

total of seven dwelling units on the zoning lot. The Applicant will provide two parking spaces. The Applicant also seeks relief, through this Type 1 application and through the Transit-Oriented Provisions of the Chicago Zoning Ordinance, to eliminate any additional required parking spaces. There will be no change to the existing height of both buildings.

To allow the proposed project, the Applicant seeks a change in zoning classification for the subject property from an RT-4 Residential Two-Flat, Townhouse and Multi-Unit District to a B2-3 Neighborhood Mixed-Use District. This change of zoning classification is being sought through the Type I rezoning process of Section I 7-13-0302-A of the Zoning Ordinance in order to qualify for reduction of Parking under Section 17-10-0102-B. I of the Zoning Ordinance. The property sits in a Transit Served Location per the Transit-Oriented Provisions of the Chicago Zoning Ordinance and is 330 feet from the CTA Blue Line Western entrance.

To qualify for reduction of these standards, the project:

- a) Must be located in a transit-served location: which it is, as set forth above;
- b) Must comply with the standards of Section 17-3-0500 pertaining to pedestrian streets and pedestrian retail streets; the accompanying drawings show that the existing building will remain and has been extensively rehabilitated from its former dilapidated state which enhances the aesthetic of the block and increases safety;
- 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 Transit Friendly Development Guide defines "transit friendly development" on page 2 as "Development which is oriented towards and integrated with adjacent transit. The subject property will provide two parking spaces, two required bicycle spaces, and is located north of the CTA Blue Line Western entrance.
- d) Must actively promote public transit and alternatives to automobile ownership: the Ordinance requires two bicycle spaces and the Applicant will provide bicycle racks for two bicycles at the rear of the property;
- e) Must include enhancements to the pedestrian environment that are not otherwise required: the existing building was previously dilapidated and inhabitable. It was a place of frequent crime activity. The existing building will remain and has been rehabilitated from its former dilapidated state which enhances the aesthetic of the block and increases safety.

The Site

The subject property measures 2,996.88 square feet and is improved with a three-story residential building with three dwelling units and a rear two-story residential building with two dwelling units. There is no parking on the property. The surrounding property includes properties that are improved with residential buildings.

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

Lot Area: 2,996.88 square feet

FAR:

Floor Area:

Residential Dwelling Units:

MLA:

Height:

Bicycle Parking: Automobile Parking: Setbacks (existing):

2.0

5,994 square feet 7

428 square feet 31- 4" 2

7

Front (West Cullerton): 1.0 feet

East Side: 1.0 feet

West Side: 0 feet

Rear (Alley): 18 feet

* A set of plans is attached.

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