

17-13-0303-C (1) Type 1 Narrative & Plans - Zoning Map Amendment
4456-4458 North Western Avenue, Chicago, Illinois

Proposed Zoning: B2-3 Neighborhood Mixed-Use District

Lot Area: 5,356.80 square feet

Proposed Land Use: The Applicant is seeking an elective *Type 1 Zoning Map Amendment* with *Administrative Adjustment* relief, pursuant to Section 17-13-0303-D of the Chicago Zoning Ordinance, in order to permit the construction and occupancy of a new five-story nine-unit *mixed-use* building, with onsite accessory parking for eight automobiles, at the subject property. The programming for the proposed new development calls for the establishment of a single “*business live/work unit*” (1,308 square feet) on the ground floor – fronting Western Avenue and wrapping along the Sunnyside Avenue corner, thereby activating both public ways. The 2nd through 5th Floors of the proposed new building will feature a total of eight (8) *dwelling units* – two units, stacked side by side, per floor. There will be interior parking for a total of eight (8) automobiles and at least (8) eight bicycles situated within the rear of the ground floor, with access directly off of the Public Alley. The new proposed improvements will be masonry in construction, with the building measuring 54 feet-10 inches in height.

- (A) The Project’s Floor Area Ratio: 16,057 square feet square feet (3.0 FAR)
- (B) The Project’s Density (Lot Area Per Dwelling Unit): 9 dwelling units (595.2 square feet per dwelling unit)
- (C) The amount of off-street parking: *8 total automobile spaces; 8 bicycle spaces

*The Applicant is seeking an *Administrative Adjustment* to increase the *Minimum Automobile Parking Ratio* for this *Transit-Served Location (TSL)*, from four parking spaces (50%) to eight parking spaces (88%), so that the residents of each of the proposed three-bedroom “market-rate” *dwelling units* will have secured parking for their own personal vehicle, pursuant to Sections 17-3-0308(4) and 17-13-1003-EE of the Zoning Ordinance. Based on market demand and community feedback, the proposed new large format (‘family-oriented’) units will be offered for-sale as “condominiums.” The market data for this neighborhood clearly shows that all owner-occupied units of this size/format are deeded at least one off-street parking space and similar units without such accommodations are unviable. *[Pursuant to ongoing collaboration with the Alderman and Community Organization(s), this unit is intended to be leased to a single local business owner, at an “affordable” price, who does not rely on private automobile ownership for transport and therefore does not necessitate off-street parking accommodations.]

- (D) Setbacks: a. Front Setback: 0 foot-4 inches
b. *Rear Setback: 24 feet-4 inches

*The Applicant is seeking an *Administrative Adjustment* to reduce the required *rear setback* for *residential* use by not more than 50% - from 30 feet to 24 feet-4 inches, pursuant to Section 17-13-1003-I of the Zoning Ordinance. The proposed 20% (5 feet-8 inches) reduction of the required *rear setback* is necessary to overcome the significantly *substandard lot depth* plaguing the subject site, which such menacing topographic condition (*hardship*) prevents the Applicant from constructing a strictly code-compliant multi-unit *residential* building that features functional and ‘standard’ sized floor plates. The Applicant designed the proposed new multi-family building with considerable deference to the immediately adjacent improvements, and – too, drawing inspiration from the character and functionality of the other buildings that comprise the subject block, almost all of which such other buildings enjoying similar reduced *rear yard depths*. *[The footprints of ALL - but one of the buildings that comprise the subject block of Western Avenue - west side, occupy the entire depth of their respective site – i.e., ZERO rear setback.]

- c. Side Setbacks:
North: 0 feet-1 3/16 inches
South: 0 feet-0 inches

- (E) Building Height: 54 feet-10 inches (*underside of roof truss*)

COMPLIANCE WITH SECTION 17-3-0308: Specific Criteria for Transit-Served Locations

In all 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.

The project calls for the construction and occupancy of a new five-story *mixed-use* development at the subject property, which such property qualifies as a *Transit-Served Location* (TSL) due to its proximity to the *Western Avenue Metra Station*. The ground floor of the new proposed development will feature a 1,308 square feet *business live/work unit* – fronting on Western Avenue and wrapping along the Sunnyside Avenue corner, so to fully activate both street-facing frontages with a new local venture and residence. The programming for the upper (2nd through 5th) floors of the new development calls for the establishment of eight (8) new three-bedroom *dwelling units* – two units, stacked side by side, per floor, maintaining meaningful around-the-clock activation of this vital corner, which serves as a seamless transition from bustling Western Avenue to the lower density *residential* properties lining Sunnyside and the abutting non-commercial streets. Rounding out the ground floor is an attached garage that will accommodate interior parking for eight (8) automobiles and storage for at least eight (8) bicycles and scooters, access to which will be through the shared Public Alley running along the south end of the site. Such proposed parking accommodations represents just about a 12% *reduction* in the otherwise minimum required one-to-one automobile parking ratio for *residential uses*, and which such reduction is encouraged and allowed pursuant to Sections 17-3-0308 and 17-10-0102-B(1) of the current *Zoning Ordinance*. The *Bike Storage Room* will be for the exclusive use of the residents of the building for their personal bicycles and scooters. Additional bicycle racks are also located on the public way(s) (sidewalk) in front of and surrounding the subject site. Toward all of these very same ends, ALL eight (8) of the off-street parking spaces will be supported by electric vehicle supply equipment (EVSE), in an effort to further reduce the carbon footprint of the new development, while allowing families the security of having one personal vehicle. The roof of the new building will also feature over 800 square feet of “green elements” (including green turf tiles).

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 design for the proposed *mixed-use* development establishes full time activation of the entirety (+/- 49 feet) of the *commercial/retail* street-facing façade along the front property line (Western Avenue) and an additional +/- 25 feet of street-facing frontage along the north side (Seeley Avenue), directly abutting the sidewalk, with two pedestrian entrances to the *business live/work unit* directly off of the sidewalk, one of which holding the hard (northwest) corner of the site, where Western Avenue meets Sunnyside Avenue.

There will be a secondary pedestrian entrance serving only the upper floor *residential* areas of the building located off of Sunnyside Avenue, the entire frontage of which building façade also abuts the sidewalk, but/for the entrance that is recessed slightly to provide a more private entryway for residents and their guests. All Such pedestrian entrances - for both the *live/work space* and the *residential spaces*, do NOT exceed 12 feet of the width of the respective corresponding façades, and – too, do NOT exceed one-story in height. In addition to these general features, the design calls for over 60% (393.7 square feet > 380.4 square feet) of the Sunnyside Avenue street facing façade to be comprised of *transparent* non-reflective windows and/or doors, while the Applicant is seeking an *Administrative Adjustment* for a modest reduction in the 60% *transparency* requirement for the Western Avenue street-facing façade – from 165 square feet to 125 square feet, so to allow for the introduction of some traditional masonry and stone architectural elements, desired by the community, to preserve the unique character of this segment of Western Avenue, which is directly across the street from *Welles Public Park and Recreational Facility* and which melds the varying mix of *residential* uses that define this part of the neighborhood. *[*The former auto repair facility that once occupied this property was over 90% masonry on BOTH street-facing facades - Western Avenue and Sunnyside Avenue.*] Lastly, yet relatedly, all of the required off-street *parking* will be located wholly within the four-corners of the 1st Floor of the proposed building (*garage*) – at the rear (off the Public Alley), so to NOT be visible from Western Avenue or Sunnyside Avenue (*public ways*). Vehicular access to such parking will be accommodated via the Public Alley that runs along the “rear” (south side) of the site.

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 *Transit Friendly Development Guide* defines ‘transit friendly development’ as *[d]evelopment which is oriented towards and integrated with adjacent transit*. By way of relevant example, the proposed new development incorporates pedestrian accessibility and connectivity just over 1,100 linear feet from the entrance to the *Western Avenue Metra Station* and directly on one of the City’s most exploited *CTA Bus Routes*, the future plans for which such traditionally automobile-intensive thoroughfare calls for the inclusion of a fully designated and functioning “protected bicycle lane” by and through the Chicago Department of Transportation (CDOT). [*Western Avenue Corridor Study*] The proposed mixed-use development will also be activating almost 50 feet of significant, presently and perpetually dormant, street frontage along Western Avenue and an additional over 108 feet of frontage along Sunnyside Avenue, directly across the street from the community’s most patronized public parks and recreational facilities – *welles Park*, that provides after-school and summertime activities and enrichment to the plentitude of families and residents that comprise this close-knit neighborhood. With these same intentions in mind, the proposed *business live-work unit* was the result of many months of collaboration with the Alderman and community liaisons – including the local Chamber of Commerce, toward providing an opportunity for a local entrepreneur to affordably maintain roots in the community, while serving the many residents that similarly call this neighborhood “home.” Accordingly, this *unit* is intended to be occupied by a single individual who is not reliant on private automobile ownership and who lives a very environmentally conscientious lifestyle.

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.**

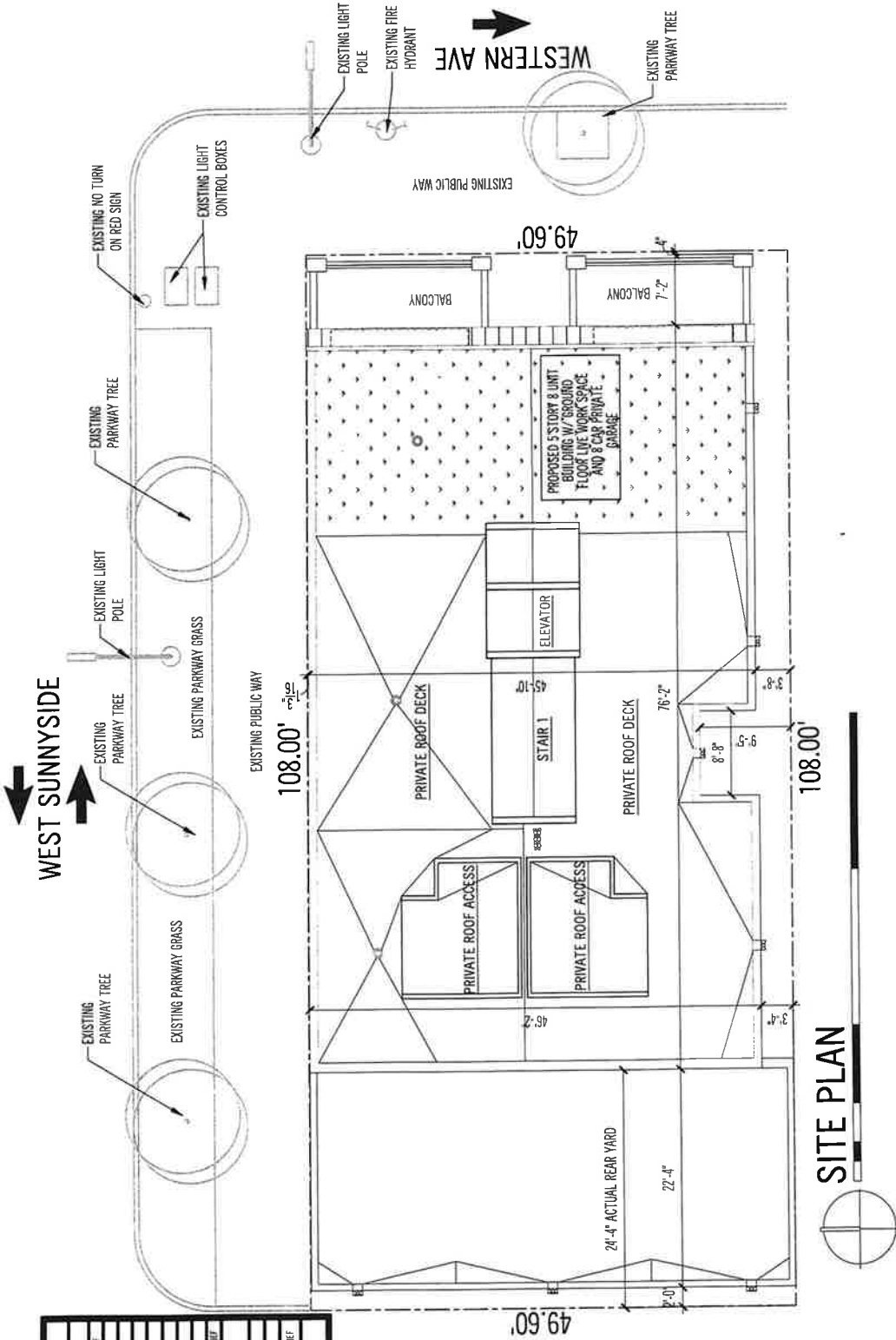
The Applicant is seeking an *Administrative Adjustment* to increase the *Minimum Automobile Parking Ratio* for this *Transit-Served Location (TSL)*, from four parking spaces (50%) to eight parking spaces (88%), so that the residents of each of the proposed three-bedroom “market-rate” *dwelling units* will have secured parking for their own personal vehicle, pursuant to Sections 17-3-0308(4) and 17-13-1003-EE of the Zoning Ordinance. Based on market demand and community feedback, the proposed new large format (‘family-oriented’) units will be offered for-sale as “condominiums.” The market data for this neighborhood clearly shows that all owner-occupied units of this size and format are deeded at least one (1) off-street parking space and similar units without such accommodations are commercially unviable. *[Pursuant to ongoing collaboration with the Alderman and Community Organization(s), this business live/work unit is specifically intended to be leased to a single local business owner who does not rely on private automobile ownership for transport and does not necessitate off-street parking accommodations.]

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.**

In a direct and deliberate effort to promote public forms of transportation, and – too, to mitigate vehicular congestion and traffic in this pedestrian-oriented neighborhood, while still balancing the express interests and demands of the existing residents of the community, the proposed new development will provide one (1) designated off-street *parking* space for every one (1) three-bedroom ‘family-oriented’ owner-occupied *dwelling unit*. These fundamental conditions should (and have been shown to) inherently dissuade families who require and/or rely on more than one personal automobile from purchasing a unit within the proposed new building, thereby attracting those residents who desire to rely on public and/or non-vehicular (carbon-neutral) forms of transit, including electric vehicles. Accordingly, ALL eight (8) of the off-street parking spaces will be supported by electric vehicle supply equipment (EVSE), so to accommodate for electric vehicles, in an effort to further reduce the carbon footprint of the new development, while allowing families the security of having one personal vehicle. As well, the proposed development includes a sizeable *Bike Storage Room* within the ground floor that can accommodate secure interior parking for at least eight (8) bicycles and/or scooters. Beyond these onsite accommodations, there are additional bicycle racks located on the sidewalk in front of and surrounding the subject site and the Applicant is committed to working with the local Alderman and representatives from the CTA and CDOT, toward providing additional public bicycle racks and/or *Divvy Stations*, should such improvements be desired. In further effort to promote more reliance on the City’s bountiful public transit, the Applicant is also committed to working with the local Alderman and the CTA toward installing electronic CTA trackers within the common areas of the development, to allow for more efficient and enjoyable trip planning.

**Pursuant to the recently ratified City of Chicago – Travel Demand Study & Management Plan (TDM), the Applicant will submit the corresponding Site Plan and Project Narrative to the Chicago Department of Transportation (CDOT) Plan Review Committee for a (Tier 1) determination as to any additional requirements that may be deemed necessary to ensure compliance with all such standards and guidelines.*

CITY OF CHICAGO ZONING DATA PER BUILDING		
CATEGORIES	REQUIRED	ACTUAL
ZONING CLASS	514	80.3 FT ZONING RELIEF
COMBINED ON-GROUND FLOOR LOT AREA	125 30 FT.	125 30 FT.
LOT AREA	5358.8 SQ. FT.	5358.8 SQ. FT.
WINDOW LOT AREA PER UNIT	5397.400 - 11 UNITS	9 UNITS
FLOOR AREA	535 X 110 - 1068 SQ. FT.	11,007 SQ. FT.
FRONT YARD	8'-0"	8'-4"
SIDE YARD	NORTH	0'-1.375'
	SOUTH	0'-0"
REAR YARD	30'-0"	31'-4" BY ZONING RELIEF
HEIGHT ALLOWED WITH ZONING RELIEF	55'-0"	54'-0"
BIKE PARKING	1	1
ELECTRICAL CAR SPACES	2	2
FORESTING STREET TRANSPARENCY	165.0 SQ. FT.	165.0 SQ. FT. BY ZONING RELIEF
FORESTING STREET TRANSPARENCY	380.4 SQ. FT.	380.4 SQ. FT.



SITE PLAN



2453 S. ARCHER AVE
UNIT C
CHICAGO, IL 60608
P. 312.842.2225
F. 312.842.2253

04-02-2024
02-22-2024
08-13-2023
05-20-2023

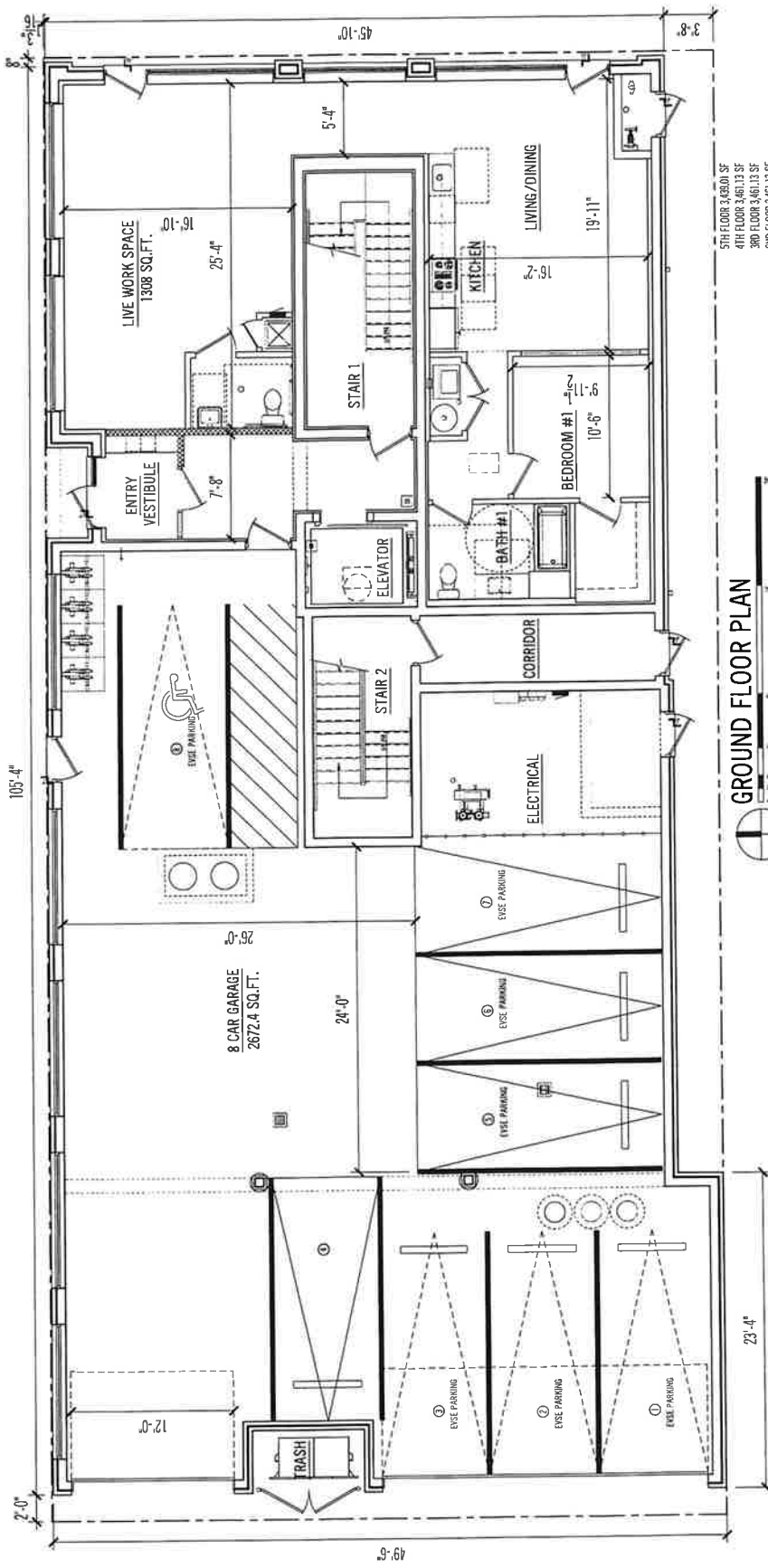
DEVELOPER:
PREMISES:
4456 N. WESTERN AVE. CHICAGO, IL

SHEET NUMBER
00

PROJECT DESCRIPTION
FIVE STORY 8 UNIT BUILDING
OVER LIVE WORK SPACE

SHEET DESCRIPTION
SITE PLAN AND MATRIX





5TH FLOOR 3,490.01 SF
 4TH FLOOR 3,461.13 SF
 3RD FLOOR 3,461.13 SF
 2ND FLOOR 3,461.13 SF
 1ST FLOOR 2,188.89 SF
 TOTAL = 16,012.29 SF
 FAR = 16,012.29 SF

GROUND FLOOR PLAN
 1/8" = 1'-0"
 (GROSS AREA 4,800 SQ' - GARAGE 2,672.41 SF = 2,127.59 SF)

SHEET NUMBER
01

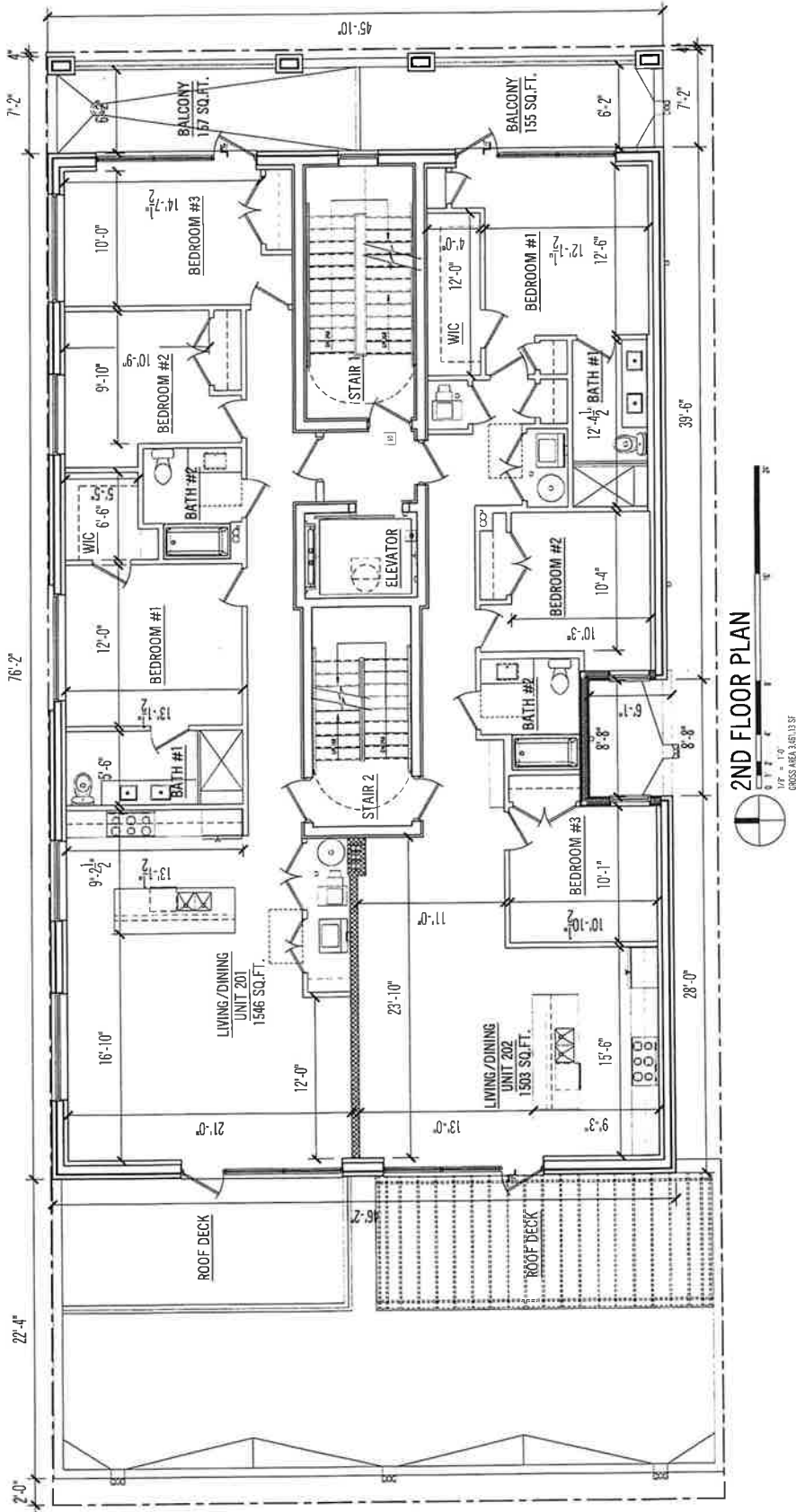
SHEET DESCRIPTION
 GROUND FLOOR PLAN

PROJECT DESCRIPTION
 FIVE STORY 8 UNIT BUILDING
 OVER LIVE WORK SPACE

DEVELOPER:
 PREMISES:
 4458 N. WESTERN AVE. CHICAGO, IL.

SUBMITTAL DATES
 REVISED PER COMMENTS 04-02-2024
 REVISED PER COMMENTS 02-22-2024
 COMMUNITY ORGANIZATION 08-13-2023
 ZONING SUBMITTAL 08-20-2023

2453 S. ARCHER AVE
 UNIT C
 CHICAGO, IL 60608
 P. 312.842.2295
 F. 312.842.2233



2ND FLOOR PLAN



1/8" = 1'-0"
GROSS AREA, 348,113 SF

2453 S. ARCHER AVE
UNIT C
CHICAGO, IL 60608
P. 312.842.2275
T. 312.842.2233



SUBMITTAL DATES

REVISED PER COMMENTS 04-02-2024
REVISED PER COMMENTS 02-22-2024
COMMUNITY ORGANIZATION 08-13-2023
ZONING SUBMITTAL 03-20-2022

DEVELOPER:

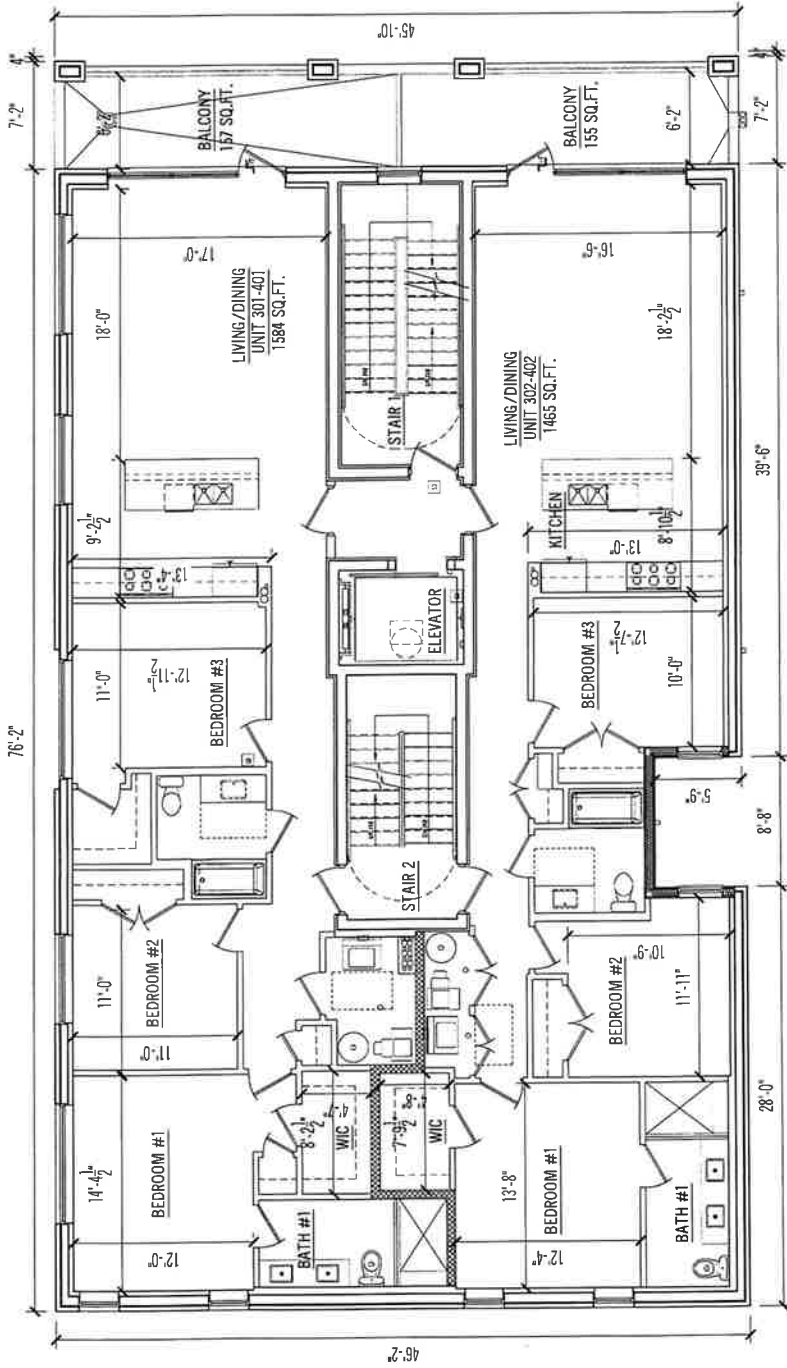
PREMISES:
4456 N. WESTERN AVE. CHICAGO, IL.

PROJECT DESCRIPTION
FIVE STORY 8 UNIT BUILDING
OVER LIVE WORK SPACE

SHEET DESCRIPTION
2ND FLOOR PLAN

SHEET NUMBER

02



3RD & 4TH FLOOR PLAN



2453 S. ARCHER AVE
 UNIT C
 CHICAGO, IL 60608
 p. 312.842.2225
 f. 312.842.2253

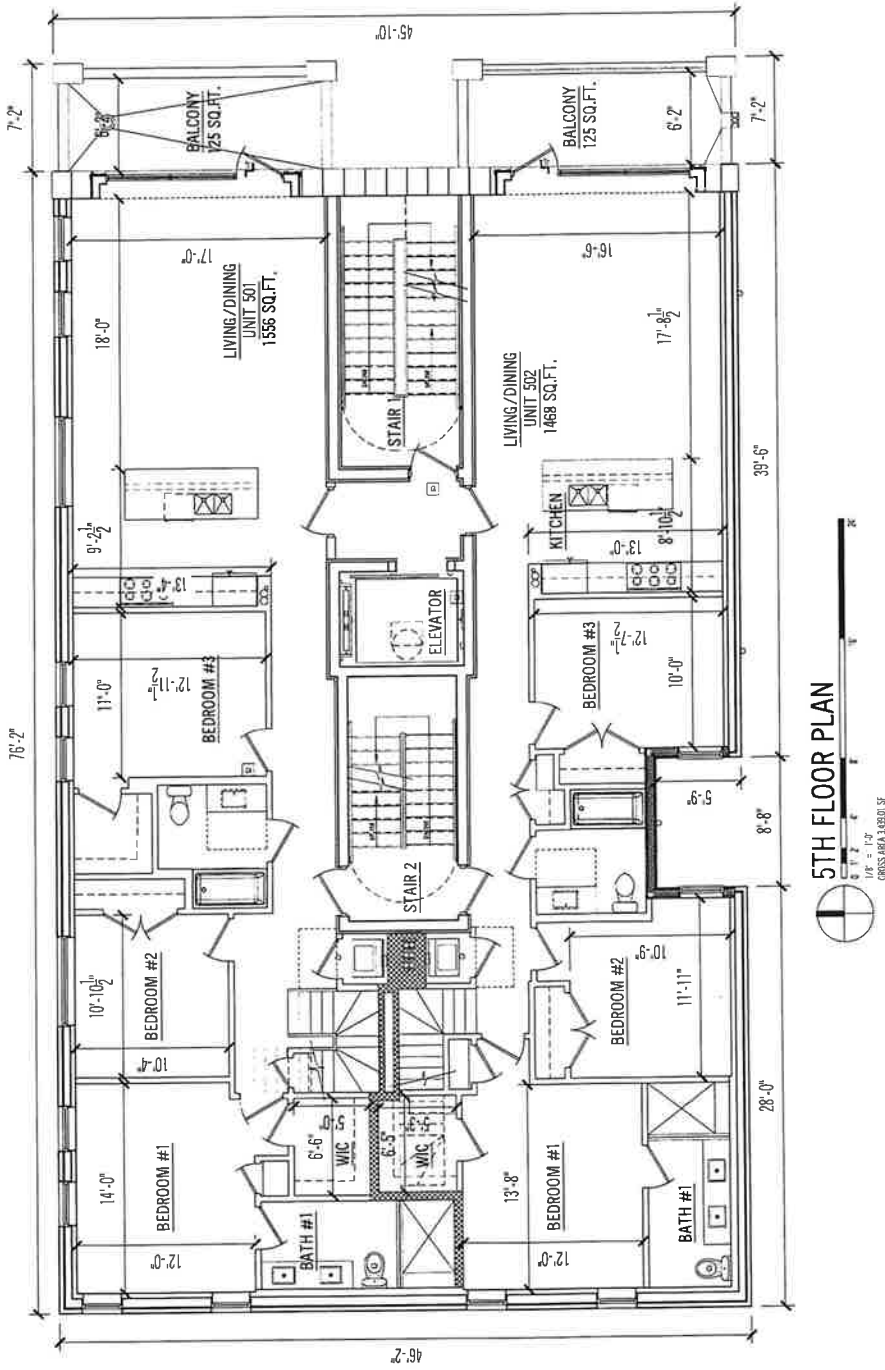
SUBMITTAL DATES	
REVISED PER COMMENTS	04-02-2024
REVISED PER COMMENTS	02-22-2024
COMMUNITY ORGANIZATION	08-13-2023
ZONING SUBMITTAL	09-20-2022

DEVELOPER:
 PREMISES:
 4456 N. WESTERN AVE. CHICAGO, IL

PROJECT DESCRIPTION
 FIVE STORY 8 UNIT BUILDING
 OVER LIVE WORK SPACE

SHEET DESCRIPTION
 3RD & 4TH FLOOR PLAN

SHEET NUMBER
 03



2453 S. ARCHER AVE
 UNIT C
 CHICAGO, IL 60608
 P. 312.847.2225
 F. 312.847.2233



SUBMITTAL DATES

REVISED PER COMMENTS 04-02-2024
 REVISED PER COMMENTS 02-22-2024
 COMMUNITY ORGANIZATION 08-13-2023
 ZONING SUBMITTAL 05-20-2022

DEVELOPER:

PREMISES:
 4456 N. WESTERN AVE. CHICAGO, IL.

PROJECT DESCRIPTION

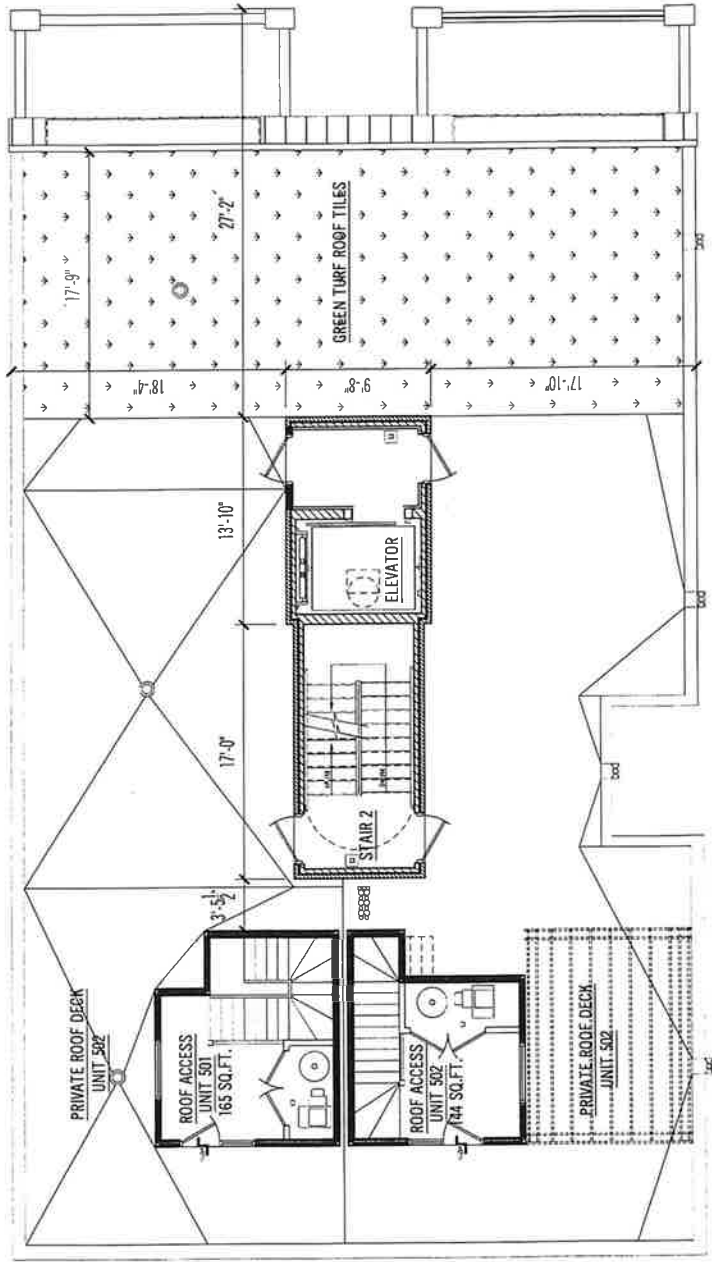
FIVE STORY 8 UNIT BUILDING
 OVER LIVE WORK SPACE

SHEET DESCRIPTION

5TH FLOOR PLAN

SHEET NUMBER

04



2453 S. ARCHER AVE
 UNIT C
 CHICAGO, IL 60608
 P. 312.842.2255
 F. 312.842.2253

SUBMITTAL DATES
 REVISOR PER COMMENTS 04-02-2024
 REVISOR PER COMMENTS 02-22-2024
 COMMUNITY ORGANIZATION 08-13-2023
 ZONING SUBMITTAL 08-20-2022

DEVELOPER:
 PREMISES:
 4456 N. WESTERN AVE. CHICAGO, IL.

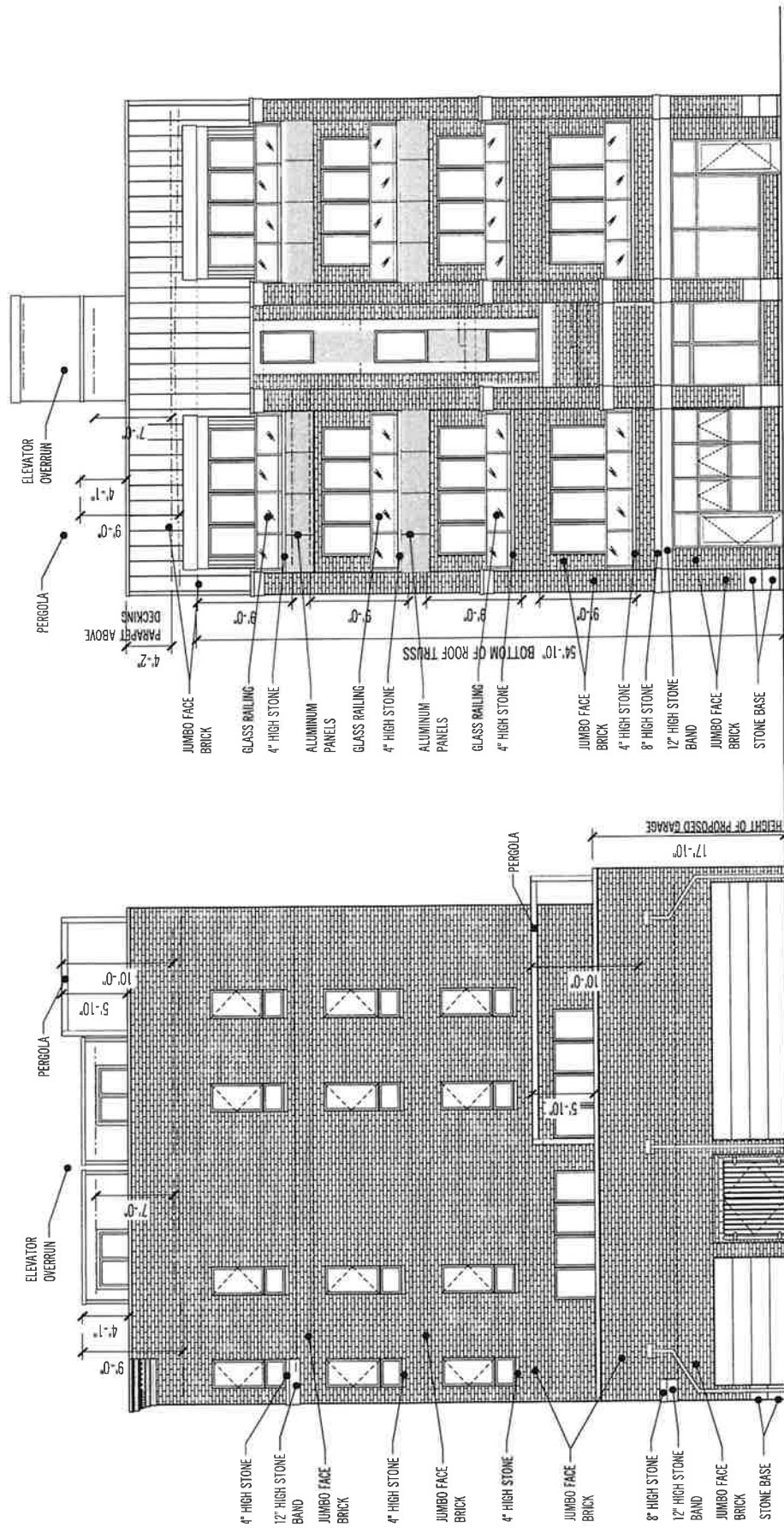
PROJECT DESCRIPTION
 FIVE STORY 8 UNIT BUILDING
 OVER LIVE WORK SPACE

SHEET DESCRIPTION
 ROOF PLAN

SHEET NUMBER

05





WEST ELEVATION

WESTERN STREET ELEVATION

TRANSPARENCY CALCULATION (BETWEEN 4'-0" - 10'-0")
WALL 275 SF AREA x .6 = 165.0 SF REQ'D
47'+78 SF = 125.0 SF ACTUAL

2453 S. ARCHER AVE
UNIT C
CHICAGO, IL 60608
P. 312.842.2225
F. 312.842.2253

SUBMITTAL DATES

REVISED PER COMMENTS	04-02-2024
REVISED PER COMMENTS	02-22-2024
COMMUNITY ORGANIZATION	08-13-2023
ZONING SUBMITTAL	05-29-2022

DEVELOPER:

PREMISES:
4456 N. WESTERN AVE. CHICAGO, IL.

PROJECT DESCRIPTION

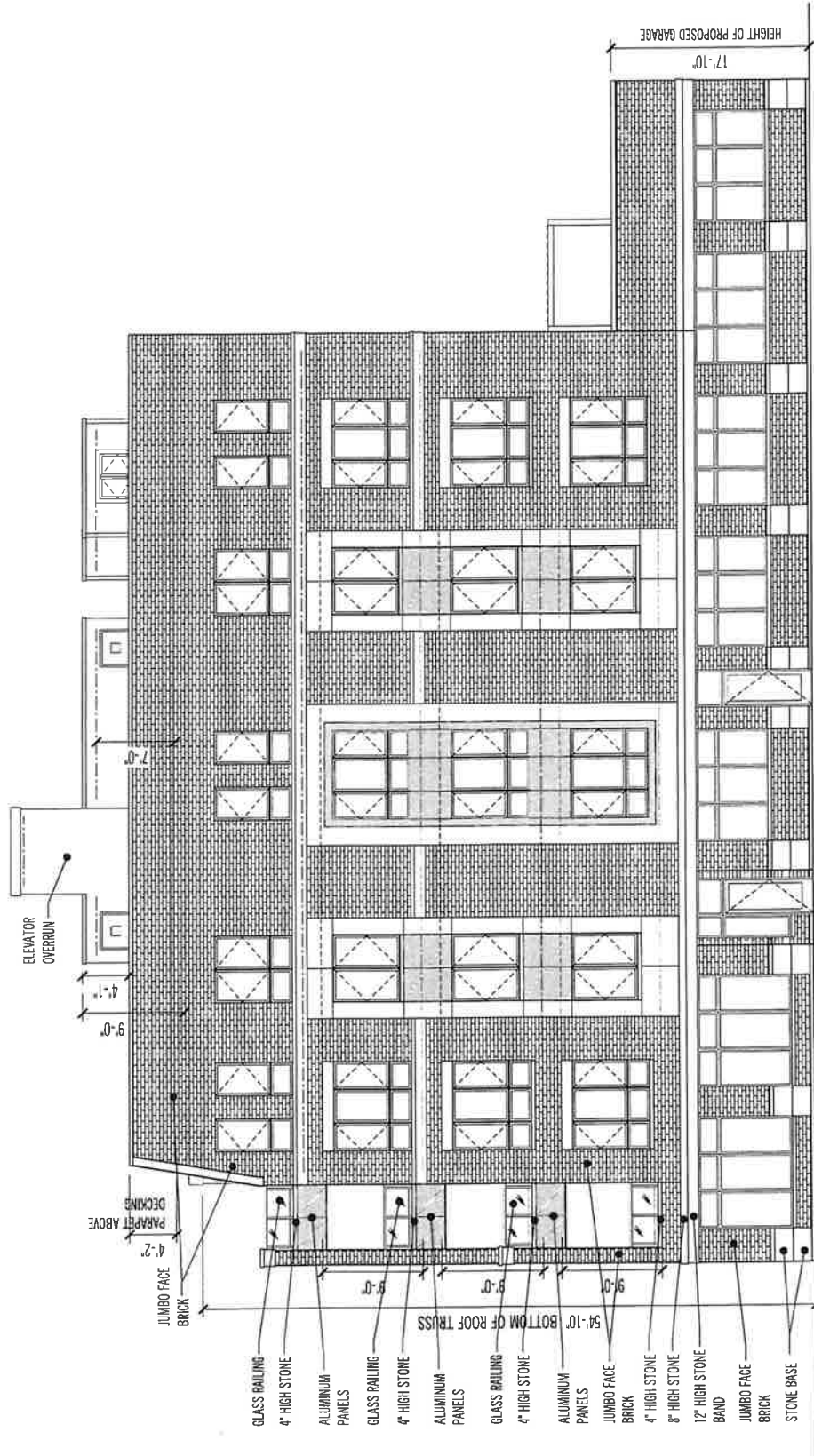
FIVE STORY 8 UNIT BUILDING
OVER LIVE WORK SPACE

SHEET DESCRIPTION

ELEVATIONS

SHEET NUMBER

06



SUNNYSIDE STREET ELEVATION

TRANSPARENCY CALCULATION (BETWEEN 4'-0" -10'-0")

WALL 634 SF AREA x .6 = 380.4 SF

51.0+51.0+23.1+51.0+13.6+51.0+51.0+51.0+51.0+51.0+ SF = 393.7 SF

2453 S. ARCHER AVE
UNIT C
CHICAGO, IL 60608
p. 312.842.2225
f. 312.842.2253

SUBMITTAL DATES

REVISED PER COMMENTS	04-02-2024
REVISED PER COMMENTS	02-22-2024
COMMUNITY ORGANIZATION	08-13-2023
ZONING SUBMITTAL	09-20-2022

DEVELOPER:

PREMISES:
4456 N. WESTERN AVE. CHICAGO, IL.

PROJECT DESCRIPTION

FIVE STORY 8 UNIT BUILDING
OVER LIVE WORK SPACE

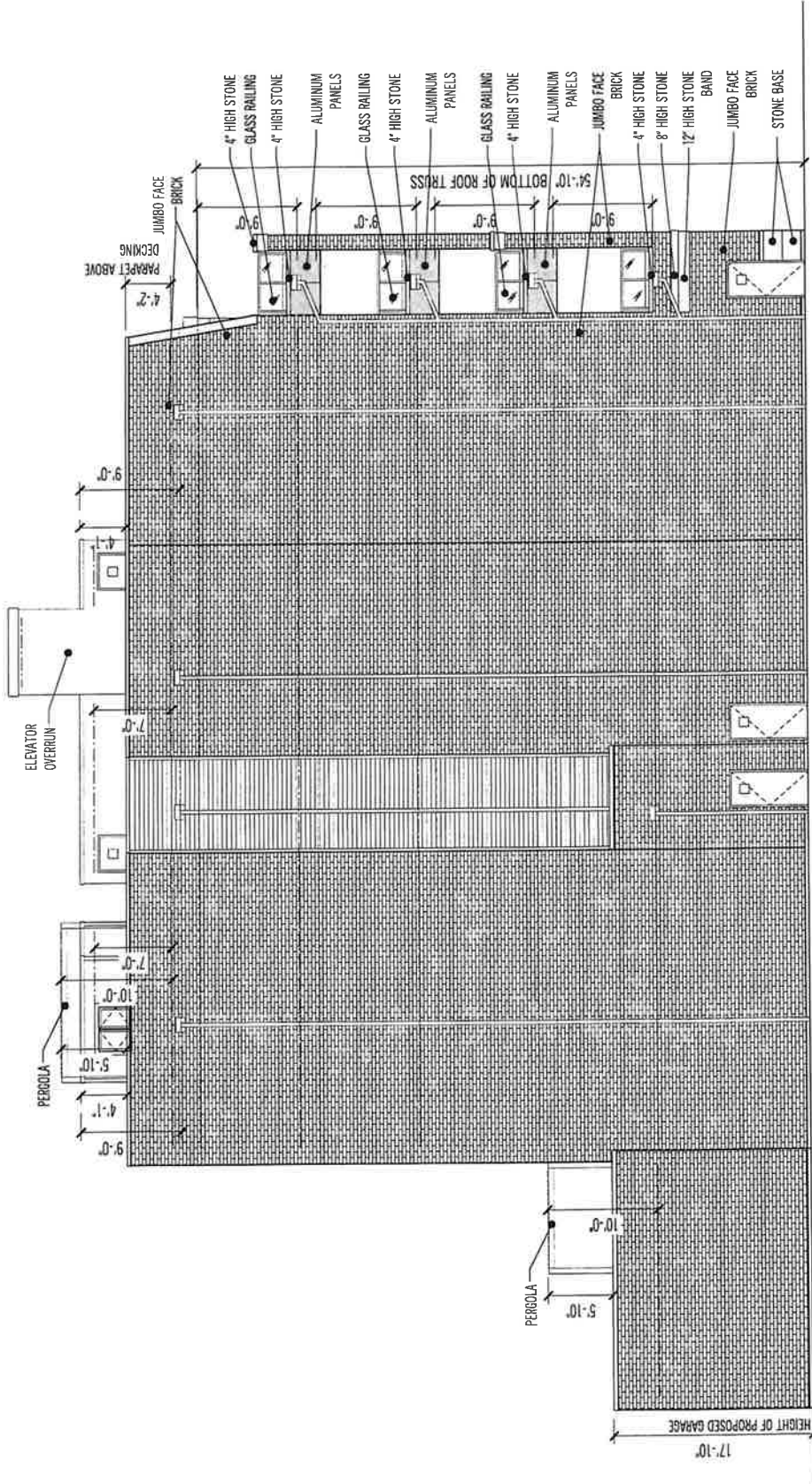
SHEET DESCRIPTION

ELEVATIONS

SHEET NUMBER

07





SOUTH ELEVATION



2453 S. ARCHER AVE
 UNIT C
 CHICAGO, IL 60608
 P. 312.842.2225
 F. 312.842.2253

SUBMITTAL DATES

REVISER PER COMMENTS	04-02-2024
REVISER PER COMMENTS	02-22-2024
COMMUNITY ORGANIZATION	08-13-2023
ZONING SUBMITTAL	09-20-2022

DEVELOPER:

PREMISES:
 4456 N. WESTERN AVE. CHICAGO, IL.

PROJECT DESCRIPTION
 FIVE STORY 8 UNIT BUILDING
 OVER LIVE WORK SPACE

SHEET DESCRIPTION
 ELEVATIONS

SHEET NUMBER

08

