

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 PUD has been designed to make the most effective use of the site; the site utilizes optimal access, internal circulation, and maneuverability.

2. The planned unit development meets the requirements and standards of the planned unit development regulations.
The subject property was originally developed as a PUD in 1991 prior to the current PUD open space regulations. However, one of the purposes of the planned unit development regulations (Section 6-4-1) is to unify buildings and structures through design. The proposed building design is complimentary to the existing buildings in the surrounding PUD.

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 site has been designed to effectively provide for transportation and public facilities. There is a right in/right out access point on North Aurora Road and Raymond Drive to facilitate traffic flow. The internal site plan (traffic pumps, parking, car wash, etc.) has also been designed to facilitate traffic and customer flow.

4. Open space, outdoor common area, and recreational facilities are provided.
Open space, outdoor common areas, and recreational facilities are not provided. The subject property was originally developed as a PUD in 1991 prior to the current PUD open space regulations.

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.
Modifications in design standards from the subdivision control regulations are not being requested. Three deviations from the zoning regulations (for the car wash bypass lane, the off-premise sign, and the sign setback) are being requested. The proposed deviations do not affect the PUD regulations because as noted above the PUD does not meet many those standards because it was developed prior to their development.

6. The planned unit development is compatible with the adjacent properties and nearby land uses.
The property to the north is a retail center that is also zoned B3 PUD (Riverbrook Shopping Center). The property to the west is also a retail

use that part of the same PUD (AutoZone PUD). The property to the west is zoned B2 PUD (River North PUD – Walgreens). The property to the southeast is currently vacant and is zoned B3PUD (Extra Space Storage PUD). The PUD is compatible with the adjacent properties and nearby land uses.

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

The Northwest Sector Plan identifies the future land use of the subject property as commercial. The property is currently zoned B3 PUD (General Commercial Planned Unit Development). An automobile service station is an allowable conditional use in the B3 district. The PUD fulfills the objectives of the comprehensive plan.

EXHIBIT 6: Section 6-4-3:12.1: Standards for Approving a PUD Deviation (Bypass Lane)

1. Whether the requested deviation would undermine the intent and purpose of the underlying zoning district.

The purpose of the B3 general commercial district is to accommodate those retail and wholesale commercial activities which are considered roadside commercial uses and which may be incompatible with the predominantly retail uses permitted in other business districts and whose service area is not confined to any one neighborhood. The proposed deviation for the carwash bypass lane does not undermine the intent of the B3 zoning district. The proposed use (an automobile service station with a car wash) is an allowable conditional use in the B3 district.

2. Whether the requested deviation would be a detriment to the provision of municipal services and infrastructure.

The proposed deviation for the car wash bypass lane does not affect the provision of municipal services or infrastructure.

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

The proposed deviation for the car wash bypass lane contributes to a superior level of site design. A dual-lane queuing layout for access to the wash bay has been incorporated into the site plan for optimal traffic management. Bypass lanes are not typical when a conveyerized wash system is utilized based on processing efficiency. Unlike in-bay automatic car wash systems, where cycle times can approach 7 minutes, the conveyor system designed specifically for this project will produce a clean and dry vehicle every minute (60 per hour). Years ago, the concept of a bypass lane was driven by the long wait times associated with in-bay automatics, and this will not be the case for the subject project. Property

boundaries, easements, and setbacks prohibit the incorporation of a setback lane into the current site layout.

EXHIBIT 6: Section 6-4-3:12.1: Standards for Approving a PUD Deviation (Off-Premise Sign)

1. Whether the requested deviation would undermine the intent and purpose of the underlying zoning district.

The purpose of the B3 general commercial district is to accommodate those retail and wholesale commercial activities which are considered roadside commercial uses and which may be incompatible with the predominantly retail uses permitted in other business districts and whose service area is not confined to any one neighborhood. The proposed deviation for an off-premise sign does not undermine the intent of the B3 zoning district. The proposed use (an automobile service station with a car wash) is an allowable conditional use in the B3 district.

2. Whether the requested deviation would be a detriment to the provision of municipal services and infrastructure.

The proposed deviation for an off-premise sign does not affect the provision of municipal services or infrastructure.

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

The proposed deviation for an off-premise sign contributes to the site design by directing traffic traveling south on Raymond Drive into the site. The petroleum/convenience store business is an impulse decision and it necessary for the business to have signage adjacent to the access point on Raymond Drive.

EXHIBIT 6: Section 6-4-3:12.1: Standards for Approving a PUD Deviation (Sign Setback)

1. Whether the requested deviation would undermine the intent and purpose of the underlying zoning district.

The purpose of the B3 general commercial district is to accommodate those retail and wholesale commercial activities which are considered roadside commercial uses and which may be incompatible with the predominantly retail uses permitted in other business districts and whose service area is not confined to any one neighborhood. The proposed deviation allows for the monument sign to be located at the southeast corner of the site. The petroleum/convenience store business is an impulse decision; maximizing lead times allows for the safest and most efficient traffic flow.

2. Whether the requested deviation would be a detriment to the provision of municipal services and infrastructure.

The requested sign setback deviation will not be a detriment to the provision of municipal services and infrastructure. The placement of the sign does not interfere with City water or electric facilities. Additionally, the sign is not within the 30' vision triangle along the corner of North Aurora Road and Raymond Drive.

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

The requested deviation contributes to the planned unit development by providing a superior level of design. Per Code, the property would be permitted to have 2 monument signs; only 1 monument sign is requested. The proposed sign promotes the business and allows for adequate site identification. The petroleum/convenience store business is an impulse decision; maximizing lead times allows for the safest and most efficient traffic flow.