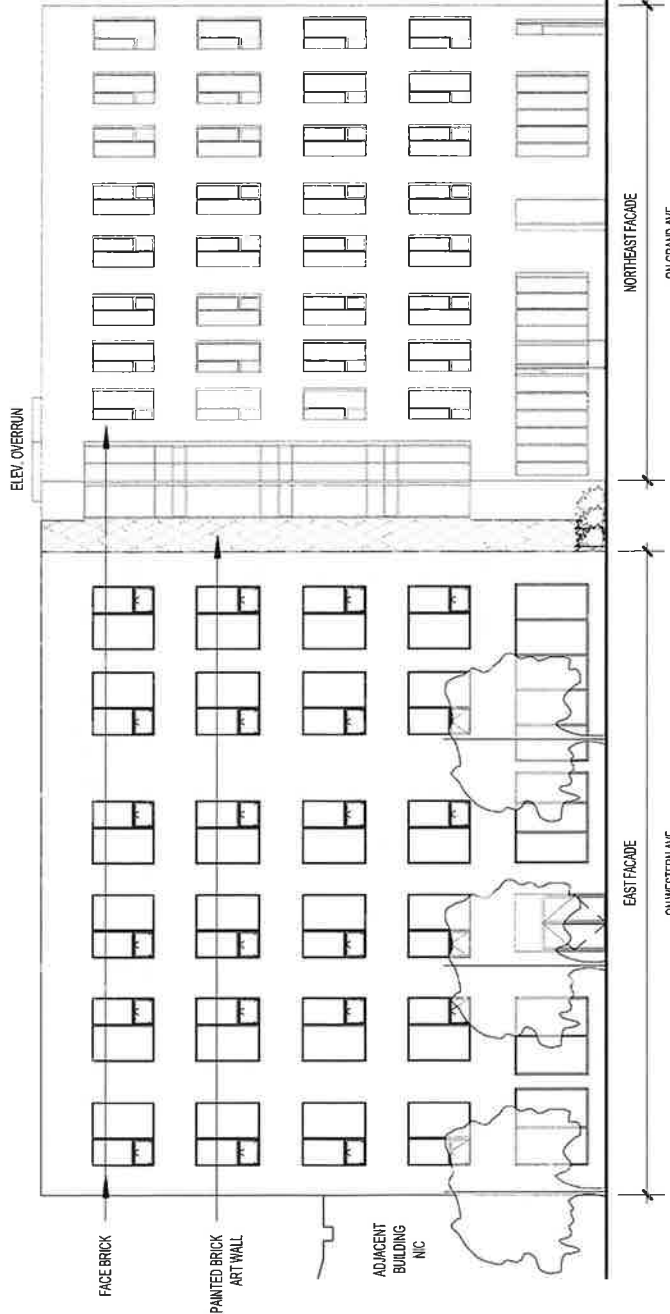
2405 W. GRAND AVE. CHICAGO IL 60612

SCALE: 1" = 20'-0"

03.27.2024



- T/ PARAPET 62'-8"
- T/ PROPOSED ROOF 59'-8"
- B/ ROOF (ZONING) 58'-0"
- 05 - FIFTH FLOOR 48'-0"
- 04 - FOURTH FLOOR 36'-4"
- 03 - THIRD FLOOR 24'-8"
- 02 - SECOND FLOOR 13'-0"
- 01 - FIRST FLOOR 0'-0"



PROPOSED 5-STORY
MIXED USE BUILDING

PEDESTRIAN STREET CALCULATIONS:
 TOTAL WALL AREA: 426 SF
 GLAZED AREA: 317 SF
 PERCENT GLAZED: 74.41%

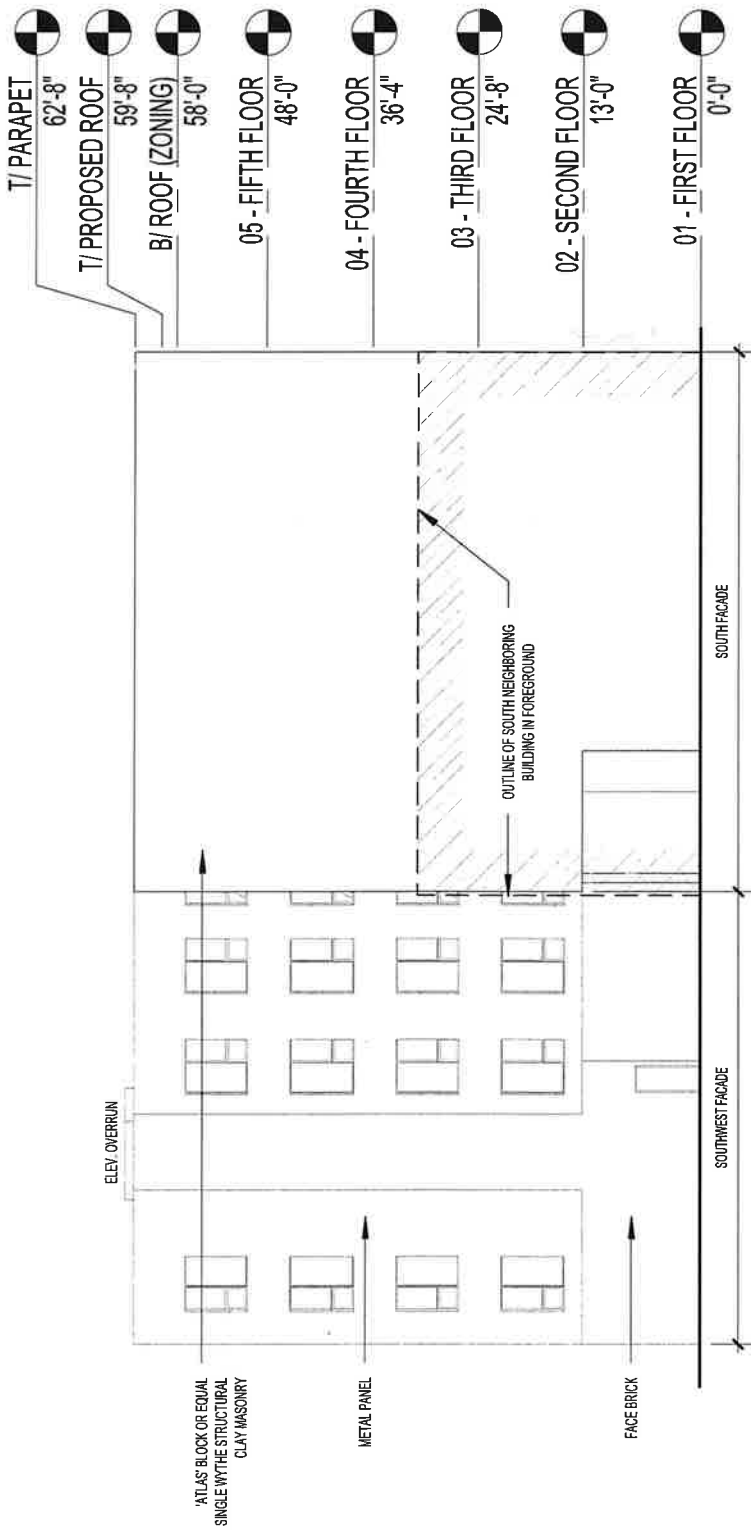


EAST ELEVATION

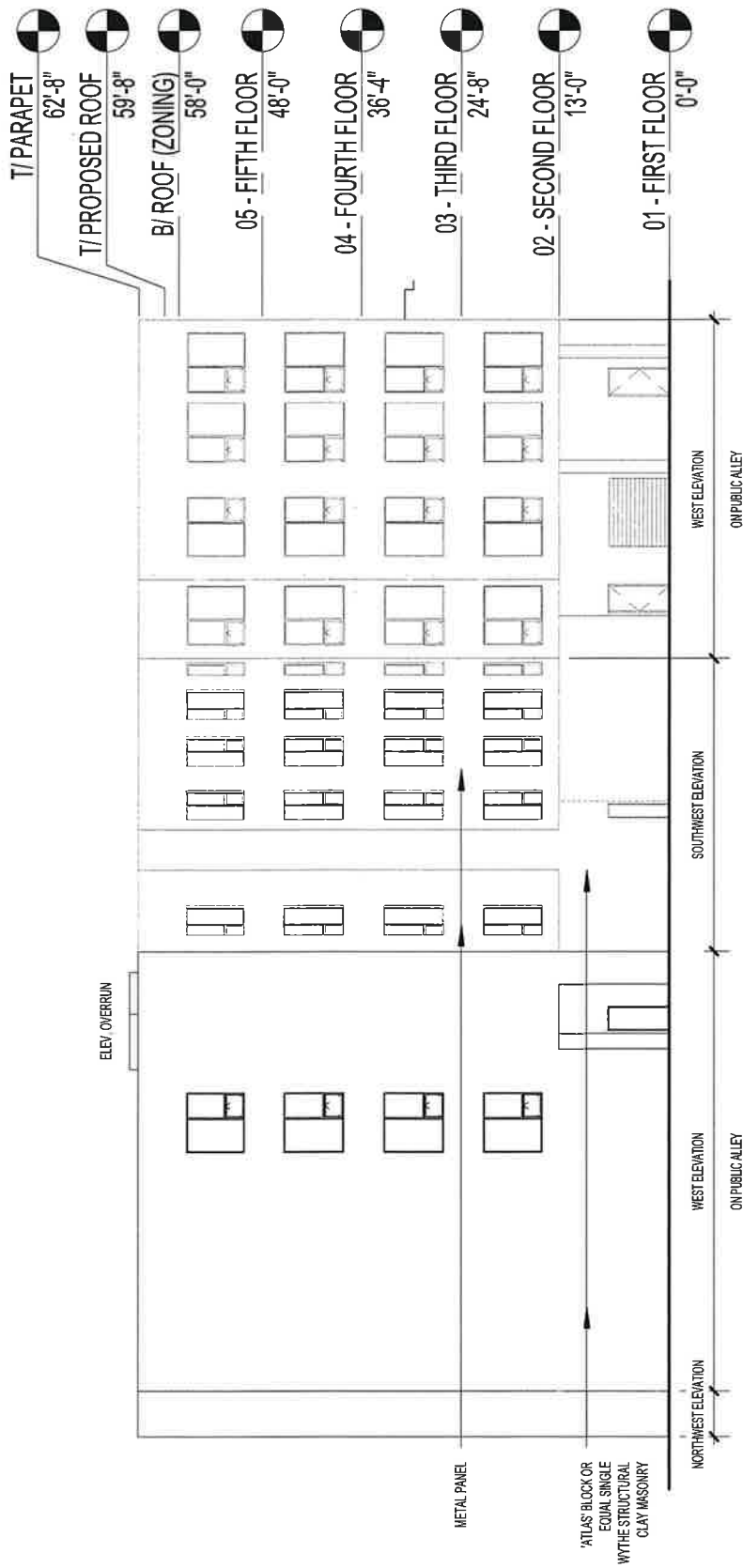
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