

**NARRATIVE AND PLANS
IN SUPPORT OF AN APPLICATION FOR A TYPE I MAP AMENDMENT
OF THE CITY OF CHICAGO ZONING MAP
FOR THE PROPERTY COMMONLY KNOWN AS 500 WEST 26TH STREET**

Applicant seeks a Type I Map Amendment of the City of Chicago Zoning Map from the current RS 3 District to that of a B2-3 District for the property commonly known as 500 West 26th Street. The site is a vacant lot whose total lot area is approximately 7,702 square feet. Applicant seeks to improve the currently vacant site with one new construction, four story building, with penthouse, containing fourteen residential dwelling units and 14 on site parking spaces.

The subject site is a corner lot. It is adjoined directly to the south by a two story, two-unit residential unit building. Multiple buildings on the even side of the 500 block of West 26th Street are three stories in height with higher ground floors due to commercial or previous commercial uses. All have multiple dwelling units above the ground floor. The building directly across West 26th Street is of similar character to those on the even side of the block. However, the site also has a commercial sign attached to a pole of sufficient height that it is viewable from the nearby expressway.

The following is a list of the proposed bulk and density of the development:

Lot Area:	approximately 7,702 square feet (61.5 x 125.25)
Density:	14 residential dwelling units
Lot Area Per Unit:	approximately 550 square feet
Off Street Parking:	14 spaces*
Height:	approximately 39 feet
Floor Area:	approximately 18,948.51 square feet
Floor Area Ratio:	approximately 2.46
Front (south) Setback:	1.025 feet
Rear (north) Setback:	30 feet 3 inches
East Side Setback:	0 feet
West Side Setback:	3 feet 6 inches

*seeking 17-13-0303-D optional Administrative Adjustment specifically to allow 100% of the required parking as per section

**The Applicant will comply with Section 17-3-0307 exception to the Chicago Air Quality Ordinance should such provisions be determined as applicable

17-3-0308 Specific Criteria for Transit-Served Locations. In 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](#);

Applicant will comply with all applicable standards should such provisions be deemed applicable.

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 subject property is subject to the pedestrian street criteria and must comply with the standards of section 17-3-0504 as deemed applicable.

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 subject is served by the Halsted-Orange Line CTA station which is a Local Activity Center. LC anticipate higher density uses, which is proposed by this project. Therefore, the project complies with criterion #3.

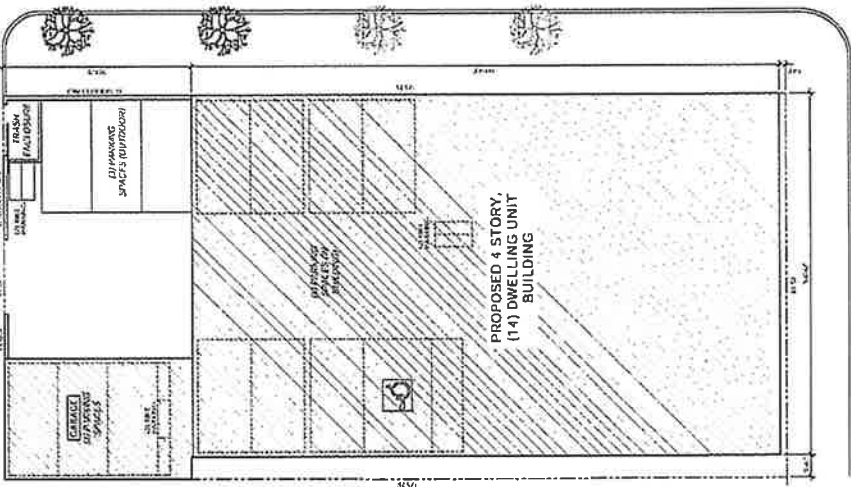
4. *Residential building* projects shall not have a number of parking spaces in excess of 50% of the Minimum Automobile Parking Ratio for the applicable district listed in Section [17-10-0207](#) with any fractional result rounded up to the next higher whole number, unless additional parking spaces are approved as an *administrative adjustment* under the provisions of Section [17-13-1003-EE](#); and

The proposal is a residential building as contemplated by 17-10-0207. The proposal will comply with the requirements of an Administrative Adjustment, as it provides 100% of the required parking.

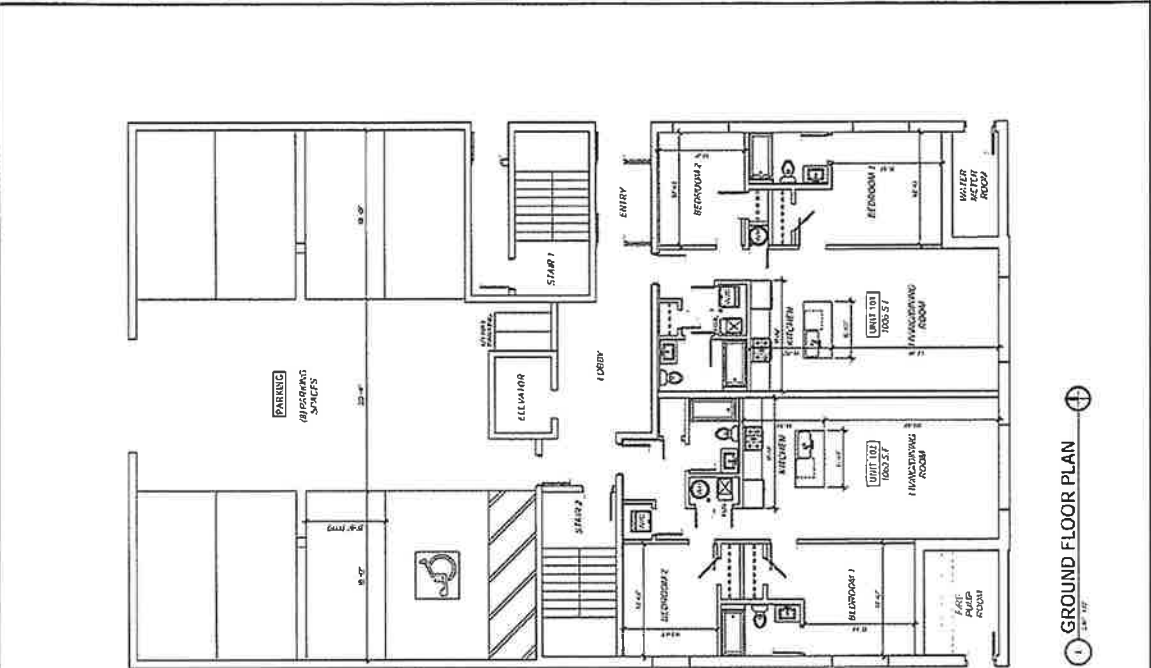
5. The project complies with the Travel Demand Study and Management Plan rules of the Chicago Department of Transportation. The City's Commissioner of Transportation is authorized to issue Travel Demand Study and Management Plan rules consistent with this section.

The proposal creates residential density within walking distance of public transportation. Therefore the project complies with criterion #5

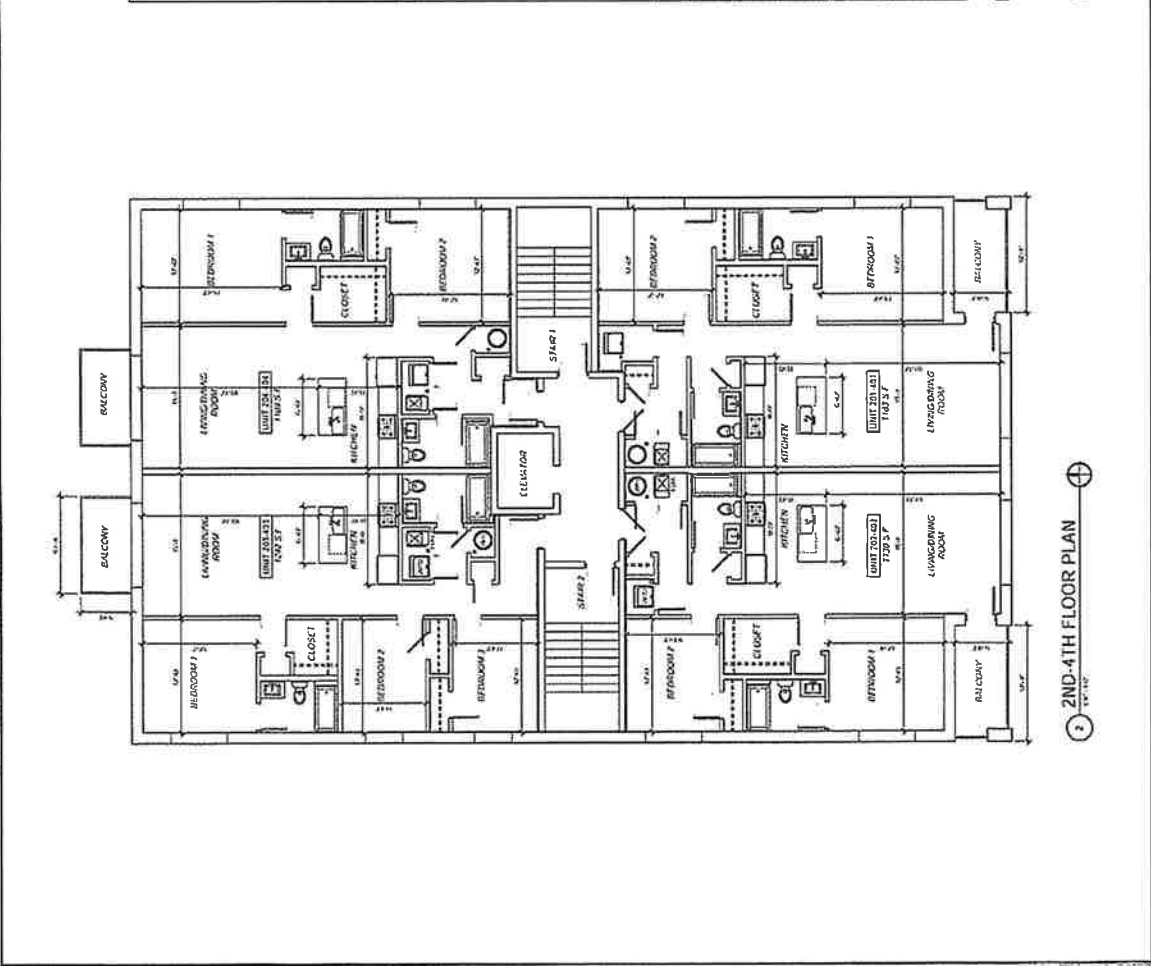
DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
CONCRETE	1000	1.50	1500.00
STEEL	500	2.00	1000.00
BRICK	2000	0.50	1000.00
GLASS	100	10.00	1000.00
MECHANICAL	100	10.00	1000.00
ELECTRICAL	100	10.00	1000.00
PLUMBING	100	10.00	1000.00
PAINT	1000	1.00	1000.00
LANDSCAPE	100	10.00	1000.00
CONCRETE	1000	1.50	1500.00
STEEL	500	2.00	1000.00
BRICK	2000	0.50	1000.00
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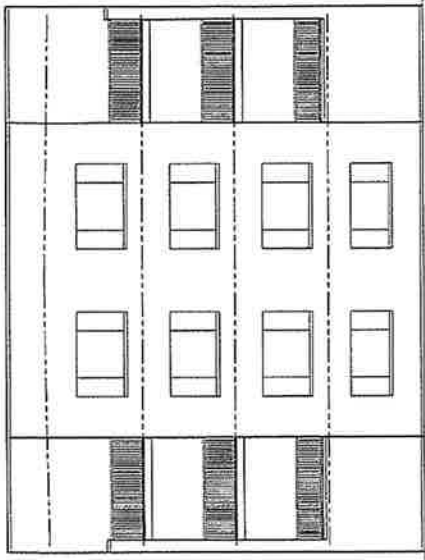
14 PUBLIC ALLEY
 1st NORMAL AVE
 W 26th St
 1 SITE PLAN
 11/15/10



1 GROUND FLOOR PLAN



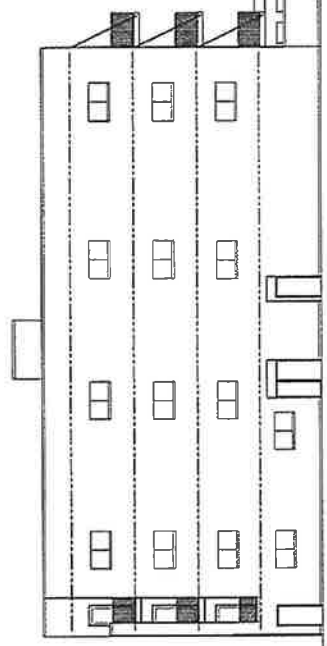
2 2ND-4TH FLOOR PLAN



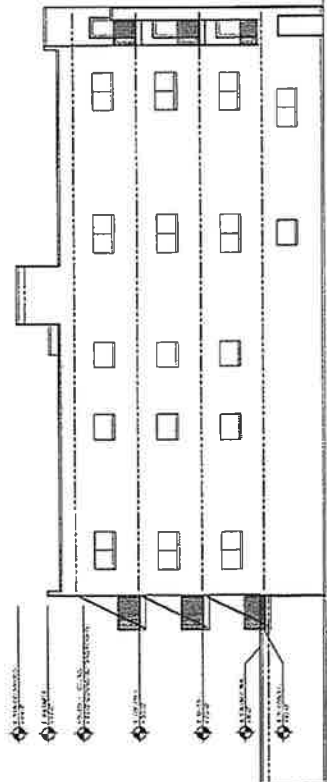
1 FRONT ELEVATION
1/4" = 1'-0"



4 REAR ELEVATION
1/4" = 1'-0"



2 RIGHT ELEVATION
1/4" = 1'-0"



3 LEFT ELEVATION
1/4" = 1'-0"