

**SUBSTITUTE NARRATIVE AND PLANS FOR TYPE 1 ZONING AMENDMENT FOR
1701-09 WEST GRAND AVE., CHICAGO**

The subject property is currently a vacant lot. The Applicant is proposing to redevelop the subject property with a new 4 story mixed use building with a commercial unit on the ground floor (approximately 1,642 SF of commercial space) and 9 dwelling units on the upper floors. The Applicant needs a zoning change to comply with the minimum lot area per unit and the maximum floor area ratio requirements of the Ordinance.

Project Description:	Zoning Change from a C2-1 District to a B2-3
Use:	Mixed-Use Building with 9 dwelling units
Lot Area:	8,160 SF (recorded measurements)
Floor Area Ratio:	3.0
Floor Area:	24,480 SF
Density:	906.66 Square Feet per DU Unit
Off- Street parking:	Parking spaces: 9 (<i>see below request for administrative adjustment</i>)
Setbacks:	Front: 2 feet Side Setbacks: East: 4 Inches and West: 3 feet 8 Inches Rear: 12 Inches (<i>see below request for variation</i>)
Building Height:	45 Feet 10 Inches to the highest point of the underside of the top floor's ceiling joist. 58 Feet 10 Inches to the top of the rooftop stairway and elevator enclosures.

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

17-3-0307 Exceptions.

1. Any application seeking a zoning map amendment, pursuant to Section 17-13-0300, in order to establish a residential, day care, hospital, parks and recreation, school, eating and drinking establishment with an outdoor patio or outdoor assembly use that is proposed to be established within 660' of any (a) windrow composting facility, (b) intensive manufacturing, production and industrial service use, (c) Class III, Class IVA, Class IVB and Class V recycling facility, (d) warehousing, wholesaling, and freight movement use, (e) container storage, (f) freight terminal, (g) outdoor storage of raw material as a principal use, (h) waste-related use, or (i) manganese-bearing material operation use may be allowed only if farther reviewed and approved in accordance with the special use procedures of Section 17-13-0900, unless it otherwise meets a planned development threshold of Section 17-8-0500.

II. The applicant will comply with Section 17-3-0308 Specific Criteria for Transit-Served Locations, 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 or exit must satisfy all of the following specific criteria:

1. The project complies with the applicable standards of Section 17-10-0102-B Transit-Served Locations:

The subject property is a Transit Served Location as it is located less than 1,320 feet from the Ashland Avenue Bus Corridor and less than 2,640 feet from Lake Street CTA Station. See attached TSL Site Plan.
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 and except paragraph C if the land use is designated in a non-commercial use group, 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 not located along Pedestrian Street or Pedestrian Retail Street; however, the project complies with the following criteria:

 - *The entire building façade abuts the sidewalk or is located within 5 feet of the sidewalk.*
 - *Since this is not a Pedestrian Street, the Applicant also seeks relief to reduce the requirements of a minimum of 60% of the street - facing building façade between 4 feet and 10 feet in height to be comprised of clear, non-reflective windows that allow views of indoor commercial space, with the bottom of any window used to satisfy this requirement will not be more than 4.5 feet above the adjacent sidewalk. (See below)*
 - *The building will have a primary entrance door facing the street.*
 - *All off-street parking spaces will be enclosed or located to the rear of the principal building and not be visible from the right-of-way.*
 - *Vehicle access will come from an alley. No curb cuts or driveway from the street is proposed.*

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.

This Criteria is not applicable to this project.

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:

With this Type 1 rezoning, the Applicant also seeks Optional Relief under Section 17-13-0303-D (see below) for a variation or an administrative adjustment under the provisions of Section 17-13-1003-EE to allow 9 parking spaces – which will provide 1:1 parking ratio.

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.

This Criteria is not applicable to this project.

III. Optional Relief for Adjustment and Variation under Section 17-13-0303-D – a Type 1 map amendment pursuant to Section 17-13-0300, may include relief available pursuant to Section 17-13-1000 or 17-13-1100; in such instances, City Council approval of a Type-1 application containing said elements shall preclude subsequent review otherwise required pursuant to Sections 17-13-1000 or 17-13-1100, provided that no Type 1 application permits issued may be in violation of Section 17-13-0310:

- (1) With this Type 1 Rezoning, the Applicant also seeks relief for variation from Section 17-3-0405-A to reduce the minimum required rear setback of 30 feet, for floors containing dwelling units, to 12 inches proposed. With this request, the Applicant states the following:

(A) Strict compliance with the regulations and standards of this Zoning Ordinance would create practical difficulties and hardships for the subject property, since the subject property is a substandard lot with the lot depth of only 85 feet, which is 40 feet shorter than a standard lot in the city.

(B) The requested variation is consistent with the stated purpose and intent of this Zoning Ordinance since this proposed redevelopment and corresponding variation relief is compatible with the existing land use pattern within the subject neighborhood.

(C) Evidence of the Practical Difficulties or Particular Hardship is as follows:

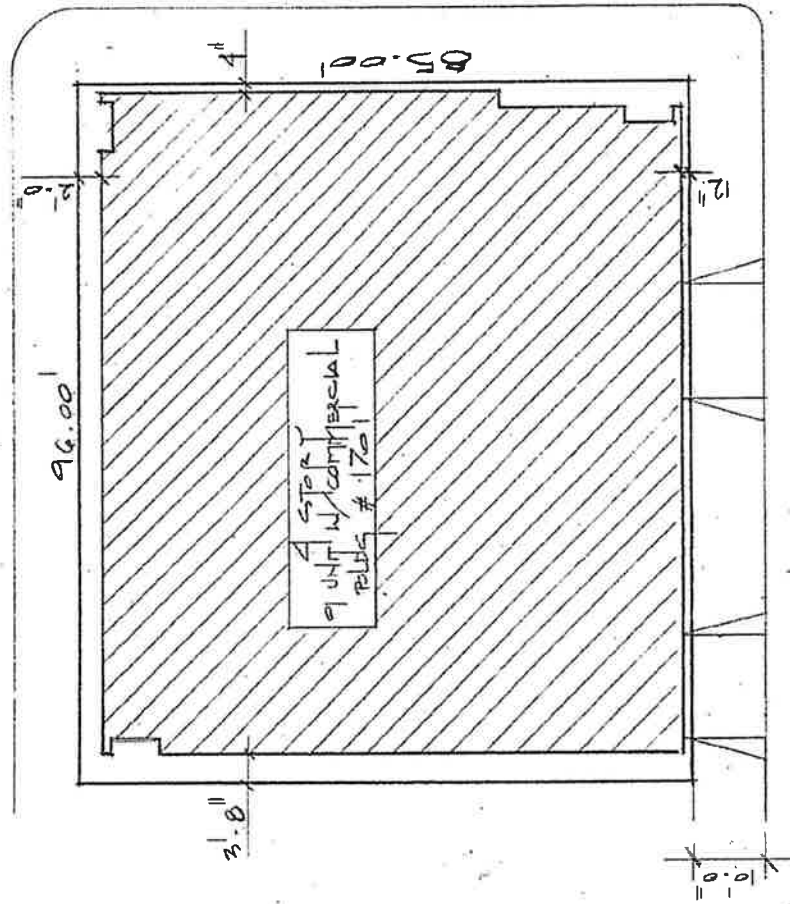
1. Since this property is a substandard lot, the property in question cannot yield a reasonable return if permitted to be used only in accordance with the strict rear setback standards of this Zoning Ordinance. The majority of the existing buildings on this block are built up to the rear lot line and do not provide a 30-foot rear setback.

2. The practical difficulties or particular hardships are due to unique circumstances and are not generally applicable to other similarly situated property. The subject property has a unique location at the southwest corner of West Grand Avenue and North Paulina Street and West Ferdinand Street borders along the rear property line. There are no immediate adjacent properties along the three property sides, so the proposed redevelopment will not adversely affect light or air to adjacent properties and with a 1:1 parking ratio, it will not increase congestion in the public streets. This very short lot with a depth of only 85 feet faces site planning hardships which would not be present if this lot had a standard lot depth of 125 feet.

3. The rear setback variation will not alter the essential character of the neighborhood, since per the zoning map, the majority of the existing zoning lots on this block are improved with buildings built with no rear setback. This redevelopment follows the existing land use patterns on the block.

- (2) The Applicant seeks an Administrative Adjustment under Section 17-13-1003-EE, for relief from Section 17-3-0308(4) Specific Criteria for Transit-Served Locations, to allow 1:1 parking ratio (total of 9 parking spaces), which is in excess of 50% of the Minimum Automobile Parking Ratio for the applicable district listed in Section 17-10-0207. However, the proposed redevelopment with a 1:1 parking ratio strictly complies with Section 17-10-0207.
- (3) Since the subject property is not located along a Pedestrian Street, the Applicant also seeks an optional Administrative Adjustment under Section 17-13-1003-Q Pedestrian Streets – Transparent Window Standards, which allows approval of an administrative adjustment to the transparent window area standards of Sec. 17-3-0504-C to allow up to a 25% reduction in the amount of transparent window area required. See enclosed Elevations plans for both Grand Avenue and Paulina Street.

W. GRANB AVE.



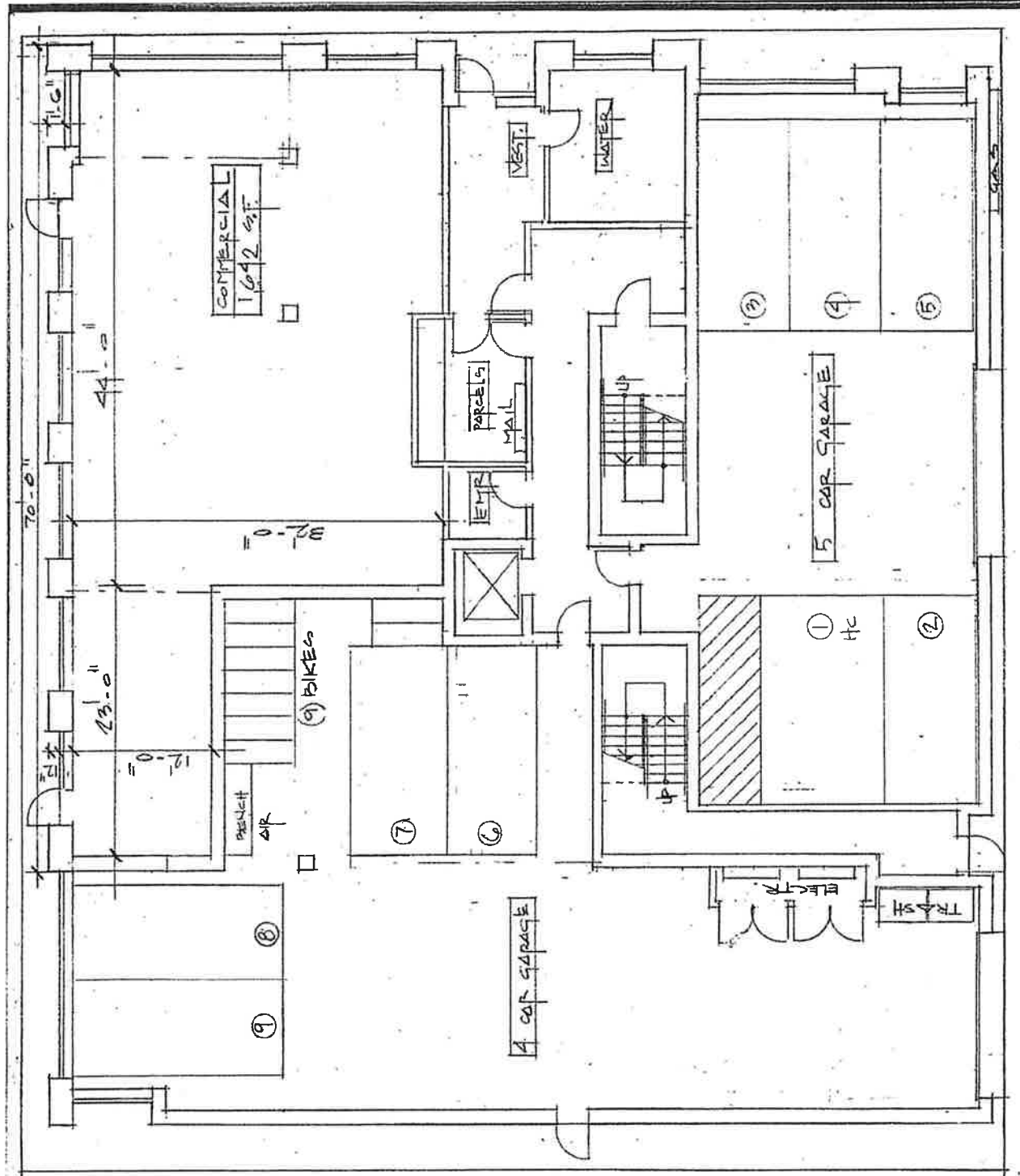
W. FERDINAND ST.

⊕ SITE PLAN
 1/8" = 1'-0"

ZONING INFORMATION	
LOT AREA	96.00 x 85.0' = 8160 S.F.
F.A.R. (B2-3)	3.0
MAX. ALLOWABLE	24,480 S.F.
1ST FLOOR	3,157 S.F.
2ND FLOOR	6,945 S.F.
3RD FLOOR	6,945 S.F.
4TH FLOOR	6,945 S.F.
ROOF ACCESS	486 S.F.
TOTAL	24,480 S.F.

VARIANCES: 1. INCREASE NUMBER OF CARS TO 9
 2. REDUCE REAR YARD SETBACK TO 12'
 3. ELIMINATE PEDESTRIAN STREET TRANSPARENCY REQUIREMENTS

PLAN FOR SUBMISSION

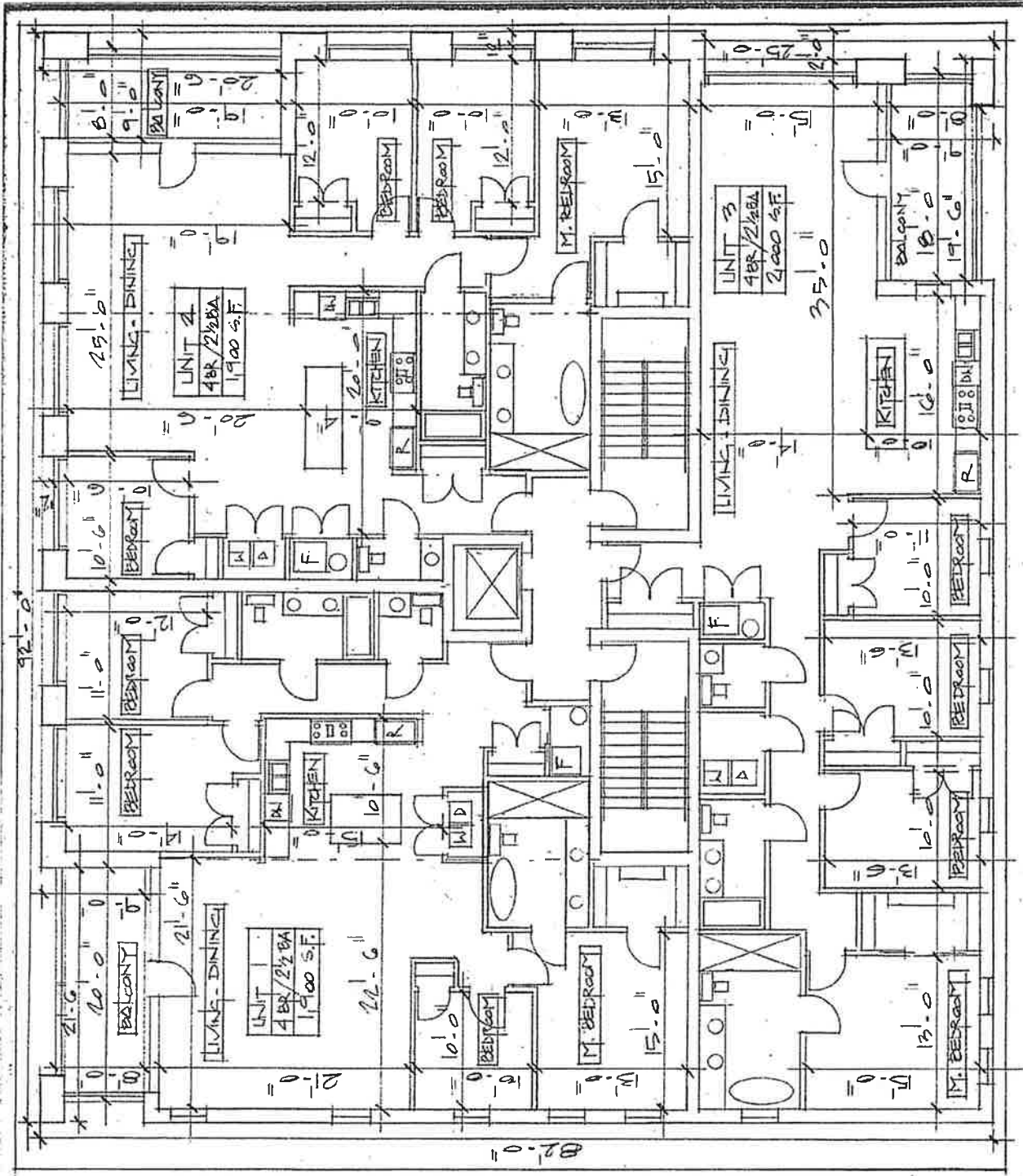


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1st Floor Plan
 1/8" = 1'-0"
 3,157 S.F.

DRAWING FOR PUBLICATION

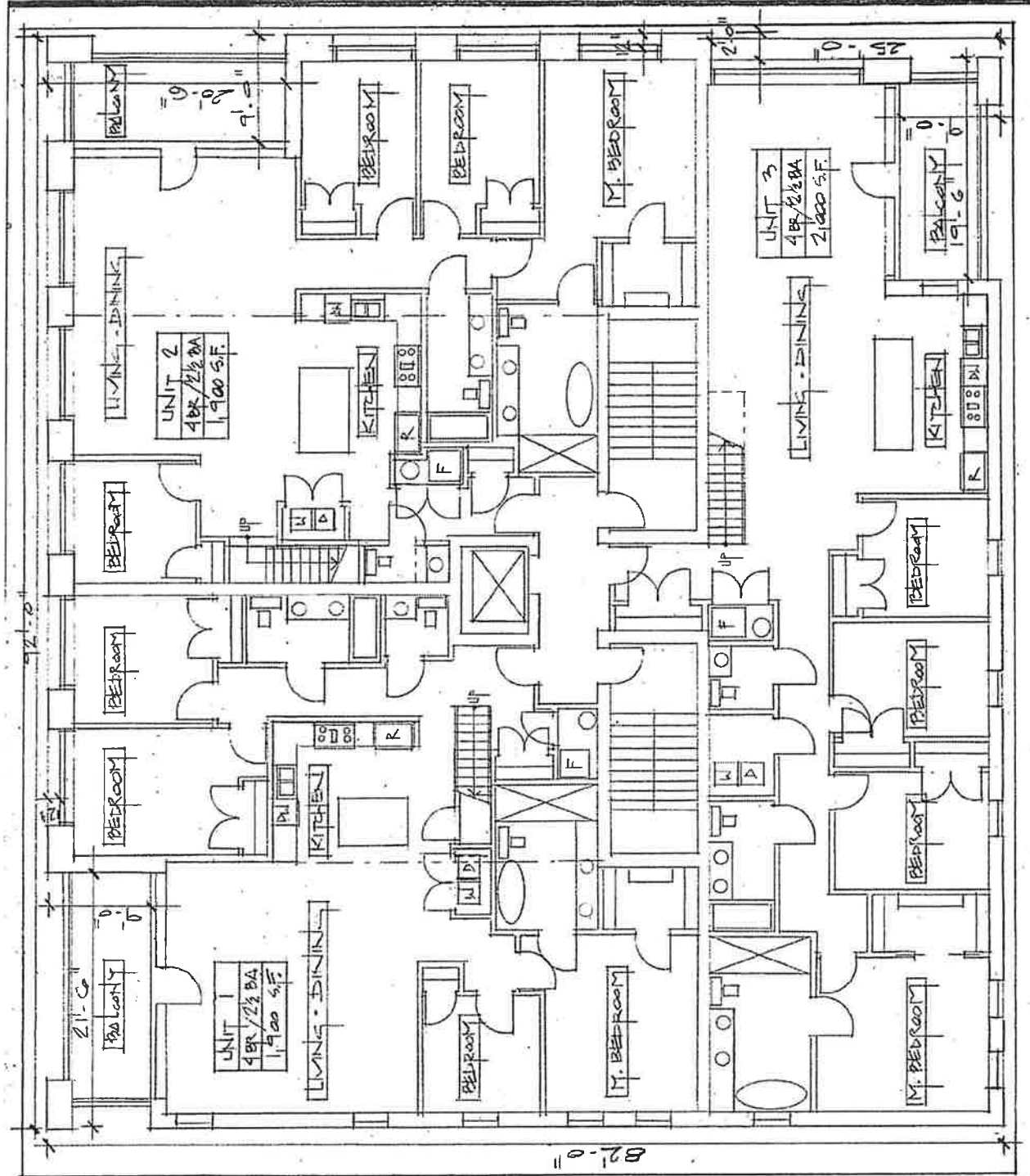


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Unit 3 Floor Plan
 8'11" x 35'0" = 6,945 S.F.

FINAL FOR PUBLICATION

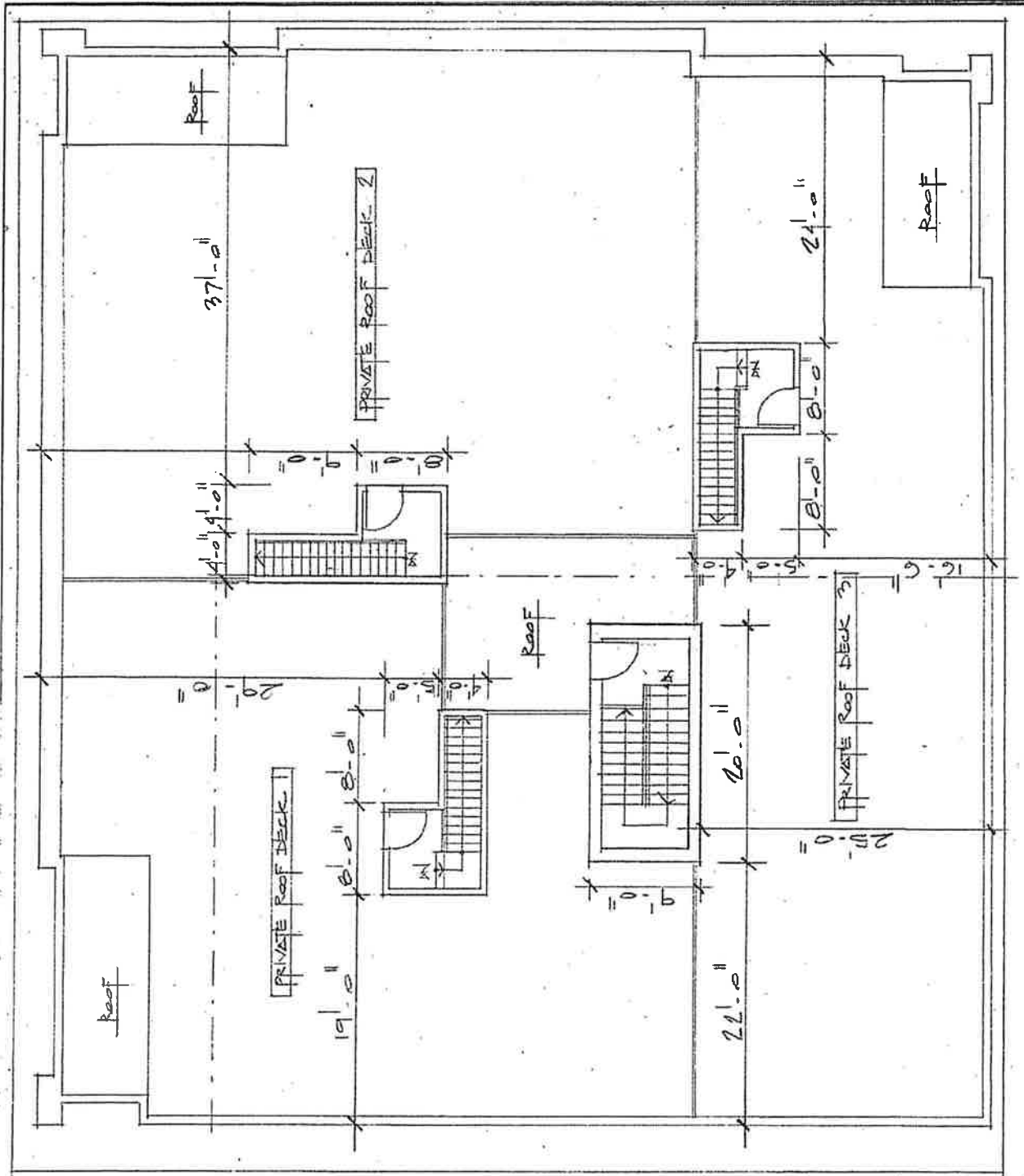


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4TH FLOOR PLAN
 1/8" = 1'-0"
 6,945 S.F.

PLAN FOR PUBLICATION



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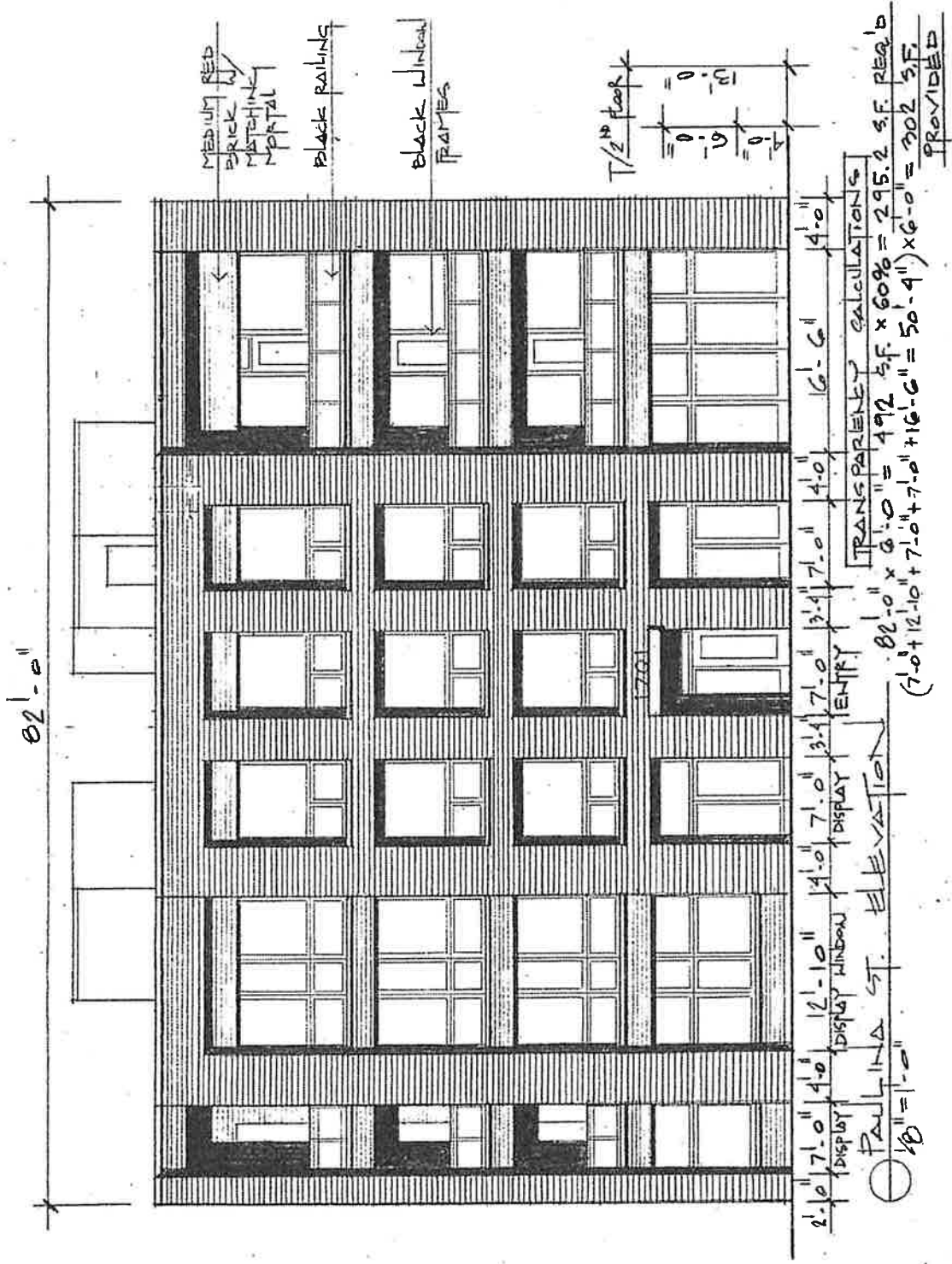
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Roof Plan
 1/8" = 1'-0"
 400 S.F.

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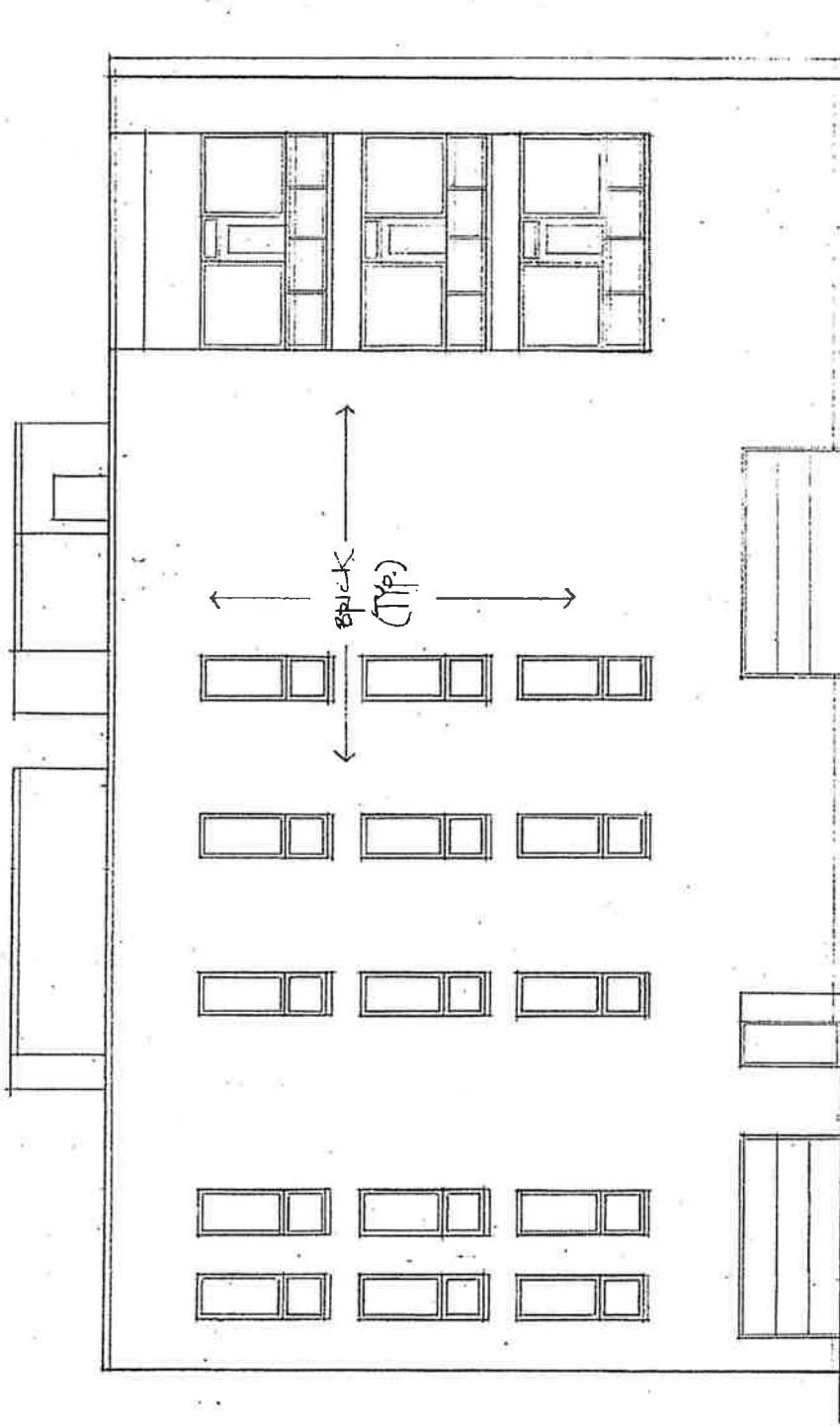
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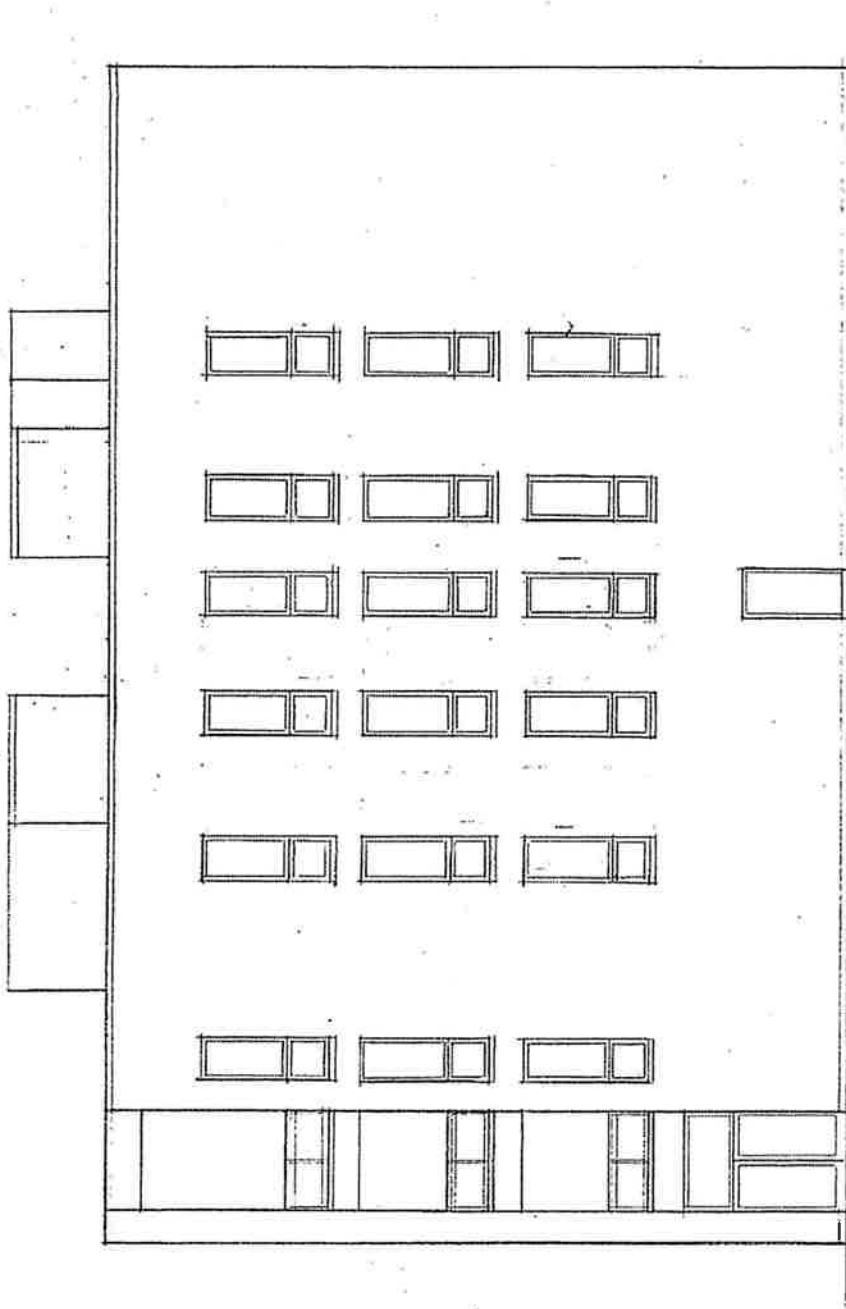


HERNDINAND STREET ELEVATION
1/8" = 1'-0"

FRONT ELEVATION

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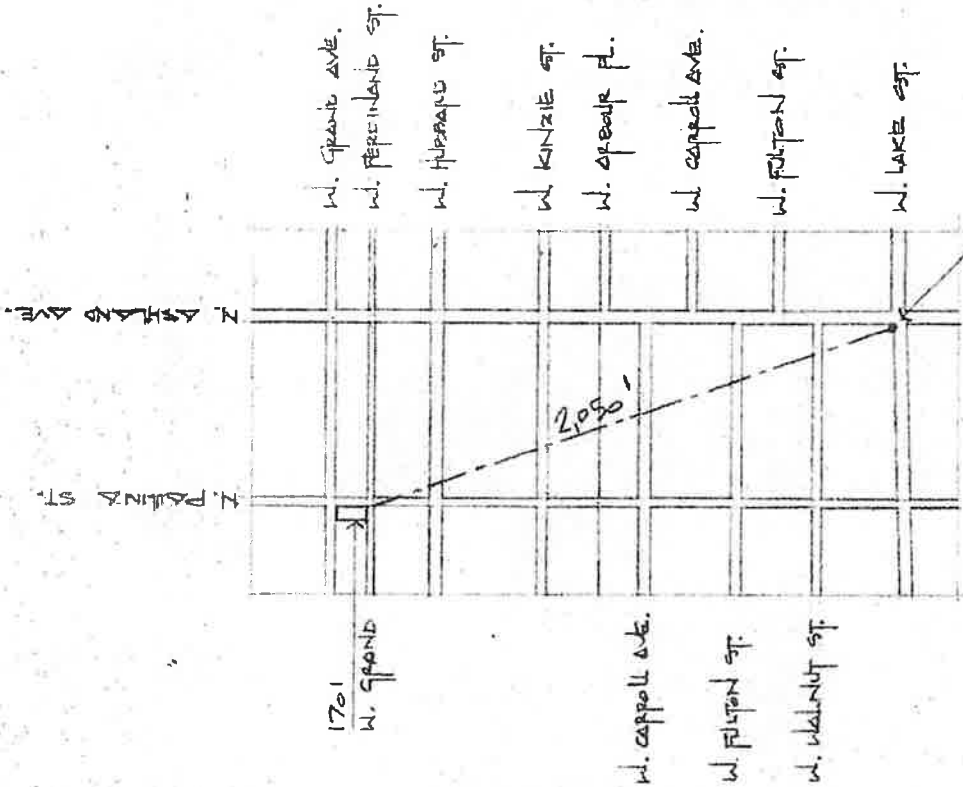
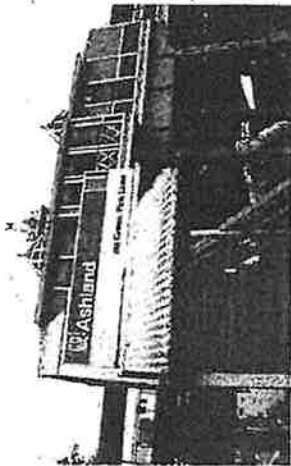


WEST ELEVATION
1/8" = 1'-0"



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ASHLAND AND LAKE
GREEN AND PINK LINE STA STATION

PARKING REDUCTION MAP
N.T.S.