

VARIANCE TO REDUCE THE REQUIRED OFF-STREET PARKING FROM TWO SPACES PER UNIT TO ONE SPACE PER BEDROOM

- a. The variance is in harmony with the general purpose and intent of this Title and the adopted comprehensive master plan.*

The proposed variance to reduce the required off-street parking from two (2) spaces per unit to one (1) space per bedroom and from twenty-eight (28) guest parking spaces to six (6) guest parking spaces is consistent with the purpose and intent of the zoning regulations. 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. First, it is important to consider the unique nature of the proposed micro-unit apartment community along with its close proximity to everyday necessities, entertainment, retail and transportation options. Given that the I-88 employment corridor is less than a mile away, it is likely that the residents will have opportunities to minimize their transportation expenses by using public transportation, car sharing services, Pace as well as bicycles and walking. To evaluate the parking supply, Petitioner has hired Eriksson Engineering Associates Inc. who has prepared a comprehensive parking analysis attached hereto as **Exhibit D**. The parking study particularly notes that the City of Naperville code is insufficient when it does not consider the nature of residential developments, but instead it simply states two (2) spaces per unit regardless of how many bedrooms or the location of the developments. Therefore, the same two (2) space requirement would apply to a five (5) bedroom home in the south part of town as a one (1) bedroom unit located adjacent to employment, convenience retail and transportation options. In addition, the study goes on to state the following:

- 1) US Census data shows that residents of Naperville rental properties used public transportation 8.9% of the time and walked 1.8% of the time to get to work which is expected in this instance.
- 2) Based upon national parking data, the Institute of Transportation Engineers Parking Generation, 5th Edition, determines that on a per bedroom basis, the 112 studio micro-unit apartments would generate a total of 73 vehicles or .65 vehicles per unit which is considerably less than the proposes 112 spaces for residents and 6 spaces per guest.
- 3) Based up a survey of “luxury” apartments in the northwest suburbs, the per parking

bedroom ratio was .97 vehicles per bedroom which would require a total of 109 parking spaces.

- 4) Based on census data for rental apartments, the micro-unit apartments would generate a total of 83 vehicles.
- 5) Based upon Costar data and a survey of 9 apartment communities in the City of Naperville, the average parking supply per bedroom is .94 spaces per bedroom which would amount to 105 spaces.

To further facilitate the efficient use of the Subject Property and maximize the parking supply, the Petitioner has also designed the proposed development to facilitate pedestrian and bicycle access to and from the retail, employment and entertainment options located in proximity to the Subject Property. As a result, it is even more likely that many residents will not require cars at all, let alone more than one car per unit.

- b. Strict enforcement of this Title would result in practical difficulties or impose exceptional hardships due to special and unusual conditions which are not generally found on other properties in the same zoning district.*

Great care was taken in site and building design. Strict enforcement of this parking requirement would require the Petitioner to install and maintain excess parking areas that will not be used. In addition adding additional parking would cause the reduction of units which is contrary to the intent and desire for density and attainable housing at this location.

- c. The variance, if granted, will not alter the essential character of the neighborhood and will not be a substantial detriment to adjacent property.*

The parking study evidences that the development will be adequately parked. Also, at the request of staff, the petitioner is providing six (6) guest parking spots. These attributes will certainly enhance the overall essential character of the area. Additionally, this variance will help

provide for a compelling community need to achieve attainable housing for both workforce and seniors which are in character with the existing neighborhood including residential uses to the south. Strict enforcement of the antiquated parking requirements would make the project unfeasible.

**VARIANCE FROM CITY DESIGN MANUAL TO REDUCE THE FRONT DRIVE
AISLE TO 12 FEET**

- a. *The variance, if granted, will not alter the essential character of the neighborhood and will not be a substantial detriment to adjacent property.*

The drive aisle width variance being sought is a condition that exists today. The Petitioner is requesting to repurpose the existing building which includes the 12' wide drive aisle that is currently existing on the north side of the building. Utilizing what currently exists will insure that that the essential character will be preserved and there will be no detriment.

- b. *Strict enforcement of this Title would result in practical difficulties or impose exceptional hardships due to special and unusual conditions which are not generally found on other properties in the same zoning district.*

As stated above the requested drive aisle exists today and serves the existing motel. Strict enforcement of the drive aisle width requirement would impose exceptional hardships and require the Petitioner to relocate the building or demolish a portion of the building. As repurposing of the building is the critical element that makes this project feasible and allows for attainable rents, if the Petitioner were required to provide a larger drive aisle the project would no longer work. Additionally, it is important to note that adequate access and circulation is already in place from both Ogden Avenue and Tuthill, so no life safety issues are created by allowing this existing condition to remain. The Petitioner will also prohibit parking along the north side of the building where the drive aisle is twelve (12') feet to insure circulation is

appropriate. Lastly, the circulation and drive aisle width has been reviewed and approved by the Fire Department.

c. The variance, if granted, will not alter the essential character of the neighborhood and will not be a substantial detriment to adjacent property.

The variance if granted will help pave the way for a residential development which is in conformance with the Ogden Avenue Study, the City’s vision for this parcel and provides for the compelling interest of attainable housing that will be the highest and best use of the property, so there will be no detriment to the adjacent properties. Currently, there is a motel on the Subject Property which is totally out of character at this location and disruptive to the essential character of the neighborhood. By constructing this proposed residential development, the Petitioner will enhance the overall essential character with a compatible residential use and enhance the area and larger community.

VARIANCE TO PERMIT 112 UNITS IN LIEU OF ONLY ONE UNIT FOR EVERY 2,600 SQUARE FEET OF LAND AREA

a. The variance, if granted, will not alter the essential character of the neighborhood and will not be a substantial detriment to adjacent property.

The Petitioner is seeking to repurpose a 123 room dilapidated motel with a 112 room micro-unit apartment community to provide for attainable housing. The variance is certainly in harmony with the existing character of the area and will mark a substantial improvement to the overall area while also providing for a community need. The density variance essentially relates back to the City not having an appropriate zoning district for affordable housing development allowing for the requisite density. In this unique area and in this particular instance, density is anticipated, required and offers the ability to efficiently utilize resources. To not allow density in a location such as this is contrary to the City’s vision for this area. It is also worth noting that

the proposed community is also in compliance with the applicable floor area ratio in the OCI zoning district of 1.5.

- b. Strict enforcement of this Title would result in practical difficulties or impose exceptional hardships due to special and unusual conditions which are not generally found on other properties in the same zoning district.*

Strict enforcement of this title would cause the property to not be redeveloped and continue to be occupied by a failing motel which has a negative financial impact on the values in the area.

- c. The variance, if granted, will not alter the essential character of the neighborhood and will not be a substantial detriment to adjacent property.*

The variance will improve the Subject Property as well as the neighborhood with a development that is complimentary to the adjacent residential uses and which will support the nearby commercial uses and provide for highest and best use of the land. This will in turn have a positive impact on the property values and support the greater community. The proposed development will cause the repurposing of the existing blighted building which is completely out of character for the area and provide for the construction of a residential development more consistent with the residential character of the area. Lastly, according to the traffic study submitted herewith, the proposed micro-unit apartment community will generate less traffic than a 123 unit motel.