

## EXHIBIT 1

**Major Changes to Final PUD Plat for Iron Gate Motor Park – Phase 2B****And Amended Final PUD Plat for Iron Gate Motor Condos - Phase 2A**

## 6-4-6: CHANGES TO A FINAL PLANNED UNIT DEVELOPMENT:

A planned unit development shall be constructed in accordance with the approved final plat of planned unit development and all supporting data. Changes to the planned unit development shall be considered to be either a major change, a minor change, or an administrative adjustment, in accordance with this Section. In addition to the factors set forth in this Section, the statement of intent and concept (SIC) provided on the planned unit development plat will also serve as a basis for determining whether a change is a major or a minor change.

1. Major Change: Major changes are modifications which alter the concept or intent of the planned unit development. Factors which shall be considered in determining whether a proposed change constitutes a major or a minor change include:

***Response: The major change proposed for the Iron Gate Motor Condos – Phase 2B, previously approved under Ord. No. 21-078, is to revoke or rescind that PUD and the Conditional Uses granted thereby and to approved the Final PUD Plat for Iron Gate Motor Park – Phase 2B, thereby changing the controlling Plat elements for Phase 2B while concurrently approving the Amended Final PUD Plat for Iron Gate Motor Condos – Phase 2A. The Conditional Uses in effect for the new Phase 2B and that portion of old Phase 2B annexed into Phase 2A would then devolve to those Conditional Uses previously granted under Ord. No. 13-157 .***

- 1.1. Request for a deviation to underlying Municipal Code requirements, approval of a conditional use, or request to increase the extent of a previously granted deviation to underlying Municipal Code requirements.

***Response: No deviation is requested and the Conditional Uses will revert to those previously granted to Phase 2.***

- 1.2. Change in the designation of land use identified in an approved planned unit development to a use which is not consistent with the Statement of Intent and Concept approved for the planned unit development or the property's underlying zoning classification.

***Response: Proposed uses in Iron Gate Motor Park Phase 2B are consistent with the uses in Iron Gate Motor Condos Phase 1 and those granted by Ord. 13-157.***

- 1.3. Any increase in total gross floor area or number of dwelling units that would result in a square footage which exceeds the maximum FAR permitted in the underlying zoning district, fails to meet the minimum lot area requirements specified in the underlying zoning district, or would result in a parking requirements, as determined based on the off-street parking regulations set forth in Section 6-9-3 of this Title, which cannot be met at the subject property or at other permitted locations pursuant to Section 6-9-2:1, Section 6-9-2:2, and Section 6-9-2:3 of this Title.

***Response: No dwelling units are now proposed and the FAR in the I-District will not be exceeded.***

- 1.4. Any increase in approved building height which would be in excess of the maximum building height permitted in the underlying zoning district.

**Response: No increase in building height is requested.**

- 1.5. Any decrease in the number of parking stalls which reduces the amount of parking provided at the subject property or at other permitted locations to less than that required by the off-street parking regulations for the specific use per Section 6-9-3 of this Title.

**Response: See updated Parking Utilization Study.**

- 1.6. Reduction in the acreage of open space or outdoor common area below the minimum required percentage defined in Subsection 6-4-3.3 of this Chapter, subject to the standards defined in Subsection 6-4-3.12.2 of this Chapter.

**Response: No reduction in open space or outdoor common area is proposed.**

- 1.7. Significant changes to the parking location, access plan, building or parking setback areas, landscaping plans, or approved conditions which are inconsistent with the Statement of Intent and Concept approved for the planned unit development as determined by the Zoning Administrator.

**Response: With the revocation of the Iron Gate Motor Condos Phase 2B and with the Conditional Uses for residential uses rescinded, the changes in land uses now proposed will be identical to those in Iron Gate Motor Condos Phase 1 and in Phase 2 as granted by Ord. 13-157. The Iron Gate Motor Park Phase 2B PUD will, in fact, be more consistent with the intent and concept for the Iron Gate PUD as originally annexed.**

- 1.8. Building design or change to approved elevations which is inconsistent with the approved planned unit development, does not meet the approved design criteria, prototypical elevations for the planned unit development, or is inconsistent with the City's comprehensive planning documents or policies, including, but not limited to, those referenced in Section 1-11-1 of this Code.

**Response: Building elevations and materials in the now proposed Iron Gate Motor Park Phase 2B PUD will mimic the elevations and materials with some departures for incorporation of more durable siding products.**

## EXHIBIT 2

Petitioner hereby requests approval of a Major Change to the Iron Gate Motor Condos PUD Plat – Phase 2B on a 5.08± acre portion of the Iron Gate project site as previously approved under Ord. No. 21-078 by revoking or rescinding that PUD along with the Conditional Uses granted thereunder, including the residential uses, and by approving the Final PUD Plat for Iron Gate Motor Park – Phase 2B (on a 4.83± acre site) thereby changing the controlling PUD Plat elements for Phase 2B and by concurrently approving an Amended Final PUD Plat for Iron Gate Motor Condos – Phase 2A (by annexing a 0.25± acre parcel).

With the revocation or rescission of the Iron Gate Motor Condos – Phase 2B and the Conditional Uses granted under Ord. No. 21-078, the Conditional Uses granted to all of Phase 2 under Ord. No. 13-157 will devolve to the Iron Gate Motor Park – Phase 2B PUD and to that portion of Iron Gate Motor Condos – Phase 2B under said Ord. No. 21-078 which will be annexed into Phase 2A by the Amended Iron Gate Motor Condos – Phase 2A PUD.

### 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.

***Response: In this, the third iteration of an innovative and creative land planning Application for a PUD submitted on this slightly smaller Phase 2B site after the incorporation of a 0.25± acre parcel into the adjoining Iron Gate Motor Plaza – Phase 2A, this new Phase 2B PUD Plat includes elements similar to the for the motor condo uses in IGMC Phase 1 and the auto related storage facilities in Iron Gate Motor Plaza Phase 2A. There will be, for example, a large automobile storage facility available to Club members by appointment; private garage owner condo units for storage of automobiles and other mobile vehicles; and mixed private condo owner car, RV and boat storage in certain units. These uses will be complimentary and supplementary to those existing uses in Phase 1 and Phase 2A, and will also fulfil a market niche for the community at large.***

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

***Response: An Amendment to the existing Phase 2A PUD by annexation of the adjacent 0.25± acre parcel does meet the requirements and standards of the Planned Unit Development regulations in that it provides essential vehicular access to the condo units on the west side of existing Building #3 in Phase 2A.***

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.

***Response: The annexation of the 0.25± acre parcel into Phase 2A efficiently utilizes the land by minimizing the width of the land to be annexed from the adjacent Phase 2B to only that needed for a driveway and fence, while providing for vehicular access and other public facilities and preserving the existing natural features and open space areas of the Site (see Appended Final Site Development Plans).***

***In physical design and layout of the site infrastructure, the new Phase 2B PUD closely resembles the two (2) formerly approved Phase 2B PUD's in maintaining the existing reinforced concrete retaining wall along the southerly edge as a grade transition from the topographically higher central portion of the Phase 2B site at elevation 721± down to the Northerly Stormwater Management Facility for the entire Iron Gate PUD Project at elevation 717.0±, which then transitions at a 5:1 slope down to the high water level at 715.4±. The***

**main entry gate full turn movement driveway off Ferry Rd. and perimeter security fencing affords a means of protection for the storage of valuable motor vehicles and other mobile possessions, while still affording emergency entry through a pass-thru gate between Phase 2A and Phase 2B should it be necessary. The 10-foot-wide deck off of the retaining wall and common area gathering terrace will afford condo unit owners the opportunity to share with each other the open space vistas to the native vegetated Stormwater Management Facility and the vast open space trail system beyond in the larger Iron Gate Open Space (see Special Exhibit previously submitted four (4) times) and to engage with each other in all manner of social discourse.**

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

**Response: As further explained above, and as depicted in the Outlot A Open Space Exhibit and the virtual panoramic view of Exhibit 2B (attached), there will be open space and outdoor common areas with recreational hiking trail facilities available to the condo owners of the Proposed Phase 2B PUD.**

**Open space, outdoor common areas with recreational facilities such as hiking trails and social discourse assembly areas, have already been provided (see Open Space Exhibit).**

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.

**Response: As there are no residential uses proposed or to be granted for the subject Phase 2B PUD and neither a potable water supply or a sewerage collection system will be necessary for many of the units other than to collect condensate from HVAC systems, many provisions of the Subdivision Control Ordinance and bulk Zoning Regulations will be non-applicable.**

**The proposed Amendment to the Phase 2A PUD does not entail modifications to design standards from the subdivision control regulations or a waiver in bulk regulations from the Zoning regulations so the intent of said regulations is fulfilled.**

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

**Response: The proposed Phase 2B PUD, devoted exclusively to the storage of various types of motor vehicles, RV's and recreational equipment such as ATV's, is very compatible and is both complimentary and supplementary to the existing uses in IGMC Phase 1 and IGMC Phase 2A, as further described above. Architectural elements and materials and building elevations in Phase 2B will closely mirror those in existing Phase 1 and Phase 2A as evidenced by the architectural details in the attached Exhibits. The acknowledgement of compatibility is further reinforced by the correspondence in support by the existing Condominium Associations (see attached).**

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

**Response: The proposed Iron Gate Motor Park PUD Phase 2B continues the "Regional Center" concept and automotive focused commercial uses established for the Iron Gate development as briefly discussed in page 78 of the City of Naperville's Land Use Plan approved March 1, 2022 (Ord. 22-025). These automotive / recreational vehicle storage warehouses in the Iron Gate setting have provided essential opportunities for those suburban residences who own vintage auto collections or recreational hobbies to store their valuable assets that would otherwise not be allowed at a residence, that market niche has been admirably fulfilled by the options available in the Iron Gate PUD Project and will additionally augmented by the proposed Iron Gate Motor Phase 2B PUD.**

***The proposed Amendment to the Phase 2A PUD fulfills the objectives of the comprehensive plan and planning policies of the City in that essential vehicular access is afforded to Building #3 in existing Phase 2A.***

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## EXHIBIT 2B

### Grant of PUD for Iron Gate Motor Park – Phase 2B

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

***Response: In this, the third iteration of an innovative and creative land planning Application for a PUD submitted on this slightly smaller Phase 2B site after the incorporation of a 0.25± acre parcel into the adjoining Iron Gate Motor Plaza – Phase 2A, this new Phase 2B PUD Plan includes elements similar to the for sale motor condo uses in IGMC Phase 1 and the auto related storage facilities in Iron Gate Motor Condos Phase 2A, but without the automotive repair and service components. There will be, for example, a large automobile storage facility available to Club members by appointment; private garage owner condo units for storage of automobiles and other mobile vehicles; and mixed private condo owner car, RV and boat storage in certain units. These uses will be complimentary and supplementary to those existing uses in Phase 1 and Phase 2A, and will also fulfil a market niche for the community at large.***

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

***Response: As the existing Phase 1 and Phase 2A Planned Unit Developments were and are deemed to have met the requirements and Standards of the Planned Unit Development Regulations, this Proposed Phase 2B PUD with its complimentary and supplementary uses as described above, would logically also meet those same Planned Unit Development Regulations. On its own merits, the Proposed Phase 2B PUD meets these same Standards based on its efficient use of the land as well as fulfilling and accomplishing items 3, 4, and 5 under the Standards and Intent Section 6-4-2 of the Ordinance, as further explained below.***

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.

***Response: In physical design and layout of the site infrastructure, the new Phase 2B PUD closely resembles the two (2) formerly approved Phase 2B PUD's in maintaining the existing reinforced concrete retaining wall along the southerly edge as a grade transition from the topographically higher central portion of the Phase 2B site at elevation 721± down to the Northerly Stormwater Management Facility for the entire Iron Gate PUD Project at elevation 717.0±, which then transitions at a 5:1 slope down to the high water level at 715.4±. The main entry gate full turn movement driveway off Ferry Rd. and perimeter security fencing affords a means of protection for the storage of valuable motor vehicles and other mobile possessions, while still affording emergency entry through a pass-thru gate between Phase 2A and Phase 2B should it be necessary. The 10-foot-wide deck off of the retaining wall and common area gathering terrace will afford condo unit owners the opportunity to share with each other the open space vistas to the native vegetated Stormwater Management Facility and the vast open space trail system beyond in the larger Iron Gate Open Space (see Special Exhibit previously submitted four (4) times) and to engage with each other in all manner of social discourse.***

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

**Response: As further explained above, and as depicted in the Outlot A Open Space Exhibit and the virtual panoramic view of Exhibit 2B (attached), there will be open space and outdoor common areas with recreational hiking trail facilities available to the condo owners of the Proposed Phase 2B PUD.**

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.

**Response: As there are no residential uses proposed for the subject Phase 2B PUD and neither a potable water supply or a sewerage collection system will be necessary for many of the units other than to collect condensate from HVAC systems, many provisions of the Subdivision Control Ordinance and bulk Zoning Regulations will be non-applicable.**

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

**Response: The proposed Phase 2B PUD, devoted exclusively to the storage of various types of motor vehicles, RV's and recreational equipment such as ATV's, is very compatible and is both complimentary and supplementary to the existing uses in IGMC Phase 1 and IGMC Phase 2A, as further described above. Architectural elements and materials and building elevations in Phase 2B will closely mirror those in existing Phase 1 and Phase 2A as evidenced by the architectural details in the attached Exhibits. The acknowledgement of compatibility is further reinforced by the correspondence in support by the existing Condominium Associations (see attached).**

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

**Response: The proposed Iron Gate Motor Park PUD Phase 2B continues the "Regional Center" concept and automotive focused commercial uses established for the Iron Gate development as briefly discussed in page 78 of the City of Naperville's Land Use Plan approved March 1, 2022 (Ord. 22-025). These automotive / recreational vehicle storage warehouses in the Iron Gate setting have provided essential opportunities for those suburban residences who own vintage auto collections or recreational hobbies to store their valuable assets that would otherwise not be allowed at a residence, that market niche has been admirably fulfilled by the options available in the Iron Gate PUD Project and will additionally augmented by the proposed Iron Gate Motor Phase 2B PUD.**