

Lot Area: 11,203 square feet

RDM Ventures LLC is the "Applicant" for a Type 1 Zoning Map Amendment for the subject property located at 2405 West Grand Avenue from the M1-2 Limited Manufacturing/Business Park District to the C1-3 Neighborhood Commercial District in order to authorize the construction of a five-story mixed-use, multi-family building containing 40 dwelling units and approximately 4,745 square feet of ground floor commercial space. The Applicant will seek a variation from the Zoning Board of Appeals to authorize a rear yard setback for floors containing dwelling units, from 30 feet to 0 feet.

The site is bounded by Grand Avenue to the north; Western Avenue to the east; an existing three-story mixed-use building to the south; and a 16'-wide public alley to the west. The subject property contains 11,203 square feet of net site area and is currently substantially vacant and unimproved except with respect to an existing steel monopole sign ("Billboard Sign") which will be demolished to accommodate the proposed development.

The overall project FAR will be 3.5. The Applicant seeks a FAR increase for Transit-Served Locations pursuant to Section 17-3-0403-B, and an MLA reduction pursuant to Section 17-3-0402-B, of the Chicago Zoning Ordinance.

Additionally, a transit-served parking reduction is requested. The project will include 11 off-street vehicular parking spaces.

Transit-Served Location Requirements

To qualify for an MLA reduction, FAR increase, and parking reduction for transit-served locations, the project must satisfy the criteria set forth in Section 17-13-0905-F. The applicant states that the project meets the following criteria:

- a) *Must be located within a transit-served location;*

The Property is within 1,320 feet of the Western CTA bus line corridor roadway segment and the Western Avenue Metra rail station entrance.

- b) *Must comply with the standards of Section 17-3-0500 pertaining to pedestrian streets and pedestrian retail streets;*

As depicted in the Type 1 plans, the proposed building meets the design standards set forth in Section 17-3-0504 including with respect to building location, transparency, location of doors and entrances, and parking location.

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- c) *Must comply 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 proposed development is a short walk from both Western Avenue CTA bus line stations, which are served by the Western/49 and Western Express/X49 routes, and the Western Avenue Metra station, which is served by the Milwaukee District North, Milwaukee District West, and North Central Service lines.

The CTA's Transit Friendly Development Guide ("Development Guide") does not

establish a station area typology for the CTA bus stops or Metra stations near the proposed development. The Development Guide outlines general goals related to bus and Metra access. Specifically, the Development Guide explains that vacant parcels "offer an opportunity to reinforce and enhance a neighborhood's character...with transit friendly development" and that transit friendly development at bus locations is accomplished, in-part, when: (1) a bus facility facilitates travel throughout the region; (2) bus-served locations are destinations themselves, rather than mere transfer stops; and (3) bus service feeds other modes of transit.

The proposed development satisfies these goals by activating an underutilized site by replacing an existing Billboard Sign and otherwise vacant land with residential and active retail uses; facilitating intermodal travel throughout the Chicagoland region by increasing density and foot traffic near both CTA bus and Metra rail stations; and drawing residents and retail customers to a location that is a "destination" in its own right given its proximity to rapidly developing sections of the West Town, West Loop, Ukrainian Village neighborhoods. The proposed development conforms to and advances the objectives of the Development Guide.

- d) *The Applicant will actively promote public transit and alternatives to automobile ownership through car sharing programs or other shared modes of transportation; and*

The Applicant proposes to provide approximately 35 secure bicycle parking spaces within the proposed building, thereby promoting bicycle use as an alternative to personal vehicle ownership. In addition, the subject property is located approximately 550 feet north of two Diwy bike-sharing stations near the Western Avenue Metra station. The convenience of both secure bicycle storage and access to Diwy bicycle sharing will promote alternatives to car ownership.

- e) *The requested reduction will be offset by enhancements to the pedestrian environment that are not otherwise required, such as wider sidewalks, decorative pavement, trees, raised planters, outdoor seating, special lighting, bus shelters or other types of weather protection for pedestrians, transit information kiosks, or other pedestrian amenities.*

The Applicant proposes to install decorative planters along, and new trees within, the sidewalks abutting the subject property in excess of landscape regulations. Furthermore, the Grand and Western Avenue facades of the proposed building will include cornice- and marquee-style overhangs which will provide pedestrian weather protection.

Generally, the proposal will redevelop a transit-served and centrally-located site so as to better-facilitate pedestrian and transit usage. The site is currently improved with only the Billboard Sign. The development will replace the Billboard Sign with a mixed-use building including market rate and affordable dwelling units. The Metropolitan Planning Council advocates for developments that increase access to transit-served locations for households across the income spectrum. The proposed development will provide significant access for lower-income households, who may be unable to afford personal vehicles, with a residential option in a mixed-use development that is both well-served by multiple transit modes and located within walking distance of some of the fastest-growing employment clusters in the City and the region.

Finally, the availability of on-street parking in the vicinity of the project must also be considered when a transit-served location parking reduction is requested. There is ample street parking available on North Western Avenue to the east, on West Hubbard Street to the south, and on North Artesian Avenue to the west of the subject property

(a) Floor Area and Floor Area Ratio:

- i. Lot Area:
 - ii. Total Floor Area:
 - iii. FAR:
- b) Density (Lot Area Per Dwelling Unit):
- c) Amount of off-street parking:
- d) Setbacks:
- i. Front setback (north):
 - ii. Side setback:
 - iii. Side setback:
 - iv. Rear setback (south):
- e) Building height:
- f) Off-street Loading:

11,203 square feet 39,210 square feet

3.5 (transit-served location FAR increase)

280 square feet (40 dwelling units; transit-served location MLA reduction)

11 vehicular spaces (Transit-served location parking reduction proposed. Site is within 1,320 feet of Western CTA bus line corridor and Western Avenue Metra station)

0 feet 0 feet 0 feet

0 feet (will seek a variation)

60 feet

1 (10' x25')

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