

EXHIBIT 1: Section 6-3-8:2: Standards for Granting or Amending a Conditional Use

1. The establishment, maintenance or operation of the conditional use will not be detrimental to, or endanger the public health, safety and general welfare;

The primary use of the proposed development is automobile repair. Typical repair activities include oil changes, alignment, suspension, exhaust and other minor repairs. Body work is not proposed at this location. The standard proposed hours of operation are 7:00 am to 7:00 pm, Monday through Friday. There is no proposed storage of materials or equipment / vehicles on the outside of the proposed facility outside of normal business operation hours. Contaminates used in the normal operation of the service garage are stored in approved containers in spill protected basins. The floor of the service bay is protected with a non-porous material that is cleaned regularly with a Zamboni style cleaning machine which is emptied into approved storage containers in spill protected basins. Floor drains are placed inside the service bay doors to catch any spills, rainwater or snowmelt brought into the service bays by the vehicles. The floor drains are connected to an oil separator / triple basin which is regularly cleaned and inspected. Contaminants are collected by an outside contract company and disposed of offsite at an approved facility. The proposed development will not be detrimental to, or endanger the public health, safety and general welfare of the surrounding community.

2. The conditional use will not be injurious to the use and enjoyment of other property in the immediate area for the purposes already permitted, nor substantially diminish and impair property values within the neighborhood;

The proposed conditional use will have standard operating hours from 7:00 am to 7:00 pm, Monday through Friday and will remain closed on the weekends. The development provides parking in excess of the ordinance specified values for vehicles and meets the ordinance specified number of bicycle parking spaces. The proposed building will be constructed of high quality, aesthetically pleasing materials. The use of accents, varying building materials, varying roofline, recesses and projections, and an accentuated entrance provide visual interest. Existing trees and shrubs will be preserved and enhanced with the proposed landscaping. The nearest residential property is over 150 feet away across 95th Street which is a four lane roadway with a median. The nature of the repair work provided will minimize impacts to the surrounding residential properties. Sidewalks will be extended to the west and the south as discussed with City staff. The conditional use will not be injurious to the use and enjoyment of other property in the immediate area for the purposes already permitted, nor substantially diminish and impair property values within the neighborhood.

3. The establishment of the conditional use will not impede the normal and orderly development and improvement of the adjacent property for uses permitted in the district; and

The development is proposed on a vacant lot located in a community shopping center planned unit development. The adjacent lot to the west is zoned R3-PUD and is developed as a City of Naperville Fire Station. The adjacent lot to the east is zoned B2-PUD and is developed as a commercial property (Andy's Frozen Custard). Property to the south is the R.O.W. of 95th Street. The area to the north is undeveloped property, but is separated from the subject property by Anna Marie Lane. The conditional use requested on the proposed development will have no impact on the normal development and improvement of adjacent properties.

4. The establishment of the conditional use is not in conflict with the adopted comprehensive master plan.

The proposed development is a commercial operation consistent with the surrounding commercial properties. The proposed improvements will be constructed and arranged in such a way so as not to dominate the immediate vicinity or interfere with the development and/or use of neighboring property. The hours of operation are standard business hours and will not adversely impact the business operations or quality of life of the surrounding properties. The building size is within that allowable provided by code, pedestrian and bicycle amenities have been incorporated into the plan, aesthetically pleasing architecture is proposed for the building and final site landscaping is provided to shield and screen the parking areas. The proposed development is not in conflict with the comprehensive plan.

EXHIBIT 2: Section 6-4-7:1: Standards for Granting or Amending a Planned Unit Development

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

The proposed development is an auto service use which is currently not present in the PUD. The proposed development include bicycle parking and connects walking paths/sidewalks within the development. The building architecture is appealing in the design and incorporation of varied building materials. The proposed site plan is coordinated with the existing adjacent development to the east, providing cross access and completing curbing on the adjacent property. Landscaping is preserved and enhanced on the site to provide an aesthetically pleasing environment and screen the parking areas from residential developments nearby.

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

The proposed development meets the requirements of the planned unit development regulations meeting building setback, building height, building area, vehicle parking, bicycle parking, and engineering requirements of the city. The only deviation from typical development requirements comes in the area of foundation landscaping. The auto service use requires open bay doors on the east and west sides of the building. This prevents the presence of foundation plantings in these areas. The landscaping has been designed to compensate for these plantings elsewhere on the site.

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

The proposed development utilizes the land efficiently and adequately provides for transportation and public facilities. Access is provided off of an existing roadway. Cross access is provided for the adjacent property to the east through a proposed dedicated cross access easement. Sidewalks are extended across the parcel to connect existing pedestrian access. A new sidewalk has been incorporated to connect to the pedestrian access to the south along 95th Street. Vehicle parking and bicycle parking are incorporated in to site plan in compliance with city code. Access to the fire station to the adjacent fire station to the west is not impeded by the proposed development. The existing grade of the property is preserved and not greatly altered. Final landscaping is provided for an aesthetically appealing final site.

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

Open spaces is provided through compliance with established building setbacks and front and side yard setbacks. Recreational facilities are provided through the extension of sidewalks and the connection to existing pedestrian access routes. The proposed development has provided outdoor common areas to the extent practical for a development

of this use on a parcel of this size.

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.

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. The proposed development meets the requirements of the planned unit development regulations meeting building setback, building height, building area, vehicle parking, bicycle parking, and engineering requirements of the city. The only deviation from typical development requirements comes in the area of foundation landscaping. The auto service use requires open bay doors on the east and west sides of the building. This prevents the presence of foundation plantings in these areas. The landscaping has been designed to compensate for these plantings elsewhere on the site.

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

The proposed development is compatible with adjacent properties and nearby land uses. The proposed development is a commercial development with typical business operating hours. The proposed use will typically be closed on weekends and will not impact the traffic or pedestrian use of adjacent facilities during those expected high use periods. The proposed development has access off of an existing roadway in the subdivision and a proposed dedicated provides cross access to the adjacent property to the east and completes parking lot curbing on that property. The proposed development has been designed to have no impact on the adjacent fire department to the west. Extension of sidewalks and walking paths are incorporated into the design of the site plan. Final landscaping and building architecture will provide an aesthetically appealing development.

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

The proposed development is a modification to an existing planned unit development that has been previously adopted by the City of Naperville. The proposed development meets the objectives of the comprehensive plan and the previously adopted planned unit development and seeks a conditional use approval for the proposed auto service use.