

**SUBSTITUTE NARRATIVE AND PLANS**

TYPE I Rezoning Attachment  
1235 – 37 North Ashland Avenue

**The Project**

The subject property is improved with a one-story commercial building and a two-story mixed-use building and no parking. Grand Properties Acquisitions, LLC (the “Applicant”) proposes to demolish the existing improvements and seeks to rezone the subject property to allow for construction of a five-story mixed-use building containing 1,460 sq. ft. of ground floor commercial space, a total of sixteen residential dwelling units on the upper floors and enclosed parking for four cars. The height of the proposed building will be 54 feet 10 inches.

The subject property is located in a block that is improved with buildings containing residential uses, commercial uses and mixed-use consisting of ground floor commercial with residential uses above. To allow the proposed development, the Applicant seeks a change in zoning classification for the subject property from a B3-2 Community Shopping District to a B2-3 Neighborhood Mixed-Use District. As the proposed development will provide 100% of the required ARO units on-site, this change of zoning classification is being sought through the Type I rezoning process of Section 17-13-0302-A of the Zoning Ordinance in order to qualify for reduction in the minimum lot are per unit (“MLA”) under Section 17-3-0402-B of the Zoning Ordinance, increased FAR under Section 17-3-0403-B of the Zoning Ordinance and increase maximum permitted height under Section 17-3-0408-B of the Zoning Ordinance. The subject property is in a Transit Served Location per the Transit-Oriented Provisions of the Chicago Zoning Ordinance as it fronts on Ashland Avenue and is located within is 325.0 feet from the CTA Blue Line Division Street Station entrance, 366.0 feet from Division Street and 137.0 feet from Milwaukee Avenue.

The following are the relevant zoning parameters for the proposed project:

Lot Area:	5,832.96 square feet
Maximum FAR:	4.00**
Residential Dwelling Units:	16
MLA Density:	364.56 **
Height (existing):	54 feet 10 inches**
Bicycle Parking:	1 per DU
Automobile Parking:	4*
Setbacks (existing):	Front (Ashland Avenue): 0.00’ North Side: 1.00’ South Side: 1.00’ Rear (Alley): 0.00’ at grade 8.50’ on residential floors

A set of plans is attached.

\*The project will comply with the Transit Served Location provisions of as per section 17-10-0102-B and the Applicant will seek an Administrative Adjustment or Variation to reduce the required parking by more than 50% and to reduce the required rear yard setback.

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\*\* The proposed development will qualify for decreased MLA under Section 17-3-0402-B, increased FAR under Section 17-3-0403-B, and increased height under Section 17-3-0408-B by providing 100% of the required ARO units on-site. In addition the proposed development will comply with the provisions of Section 17-3-0308 related to Transit-Served Locations, specifically as follows:

- (1) Compliance with Section 17-10-0102-B because of the property front on Ashland Avenue and is located within is 325.0 feet from the CTA Blue Line Division Street Station entrance, 366.0 feet from Division Street and 137.0 feet from Milwaukee Avenue and the proposed development does not include more than 50% of the otherwise required parking;
- (2) Compliance with Section 17-3-0504-B because
  - a. Building Location: The front façade faces Ashland Avenue and is not setback more than 5 feet from the sidewalk;
  - b. Transparency: At least 60 percent of the Ashland Avenue façade between 4 feet and 10 feet will be comprised of clear, non-reflective windows, the bottom of windows will not be more than 4.5 feet above grade of the adjacent sidewalk and the windows will have a minimum height of 4 feet
  - c. Doors and Entrances: The building doors will face Ashland Avenue;
  - d. Off-street Parking Requirements for non-residential uses: No parking is required or to be provided for non-residential uses;
  - e. Parking Location: All on-site parking will be at the rear of the building; and
  - f. Driveways and Vehicle Access: All access to the parking will be provided from the rear alley.
- (3) Compliance with Transit Friendly Development Guide: Station Area Typology because the property is located in what is designated as a Major Activity Center wherein a mid-rise housing type of greater unit density with increased FAR, increased density and decreased parking all as proposed is encouraged;
- (4) Compliance with limit on residential parking because the project will not include more than 50% of the otherwise required parking; and
- (5) The project will comply with any applicable Travel Demand Study and Management Plan rules promulgated by the Chicago Department of Transportation.

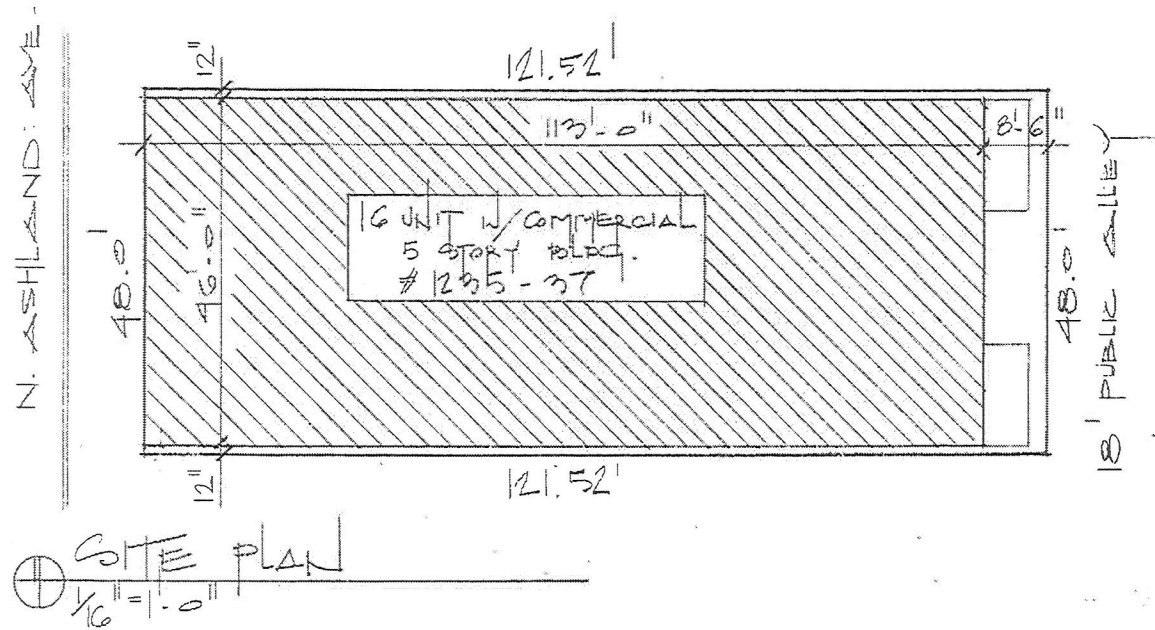
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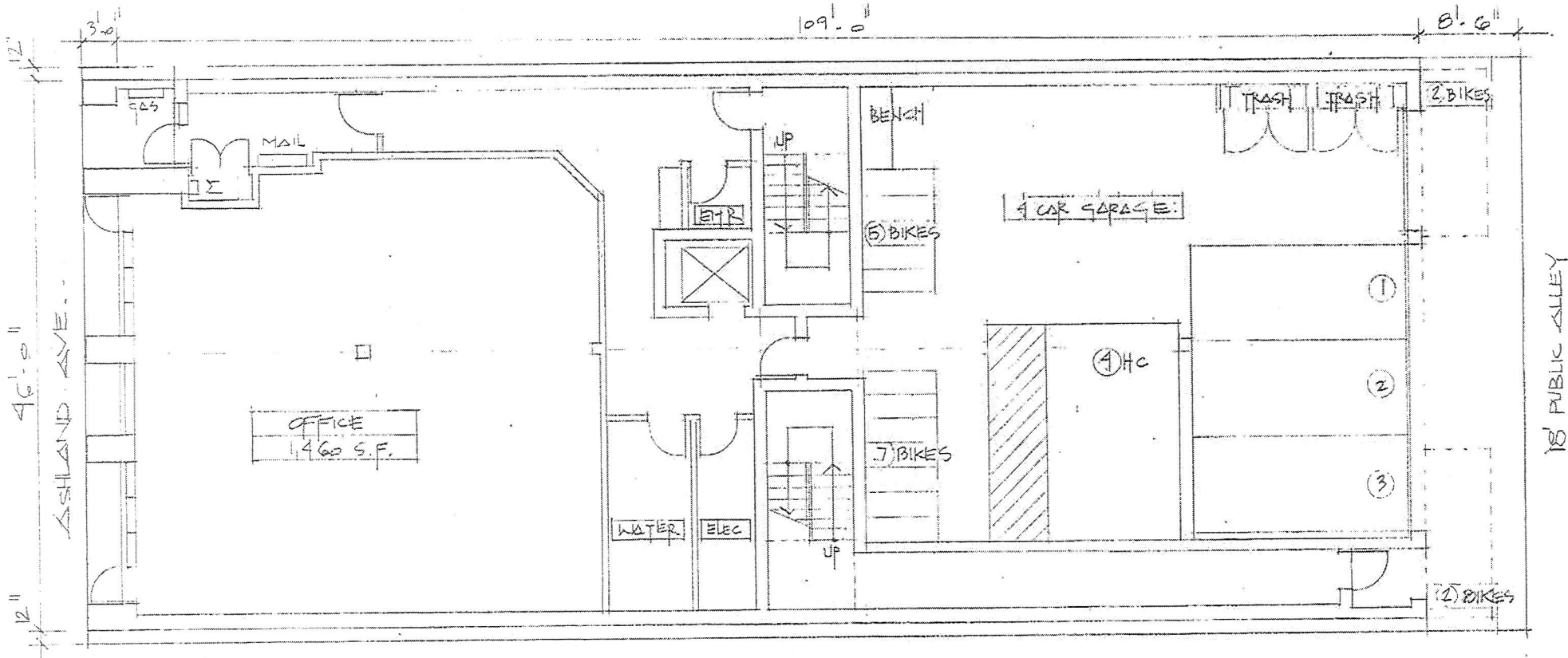
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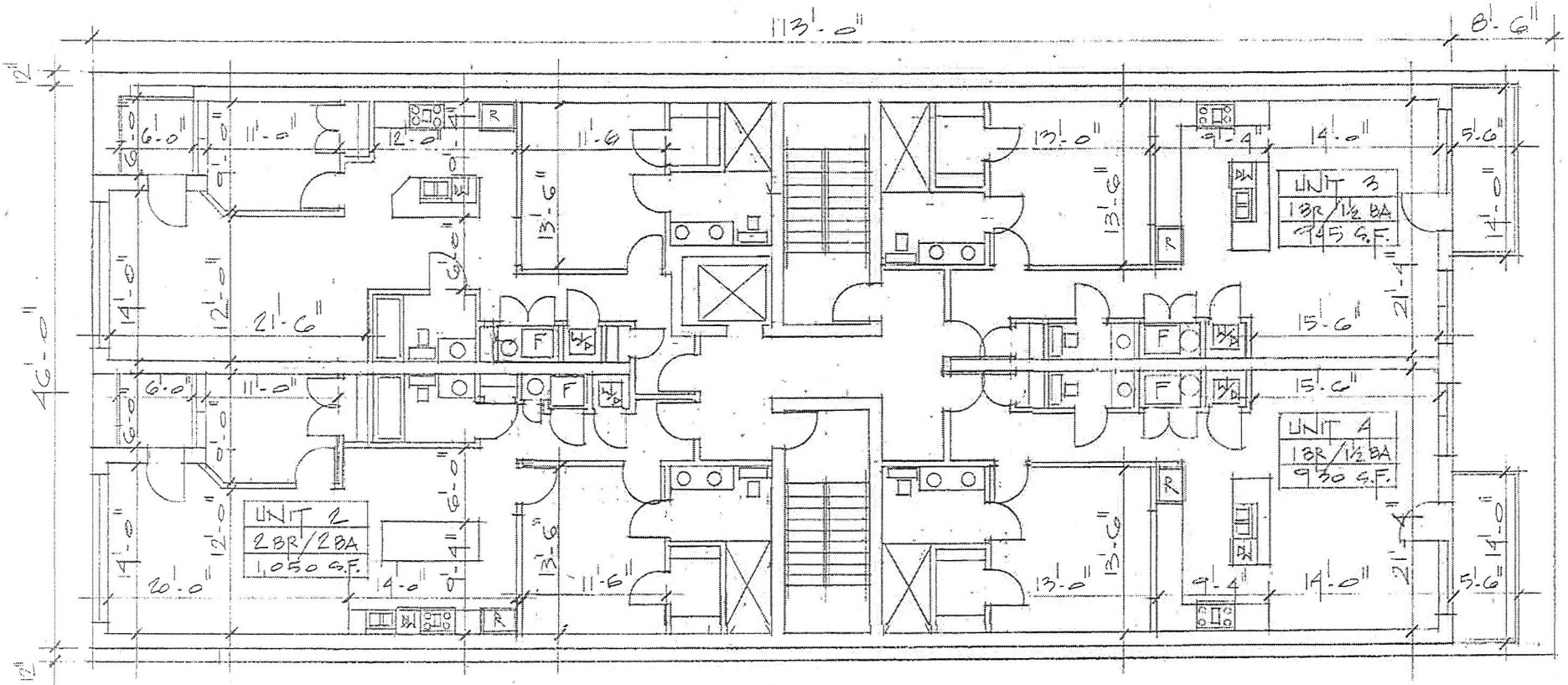
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1<sup>ST</sup> FLOOR PLAN  
1/8" = 1'-0"

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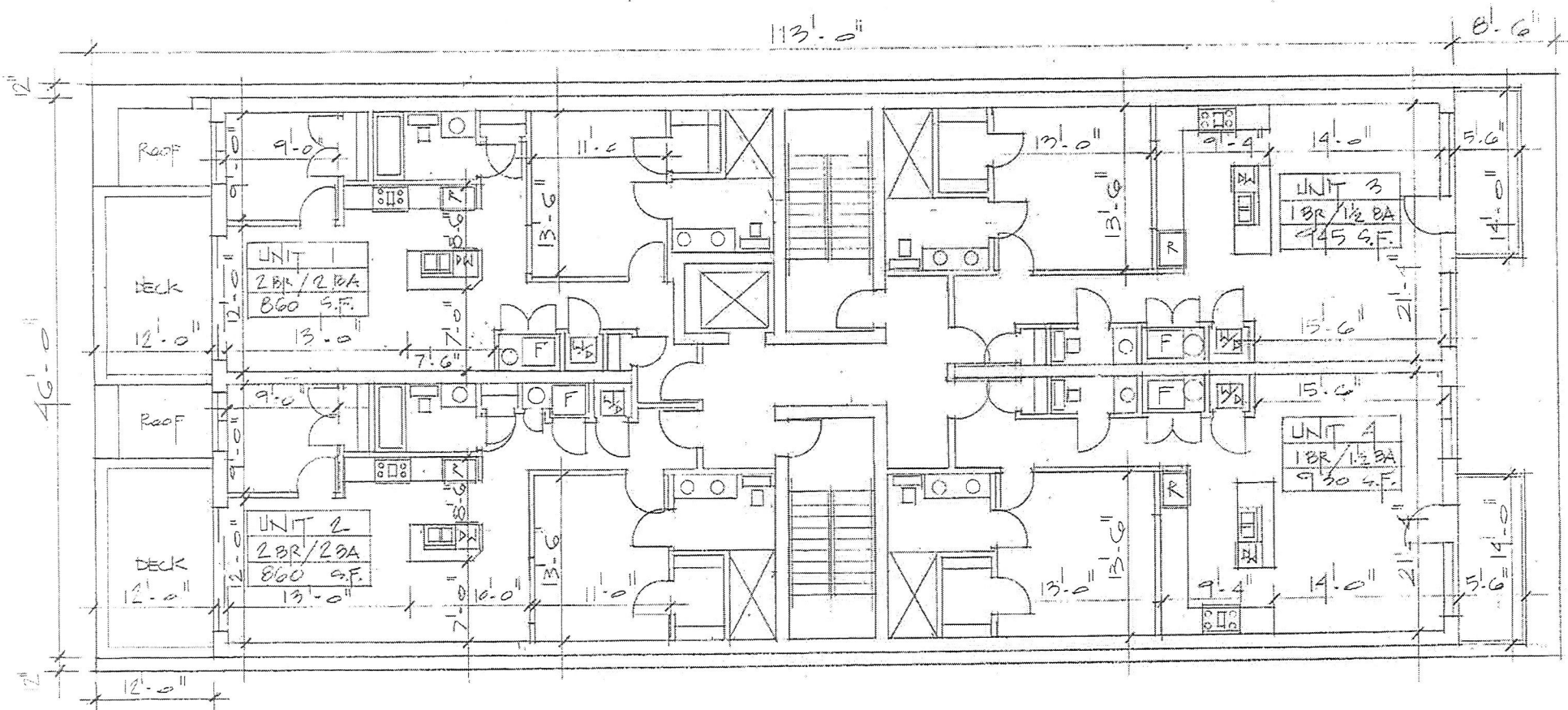
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2<sup>ND</sup> 3<sup>RD</sup> 4<sup>TH</sup>  
1/8" = 1'-0"  
FLOOR PLAN 5,094 S.F.

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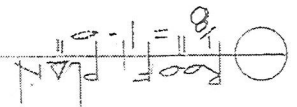
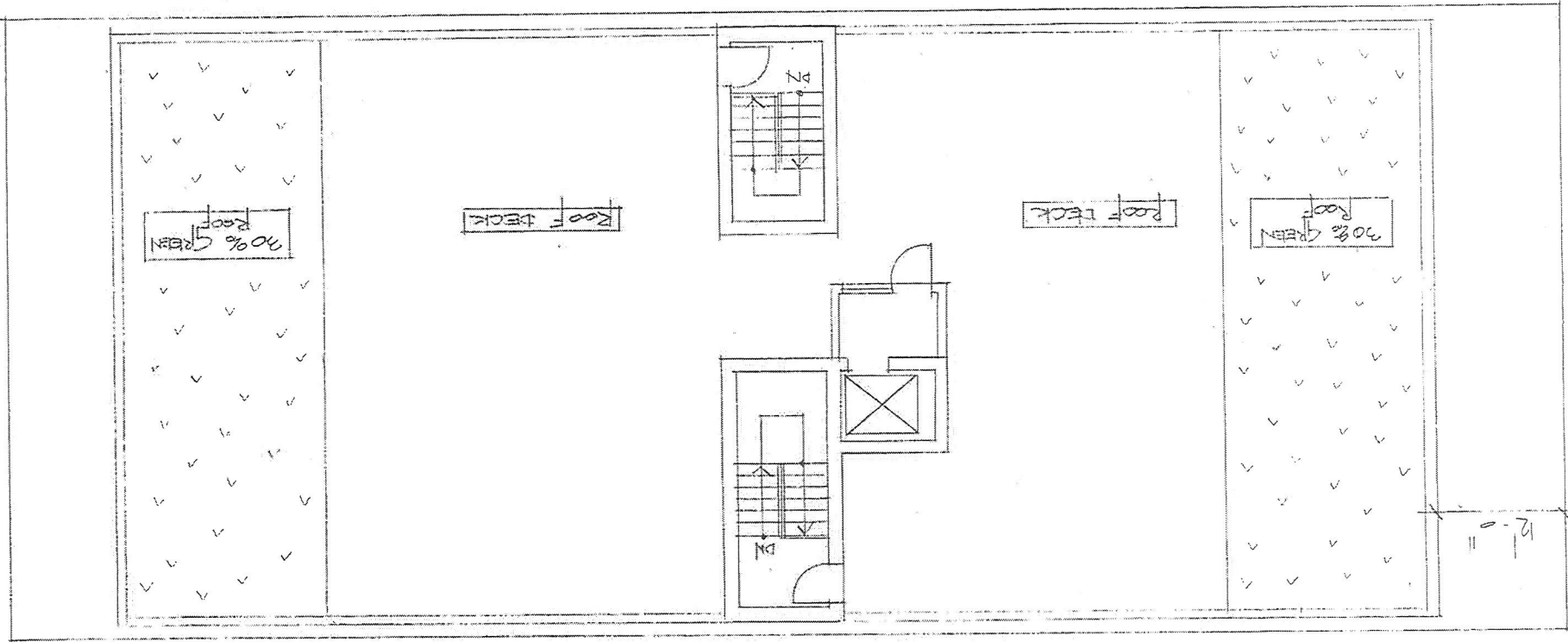
5<sup>TH</sup> FLOOR PLAN

4660 S.F.

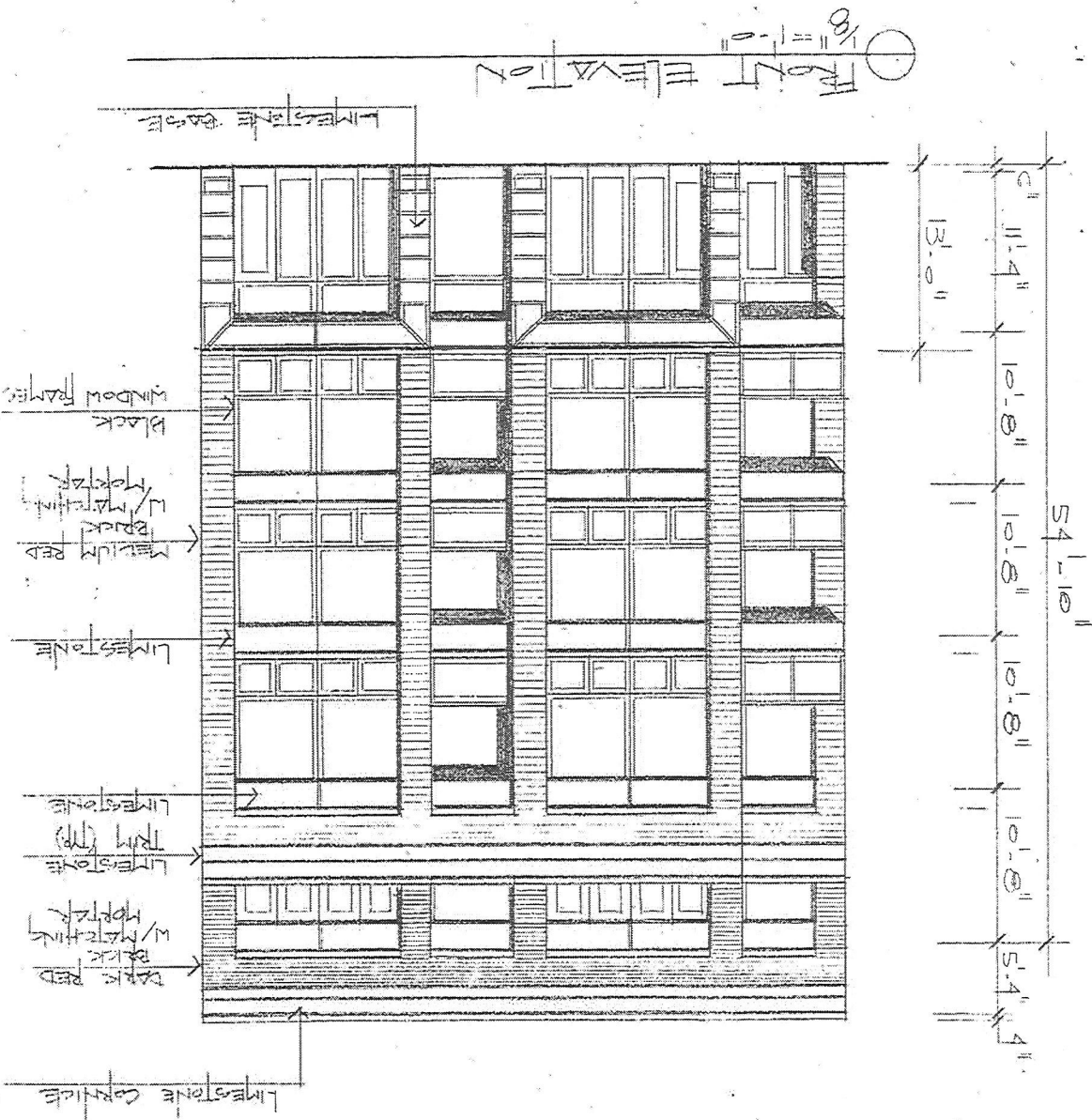
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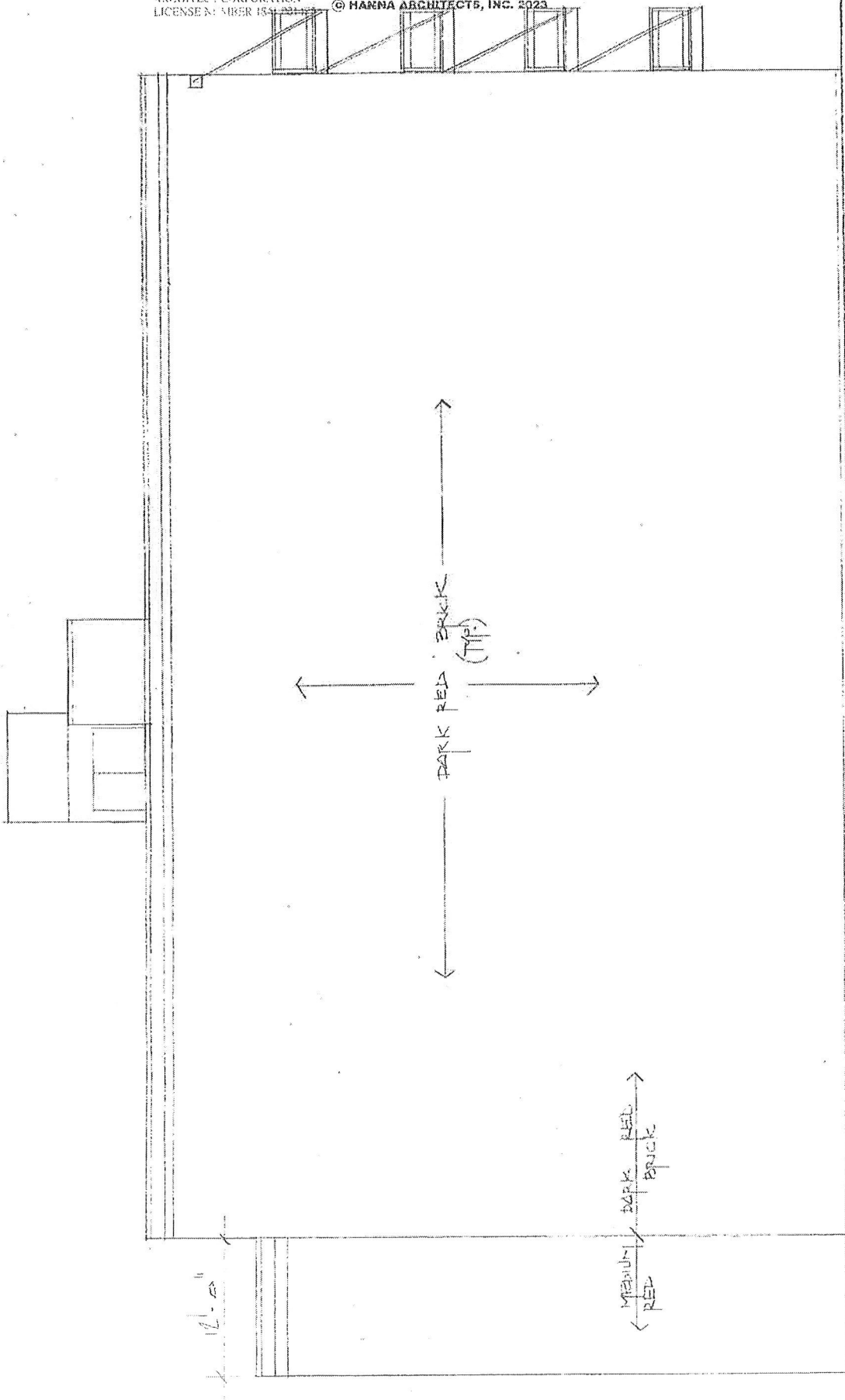


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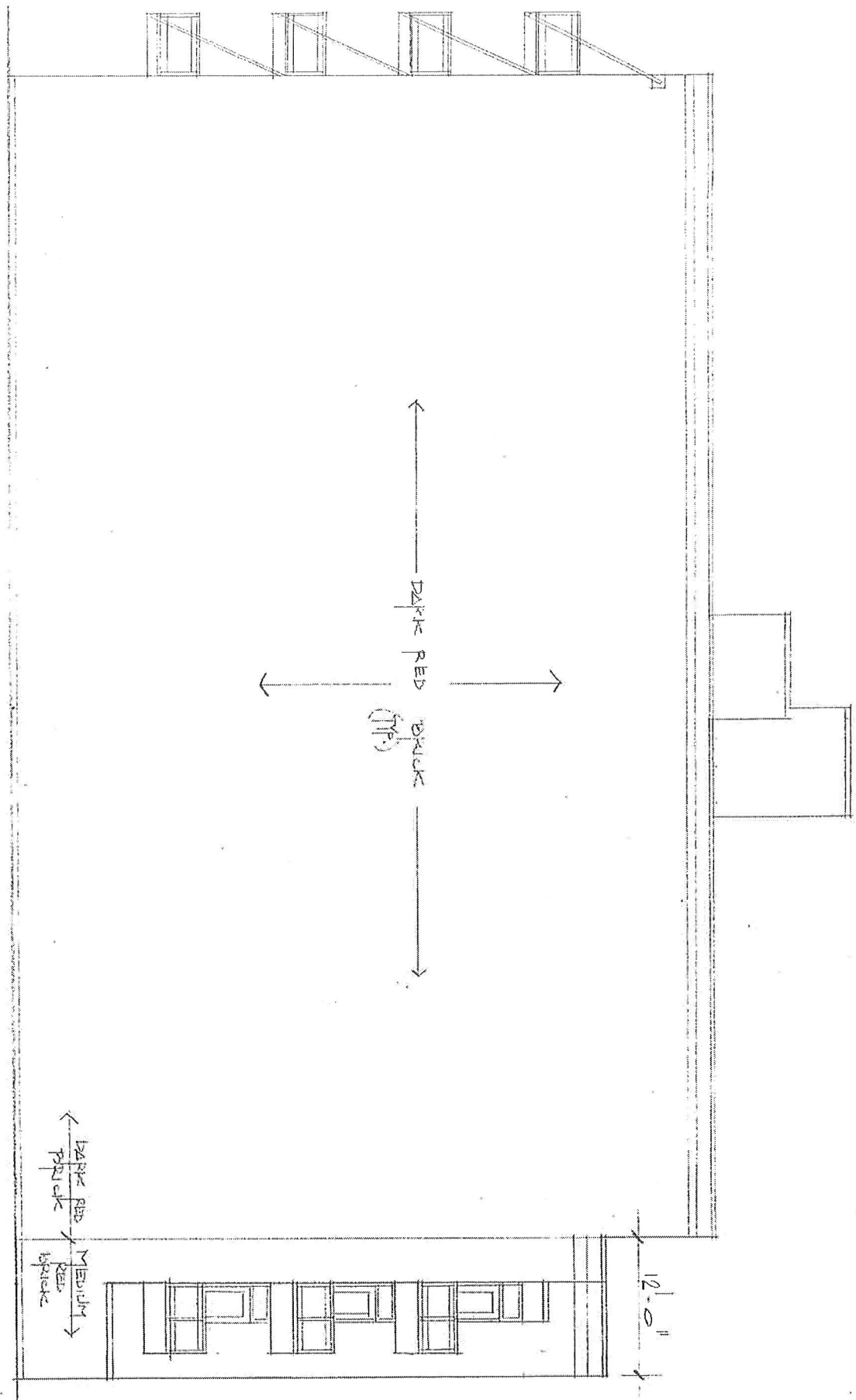


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NEIL VENTURA  
1/8" = 1'-0"



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North Arrow



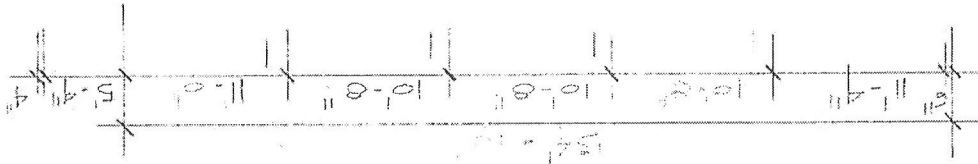
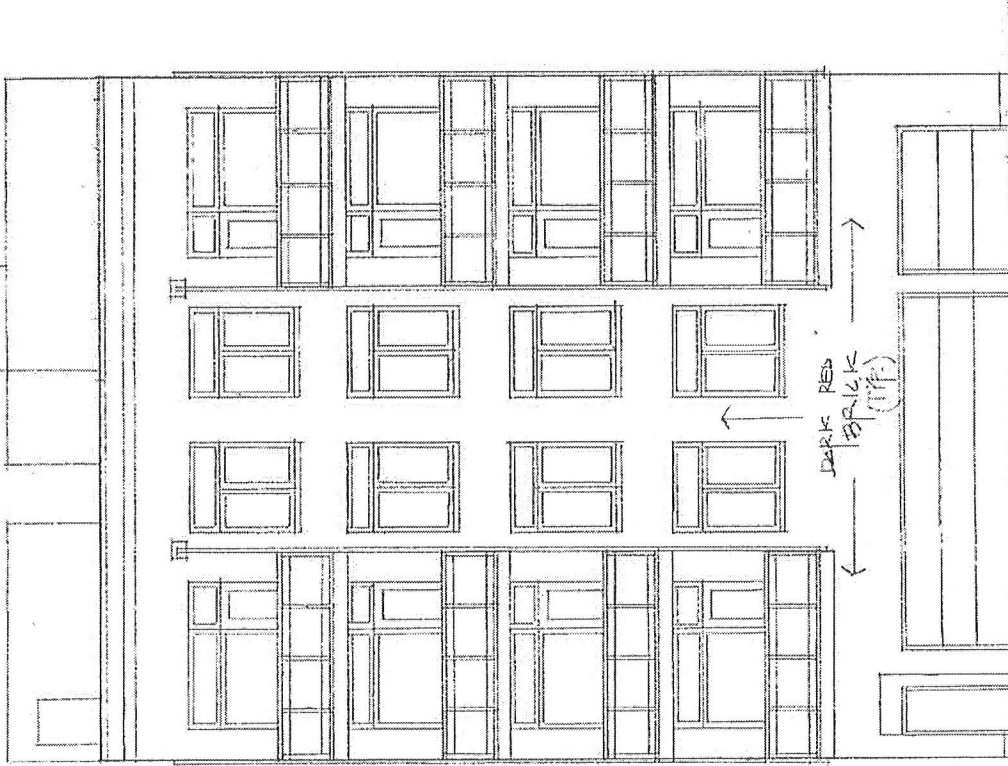
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