

Standards for Granting Rezoning

Major Change to the PUD

- 1. The design of the planned unit development presents an innovative and creative approach to the development of land and living environments; and*

The Subject Property is bounded to the north by the new Capitol Seniors Housing assisted living facility, the east by residential uses (duplex), to the south by a retention basin and by office buildings and general retail to the west. The lack of frontage and visibility from Route 59, amount of existing retail development in the immediate area and availability of better retail frontage available in both the Cantore Place Subdivision and Naperville Crossings Subdivision make this property unsuitable for any retail development. The proposed storage facility will be the highest and best use of the Subject Property given the challenges of the site being tucked behind commercial and office uses with no public roadway visibility and low traffic count. As such, the proposed state-of-the art storage facility will be an ideal land use in this location and will provide a much needed storage facility to an underserved market in south Naperville.

Gone are the days of old metal boxes and row after row of overhead doors serving each individual unit. Today, storage facility developers should diligently work to deliver architecturally significant and aesthetically pleasing properties. It is a little known fact that sixty percent (60%) of storage facility renters are women, and as such, modern storage facility developers work tirelessly to provide clean, well-lit and secure facilities. To this end, extensive care was taken in the design of the architecture, including incorporation of prairie style architecture of the Cantore Subdivision to complement the existing environment. Additionally, the facility will be built using high quality materials to ensure lasting value including brick, stone, glass and decorative features which will enhance the overall area. Unlike other storage facilities, the proposed facility will have extensive design details including accent towers, cornice work and extensive landscaping.

To properly address the proximity to the residential properties to the east, the Petitioner is proposing a tiered building which will be two stories (42' tall) where adjacent to the residential properties along with a residentially styled hipped-roof which will then be tiered up to three stories (39.6' tall) at the front where adjacent to commercial uses. To soften the building, two and three-story design elements will be subtly used throughout the development. The color styling will feature a natural-color palette including masonry color with accent combinations. The design of the proposed building presents an innovative and creative approach to create a state-of-the-art storage facility while providing an appropriate transitional use between the adjacent residential use and commercial uses.

The facility will also be professionally landscaped far in excess of City requirements including path connections to the adjacent buildings, the adjacent storm water management open space area and installation of a gazebo south of the building. Extensive landscape treatments will be installed around the property line and perimeter of the building including along the eastern property line to buffer the subject property from the adjacent residences. To further enhance connectivity, it was important to provide ample pedestrian and bicycle access to the Subject Property and maximize connection points to the existing commercial component of Cantore Place. Therefore, multiple pedestrian access points to the commercial areas have been established along with interior walkways and an abundance of bicycle parking areas. To avoid a proliferation of unsightly

dumpsters throughout the development, a centralized trash compactor will be located at the interior of the property, hidden from sight.

With respect to parking, there will be 10 outdoor parking spaces and 4 interior parking spaces. All loading and storage will be accessed by a keypad security system with security cameras to ensure a safe and inviting atmosphere. All units will be internally accessed, and all loading and unloading will be internal to the building. For loading and unloading, the customer will enter its access code at the overhead door, pull into the building, park, access their locker and leave. The exterior parking is for new customers while they enter the building to reserve a storage unit. After that initial visit, they will use the passcode to enter the building for all drop offs and pickups. In addition to safety and convenience, the interior loading and unloading eliminates any noise to the neighbors and residents.

With respect to site access, vehicle access has been designed to be from the internal north/south road, Forge Drive, and away from the residential properties. Forge Drive is a private road within the Cantore Place Subdivision. It can be accessed from Leverenz Road or Cantore Drive. In addition, the Petitioner has worked with the Fire Department to design the access to accommodate fire and emergency personnel along with equipping the building with fire suppression sprinklers.

With regard to the intensity of the proposed use, storage facilities, despite popular misconception, are very low impact uses. The average customer visits their unit less than once a month typically, and the proposed facility is expected to generate less than 20 trips per day total. In addition, the hours are generally from 9:00AM - 6:00PM Monday through Saturday and 9:00AM - 4:00PM on Sunday. The hours of operation are at times that will not impose on any adjacent uses. Also, all semi-trucks will be prohibited from this site, and only trucks and cars of less than 26 feet will be permitted. Additionally, there will be no truck or trailer rental allowed.

2. *The planned unit development meets the requirements and standards of the planned unit development regulations; and*

The proposed Major Change to the Planned Unit Development will allow the Petitioner to utilize the Subject Property to an extent that is compatible with the surrounding environment and to its highest and best use. In fact, the proposed use is consistent with the approved Plat of Subdivision which shows the property as ORI and already permits self-storage. The proposed planned unit development meets the requirements and standards of the planned unit development regulations as follows:

- (i) **Ownership and Control:** The proposed development meets the ownership and control requirements.
- (ii) **Area, Lot Width, Yard, and Height/Bulk Requirements:** The proposed development meets the applicable standards of the underlying zoning district as depicted on the PUD Plat.
- (iii) **Common Open Space:** Common open space was master planned as part of the development improvements for the Cantore Subdivision, which include open spaces, a path system and a gazebo.
- (iv) **Landscaping, Screening, and Tree Preservation:** A landscape plan has been submitted in compliance with the City's requirements for landscaping and screening on the Subject Property.
- (v) **Lighting:** A lighting plan has been submitted in compliance with the City's lighting requirements.

- (vi) Pedestrian and Bicycle Circulation: The provisions pertaining to Pedestrian and Bicycle Circulation have been met. The Cantore Subdivision includes path, sidewalk and the proposed development will include bicycle parking.
- (vii) Relationship to Adjoining Land: The proposed use is consistent with the mixed-use concept of the Cantore Planned Unit Development and will enhance the viability of the commercial and office uses within the development.
- (viii) Density Bonuses: No Density bonuses are requested.
- (ix) Park and School Sites: Park and School donations will not be required as part of this development.
- (x) Public Improvements: All public improvements have been provided for as part of the Cantore Place PUD, including signalized access points at Route

3. *The physical design of the planned unit development efficiently utilizes the land and adequately provides for transportation public facilities while preserving the natural features of the site; and*

There are no existing natural features on the site. The existing site consists of roughly graded and unsightly vacant land. The proposed plan incorporates the existing retention basin by turning it into a community amenity and maximizes connectivity to the existing retail and office components of Cantore Place while supporting the viability of the overall development. Overall, the proposed development greatly enhances the Subject Property and efficiently utilizes commercial property which has been vacant and underperforming for many years.

4. *Open space, outdoor common area, and recreational facilities are provided; and*

Open space, outdoor common areas, and recreational facilities have been incorporated as part of the overall Cantore Place Planned Unit Development. Path system as well as a gazebo will be installed, along with extensive landscaping.

5. *The modifications in design standards from the subdivision control regulations and the waivers in bulk regulations from the zoning regulations fulfill the intent of those regulations; and*

The design of the storage facility exceeds all subdivision control requirements, and the petitioner is not requesting any waivers from bulk regulations.

6. *The planned unit development is compatible with the adjacent properties and nearby land uses; and*

The proposed use of the Subject Property is consistent with the proposed mixed-use development of Cantore Place. Cantore Place was conceptualized as a mixed-use development with a combination of retail, office, professional and medical office uses and residential uses. The retail commercial component of the development is partially developed along Illinois Route 59. The secondary commercial components of the development have stalled over the past seven years. The proposed development would create a beneficial use of the Subject Property that will provide an underserved aging segment of the market and also provide a boost to the existing commercial uses, which will be consistent with the character and intent of the planned unit development. The planned unit development's proposed use is compatible with and serves as a reasonable transitional use between the existing adjacent residential to the north/east and the business/commercial to the south and west. It is also an excellent synergistic use with the assisted living facility to the north.

7. *The planned unit development fulfills the objectives of the comprehensive plan and planning policies of the City.*

The proposed development is consistent with the overall Cantore Place Planned Unit Development, which anticipated a mixed-use development, and is consistent with the formerly approved ORI zoning component on the Subject Property, which permits self-storage. The proposed development will allow for underperforming land to be utilized for its highest and best use which will in turn support the adjacent commercial development and enhance the City's property tax bases while providing a buffer to the adjacent residential uses. The proposed amendment is also in conformance with the City's official plans as an intended mixed-use development. Lastly, there is an appreciable need for self-storage in the area. Nationally, the demand is 6.77 square feet of storage per person. Within a one-mile drive distance of the site, there is no self-storage available. This storage need is grossly underserved. The Petitioner seeks to satisfy this need through a nicely designed storage facility that will complement the overall area in lieu of a traditionally-styled storage facility. Our neighbor to the north, the new Capitol Seniors Housing assisted living facility, is a strong supporter as there will be a direct synergy between the two developments, and they appreciate the low impact nature of self-storage.

Parking Deviation

1. *The requested deviation would not undermine the intent and purpose of the underlying zoning district; and*

The purpose of the off-street parking requirement is to ensure that adequate parking is provided to meet the demand. Accordingly, the Code provides that each property must provide on-site parking to meet the anticipated parking demand based on the use of the individual property. The proposed variance to reduce the required off-street parking from thirty-four (34) spaces to fourteen (14) spaces is consistent with the purpose and intent of the zoning regulations. Under Section 6-9-3 of the Code, parking requirements are calculated based on both the square footage and the type of use of an establishment. The thirty-four (34) parking space requirement is based on the parking requirement of 0.4 parking space per 1,000 square feet of gross floor area totaling 84,630 square feet and the proposed use as a self-storage facility. Contrary to popular belief, self-storage is a very low intensity land use which has the lowest trip generation and parking demand of any use other than furniture stores. Seventy-one percent (71 %) of all users will visit the facility one time or less per month. The Petitioner has submitted a parking study prepared by Eriksson Engineering Associates, Ltd. dated July 18, 2017, which concludes that the proposed 10 external and 4 internal spaces will be more than sufficient to accommodate the peak demand of 10 parking spaces. Strict enforcement of the parking requirement would require the Petitioner to install and maintain excess parking and have unnecessary parking areas. In addition, the Petitioner has surveyed two of the largest owners of self-storage facilities in the country (including over 2,000 storage facilities) regarding the most suitable number of parking spaces which resulted in a recommendation of seven exterior parking spaces to serve this facility.

2. *The requested deviation will not be a detriment to the provision of municipal services and infrastructure; and*

Great care was taken in site and building design. Granting a variance to Section 6-9-3 will not alter the essential character of the neighborhood or create a substantial detriment to adjacent property. The variance would actually improve the overall functioning and aesthetics of the development. Increasing the number of designated parking spaces to meet code would not alter the manner of operations but would only cause inefficiencies in the layout of the development.

- 3. The requested deviation will contribute to a planned unit development which offers a superior level of design, amenity enhancement, or environmental benefit, or would enhance the community vitality through the inclusion of attainable or barrier free housing; and*

This variance would be virtually undetectable. First, someone would have to enter the locked parking area to count the spaces, which is never going to happen. In addition, the parking study and market research shows that the development will be adequately parked. These attributes will certainly enhance the overall essential character of the area.

Loading Deviation

- 1. The requested deviation would not undermine the intent and purpose of the underlying zoning district; and*

The intent of the off-street loading requirement is to avoid loading occurring on publicly owned right-of-ways. As an upscale storage facility, all semi-trucks will be prohibited, and the use of an exterior loading berth is both undesirable and unnecessary. All loading will be internal to the building and accommodated by an internal loading berth that will be 43' wide by 39' deep, so no exterior loading berths are needed. All units will be accessed from common hallways and the elevators interior to the building to move in and out of units. To that end, there is sufficient area inside of the building to accommodate all move in/out activities. The inclusion of exterior loading berths would have an impractical and unsightly effect on the quality of the architecture and the character of the neighborhood. Therefore, the Petitioner's request to eliminate exterior loading berths would have a positive aesthetic effect on the development and overall community and contribute to a planned unit development offering a superior level of design, amenity enhancement, and environmental benefits.

- 2. The requested deviation will not be a detriment to the provision of municipal services and infrastructure; and*

The variance, if granted, will not alter the essential character of the neighborhood and will not be a substantial detriment to adjacent property because ample loading space is accommodated in the design and internal layout of the development. As a completely enclosed self-storage facility, the need for exterior loading berths is both unnecessary and undesirable. Eliminating exterior loading berths will have a positive impact on the essential character as all loading functions can be appropriately managed interior to the building.

- 3. The requested deviation will contribute to a planned unit development which offers a superior level of design, amenity enhancement, or environmental benefit, or would enhance the community vitality through the inclusion of attainable or barrier free housing; and*

Strict enforcement of this Title would create practical difficulties for the Petitioner as the creation of external loading berths would be inefficient from an operational perspective and unsightly from an aesthetic perspective. Under most circumstances designated loading is necessary and appropriate in an industrial setting. However, the use of the Property as a self-storage facility and Petitioner's thoughtful site design obviate the need for designated external loading in this situation.