17-13-0303-C(1) Type 1 Narrative & Plans - 1227 W. Jackson Blvd., Chicago, IL

Proposed Zoning:

DR-3 Downtown Residential District

Lot Area:

4,450 sq. ft.

Proposed Land Use:

The Applicant is proposing to develop the subject property with a four-story residential building containing three (3) dwelling units. The proposed building will be masonry in construction and measure 52 ft.-6 inches in height. The proposed residential building be supported by three (3) off-street parking spaces. Pursuant to Type 1 Sec. 17-13-0303-D optional Administrative Adjustment and Variation, specifically Secs. 17-13-1003 and 17-13-1101 of the Chicago Zoning Ordinance, the Applicant is seeking to reduce the required front setback to zero, reduce the required rear setback to zero, increase the off-street parking ratio for a Transit Served Location to 100% (three off-street parking spaces for three residential units), Sec. 17-4-0504-B, C, D and Sec. 17-13-1101-A, to not comply with the building façade standards and main door and entrance standards on a Pedestrian Street, and to allow for driveway access on a Pedestrian Street at the rear of the subject lot.

- (A) The Project's Floor Area Ratio: 9,204 square feet (2.1 FAR)
- (B) The Project's Density (Minimum Lot Area Per D.U.): 1,483.3 square feet per D.U. (3 residential units proposed)
- (C) The amount of off-street parking: 3 parking space

*The subject property is a designated Transit Served Location (Racine CTA Blue Line Rail Station). Pursuant to Sec. 17-13-1003-EE, the Applicant is seeking to increase the required number of off-street parking spaces from 2 parking spaces to 3 parking spaces (100%).

(D) Setbacks:

a. *Front Setback: none

b. Side Setbacks:

West Side: none

East Side: none

c. *Rear Setback: none

(E) Building Height: 52 ft.-6 inches

^{*}Pursuant to Sec. 17-13-1101-B, the Applicant is seeking to reduce the required front setback to zero and reduce the required rear setback to zero.

Sec. 17-3-0308 Criteria for Transit-Served Locations - Supplemental Narrative Zoning Analysis

- 1. The subject property is a designated Transit Served Location per Sec. 17-10-0102-B because it is located within approximately 710 linear feet of the entrance to the CTA Train Station at Racine and within 1,415 linear feet of the W. Madison St. CTA Bus Line Corridor roadway segment. The proposed three (3) unit residential building will be supported by three (3) off-street parking spaces. Pursuant to Section 17-13-1003-EE, the Applicant is seeking to permit an increase in the number of required off-street parking spaces, from two (2) parking spaces to three (3) parking spaces.
- 2. The Applicant will be seeking relief from the requirements of Sec. 17-4-0504 for the location of the residential building on the subject lot. Although the building's front balcony wall is at the front property line, the proposed location of the main building door and entryway require variations from Secs. 17-4-0504-B and 17-4-0504-D.
- 3. The Transit Friendly Development Guide defines 'transit friendly development' as development which is oriented towards and integrated with adjacent transit. The proposed multi-unit residential building incorporates accessibility and connectivity mass transit based on its location near both the CTA Train Station at Racine and the W. Madison St. bus route. The Applicant believes the project will help improve the pedestrian way along W. Jackson Blvd. for residents and other commuters traveling in the subject area.
- 4. The proposed residential building will contain three (3) dwelling units that will be supported by three (3) off-street parking spaces. The Applicant is seeking administrative approval to permit the parking increase pursuant to the eTOD Ordinance.
- 5. The Applicant believes the proposed residential building will provide appropriate density in the West Loop neighborhood. Based on the subject property's proximity to a designated bus route (W. Madison St. CTA Bus Line) and train station (CTA Racine Train Station), and its offer of 1:1 off-street vehicle parking, the Applicant believes the project provides transit options and otherwise complies with the Travel Demand Study and Management Plan rules promulgated by the Department of Transportation by serving an area in need.









