**17-13-0303-C(1) Type 1 Narrative & Plans – 2501 N. Clark St, Chicago, IL**

Proposed Zoning: B3-5 Community Shopping District

Lot Area: Approximately 6,556 sq. ft.

Proposed Land Use: The Applicant is proposing to develop the subject property with a five-story mixed-use building containing 4,150 sq. ft. of restaurant space at grade, eight (8) residential units on the second and third floors, and 9.400 sq. ft. of event space on the fourth and fifth floors. The proposed building will measure 67 ft. in height. The subject property is a Transit Served Location. Pursuant to Sec. 17-13-0303-D optional Administrative Adjustment and Variation and pursuant to Secs. 17-13-1101-B, 17-13-1101-D, and 17-13-1003-EE, of the Chicago Zoning Ordinance, the Applicant is seeking to reduce the rear setback required for floors containing residential uses from 30 ft. to 5 ft., waive the loading berth requirement, and decrease the off-street parking from the required eight (8) parking spaces to zero parking spaces.

(A) The Project's Floor Area Ratio: 27,400 square feet (4.18 FAR)

(B) The Project's Density (Minimum Lot Area Per D.U.): 819.5 square feet per D.U. (8 residential units)

(C) The amount of off-street parking: 0 parking spaces

*The subject property is a designated Transit Served Location (Clark St.. Bus Route). Pursuant to Sec. 17-13-1003-EE, the Applicant is seeking to decrease the required number of off-street parking spaces from 8 parking spaces to zero parking spaces.

(D) Setbacks:

a. Front Setback: 1 ft.
b. Side Setbacks:
Northwest Side: 12 inches
Northeast Side: 12 inches
c. *Rear Setback: 5 ft.

*Pursuant to Sec. 17-13-1101-B, the Applicant is seeking to reduce the rear setback for floors containing residential uses from the required 30 ft. to 5 ft.

(E) Building Height: 67 ft.

Sec. 17-3-0308 Criteria for Transit-Served Locations – Supplemental Narrative Zoning Analysis

1. The subject property is a designated Transit Served Location per Sec. 17-10-0102-B because it is located within approximately 350 linear feet of the Clark Street CTA Bus Line Corridor roadway segment. The proposed mixed-use building containing restaurant space at grade, eight (8) residential units on the second and third floors, and an event space above will not be supported by off-street parking spaces. Pursuant to Section 17-13-1003-EE, the Applicant is seeking to permit an decrease in the number of required off-street parking spaces, from eight (8) parking spaces to zero parking spaces.

2. The proposed building design complies with the main building door and entryway design standards provided by Sec. 17-4-0504 because the front setback will be at the front of the property line, the entrance widths do not exceed 12 ft., the entrance depths do not exceed the entrance width, the entrance is not more than two-stories in height, the proposed building elevations comply with the window transparency requirements, and the front doors to the building are located along N. Clark St. and St. James Ave.

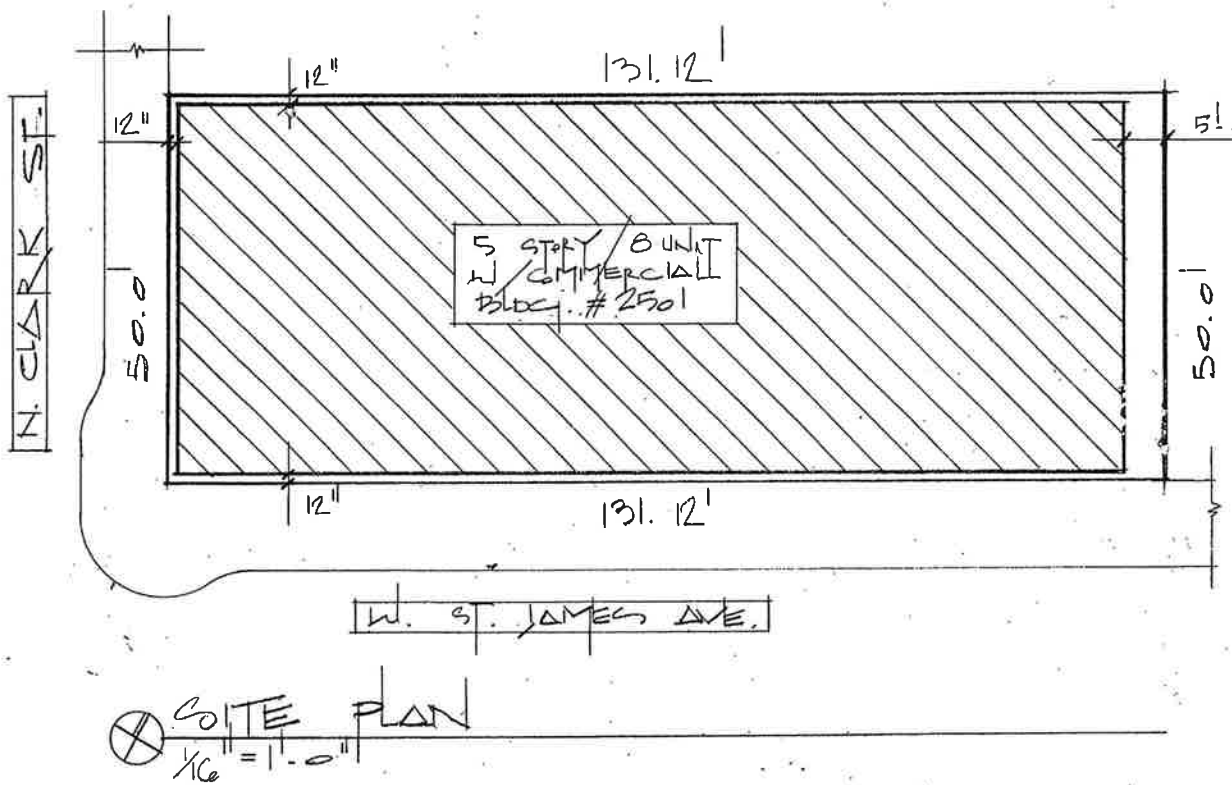
3. The Transit Friendly Development Guide defines 'transit friendly development' as development which is oriented towards and integrated with adjacent transit. The proposed mixed-use building incorporates accessibility and connectivity to mass transit based on its location near the Clark Street bus route. The Applicant believes the project will help improve and activate the pedestrian way along N. Clark St.. for residents and other commuters traveling in the subject area.

4. The proposed mixed-use building will contain eight (8) dwelling units (above grade level) and will not be supported by off-street parking. The Applicant is seeking administrative approval to permit the parking reduction pursuant to the eTOD Ordinance. Ten (10) bicycle parking spaces will be provided onsite.

5. The Applicant believes the proposed mixed-use building will provide appropriate density in the subject neighborhood. More specifically, the project will complement the already active stretch of mixed-use property located along N. Clark St. Based on the subject property's proximity to a designated bus route (Clark Street CTA Bus Line), and its offer of ten (10) bicycle parking spaces, the Applicant believes the project provides transit options and otherwise complies with the Travel Demand Study and Management Plan rules promulgated by the Department of Transportation by serving an area in need.

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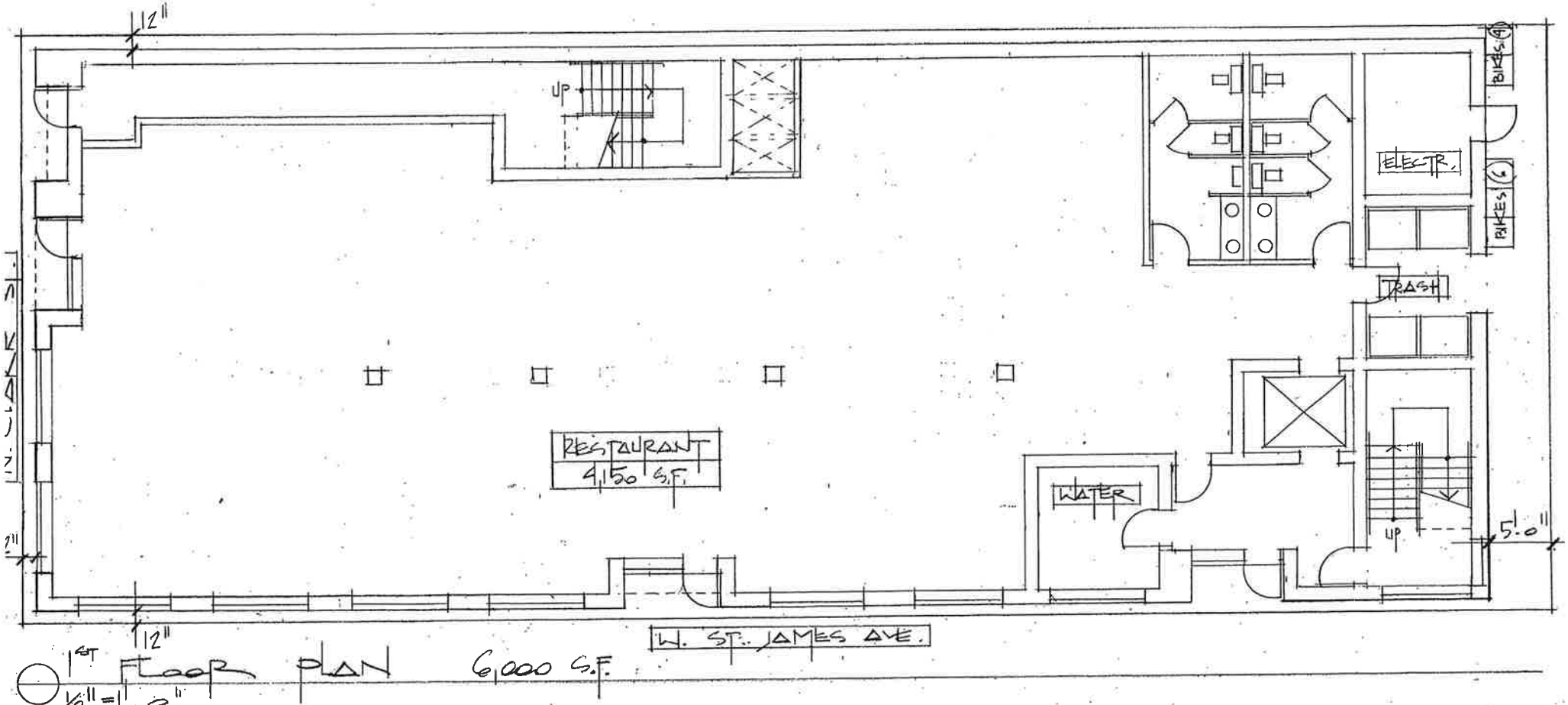



SITE PLAN
1/16" = 1'-0"

| ZONING INFORMATION | |
|---|---|
| LOT AREA | 50.0 x 131.12 = 6,556 S.F. |
| F.A.R. | 5.0 |
| MAX. BUILDABLE | 32,780 S.F. |
| 1ST FLOOR | 6,000 S.F. |
| 2ND FLOOR | 6,000 S.F. |
| 3RD FLOOR | 6,000 S.F. |
| 4TH FLOOR | 6,000 S.F. |
| 5TH FLOOR | 3,400 S.F. |
| TOTAL | 27,400 S.F. |

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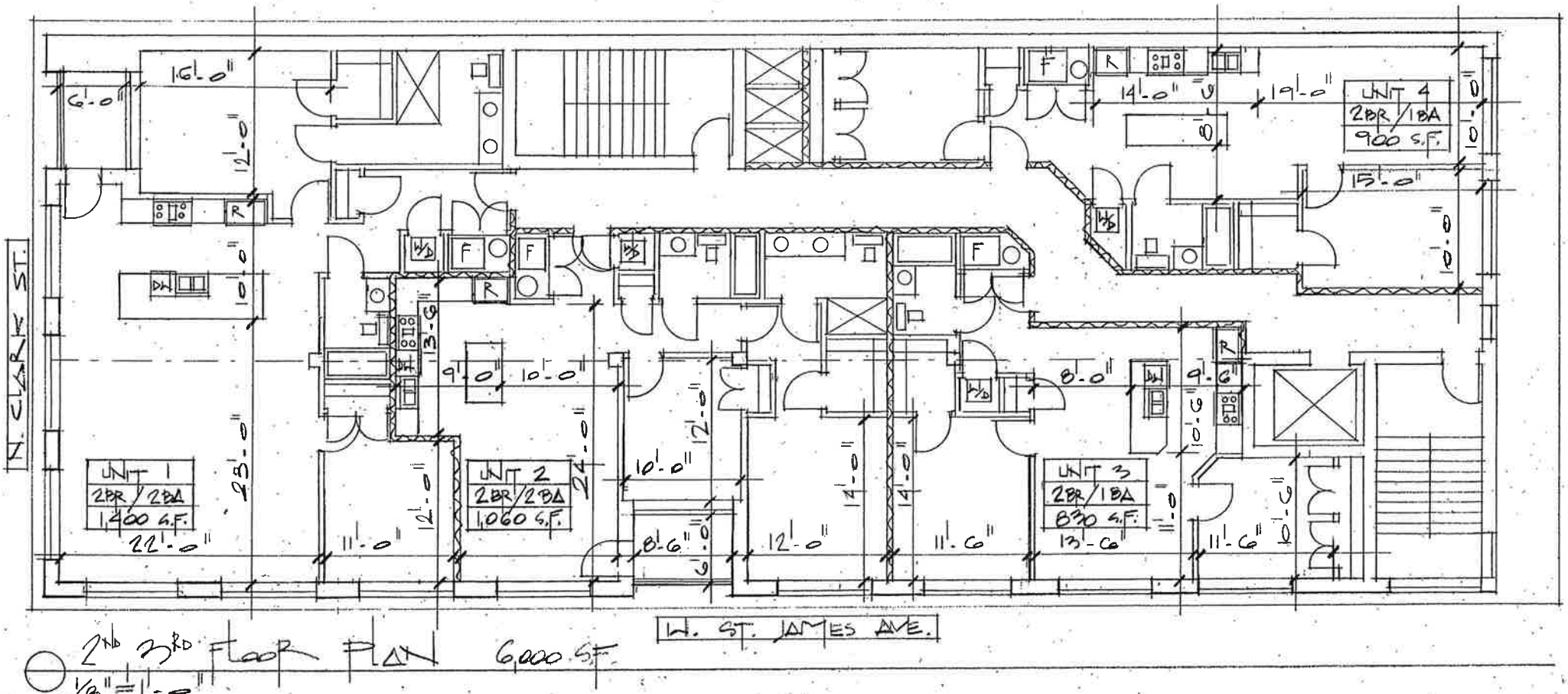
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1st Floor PLAN 6,000 S.F.
1/8" = 1'-0"

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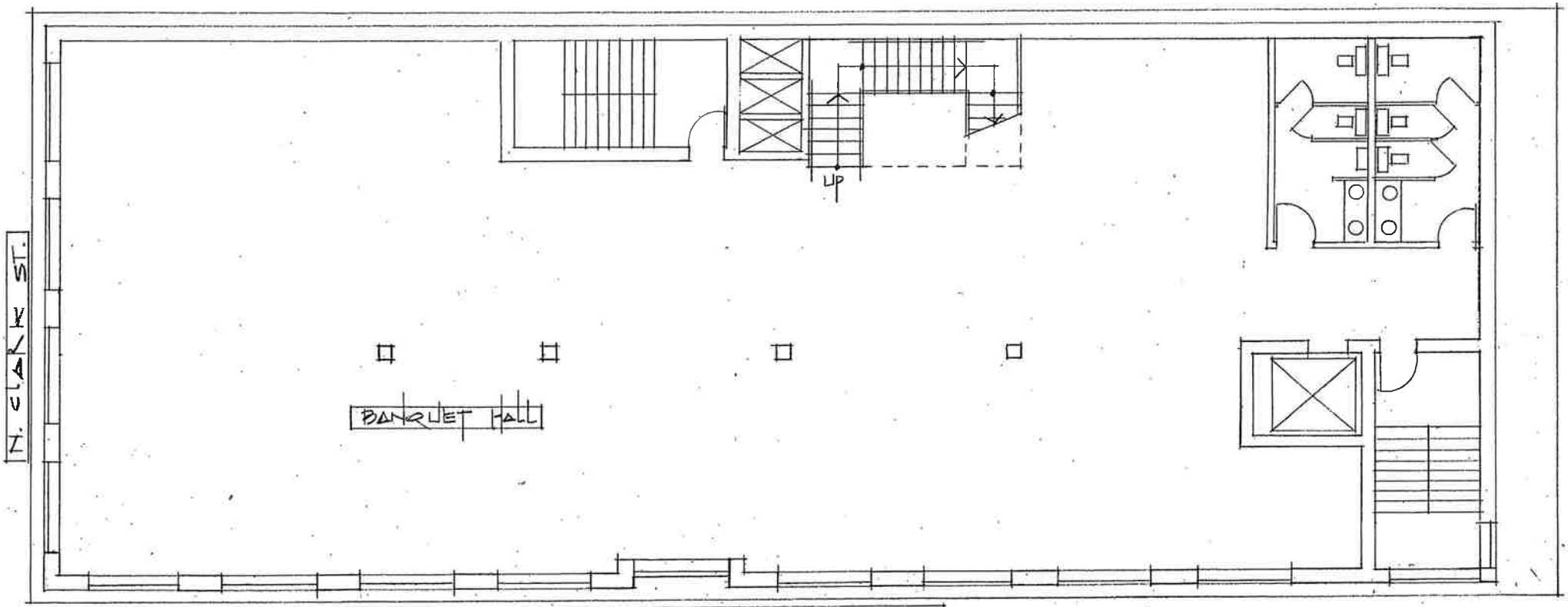
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2ND 3RD FLOOR PLAN 6,000 S.F.
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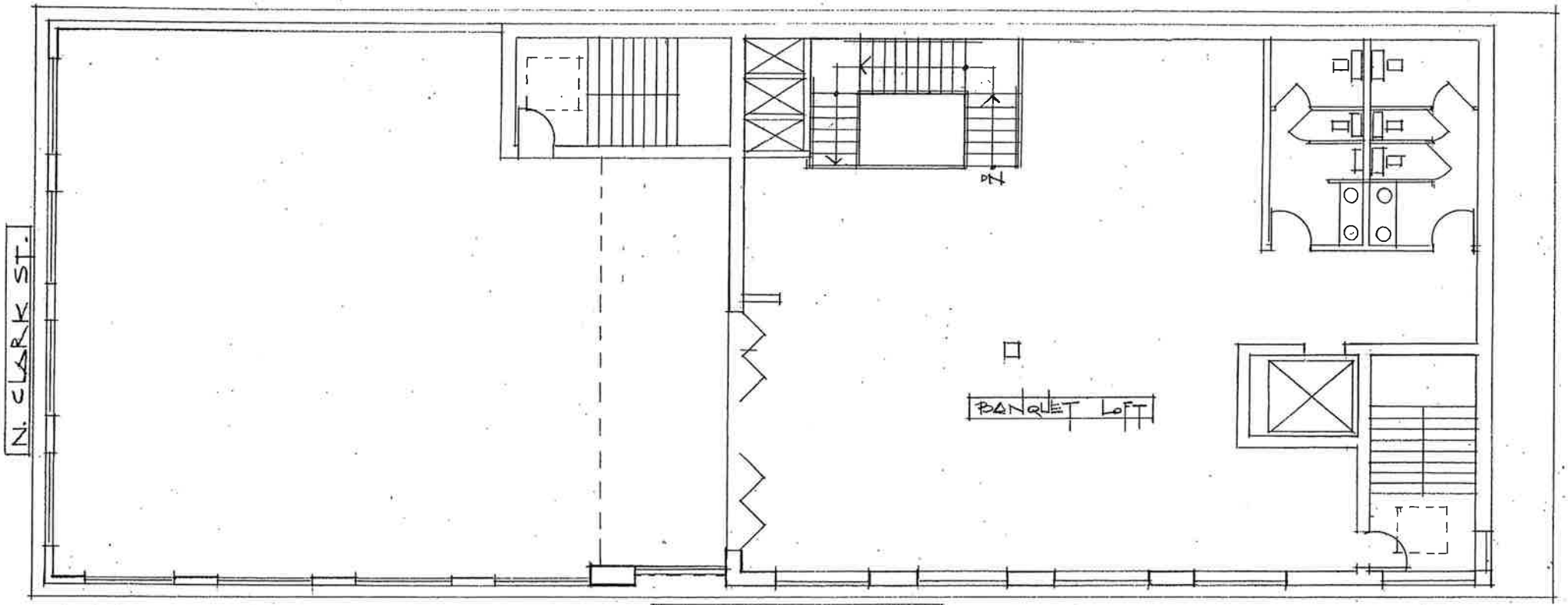
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4TH FLOOR PLAN 6,000 SF.
1/8" = 1'-0"

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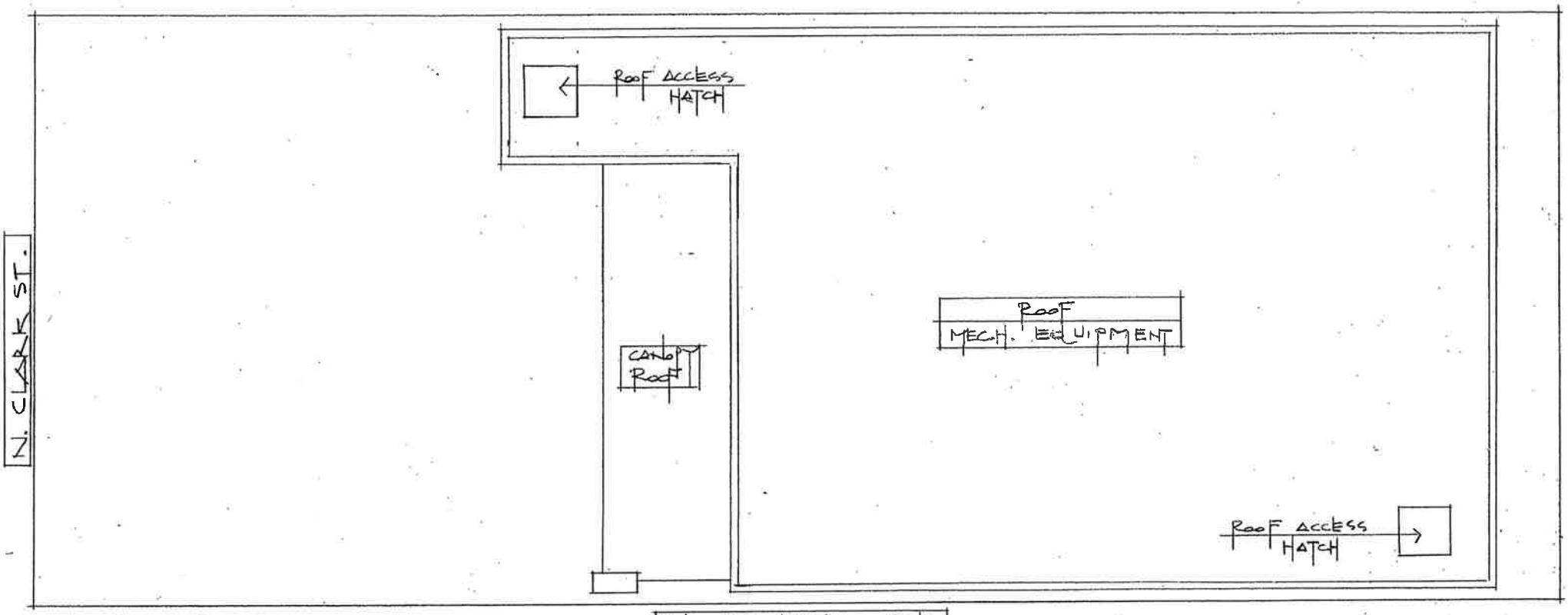
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5TH Floor PLAN 7,400 S.F.
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ROOF PLAN
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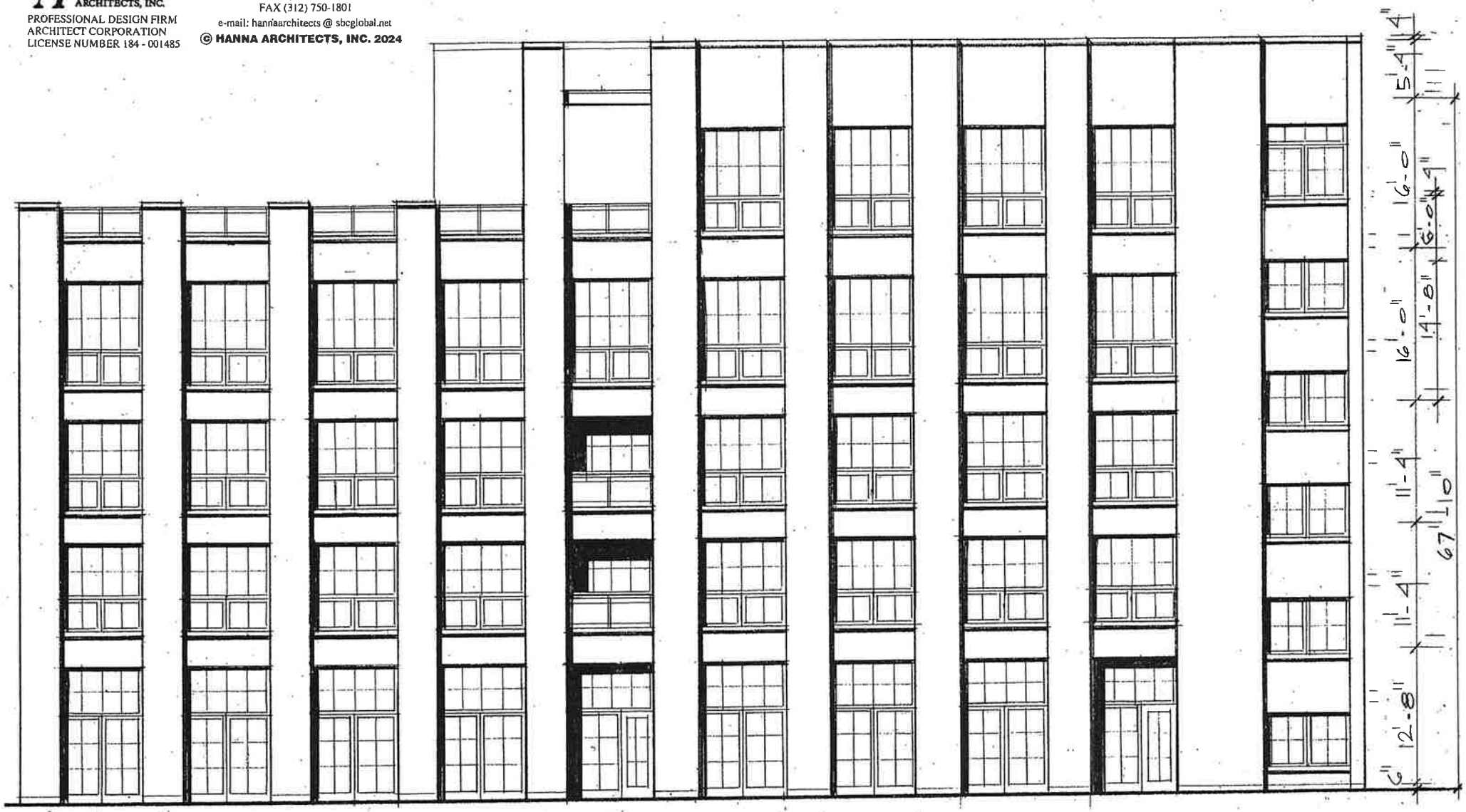
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CLARK ST. ELEVATION
1/8"=1'-0"

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ST. JAMES AVE. ELEVATION
1/8" = 1'-0"