

STATE OF ILLINOIS)
)
COUNTY OF DUPAGE)
)
CITY OF NAPERVILLE)

PETITION TO THE CITY OF NAPERVILLE
FOR LAND USE ENTITLEMENTS

THE UNDERSIGNED Petitioner, M/I Homes of Chicago, LLC, a Delaware limited liability company (hereinafter, “**M/I**” or the “**Petitioner**”), as the contract purchaser of the property legally described on **Exhibit A** (the “**Subject Property**”), respectfully petitions the City of Naperville (the “**City**”) to grant the following entitlements pursuant to the appropriate provisions of the City of Naperville Code of Ordinances (the “**City Code**”) to: (i) approve a conditional use for single-family attached dwellings in the OCI District (the “**Conditional Use**”); (ii) approve a major change to a planned unit development (the “**Major Change**”); (iii) approve a revised planned unit development plan and plat with associated deviations as specified herein (the “**PUD Plat**”); (iv) approve a preliminary plat of subdivision (the “**Plat of Subdivision**”); (v) approve a deviation to City Code Section 6-7F-7 to permit a front yard setback of 18’ in lieu of 20’ to permit the inclusion of the “Taylor” end units; (vi) approve a temporary use for marketing signage as depicted on the Marketing Signage Plan included with the submittal material (“**Marketing Signage Plan**”); and (vii) approve such other variances, departures, and deviations as may be necessary and appropriate to develop the Subject Property as depicted on the plans submitted herewith pursuant to the appropriate provisions of City Code.

BACKGROUND INFORMATION

In support of this petition, Petitioner represents to the City of Naperville the following:

1. The owner of the Subject Property is CityGate Centre North LLC, a Delaware

limited liability company and wholly owned subsidiary of Calamos Property Holdings LLC (the “**Owner**”).

2. The Petitioner, M/I Homes of Chicago, LLC, whose address is 2135 City Gate Lane, Suite 620, Naperville, Illinois 60563, is the Petitioner and contract purchaser of the Subject Property.

3. The Subject Property consists of approximately 25.15 acres located at the northwest intersection of Ferry Road and Corporate Lane (to be renamed Comfort Drive) and has a common address of 2255 Monarch Drive, Naperville, Illinois, 60563.

4. The Subject Property is currently zoned OCI PUD (Office, Commercial, Institutional – Planned Unit Development) and is located in the Monarch Landing PUD (“**Monarch Landing PUD**”).

5. Single-family attached dwellings are permitted as a conditional use in the OCI zoning district.

6. The existing zoning districts and land uses surrounding the Subject Property are as follows:

- a. North: R-1A and R-2 – Single-family detached homes in the City of Warrenville;
- b. East: ORI (Office, Research, Light Industrial) and I (Industrial District) – various warehouse, recreational/sporting, and office/industrial uses;
- c. South: OCI PUD (Office, Commercial, Institutional – Planned Unit Development) –CityGate; and
- d. West: OCI PUD (Office, Commercial, Institutional – Planned Unit Development) – Senior Housing (Monarch Landing),

7. Since the Subject Property's annexation to the City in 1981, the Subject Property has remained largely vacant (briefly developed in the mid-2000's, which buildings were subsequently demolished) despite significant development in the area.

8. The Subject Property contributes little to the City and surrounding area in its existing condition.

9. Petitioner seeks to acquire and reposition the Subject Property for its development with 171 attached single-family homes in a community to be commonly known as the NorthGate of Naperville Subdivision ("**NorthGate**").

10. NorthGate will enhance the City's residential housing supply, casting a wide net and appealing to a wide range of residents, including professionals working in the I-88 corridor as well as first-time homebuyers seeking to live in Naperville.

11. Petitioner seeks approval of a Conditional Use, a Major Change to a PUD, a PUD Plat; a Plat of Subdivision; and any associated deviations to facilitate development of the Subject Property with its highest and best use.

12. The proposed entitlement requests meet all City and State requirements for the development of property and will facilitate the beneficial use of the Subject Property as stated herein.

DEVELOPMENT SUMMARY

M/I Homes, Inc., the parent company of Petitioner, is the 13th largest homebuilder in the United States, with operations in 18 markets across 10 states. Locally, Petitioner is the 3rd largest homebuilder in the Chicagoland market, having closed on the sale of over 700 new homes in 2024. Petitioner has a long history in Naperville with multiple successful communities, including Mayfair, English Rows, Bauer Place, Emerson Park, and Ashwood Creek, in addition to

Northwoods of Naperville, which development is currently underway. As contract purchaser of the Subject Property, Petitioner desires to improve the Subject Property with 171 single-family attached homes to be known as NorthGate.

The Subject Property was annexed to the City in 1981. Historically, the Subject Property has been part of the larger Monarch Landing PUD that was initially intended for development with an extended care facility. While a portion of Monarch Landing PUD located immediately to the west of the Subject Property was developed with what is now the Monarch Landing retirement community (“**Monarch Landing**”), no such development on the Subject Property occurred. Over the years, the Subject Property has been the subject of multiple concept iterations for potential development, including expansion of the existing Monarch Landing facility, development with an age-restricted community, and most recently, development with a hockey arena and event center. To date, for various reasons, no development of the Subject Property has materialized, and the Subject Property continues to sit vacant and underutilized in its current configuration.

The City’s Land Use Master Plan approved March 1, 2022 (the “**Master Plan**”) designates the future land use of the Subject Property as “Regional Center,” which the Master Plan notes should exist along major arterials (i.e. Ferry Road) within proximity to and from the regional transportation system (i.e. I-88). The Master Plan is not a regulatory document or direct reflection of existing conditions, nor is it meant to alter the City’s existing regulations or ordinances (pg. 8). Instead, the Master Plan is a high-level guiding policy document that identifies land use patterns, themes, best practices, and strategies to support the overall land use vision in the City (pg. 8). As set forth in the Master Plan, its “Guiding Principle #1” is in part to ensure housing is diverse and responsive to community needs. As noted, this “includes homes of different types, price points, styles, and densities” (pg. 27). The proposed development will help satisfy this important Master

Plan objective.

The Future Land Use Map contained in the Master Plan designates the Subject Property as “Regional Center”. As noted on pg. 38 of the Master Plan, the applicable zoning districts for the Regional Center designation include B-2, B-3, *OCI*, RD, ORI, and *Planned Unit Developments* – consistent with the existing OCI PUD zoning designation for the site. As mentioned, townhomes are permitted as a conditional use in the OCI zoning district. By virtue of the Master Plan finding the OCI zoning district as appropriate for the Regional Center designation, it would follow that the conditional uses permitted within the OCI zoning designation, including townhomes, are likewise appropriate for the Regional Center. NorthGate fulfills the density and housing diversity goals envisioned for the Regional Center while aligning with the controlling and applicable OCI zoning district.

More broadly, Regional Centers are described as areas that feature “a diverse mix of uses” (pg. 38) and as places that “offer one of the most diverse mix of uses in the City” (pg. 56). Key considerations for Regional Center land use designation call for the allowance of “integration of mixed-use development to help contribute to activity within the place type and support housing diversity” and to “promote beautification, landscaping, and other improvements to elevate the character of Regional Centers as gateways to the Naperville community.” The proposed development does just that by providing a diverse housing option and by incorporating site enhancements, including a park site, for the benefit of the greater community.

In the context of the surrounding properties also designated Regional Center, the Subject Property should not be viewed in a vacuum. Instead, the entire Regional Center area should be viewed thematically and from a high-level, with consideration given to the uses already existing in the Regional Center. Consistent with the Regional Center designation, the surrounding uses are

diverse and include Monarch Landing, Iron Gate Condos, Topgolf, CarMax, Hotel Arista, Domain CityGate, Nicor, Reliable Home Improvement and Supply, and various commercial/retail/offices/restaurants. Notably, townhomes are missing from this list, such that the proposed NorthGate development will further contribute to the diversity prescribed for the Regional Center place type as set forth in the Master Plan.

Of further note, Domain and the proposed Domain II apartments at CityGate Centre to the south, along with additional apartments approved to the west of Route 59, demonstrate that high-density rental housing is currently being addressed within the immediate vicinity. Introducing additional apartments on the Subject Property would be duplicative and could trigger an oversupply in that particular housing type. Alternatively, industrial and office uses at the Subject Property would be incompatible with and potentially detrimental to the adjacent Monarch development. Such uses are more appropriately concentrated directly along the I-88 corridor, where direct highway access and higher traffic volumes support the intensity of those land uses. In contrast, the Subject Property is situated north of Ferry Road and does not benefit from direct access to either I-88 or IL-59, limiting its suitability for higher-intensity industrial, commercial, and office uses that typically rely on regional visibility and significant traffic activity.

Additionally, the Master Plan emphasizes that “land use compatibility of adjacent areas is an important consideration for residential neighborhoods. Property values, safety, and overall quality-of-life can be affected by the adverse impacts of adjacent nonresidential activities, and encroachment by incompatible land uses” (pg. 41). These policy directives reinforce that residential planning within a Regional Center is not solely about achieving density targets, but about ensuring that development is context-sensitive and protective of the area and adjacent uses. From a planning perspective, the intent behind supporting multi-family uses within a Regional

Center is to promote higher-density residential options, expand housing diversity, and support nearby commercial and employment areas. NorthGate’s townhomes accomplish these objectives. The proposed density exceeds that of traditional detached single-family development, introduces an ownership-oriented housing option that broadens the City’s housing mix, and provides a transitional residential product that is compatible with single-family to the north, Monarch Landing to the west, and CityGate’s apartments to the south.

In addition to the Master Plan, and although not an official planning document of the City, the Naperville Development Partnership’s I-88 Corridor Study dated May, 2025 (the “**I-88 Study**”) further supports residential integration in strategic locations throughout the I-88 corridor. NorthGate represents the type of measured residential opportunity to support the employers in the corridor contemplated by the I-88 Study, allowing a guide-supported residential use within an evolving mixed-use corridor. The I-88 Study also identifies housing supply constraints as a structural challenge, warning on pg. 12 that “limited housing options at varying price points can make it challenging to attract and retain a skilled and diverse labor force. In the long run, these constraints can push young professionals and families to relocate elsewhere, reducing the City’s talent pool.” The I-88 Study continues by noting “to create a ‘live-work-play’ environment along the I-88 corridor, an increase in housing options at different typologies and price points will need to be considered” (pg. 12).

NorthGate directly responds to this recommendation by providing ownership-based townhomes proximate to corridor employment, thereby strengthening the live-work-play dynamic the I-88 Study seeks to cultivate. The I-88 Study further emphasizes that “real estate analysis, as well as stakeholder engagement, has reinforced the notion that there is high demand for multifamily on the Corridor” (pg. 22). While NorthGate is not rental multifamily, it reflects the

same documented demand for residential near the corridor and provides a stable ownership opportunity that supports long-term neighborhood investment. NorthGate will provide infill development along Ferry Road, complementing the surrounding uses with attractive right-of-way facing facades, enhanced streetscape design and landscaping, pedestrian connectivity, and a public park, advancing precisely that vision.

When evaluated in its full context, the Subject Property sits within a transitional environment that already reflects the diverse land use pattern contemplated by a Regional Center designation per the Master Plan and encouraged by the I-88 Study. In such transitional contexts, townhomes act as an appropriate buffer between more intense industrial uses and established residential uses. The Master Plan's directive to support housing diversity within Regional Centers and the I-88 Study's call to expand typologies along the corridor collectively support the integration of townhomes at this location. The proposed NorthGate development is not in conflict with these adopted studies, but rather it is a direct implementation of them. Despite significant development in the area, the Subject Property has long sat vacant. M/I's proposed residential development would continue to expand the City's tax base through stable property valuations and strengthen the vitality of the I-88 corridor by supporting nearby businesses and employment centers. In contrast to speculative industrial use, NorthGate offers an implementable, market-responsive investment that reinforces both economic resilience and long-term community stability as the City approaches buildout.

Likewise, NorthGate will complement the uses in the surrounding area. To the north of the Subject Property are single-family homes in the City of Warrenville. To the east is a light industrial corporate park comprised of various uses – including Dart Warehouse, multiple recreational and sporting facilities, and other warehouse/industrial/office uses. Monarch Landing

is located to the west. Across Ferry Road to the south is the CityGate development, which consists of Hotel Arista, the Domain apartments, and ground-floor retail/office uses. Given the variety of uses in the area, the proposed development will further add to the “diverse mix of uses” prescribed for Regional Centers in the Master Plan. The proposed development will not only enhance the overall cohesion of the area, but NorthGate will also represent a contextually appropriate and effective use of the Subject Property.

Given the context of the adjacent uses, the development has been designed to blend in and complement these uses through the selection of elevation colors and inclusion and strategic placement of landscape treatments and open space, as well as maximization of subdivision setbacks. At the north end of the development is an existing conservation easement and pond that will provide no less than 150’ of distance between the nearest townhome and the north property line while simultaneously serving a portion of the subdivision’s stormwater needs. Similarly, at the south end of the development, parkway trees and a wetland bottom detention basin at the northwest corner of Ferry Road and Comfort Drive will provide over 100’ of distance between the homes and Ferry Road and will provide more than sufficient open space and screening.

Petitioner has also taken extra care to provide adequate separation between the proposed development and Monarch Landing to the west. Specifically, approximately 3.24 acres space of open space along the south and west property lines will be dedicated to the Park District (2.59 acres from Petitioner and 0.65 acres from Monarch Landing) for its improvement as a public park. The proposed public park will not only provide existing and future residents in Monarch Landing and NorthGate with an additional recreational amenity, but will simultaneously provide additional separation between the development and Monarch Landing with the nearest townhome being setback 75’ from the west property line. Petitioner also notes the proposed development is a much

more compatible use with Monarch Landing than the previously proposed hockey arena and event center.

Petitioner acknowledges the potential for industrial development to the east across Comfort Drive. To ensure compatibility of potential uses, landscaping has been significantly enhanced throughout the development, particularly along the eastern boundary adjacent to the Prairie Point Corporate Park to provide for a more effective buffer between the townhomes and the adjacent uses. The existing berm and landscaping will be improved with new evergreen and shade trees to create a robust, layered screening that ensures year-round visual screening between the proposed development and property to the east. This landscape buffer will effectively screen the development from Comfort Drive while providing approximately 56' of separation between the townhomes and the right-of-way.

In addition, the nearest building in the Prairie Point Corporate Park is approximately 120' from the Subject Property's east property line. This results in a total separation exceeding 175' between the townhomes and the nearest structure in the Prairie Point Corporate Park. This distance and the proposed layered landscaping will establish and support land use compatibility between the townhomes and uses in the Prairie Point Corporate Park, mitigating potential visual and operational impacts and ensuring a harmonious interface between the developments. To further ensure compatibility among the uses, prior to the sale of any townhome, M/I will provide a written disclosure to each homebuyer informing them of the applicable Prairie Point Corporate Park zoning designation and uses permitted therein.

Primary vehicular access to the Subject Property will be provided via Comfort Drive near the southeast corner of the development, which will provide convenient access to Ferry Road. Secondary access will be provided via multiple connections to Corporate Lane at the north end of

the Subject Property. Circulation internal to the site will be provided via a public and private roadway network to facilitate a development comprised almost exclusively of rear-load townhomes (93%; 159 of 171) to ensure only outward facing front facades and less visible garages.

With respect to parking, each townhome will provide a minimum of two (2) enclosed garage parking spaces. In addition, most all of the units are designed to accommodate two (2) vehicles within the driveway. Due to site specific design constraints and driveway configurations, certain end-unit Taylor models are unable to accommodate two driveway parking spaces while maintaining safe and functional access. These affected units are located within buildings 2, 5, 12, 13, 14, 16, and 28. This equates to about 4% of the overall units (7 units out of 171). The driveway parking limitation applies only to the Taylor end-units within these buildings. To offset this site constraint condition, the affected Taylor units within buildings 2, 5, 14, and 16 will each be provided with two (2) adjacent off-street parking spaces, which will be deeded exclusively to the corresponding effected Taylor unit. As a result, these homeowners will maintain parking availability comparable to that provided elsewhere within the development. The Taylor end-units in buildings 12, 13, and 28 will have one (1) adjacent deeded off-street parking space.

Twenty-two (22) guest parking stalls (eleven (11) of those spaces deeded as noted above) will also be located internal to the community, with an additional 87 parallel street parking spaces also being available. Overall, the entire community offers a total of 779 parking spaces. Pedestrian paths will be provided along all perimeters of the buildings, and sidewalks will be installed throughout the community to provide continuous connectivity throughout the community.

The Subject Property is conveniently located in close proximity to key transportation corridors, including the I-88 and Route 59 interchange, offering easy access to the greater Chicagoland area and providing convenience for commuting residents. The development's

proximity to the I-88 and Route 59 corridors will also help revitalize the area and support its existing office, commercial, and retail uses. Likewise, the future residents will benefit from the development's proximity to shopping districts, recreational amenities, and employment centers. Within a 2-mile radius, there are a large variety of retail establishments, groceries, restaurants, entertainment opportunities, and recreational amenities.

The proposed development will be comprised of M/I's popular "Town Square" townhomes that will incorporate the best features of Petitioner's popular townhome product that blend upscale livability with an urban feel. The townhomes will feature 3 to 4 bedrooms, 2.5 to 4.5 bathrooms, a 2-car garage, and will range from approximately 1,900 to 2,600 square feet. The proposed development will feature architectural design and color palettes that are consistent with market trends, including individuals seeking a low maintenance, high end home product within a vibrant City corridor. Defining characteristics include oversized windows, diverse rooflines, and use of brick, fiber cement siding, and other architectural details to enhance the streetscape and pedestrian experience. Each of the homes will be maintenance free, with the homeowner's association being responsible for all exterior maintenance, landscaping, and snow removal.

Also of note, nearly 61% (104 of the 171 units) incorporate visitable standards through the strategic placement of service walks and zero-entry thresholds. These design elements were integrated to support long-term livability of these homes and allow current and future Naperville residents to remain in their homes as mobility needs evolve. While the anticipated demographics expected to be attracted to NorthGate include first-time homebuyers and/or young professionals, the visitable features offered are particularly responsive to the growth in Naperville's 50+ demographic. By providing flexibility directly into the base design, NorthGate will support residents seeking to downsize without leaving Naperville, as well as support households planning

proactively for aging-in-place. With the Subject Property's proximity to transportation, retail, recreational, entertainment, and convenience uses in the I-88 and Route 59 corridors, Petitioner believes a wide range of demographics will enjoy the opportunity for maintenance-free living and an active lifestyle located in a highly desirable and safe location in Naperville.

Petitioner has been working with the Naperville Community Unit School District 203, Naperville Park District, City of Warrenville, Prairie Point Corporate Park Association , and Monarch Landing ownership (SCD), and looks forward to continuing to do so to facilitate development of the Subject Property with a community that benefits all parties. As set forth above, Petitioner is committed to continuing to bring successful, high-quality development to Naperville through the NorthGate community that seeks to complement and strengthen the community's housing market and provide additional housing options to all who want to live in Naperville.

**CONDITIONAL USE TO ALLOW SINGLE-FAMILY ATTACHED HOMES
IN THE OCI ZONING DISTRICT**

The proposed development meets the Standards for Granting or Amending a Conditional Use as follows:

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

The establishment, maintenance or operation of the conditional use will not be detrimental to, or endanger the public health, safety and general welfare. To the contrary, the conditional use to permit single-family attached homes in the OCI district will enable the development of the Subject Property to facilitate the logical growth and extension of the City in a creative and innovative fashion.

The Subject Property was annexed to the City in 1981. Historically, the Subject Property

has been part of the larger Monarch Landing PUD that was initially intended for development with an extended care facility. While a portion of Monarch Landing PUD located immediately to the west of the Subject Property was developed with what is now the Monarch Landing retirement community, the Subject Property remains vacant. Over the years, the Subject Property has been the subject of multiple concept iterations for potential development, including expansion of the existing Monarch Landing facility, development with an age-restricted community, and most recently, development with a hockey arena and event center. However, despite these potential opportunities for development, development of Subject Property never materialized, and the Subject Property continues to sit vacant and underutilized in its current configuration. Approval of the requested conditional use and development of Northgate will support the City's goals of revitalizing the I-88 corridor through providing homes to support jobs, diversify the City's housing stock, and enhance the City's tax base.

The proposed development and associated conditional use is the product of modern innovative planning, resulting in a high-quality environment sought out by a diverse group of future residents. Petitioner's proposed development at this particular location is situated to provide desirable housing in the interest of the Naperville public and will contribute to the general welfare of the community. Notably, there has been an influx of suburban, single-family attached homebuyers and a lack of housing stock to satisfy the recent demand.

Given the context of the area, M/I believes that the proposed development will be very successful at this location and will complement the surrounding uses. To the north of the Subject Property are single-family homes in the City of Warrenville. To the east is a light industrial corporate park comprised of various uses – including Dart Warehouse, multiple recreational and sporting facilities, and other warehouse/industrial/office uses. Monarch Landing is located to the

west. Across Ferry Road to the south is the CityGate development, which consists of Hotel Arista, the Domain apartments, and ground-floor retail/office uses. Given the variety of uses in the area, the proposed development will further add to the “diverse mix of uses” prescribed for Regional Centers in the Master Plan.

- b. 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; and*

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. As noted, the Subject Property has remained largely vacant since its annexation in 1981 despite significant development in the area. Approval of the requested conditional use will facilitate development of the Subject Property with its highest and best use.

The proposed development consisting of 171 single-family attached homes is consistent with the City’s Master Plan, which designates the future land use of the Subject Property as “Regional Center.” The Master Plan states that applicable zoning districts within the Regional Center place type include OCI and PUD, which is consistent with the Subject Property’s existing zoning designation. Single-family attached dwellings are a conditional use in the OCI zoning district. The Master Plan also highlights that the Regional Center should “feature a diverse mix of uses,” noting this designation may include supporting residential uses to reinforce commercial business and institutional uses. Finally, the Master Plan notes development within the Regional Center place type should include parks and green spaces for residents to spend time (i.e. the 3.6-acre public park proposed as part of NorthGate). In addition to its consistency with the Master Plan, the proposed development of Northgate will further support the City’s larger goals of revitalizing the I-88 corridor through providing homes to support jobs, diversify the City’s housing

stock, and enhance the City's tax base.

Likewise, NorthGate will complement the uses in the surrounding area. To the north of the Subject Property are single-family homes in the City of Warrenville. To the east is a light industrial corporate park comprised of various uses – including Dart Warehouse, multiple recreational and sporting facilities, and other warehouse/industrial/office uses. Monarch Landing is located to the west. Across Ferry Road to the south is the CityGate development, which consists of Hotel Arista, the Domain apartments, and ground-floor retail/office uses. Given the variety of uses in the area, the proposed development will further add to the “diverse mix of uses” prescribed for Regional Centers in the Master Plan. The proposed development will not only enhance the overall cohesion of the area, but NorthGate will also represent a contextually appropriate and effective use of the Subject Property.

Given the context of the adjacent uses, the development has been designed to blend in and complement these uses through the inclusion and strategic placement of landscape treatments and open space, as well as maximization of subdivision setbacks. At the north end of the development is an existing conservation easement and pond that will provide no less than 150' of distance between the nearest townhome and the north property line while simultaneously serving a portion of the subdivision's stormwater needs. To the east, a landscape berm and buffer will screen the development from Comfort Drive and provide approximately 75' of separation between the townhomes and the right-of-way. Similarly, at the south end of the development, parkway trees and a wetland bottom detention basin at the northwest corner of Ferry Road and Comfort Drive will provide over 100' of distance between the homes and Ferry Road and will provide more than sufficient open space and screening.

Petitioner has also taken extra care to provide adequate separation between the proposed

development and Monarch Landing to the west. Specifically, approximately 3.24 acres of open space along the south and west property lines will be dedicated to the Park District (2.59 acres from Petitioner and 0.65 acres from Monarch Landing) for its improvement as a public park. The proposed public park will not only provide existing and future residents in both Monarch Landing and NorthGate with an additional recreational amenity, but will simultaneously provide additional separation between the development and Monarch Landing with the nearest townhome being setback 75' from the west property line. Petitioner also notes that the proposed development is a much more compatible use with Monarch Landing than the previously proposed hockey arena and event center.

Petitioner acknowledges the potential for industrial development to the east across Comfort Drive. To ensure compatibility of potential uses, landscaping has been significantly enhanced throughout the development, particularly along the eastern boundary adjacent to the Prairie Point Corporate Park to provide for a more effective buffer between the townhomes and the adjacent uses. The existing berm and landscaping will be improved with new evergreen and shade trees to create a robust, layered screening that ensures year-round visual screening between the proposed development and property to the east. This landscape buffer will effectively screen the development from Comfort Drive while providing approximately 56' of separation between the townhomes and the right-of-way.

In addition, the nearest building in the Prairie Point Corporate Park is approximately 120' from the Subject Property's east property line. This results in a total separation exceeding 175' between the townhomes and the nearest structure in the Prairie Point Corporate Park. This distance and the proposed layered landscaping will establish and support land use compatibility between the townhomes and uses in the Prairie Point Corporate Park, mitigating potential visual and

operational impacts and ensuring a harmonious interface between the developments. To further ensure compatibility among the uses, prior to the sale of any townhome, M/I will provide a written disclosure to each homebuyer informing them of the applicable Prairie Point Corporate Park zoning designation and uses permitted therein.

- c. 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 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. The Subject Property has remained largely vacant since it was annexed in 1981. This is despite significant development in the area and the Subject Property being the subject of multiple concept iterations for potential development, none of which materialized. These potential developments included expansion of the existing Monarch Landing facility, development of the Subject Property with an age-restricted community, and most recently, its development with a hockey arena and event center. Petitioner believes the proposed residential development to be a much more complementary use than those previously considered.

The proposed development is also consistent with the City's Master Plan, which designates the future land use of the Subject Property as "Regional Center." The Master Plan states that applicable zoning districts within the Regional Center place type include OCI and PUD, which is consistent with the Subject Property's existing zoning designation. Single-family attached dwellings are a conditional use in the OCI zoning district. The Master Plan also highlights that the Regional Center should "feature a diverse mix of uses," which is consistent with the surrounding development – i.e. single-family homes to the north, warehouse/industrial/office/recreational facilities to the east, CityGate to the south, and Monarch

Landing to the west. Further, the Master Plan notes this place type may include supporting residential uses to reinforce commercial business and institutional uses. In addition, the proposed development of Northgate will further support the City's larger goals of revitalizing the I-88 corridor through providing homes to support jobs, diversifying the City's housing stock, and enhancing the City's tax base.

Petitioner also acknowledges the potential for industrial development to the east. To ensure compatibility of potential uses, landscaping has been significantly enhanced throughout the development, particularly along the eastern boundary adjacent to the Prairie Point Corporate Park to provide for a more effective buffer between the townhomes and the adjacent uses. Petitioner will improve the landscaping and the existing berm with new evergreen and shade trees to create a robust, layered screening that ensures year-round visual screening between the proposed development and property to the east. This landscape buffer will effectively screen the development from Comfort Drive while providing approximately 56' of separation between the townhomes and the right-of-way.

In addition, the nearest building in the Prairie Point Corporate Park is approximately 120' from the Subject Property's east property line. This results in a total separation exceeding 175' between the townhomes and the nearest structure in the Prairie Point Corporate Park. This distance and the proposed layered landscaping establishes and supports land use compatibility between the townhomes and uses in the Prairie Point Corporate Park, mitigating potential visual and operational impacts and ensuring a harmonious interface between the developments. To further ensure compatibility among the uses, prior to the sale of any townhome, M/I will provide a written disclosure to each homebuyer informing them of the applicable Prairie Point Corporate Park zoning designation and uses permitted therein.

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

The establishment of the conditional use is not in conflict with the adopted comprehensive master plan. The Subject Property is located within the Monarch Landing PUD and was originally intended for residential development – originally as Monarch Landing Phase II. The original Monarch Landing approvals zoned the Subject Property OCI, which zoning designation permits attached single-family homes (townhomes) as a conditional use. The proposed NorthGate townhomes are an appropriate use under the existing OCI zoning classification and are thus affirmatively supported by the City’s Master Plan.

The Master Plan is not a regulatory document or direct reflection of existing conditions, nor is it meant to alter the City’s existing regulations or ordinances (pg. 8). Instead, the Master Plan is a high-level guiding policy document that identifies land use patterns, themes, best practices, and strategies to support the overall land use vision in the City (pg. 8). As set forth in the Master Plan, its “Guiding Principle #1” is in part to ensure housing is diverse and responsive to community needs. As noted, this “includes homes of different types, price points, styles, and densities” (pg. 27). The proposed development will help satisfy this important Master Plan objective.

The Future Land Use Map contained in the Master Plan designates the Subject Property as “Regional Center”. As noted on pg. 38 of the Master Plan, the applicable zoning districts for the Regional Center designation include B-2, B-3, **OCI**, RD, ORI, and **Planned Unit Developments** – consistent with the existing OCI PUD zoning designation for the site. As previously mentioned, townhomes are permitted as a conditional use in the OCI zoning district. By virtue of the Master Plan finding the OCI zoning district as appropriate for the Regional Center designation, it would follow that the conditional uses permitted within the OCI zoning designation, including

townhomes, are likewise appropriate for the Regional Center. NorthGate fulfills the density and housing diversity goals envisioned for the Regional Center while aligning with the controlling and applicable OCI zoning district.

More broadly, Regional Centers are described as areas that feature “a diverse mix of uses” (pg. 38) and as places that “offer one of the most diverse mix of uses in the City” (pg. 56). Key considerations for Regional Center land use designation call for the allowance of “integration of mixed-use development to help contribute to activity within the place type and support housing diversity” and to “promote beautification, landscaping, and other improvements to elevate the character of Regional Centers as gateways to the Naperville community.” The proposed development does just that by providing a diverse housing option and by incorporating site enhancements, including a park site, for the benefit of the greater community.

In the context of the surrounding properties also designated Regional Center, the Subject Property should not be viewed in a vacuum. Instead, the entire Regional Center area should be viewed thematically and from a high-level, with consideration given to the uses already existing in the Regional Center. Consistent with the Regional Center designation, the surrounding uses are diverse and include Monarch Landing, Iron Gate Condos, Topgolf, CarMax, Hotel Arista, Domain CityGate, Nicor, Reliable Home Improvement and Supply, and various commercial/retail/offices/restaurants. Notably, townhomes are missing from this list, such that the proposed NorthGate development will further contribute to the diversity prescribed for the Regional Center place type as set forth in the Master Plan.

Of further note, Domain and the proposed Domain II apartments at CityGate Centre to the south, along with additional apartments approved to the west of Route 59, demonstrate that high-density rental housing is currently being addressed within the immediate vicinity. Introducing

additional apartments on the Subject Property would be duplicative and could trigger an oversupply in that particular housing type. Alternatively, industrial and office uses at the Subject Property would be incompatible with and potentially detrimental to the adjacent Monarch development. Such uses are more appropriately concentrated directly along the I-88 corridor, where direct highway access and higher traffic volumes support the intensity of those land uses. In contrast, the Subject Property is situated north of Ferry Road and does not benefit from direct access to either I-88 or IL-59, limiting its suitability for higher-intensity industrial, commercial, and employment uses that typically rely on regional visibility and significant traffic activity.

Additionally, the Master Plan emphasizes that “land use compatibility of adjacent areas is an important consideration for residential neighborhoods. Property values, safety, and overall quality-of-life can be affected by the adverse impacts of adjacent nonresidential activities, and encroachment by incompatible land uses” (pg. 41). These policy directives reinforce that residential planning within a Regional Center is not solely about achieving density targets, but about ensuring that development is context-sensitive and protective of surrounding context and adjacent uses. From a planning perspective, the intent behind supporting multi-family uses within a Regional Center is to promote higher-density residential options, expand housing diversity, and support nearby commercial and employment areas. NorthGate’s townhomes accomplish these objectives. The proposed density exceeds that of traditional detached single-family development, introduces an ownership-oriented housing option that broadens the City’s housing mix, and provides a transitional residential product that is compatible with single-family to the north, Monarch Landing to the west, and CityGate’s apartments to the south.

In addition to the Master Plan, and although not an official planning document of the City, the I-88 Study conducted by the Naperville Development Partnership further supports residential

integration in strategic locations throughout the I-88 corridor. NorthGate represents the type of measured residential opportunity to support the employers in the corridor contemplated by the I-88 Study, allowing a guide-supported residential use within an evolving mixed-use corridor. The I-88 Study also identifies housing supply constraints as a structural challenge, warning on page 12 that “limited housing options at varying price points can make it challenging to attract and retain a skilled and diverse labor force. In the long run, these constraints can push young professionals and families to relocate elsewhere, reducing the City’s talent pool.” The I-88 Study continues by noting “to create a ‘live-work-play’ environment along the Corridor, an increase in housing options at different typologies and price points will need to be considered.”

NorthGate directly responds to this recommendation by providing ownership-based townhomes proximate to corridor employment, thereby strengthening the live-work-play dynamic the I-88 Study seeks to cultivate. Page 22 of the I-88 Study further emphasizes that “real estate analysis, as well as stakeholder engagement, has reinforced the notion that there is high demand for multifamily on the Corridor.” While NorthGate is not rental multifamily, it reflects the same documented demand for residential near the corridor and provides a stable ownership opportunity that supports long-term neighborhood investment. NorthGate will provide infill development along Ferry Road, complementing the surrounding uses with attractive right-of-way facing facades, enhanced streetscape design and landscaping, pedestrian connectivity, and a public park, advancing precisely that vision.

When evaluated in its full context, the Subject Property sits within a transitional environment that already reflects the diverse land use pattern contemplated by a Regional Center designation per the Master Plan and encouraged by the I-88 Study. In such transitional contexts, townhomes act as an appropriate buffer between more intense industrial uses and established

residential uses. The Master Plan’s directive to support housing diversity within Regional Centers and the I-88 Study’s call to expand typologies along the corridor collectively support the integration of townhomes at this location. The proposed NorthGate development is not in conflict with these adopted studies, but rather it is a direct implementation of them. Despite significant development in the area, the Subject Property has long sat vacant. M/I’s proposed residential development would continue to expand the City’s tax base through stable property valuations and strengthen the vitality of the I-88 corridor by supporting nearby businesses and employment centers. In contrast to speculative industrial use, NorthGate offers an implementable, market-responsive investment that reinforces both economic resilience and long-term community stability as the City approaches buildout.

**APPROVAL OF A MAJOR CHANGE TO AND REVISED PLAN & PLAT FOR A
PLANNED UNIT DEVELOPMENT**

The proposed development meets the Standards for Granting or Amending a Planned Unit Development as follows:

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

The proposed PUD and associated Major Change to the existing Monarch Landing PUD offer an innovative and creative approach to land development. The Subject Property, currently comprised of largely vacant and underutilized land, is situated in a highly desirable location at the north end of Naperville. Residents will enjoy immediate access to a wide variety of retail and dining amenities in the I-88 and Route 59 corridors. This accessibility reinforces the City’s goals for revitalizing the I-88 corridor and balancing residential living with economic vibrancy as set forth in the I-88 Study (pg. 21). Furthermore, by introducing high-quality townhomes to this infill site, the project will enhance the surrounding built environment and advance the City’s vision for well-designed, diverse growth.

The Petitioner proposes a townhome development designed to attract residents seeking a high-end, low-maintenance, ownership-based housing option in a lively setting. The townhomes will be comprised almost exclusively of rear-load townhomes (93%; 159 of 171) to ensure only outward facing front facades and less visible garages. Private terraces and architectural detailing will be provided for all units, which serves to enhance the pedestrian experience, creating a streetscape that integrates seamlessly with the character of the neighborhood.

Given the context of the adjacent uses, the development has been designed to blend in and complement these uses through the inclusion and strategic placement of landscape treatments and open space, as well as maximization of subdivision setbacks. At the north end of the development is an existing conservation easement and pond that will provide no less than 150' of distance between the nearest townhome and the north property line while simultaneously serving a portion of the subdivision's stormwater needs. To the east, a landscape berm and buffer will screen the development from Comfort Drive and provide approximately 75' of separation between the townhomes and the right-of-way. Similarly, at the south end of the development, parkway trees and a wetland bottom detention basin at the northwest corner of Ferry Road and Comfort Drive will provide over 100' of distance between the homes and Ferry Road and will provide more than sufficient open space and screening.

Petitioner has also taken extra care to provide adequate separation between the proposed development and Monarch Landing to the west. Specifically, approximately 3.24 acres of open space along the south and west property lines will be dedicated to the Park District (2.59 acres from Petitioner and 0.65 acres from Monarch Landing) for its improvement as a public park. The proposed public park will not only provide existing and future residents in both Monarch Landing and NorthGate with an additional recreational amenity, but will simultaneously provide additional

separation between the development and Monarch Landing with the nearest townhome being setback 75' from the west property line. Petitioner also notes that the proposed development is a much more compatible use with Monarch Landing than the previously proposed hockey arena and event center.

Architecturally, the homes will be constructed with high-quality materials including brick and fiber cement siding, combining timeless residential character with modern touches. Each unit will include private garage access, outdoor space, and generous interior layouts, providing the livability and functionality demanded by today's homebuyers.

Pedestrian paths will be provided along all perimeters of the buildings, and sidewalks will be installed throughout the community to provide continuous connectivity throughout the community, further enhancing walkability. The overall site plan supports the City's broader "Live, Work & Play" vision as set forth in the I-88 Study (pgs. 3 & 12) by integrating new housing in a way that supports local businesses, enhances the public realm, and provides a meaningful residential alternative in this important City corridor.

(b) The planned unit development meets the requirements and standards of the planned unit development regulations.

The proposed PUD meets the requirements and standards of the PUD regulations as follows:

- (i) Ownership and Control: The proposed development is under unified ownership and control of Owner and meets the ownership and control requirements.
- (ii) Area, Lot Width, Yard, and Height/Bulk Requirements: Except for the front yard setback deviation request set forth herein, if any, Petitioner satisfies the area, lot width, yard, and height/bulk requirements of the PUD regulations.

- (iii) Common Open Space: Approximately 3.24 acres of open space along the Subject Property's south and west property lines will be dedicated to the Park District (2.59 acres from Petitioner and 0.65 acres from Monarch Landing) for its improvement as a public park space. The proposed public park space will provide existing and future residents in both Monarch Landing and NorthGate with an additional recreational amenity. In addition, approximately 10.6 acres, or 42%, of the Subject Property will be comprised of detention and open space, in excess of the 30% required by City Code.
- (iv) Park and School Sites: In addition to the 3.24-acre public park site being dedicated to the Park District for its improvement, Petitioner will comply with all dedication or cash-in-lieu requirements as set forth in City Code or as otherwise agreed upon between Petitioner and the Park District/School District.
- (v) Landscaping, Screening, and Tree Preservation: The landscaping and screening plan for the proposed development has been designed to complement the character of the surrounding area while meeting City requirements. Landscaping is focused on enhancing the streetscape through parkway trees, foundation plantings, and decorative landscaping.

The development has been designed to blend in and complement these uses through the inclusion and strategic placement of landscape treatments and open space, as well as maximization of subdivision setbacks. At the north end of the development is an existing conservation easement and pond that will provide no less than 150' of distance between the nearest townhome and the north property line while simultaneously serving a portion of the subdivision's stormwater needs.

To the east, a landscape berm and buffer will screen the development from Comfort Drive and provide approximately 75' of separation between the townhomes and the right-of-way. Similarly, at the south end of the development, parkway trees and a wetland bottom detention basin at the northwest corner of Ferry Road and Comfort Drive will provide over 100' of distance between the homes and Ferry Road and will provide more than sufficient open space and screening.

Petitioner has taken extra care to provide adequate separation between the proposed development and Monarch Landing to the west. Specifically, approximately 3.24 acres of open space along the south and west property lines will be dedicated to the Park District for its improvement as a public park. The proposed public park will not only provide existing and future residents in both Monarch Landing and NorthGate with an additional recreational amenity, but will simultaneously provide additional separation between the development and Monarch Landing with the nearest townhome being setback 75' from the west property line.

The site currently contains little vegetation, but to the extent required, any tree removal will comply with the City's Tree Preservation Ordinance. Overall, the landscape approach supports an attractive, walkable streetscape consistent with the surrounding downtown setting.

- (vi) Lighting: All site lighting for the proposed development will be designed to meet City lighting standards for safety, functionality, and compatibility with the surrounding neighborhood. Lighting will be pedestrian-scaled and architecturally integrated to complement the character of the area.

Exterior fixtures will provide adequate illumination for walkways, entrances, and drive aisles, while minimizing glare, light spillover, and impacts to adjacent properties. Where applicable, shielded, downward-facing fixtures will be used to preserve the character of the area and ensure compliance with City photometric requirements.

- (vii) Pedestrian and Bicycle Circulation: Pedestrian paths will be provided along all perimeters of the buildings, and sidewalks will be installed throughout the community to provide continuous connectivity and circulation throughout the community.
- (viii) Public Improvements: All public improvements will be provided for as part of the development.
- (ix) Principal Structure: The provision of Title 7 of City Code which prohibits the utilization of any parcel of land or lot for the purpose of erecting more than one principal building or structure may be waived by the City for buildings and structures in a PUD.
- (x) Relationship to Adjoining Land: The proposed use is complementary to the surrounding uses and will support the existing uses in the area and enhance the overall vibrancy of the corridor. Petitioner acknowledges the potential for industrial development to the east across Comfort Drive. To ensure compatibility of potential uses, landscaping has been significantly enhanced throughout the development, particularly along the eastern boundary adjacent to the Prairie Point Corporate Park to provide for a more effective buffer between the townhomes and the adjacent uses. Petitioner will improve the landscaping and the existing berm

with new evergreen and shade trees to create a robust, layered screening that ensures year-round visual screening between the proposed development and property to the east. This landscape buffer will effectively screen the development from Comfort Drive while providing approximately 56' of separation between the townhomes and the right-of-way.

In addition, the nearest building in the Prairie Point Corporate Park is approximately 120' from the Subject Property's east property line. This results in a total separation exceeding 175' between the townhomes and the nearest structure in the Prairie Point Corporate Park. This distance and the proposed layered landscaping establishes and supports land use compatibility between the townhomes and uses in the Prairie Point Corporate Park, mitigating potential visual and operational impacts and ensuring a harmonious interface between the developments. To further ensure compatibility among the uses, prior to the sale of any townhome, M/I will provide a written disclosure to each homebuyer informing them of the applicable Prairie Point Corporate Park zoning designation and uses permitted therein.

- (xi) Design: The proposed roadways and sidewalks/pathways within the development have been designed with connections to adjoining land. The site has been designed to emphasize accessibility (via Comfort Drive), open view (via park space, open space, detention basins, and landscaping), and connections with the larger community.
- (xii) Deviations From Requirements of This Code: A request for a deviation to the front yard setback and two subdivision deviations have been included herein.

(c) 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 physical design of the proposed PUD for the development reflects an efficient and context-sensitive use of an infill site located in an important City corridor. The project makes productive use of largely vacant land by introducing an efficiently designed, walkable residential layout that aligns with the City's goals for revitalizing the I-88 corridor through providing homes to support jobs, diversify the City's housing stock, and enhance the City's tax base.

The site plan has been carefully designed to optimize land use, balancing building footprints, open space, and circulation in a manner that supports both livability and urban form. The layout minimizes impervious surface where possible and provides private garages with almost exclusively rear-loaded access (93%; 159 of 171) and shared drive aisles to promote orderly vehicular movement while prioritizing a pedestrian-friendly frontage along public rights-of-way.

The development is well-served by existing transportation infrastructure. Primary vehicular access to the Subject Property will be provided via Comfort Drive near the southeast corner of the development, which will provide convenient access to Ferry Road. Secondary access will be provided via multiple connections to Corporate Lane at the north end of the Subject Property. Circulation internal to the site will be provided via a public and private roadway network to facilitate a development comprised almost exclusively of rear-load townhomes (93%; 159 of 171) to ensure only outward facing front facades and less visible garages.

With respect to parking, each townhome will provide a minimum of two (2) enclosed garage parking spaces. In addition, most all of the units are designed to accommodate two (2) vehicles within the driveway. Due to site specific design constraints and driveway configurations,

certain end-unit Taylor models are unable to accommodate two driveway parking spaces while maintaining safe and functional access. These affected units are located within buildings 2, 5, 12, 13, 14, 16, and 28. This equates to about 4% of the overall units (7 units out of 171). The driveway parking limitation applies only to the Taylor end-units within these buildings. To offset this site constraint condition, the affected Taylor units within buildings 2, 5, 14, and 16 will each be provided with two (2) adjacent off-street parking spaces, which will be deeded exclusively to the corresponding Taylor unit. As a result, these homeowners will maintain parking availability comparable to that provided elsewhere within the development. The Taylor end-units in buildings 12, 13, and 28 will have one (1) adjacent deeded off-street parking space.

Twenty-two (22) guest parking stalls (including eleven (11) deeded as noted above) will also be located internal to the community, with 87 street parallel parking spaces also being available. Pedestrian paths will be provided along all perimeters of the buildings, and sidewalks will be installed throughout the community to provide continuous connectivity throughout the community.

Public utilities—including water, sanitary sewer and other services—are readily available and will be extended or upgraded as needed in coordination with the City and applicable agencies.

The proposed development has been carefully designed to operate efficiently year-round. Trash and recycling will be stored within the garages until rolled out for collection on designated garbage days. Snow removal will be conducted by the HOA, and storage areas will be maintained to avoid blocking drive aisles, parking stalls, or public pedestrian pathways to ensure safe circulation throughout the winter months is sustained.

The proposed development includes a thoughtful landscape plan that integrates native and ornamental plantings, street trees, and green buffers that enhance both environmental quality and

the aesthetic appeal of the project. These enhancements contribute to the urban tree canopy, provide shade and visual relief, and help establish a strong sense of place.

In total, the design represents a highly efficient, well-integrated infill solution that promotes compact growth, leverages existing infrastructure, and enhances the physical and visual character of the site and surrounding area.

(d) Open Space, outdoor common area, and recreational facilities are provided.

Open Space, outdoor common area, and recreational facilities are provided. As noted, approximately 3.6 acres of open space along the Subject Property's south and west property lines will be dedicated to the Park District for its improvement as a public park. The proposed public park space will provide existing and future residents in both Monarch Landing and NorthGate with an additional recreational amenity. In addition, approximately 10.6 acres, or 42%, of the Subject Property will be comprised of detention and open space – in excess of the 30% required by City Code for single-family attached residential developments.

(e) 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. Petitioner only requests a deviation to the front yard setback requirement and two subdivision deviations as set forth below. Notably, the front yard setback deviation is limited in scope, affecting only 10 of the 32 buildings located on the Subject Property.

(f) The planned unit development is compatible with the adjacent properties and nearby land uses.

The proposed PUD is compatible with the surrounding properties and nearby land uses. NorthGate will complement the uses in the surrounding area. To the north of the Subject Property are single-family homes in the City of Warrenville. To the east is a light industrial corporate park comprised of various uses – including Dart Warehouse, multiple recreational and sporting facilities, and other warehouse/industrial/office uses. Monarch Landing is located to the west. Across Ferry Road to the south is the CityGate development, which consists of Hotel Arista, the Domain apartments, and ground-floor retail/office uses. Given the variety of uses in the area, the proposed development will further add to the “diverse mix of uses” prescribed for Regional Centers in the Master Plan. The proposed development will not only enhance the overall cohesion of the area, but NorthGate will also represent a contextually appropriate and effective use of the Subject Property.

Given the context of the adjacent uses, the development has been designed to blend in and complement these uses through the inclusion and strategic placement of landscape treatments and open space, as well as maximization of subdivision setbacks. At the north end of the development is an existing conservation easement and pond that will provide no less than 150’ of distance between the nearest townhome and the north property line while simultaneously serving a portion of the subdivision’s stormwater needs. Similarly, at the south end of the development, parkway trees and a wetland bottom detention basin at the northwest corner of Ferry Road and Comfort Drive will provide over 100’ of distance between the homes and Ferry Road and will provide more than sufficient open space and screening.

Petitioner has also taken extra care to provide adequate separation between the proposed development and Monarch Landing to the west. Specifically, approximately 3.6 acres of open space along the south and west property lines will be dedicated to the Park District for its

improvement as a public park. The proposed public park will not only provide existing and future residents in both Monarch Landing and NorthGate with an additional recreational amenity, but will simultaneously provide additional separation between the development and Monarch Landing with the nearest townhome being setback 75' from the west property line. Petitioner also notes that the proposed development is a much more compatible use with Monarch Landing than the previously proposed hockey arena and event center.

Likewise, Petitioner acknowledges the potential for industrial development to the east across Comfort Drive. To ensure compatibility of potential uses, landscaping has been significantly enhanced throughout the development, particularly along the eastern boundary adjacent to the Prairie Point Corporate Park to provide for a more effective buffer between the townhomes and the adjacent uses. Petitioner will improve the landscaping and the existing berm with new evergreen and shade trees to create a robust, layered screening that ensures year-round visual screening between the proposed development and property to the east. This landscape buffer will effectively screen the development from Comfort Drive while providing approximately 56' of separation between the townhomes and the right-of-way.

In addition, the nearest building in the Prairie Point Corporate Park is approximately 120' from the Subject Property's east property line. This results in a total separation exceeding 175' between the townhomes and the nearest structure in the Prairie Point Corporate Park. This distance and the proposed layered landscaping establishes and supports land use compatibility between the townhomes and uses in the Prairie Point Corporate Park, mitigating potential visual and operational impacts and ensuring a harmonious interface between the developments. To further ensure compatibility among the uses, prior to the sale of any townhome, M/I will provide a written

disclosure to each homebuyer informing them of the applicable Prairie Point Corporate Park zoning designation and uses permitted therein.

(g) The planned unit development fulfills the objectives of the comprehensive plan and planning policies of the City.

The establishment of the conditional use is not in conflict with the adopted comprehensive master plan. The City's Master Plan designates the future land use of the Subject Property as "Regional Center," which the Master Plan notes should exist along major arterials (i.e. Ferry Road) within proximity to and from the regional transportation system (i.e. I-88). Consistent with the Subject Property's existing zoning designation, the Master Plan states that applicable zoning districts within the Regional Center designation include OCI and PUD. The Master Plan also highlights that the Regional Center should "feature a diverse mix of uses," which is consistent with the context of the area – i.e. single-family homes to the north, warehouse/industrial/office/recreational/sporting facilities to the east, CityGate to the south, and Monarch Landing to the west. Further, the Master Plan notes this place type may include supporting residential uses to reinforce commercial business and institutional uses. Finally, the Master Plan notes development within the Regional Center place type should include parks and green spaces for residents to spend time (i.e. the 3.24-acre public park proposed as part of NorthGate).

In addition to its consistency with the Master Plan, the proposed development of Northgate will further support the City's larger goals of revitalizing the I-88 corridor through providing homes to support jobs, diversifying the City's housing stock, and enhancing the City's tax base.

APPROVAL OF A PRELIMINARY PLAT OF SUBDIVISION

1. Petitioner seeks approval of the Preliminary Plat of Subdivision, a copy of which has been submitted herewith.

2. The proposed subdivision meets the standards for a subdivision consistent with the standards set forth in City Code.

**APPROVAL OF A DEVIATION TO CITY CODE SECTION 6-7F-7 TO PERMIT A
FRONT YARD SETBACK OF 18’ IN LIEU OF 20’**

The proposed development meets the Standards for granting a deviation as follows:

a) *Whether the requested deviation would undermine the intent and purpose of the underlying zoning district; and*

The requested deviation will not undermine the intent and purpose of the underlying zoning district. The underlying zoning district for the Subject Property is OCI. Per City Code, the stated intent of the OCI district is “to act as a transitional zone between intensive business areas and residential neighborhoods. This district should contain office, residential, institutional and support commercial facilities.” The requested deviation will help facilitate development of the Subject Property with its highest and best use as a residential development in furtherance of the stated intent of the OCI district. The proposed density exceeds that of traditional detached single-family development, introduces an ownership-oriented housing option that broadens the City’s housing mix, and provides a transitional residential product that is compatible with single-family to the north, Monarch Landing to the west, and CityGate’s apartments to the south. Further, the development’s proximity to the I-88 and Route 59 corridors will also help revitalize the area and support its existing office, commercial, and retail uses.

Petitioner also notes the requested deviation is limited in scope – applying to only 10 out of the 32 buildings in the community to accommodate the inclusion of the “Taylor” end unit. While

10 buildings require a deviation to permit an 18' front yard setback (buildings 5, 14, 16, 18, 19, 21, 22, 25, 26, and 28), the remaining 22 buildings fully comply with the required 20' setback. To provide the City with the desired architectural variety, in addition to the proposed "Madison" and "Pearson" elevations, M/I's "Taylor" elevation was incorporated into the community. The Taylor elevation will be provided as end units only, creating a "bookend" to introduce greater visual variation along the streetscape. By differentiating end units with enhanced detailing, material transitions, and façade articulation, the overall building mass is softened and broken into more appealing scaled segments. Additionally, varied rooflines have been incorporated, reducing the perceived bulk throughout the development. This layered architectural approach reduces repetition, improves curb appeal, and fosters a more dynamic neighborhood character.

The introduction of the "Taylor" elevation brings a visitable floorplan option, expanding the range of housing configurations available within the community. By offering this floor plan, NorthGate has increased its housing options to better accommodate differing lifestyle needs of future homeowners, supporting multigenerational living.

b) Whether the requested deviation would be a detriment to the provision of municipal services and infrastructure; and

The requested deviation will not be a detriment to the provision of municipal services and infrastructure. To the contrary, the requested deviation will have no effect on the provisions of municipal service or infrastructure. Strict enforcement of this requirement would cause the Subject Property not to be developed in conformance with the highest and best use of the land.

c) 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 will contribute to a planned unit development which offers a superior level of design, amenity enhancement, or environmental benefit. As noted, the requested deviations is limited in scope and is required to accommodate the inclusion of the “Taylor” end unit. To provide the City with the desired architectural variety, in addition to the proposed “Madison” and “Pearson” elevations, M/I’s “Taylor” elevation was incorporated into the community. The Taylor elevation will be provided as end units only, creating a “bookend” to introduce greater visual variation along the streetscape. By differentiating end units with enhanced detailing, material transitions, and façade articulation, the overall building mass is softened and broken into more appealing scaled segments. Additionally, varied rooflines have been incorporated, reducing the perceived bulk throughout the development. This layered architectural approach reduces repetition, improves curb appeal, and fosters a more dynamic neighborhood character.

The introduction of the “Taylor” elevation also expands the range of housing configurations available within the community and brings a visitable floorplan option to the community. By offering an additional floor plan, NorthGate has increased its housing options to better accommodate differing lifestyle needs of future homeowner, supporting multigenerational living.

APPROVAL OF A TEMPORARY USE FOR MARKETING SIGNAGE

Petitioner seeks approval of a temporary use to install temporary marketing signs in conformance with the Marketing Signage Plan included with the submittal material. City Code does not provide for a process to approve all signs within the Marketing Signage Plan as one uniform package. However, the signs provided for in the Marketing Signage Plan are all temporary in nature and consist of certain marketing for the community, model home identification, and

directional signage that will only be in place for such time as the homes within NorthGate are initially for sale. The proposed signage will be removed within thirty (30) days of the last final occupancy permit for any residential unit located within Northgate being issued. Petitioner seeks to permit the following temporary signage as depicted on the Marketing Signage Plan:

- Entrance Marketing Sign (1)
- Marketing Trail Sign (4)
- Model Info Center Sign (1)
- Flagpole (2)
- Product Pricing Sign (1)
- Parking Placard Sign (1)
- Model Placard Sign (2)
- Construction Office Placard Sign (1)
- Private Residence Placard (1)

WHEREFORE, by reason of the foregoing, and based on any testimony that may be proffered at the public hearing, the undersigned Petitioner requests the City take the necessary steps to: (i) approve a conditional use for single-family attached dwellings in the OCI District; (ii) approve a major change to a planned unit development; (iii) approve a revised planned unit development plan and plat with any associated deviations as specified herein; (iv) approve a preliminary plat of subdivision; (v) approve a deviation to City Code Section 6-7F-7 to permit a front yard setback of 18’ in lieu of 20’ to permit the inclusion of the “Taylor” end units; (vi) approve a temporary use for the Marketing Signage Plan; and (vii) approve such other variances, departures, and deviations as may be necessary and appropriate to develop the Subject Property as depicted on the plans submitted herewith pursuant to the appropriate provisions of City Code.

RESPECTFULLY SUBMITTED this 8th day of June, 2026.

PETITIONER:

M/I HOMES OF CHICAGO, LLC



Attorney for Petitioner

Eric M. Prechtel,
Rosanova & Whitaker, Ltd.

EXHIBIT A
LEGAL DESCRIPTION

PARCEL 1:

LOT 1B IN THE FINAL PLAT OF SUBDIVISION OF MONARCH LANDING LOT 1A AND LOT 1B RESUBDIVISION, BEING A RESUBDIVISION OF THAT PART OF THE SOUTHWEST QUARTER OF SECTION 34, TOWNSHIP 39 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN AND PART OF THE NORTH HALF OF SECTION 3, TOWNSHIP 38 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED NOVEMBER 25, 2014 AS DOCUMENT R2014-111352, IN DUPAGE COUNTY, ILLINOIS.

PARCEL 2:

EASEMENT FOR THE BENEFIT OF PARCEL 1, AS CREATED BY DECLARATION OF PROTECTIVE COVENANTS RECORDED SEPTEMBER 25, 1997 AS DOCUMENT R97-144807, AS AMENDED BY DOCUMENTS R99-65853, R99-072255, R1999-189391, R2005-064097 AND R2005-066769, FOR THE DISCHARGE OF STORM AND SURFACE WATER INTO THE STORM WATER RETENTION AND DETENTION FACILITIES AS FURTHER DEFINED THEREIN.