

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

PETITION TO THE NAPERVILLE PLAN COMMISSION AND CITY COUNCIL FOR DEVELOPMENT APPROVAL

THE UNDERSIGNED Petitioner, RPAI Naperville Main North, LLC, a Delaware limited liability company (hereinafter “the Petitioner”) respectfully petitions the City of Naperville to approve a Revocation of the Planned Unit Development for the Main Street Promenade Addition property (Ordinances 08-221 and 08-223) legally described on Exhibit A (“Subject Property”) to provide for a mixed use development consisting of approximately 14,000 square feet of first floor retail and forty-seven (47) residential units on floors two (2) through five (5), approve a Planned Unit Development Plan for Main Street Promenade Phase III, approve a Subdivision Plat consolidating multiple lots into one (1) lot, grant a parking deviation allowing for a parking ratio of approximately one (1) space per one (1) bedroom and two (2) spaces per two (2) bedroom units in lieu of two (2) spaces per unit and on-site guest parking of six (6) spaces (eleven (11) spaces required), grant a deviation to exceed the B-4 zoning district’s maximum setback of six (6) feet to provide setbacks exceeding one hundred and thirty (130) feet along the shared property line with Benton Terrace, grant a deviation to permit parking to be located in the interior side yard and such other deviations or departures as may be necessary to develop the Subject Property as depicted on the plans submitted herewith pursuant to the appropriate provisions of the Naperville Municipal Code, as amended (hereinafter the “Code”).

BACKGROUND INFORMATION

1. The Petitioner, RPAI Naperville Main North, LLC, a Delaware limited liability company, with an office at 2021 Spring Road, Suite 200, Oak Brook, Illinois is the Owner of the Subject Property as well as the existing Main Street Promenade buildings.

2. Upon re-subdivision, the Subject Property will consist of approximately .83 acres located at the southwest corner of Benton Avenue and Main Street in downtown Naperville.
3. The Subject Property is well suited for the proposed retail/residential mixed use development given its downtown location and proximity to commercial, recreational and institutional uses as well as employment and transportation availability.
4. The proposed development, as depicted on the plans submitted herewith, consists of a five (5) story mixed use building and parking area.
5. The proposed first floor commercial uses will add to the City's downtown business district as well as compliment the adjacent Main Street Promenade buildings to the south and east.
6. The proposed residential component will offer much needed additional housing options which will also support the vibrancy of the downtown.
7. The residential component will include common facilities/programming specifically targeted to the recreational and lifestyle needs of its residents.
8. The existing land uses surrounding the Subject Property are as follows:
 - a. North: City of Naperville – Zoning “TU”: – Calvary Church & Single Family Detached Homes – 2030 Plan Envisions Future Commercial Development.
 - b. East: City of Naperville – Zoning “B-4”: Main Street Promenade East and the City of Naperville Van Buren Parking Deck
 - c. South: City of Naperville – Zoning “B-4” PUD: Main Street Promenade
 - d. West: City of Naperville – Zoning “B-4” PUD: Benton Terrace Condominiums
9. The Subject Property is currently vacant.
10. The proposed mixed use will fulfill the overall intent of the Main Street Promenade, create additional retail vibrancy consistent with the City's 2030 Plan as well as enhance the diversity of housing stock within the City of Naperville.

REQUIRED DEVELOPMENT ENTITLEMENTS

1. The Petitioner seeks revocation of the Main Street Promenade Addition Planned Unit Development (Ordinances 08-221 and 08-223).
2. The Petitioner seeks approval of a conditional use for a Planned Unit Development Plan and Plat of Subdivision.
3. The Petitioner seeks approval of an off-street parking deviation to reduce the required parking ratio from two (2) spaces per unit to one (1) space per bedroom for the one (1) bedroom units and two (2) spaces per unit for the two (2) bedroom units and on-site guest parking of six (6) spaces.
4. The Petitioner seeks a deviation to exceed the B-4 zoning district's maximum setback of six (6) feet to provide a side yard setback exceeding one hundred and thirty (130) feet along the shared property line with Benton Terrace.
7. The Petitioner seeks approval to buy-in to the downtown parking special service area relative to the first floor commercial component.
8. The Petitioner seeks a deviation to permit parking to be located in the interior side yard
9. The proposed entitlement requests meet all City and State requirements for the development of Subject Property and will facilitate the beneficial use of the Subject Property as stated below.

SUMMARY OF DEVELOPMENT

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

The Subject Property is located in the heart of Naperville's acclaimed downtown which offers shopping, dining, employment, and an exceptional social culture. As such, the location presents an opportunity to provide a commercial/residential mixed use development enhancing our downtown core and also attracting young professionals and empty nesters to our community with a unique new residential opportunity. To this end, extensive care was taken in the development of the site plan to fit harmoniously within the context of our downtown core.

The proposed mixed use development will consist of approximately 14,000 square feet of first floor retail and forty-seven (47) residences on floors two (2) through five (5). The residences aim to provide an additional housing opportunity to an underserved segment of Naperville's population sometimes referred to as "Renters by Choice". This segment of the housing market is composed of predominantly young professionals or empty nesters looking to avoid the daily responsibilities of home ownership but who require an upscale living environment and associated amenities in close proximity to a variety of employment opportunities, retail, entertainment and convenience uses. The proposed development will create an optimum use of the Subject Property by providing this segment of the housing market with an opportunity to reside in Naperville while also enhancing our real estate tax base, infusing our local economy with additional income and improving our work force.

The Petitioner's goal is to provide high quality residences in an intelligently designed living environment. As such, the community will be functionally designed to meet the needs of its residents. Recreational amenities, including activity areas are central to the operation of the community. The proposed development will combine attractive architectural design features, on-site amenities and active management to create a unique residential opportunity in the downtown area. The residences will consist of forty-three (43) one bedroom, and four (4) two bedroom units, and will average approximately 964 square feet. The predominance of one and two bedroom units is indicative of a housing choice that will primarily suit young professionals, empty nesters and not families.

With regard to architecture and the surrounding environment, the community was designed by Sullivan, Goulette & Wilson Architects to build upon and be complimentary to the existing Main Street Promenade Buildings and compliment the downtown core. The exterior of the building will fit seamlessly into the downtown core by borrowing elements of architectural expression balanced with subdued colors that will enhance the surrounding Main Street Promenade buildings. The exterior

elevations are finished on all sides using a material palette that reinforces the sense of place that has been established by the Main Street Promenade. The ground level will be predominantly glass along the street frontage which compliments the existing retail storefronts and will help support the surrounding retail uses.

In addition to the harmonious architecture, a complimentary landscape plan has been created to enhance the view to the Subject Property and the City's downtown streetscape. The landscape plan will include substantial landscape treatments along the perimeter roadways including parkway trees consistent with the existing Main Street Promenade buildings. Sidewalks will be incorporated along Main Street and Benton consistent with the existing downtown streetscape and consistent with the City's 2018 Streetscape Recommendations.

The building has been designed with multiple access points. The full ingress/egress on Benton Avenue is the primary point of access that will provide the residents with access to the parking area and building lobby. Secondary tenant access will be provided off the adjacent alley. Lastly, at the request of City Staff and the neighboring property owner, the Petitioner will be extending the alley to connect to Main Street to improve upon emergency vehicle access as well as loading activities. Currently delivery trucks are forced to back out onto Webster Street.

Additionally, it is important to note that all public utilities and the storm water management facilities were sized to properly accommodate development of the Subject Property when the original Main Street Promenade was constructed

- b. The planned unit development meets the requirements and standards of the planned unit development regulations.*

The proposed planned unit development meets the requirements and standards of the planned unit development regulations as follows:

- (i) Ownership and Control: The proposed development meets the ownership and control requirements.
- (ii) Area, Lot Width, Yard, and Height/Bulk Requirements: The proposed development meets all lot width and yard requirements with the exception of the requested deviation to exceed the B-4 zoning districts' maximum permitted setback of six feet (6').
- (iii) Common Open Space: Common open space will be included in the development as amenity space.
- (iv) Landscaping, Screening, and Tree Preservation: A landscape plan has been submitted in compliance with the City's requirements for landscaping and screening on the Subject Property.
- (v) Lighting: A lighting plan will be submitted in compliance with the City's lighting requirements.
- (vi) Pedestrian and Bicycle Circulation: The provisions pertaining to Pedestrian and Bicycle Circulation have been met. The development will include sidewalks, and the proposed development will include bicycle parking.
- (vii) Relationship to Adjoining Land: The proposed use is complimentary to the surrounding uses as well as the vision for Main Street Promenade and will actually enhance the overall vibrancy of the commercial and office uses in the downtown. Additionally, at the request of the adjacent Benton Terrace neighbors the Petitioner has increased the shared setback from 10' to approximately 130'.
- (viii) Density Bonuses: No density bonuses are requested.

(ix) Park and School Sites: Park and School donations will be paid pursuant to applicable ordinances.

(x) Public Improvements: All public improvements will be provided for as part of the development.

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.

There are no existing natural features on the site. The existing site consists of roughly graded vacant land. The proposed plan maximizes connectivity to the existing commercial areas and supports the overall vibrancy of the downtown. Overall, the proposed development greatly enhances the Subject Property and efficiently utilizes property which has been vacant and underperforming for many years.

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

Open space and recreational facilities have been incorporated into the development. The open space areas will include safe and secure amenities including a fitness area and common areas.

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 design of the proposed building exceeds all subdivision control requirements. Additionally, the Petitioner is enhancing the environment. The waivers from zoning regulations allow Petitioner to provide a unique housing opportunity which serves a compelling community need.

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

The proposed use of the Subject Property is complimentary to the existing Main Street Promenade developments and will provide a residential opportunity to those that wish to reside in

a downtown environment. The proposed development would create a beneficial use of the Subject Property that will provide an underserved segment of the housing market and also provide a boost to the existing commercial uses.

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

The proposed development is consistent with the vision for the Main Street Promenade development and is consistent with the overall objectives of the City's 2030 plan as it enhances the City's downtown commercial core and also enhances the City's housing stock.

REQUEST TO REVOKE MAIN STREET PROMENADE ADDITION PLANNED UNIT DEVELOPMENT ORDINANCES 08-221& 08-223

The Main Street Promenade Addition PUD was approved in 2008 as Ordinances 08-221 and 08-223 at the request of the former owner/developer of the Subject Property ("Prior PUD Approval"). The Prior PUD Approval anticipated a mixed use building consisting of retail on the first floor and office uses on the upper floors. Subsequent to the Prior PUD Approval being granted no final plat of subdivision was ever approved, no plat of subdivision was recorded, no development fees were paid and no further activity took place on the Subject Property. The failure of the project to move forward is indicative of the current office market and availability of office space in the downtown leaving the Subject Property dormant for the past 10+ years. City Code recognizes instances such as this and expressly authorizes the City Council to revoke an existing Planned Unit Development under certain circumstances including, but not limited to the owner's failure to commence construction. Consistent therewith the Petitioner is seeking revocation of the Prior PUD Approvals so that it may commence with a clean slate and move forward with its mixed use residential and retail development which more appropriately addresses the needs in the downtown.

DEVIATION TO REDUCE THE REQUIRED OFF-STREET PARKING

- a. *The requested deviation would not undermine the intent and purpose of the underlying zoning district.*

The proposed deviation to reduce the required off-street parking is consistent with the purpose and intent of the zoning regulations. The purpose of the off-street parking requirement is to ensure that adequate parking is provided to meet the demand. Accordingly, the Code provides that each property must provide on-site parking to meet the anticipated parking demand based on the use of the individual property. The City of Naperville code does not consider the nature of residential developments but instead states two (2) spaces per unit regardless of how many bedrooms, the specific use or the location of the development. With respect to the proposed residential unit there will be a total of fifty-seven (57) parking spaces all located adjacent to the building and all dedicated to the residential component along with an additional nine (9) guest parking spaces located at the adjacent Main Street Promenade East. The parking study submitted herewith by Kimley-Horn, attached hereto as Exhibit "B" evidences that the parking supply is more than adequate. Kimley-Horn's conclusion was based on industry research, census data on vehicle ownership and a detailed field study of similarly situated projects. The field study of similar communities evidences that the proposed parking for the Subject Property is consistent with the average parking supply provided at six (6) other similar communities with regard to both parking provided per unit and per bedroom. As a result, the proposed deviation does not undermine the intent and purpose of the underlying requirement because sufficient parking is provided to meet the specific demand anticipated to be generated by the development. As a result, the requested deviation contributes to a planned unit development which offers a superior level of design, amenity enhancement, and environmental benefit.

- b. *The requested deviation will not be a detriment to the provision of municipal services and infrastructure.*

Great care was taken in site and building design. All resident parking will be regulated by the Petitioner's on-site management team to ensure the parking supply is adequate at all times. Strict

enforcement of this parking requirement would require the Petitioner to install and maintain excess parking areas that will not be used. As a result, the proposed parking deviation will contribute to a development that both offers a superior design and provides environmental benefit by maximizing open space. Absent the proposed deviation, Petitioner would be required to both reduce unit count and provide additional on-site parking. The loss of units will negatively affect the Petitioner's project and thereby affect the ability to provide the level of recreational amenity that is presently contemplated for the community. This diminution in service will negatively impact future residents of the community. The construction of additional parking spaces would, according to the aforementioned parking needs analysis, provide no benefit to the residents of the development but would negatively impact the overall design and amenity presently programmed for the community.

- c. The requested deviation will contribute to a planned unit development which offers a superior level of design, amenity enhancement, or environmental benefit, or would enhance the community vitality through the inclusion of attainable or barrier free housing.*

This deviation would be virtually undetectable. In addition, the parking study clearly shows that the development will be fully parked. Lastly, to further facilitate the efficient use of the Subject Property, the Petitioner has designed the proposed development to facilitate pedestrian and bicycle access to and from the retail, employment and entertainment options located in close proximity to the Subject Property.

**DEVIATION TO INCREASE THE PERMITTED B-4 ZONING DISTRICT SETBACK
FROM A MAXIMUM OF 6'**

- a. The requested deviation would not undermine the intent and purpose of the underlying zoning district.*

The Subject Property is located in the City's downtown B-4 core which restricts setbacks to a maximum of six feet (6'). As the proposed building is adjacent to the Benton Terrace Condominiums along the west property line, Petitioner is seeking a deviation to increase the setback up to one hundred and thirty feet (130'). Petitioner's request for a setback deviation to incorporate a larger setback than

what is permitted will not alter the essential character of the neighborhood and will actually be a benefit to the adjacent property.

b. The requested deviation will not be a detriment to the provision of municipal services and infrastructure.

The requested deviation will have no effect on the provisions of municipal service or infrastructure.

The proposed mixed use building is located in the City's downtown core and will enhance the City's retail sales tax base, support the vibrancy of the downtown core, enhance the city's workforce and enhance the city's housing stock.

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

The deviation, if granted, will help pave the way for a mixed use development in harmony with adjacent uses and will be the highest and best use of the property with a development that offers superior level of architecture and amenity. The deviation will provide for a building designed with a superior level of amenity and design with uses complimentary to the surrounding area and consistent with the City's 2030 vision for the B-4 Downtown Core.

DEVIATION TO PERMIT PARKING IN THE SIDE YARD

a. The requested deviation would not undermine the intent and purpose of the underlying zoning district.

The requested deviation will not undermine the intent and purpose of the underlying zoning district. The requested deviation to permit parking in the side yard arises from the Petitioner's reconfiguration of the site plan which was done to accommodate the adjacent Benton Terrace residents concern about building separation. Utilizing the interior side yard as parking will allow for approximately 130' feet of building separation. Additionally, as the intent to require parking be in the rear yard in the B-4 zoning district is to insure a dense street wall for retail purposes, this request is consistent with the intent of the zoning district because the area of the Subject Property along Benton is not retail, but

instead residential in nature. Additionally, the Petitioner will provide for enhanced aesthetics of the parking area through both hardscape and landscape materials.

b. The requested deviation will not be a detriment to the provision of municipal services and infrastructure.

The requested deviation will have no effect on the provisions of municipal service or infrastructure. The proposed mixed use building is located in the City's downtown core and will enhance the City's retail sales tax base, support the vibrancy of the downtown core, enhance the city's workforce and enhance the city's housing stock.

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

The deviation, if granted, will help pave the way for a mixed use development in harmony with adjacent uses and will be the highest and best use of the property with a development that offers superior level of architecture and amenity. The deviation will provide for a building designed with a superior level of amenity and design with uses complimentary to the surrounding area and consistent with the City's 2030 vision for the B-4 Downtown Core. The deviation will also provide for increased building to building separation between Benton Terrace and the Main Street Promenade Addition.

CONDITIONAL USE FOR A PLANNED UNIT DEVELOPMENT IN THE B-4

DOWNTOWN CORE ZONING DISTRICT

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

The proposed conditional use will not be detrimental to or endanger public health, safety or the general welfare. The use provides for needed commercial uses and desirable living options that help create enhanced living opportunities and compliment the surrounding area. Petitioner's proposed development is situated solely within the downtown core and will include unique features specifically targeted to the needs and desires of the anticipated resident population. Given the resident profile and

associated lifestyle, external impacts are significantly reduced (School & Park). The establishment and maintenance of the commercial component and multi-family community will not be detrimental to or endanger the public health, safety, and general welfare.

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.

The conditional use will provide for the improvement of the Subject Property which will improve property values in the area. The proposed development will both enhance the commercial vibrancy of our downtown and enhance our housing stock. As a result the property values in the area will increase as well as the housing stock improved. The conditional use will not be injurious to the use and enjoyment of property in the immediate area nor will it impair property values.

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.

The proposed development will create the highest and best use of the Subject Property with a harmonious retail and residential use compatible with downtown core. The conditional use will not impede the normal and orderly development and improvement of the adjacent property for uses permitted in the district. The proposed development is consistent with the trend of development in the area, shares the zoning of immediately adjacent to the Property and will be compatible with the surrounding environs.

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

Establishment of the conditional use is not in conflict with the adopted comprehensive master plan. The existing B-4 zoning of the property allows both residential and retail uses.

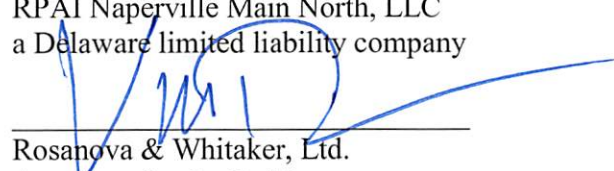
WHEREFORE, by reason of the foregoing, the undersigned Petitioner requests the City Council and Plan Commission take the necessary steps approve to approve a Revocation of the Planned Unit Development for the Main Street Promenade Addition property (Ordinances 08-221 and

08-223) legally described on Exhibit A (“Subject Property”) to provide for a mixed use development consisting of approximately 14,000 square feet of first floor retail and 47 highly appointed residential units on floors two (2) through five (5), approve a Planned Unit Development Plan for Main Street Promenade Phase III, approve a Subdivision Plat consolidating multiple lots into one (1) lot, grant a parking deviation, grant a deviation to exceed the B-4 zoning district’s maximum setback of six (6) feet to provide a setbacks of up to 130’ along the shared property line with Benton Terrace, grant a deviation to permit parking to be located in the side yard and such other deviations or departures as may be necessary to develop the Subject Property as depicted on the plans submitted herewith pursuant to the appropriate provisions of the Naperville Municipal Code, as amended (hereinafter the “Code”).

RESPECTFULLY SUBMITTED this 10th day of February, 2020

PETITIONER:

RPAI Naperville Main North, LLC
a Delaware limited liability company



Rosanova & Whitaker, Ltd.
Attorneys for the Petitioner

EXHIBIT "A":
LEGAL DESCRIPTION OF SUBJECT PROPERTY

1 S. MAIN (VACANT PARCEL)

PARCEL 1:

THE NORTH 82.5 FEET OF LOT 8 IN BLOCK 11 IN THE PLAT OF THE TOWN OF NAPERVILLE, BEING A SUBDIVISION IN THE SOUTH 1/2 OF SECTION 13, TOWNSHIP 38 NORTH, RANGE 9, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED FEBRUARY 15, 1842 AS DOCUMENT 131 IN DU PAGE COUNTY, ILLINOIS.

PARCEL 2:

THE NORTH 82.5 FEET OF LOTS 9 AND 12 IN BLOCK 11 IN PLAT OF THE TOWN OF NAPERVILLE, BEING A SUBDIVISION IN THE SOUTH 1/2 OF SECTION 13, TOWNSHIP 38 NORTH, RANGE 9, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED FEBRUARY 15, 1842 AS DOCUMENT 131, IN DUPAGE COUNTY, ILLINOIS.

PARCEL 3:

THE SOUTH 82.5 FEET OF LOTS 8, 9, AND 12 IN BLOCK 11 IN PLAT OF THE TOWN OF NAPERVILLE, BEING A SUBDIVISION IN THE SOUTH 1/2 OF SECTION 13, TOWNSHIP 38 NORTH, RANGE 9, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED FEBRUARY 15, 1842 AS DOCUMENT 131, IN DUPAGE COUNTY, ILLINOIS.

PARCEL 4:

LOT 11 (EXCEPT THE SOUTH 110 FEET THEREOF) IN BLOCK 11 IN PLAT OF THE TOWN OF NAPERVILLE, BEING A SUBDIVISION IN THE SOUTH 1/2 OF SECTION 13, TOWNSHIP 38 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED FEBRUARY 15, 1842 AS DOCUMENT 131, IN DUPAGE COUNTY, ILLINOIS.

EXHIBIT "B"
PARKING STUDY

MEMORANDUM

To: Scott R. Miller, Vice President / Director of Development - Western Division
Retail Properties of America, Inc. (RPAI)

From: Tim Sjogren, P.E., PTOE – Kimley-Horn
Gina Showers, E.I.T. – Kimley-Horn

Date: February 7, 2020

RE: Parking Summary Update for 10 S. Main Street

On behalf of Retail Properties of America, Inc. (RPAI) Kimley-Horn and Associates, Inc. (Kimley-Horn) evaluated the parking supply for the mixed-use development proposed at 10 S. Main Street in Naperville, Illinois. The parking supply was reviewed relative to the City of Naperville requirements, downtown parking requirements for other suburban communities, and data collected for similar developments. This memorandum presents a review of the proposed parking supply and summarizes key findings and conclusions.

Proposed Development

The proposed development includes 47 residential units and approximately 14,060 gross square feet of retail use on the first floor. A surface parking lot would be provided with a total of 57 spaces, including 3 ADA spaces. An additional 9 guest spaces would be provided at Main Street Promenade East for a total of 66 spaces for the proposed development.

The resident parking supply, which includes 57 spaces, anticipates one space for the one-bedroom units and two spaces for the two-bedroom units. This amounts to a total demand of 51 spaces, leaving 6 additional on-site guest parking spaces. The parking lot would be private, access controlled, and accessible to residents only. Access to the parking lot would be provided by a full-access driveway to Benton Avenue. An additional nine (9) guest parking spaces would be located at the adjacent Main Street Promenade East covered alley, accessible via the existing inbound driveway along Van Buren Avenue and the outbound driveway to Benton Avenue. These off-site guest parking spaces would be restricted as guest parking only for the subject development. Parking for the first-floor retail use would be eligible for the City's parking fee-in-lieu formula, subject to an amendment to the SSA 21 boundary. The proposed site plan is provided as **Attachment 1**.

Based on information from RPAI, the proposed development would be designed for active adults with onsite amenities and access to downtown commercial and recreational destinations. The demographic profile of an active adult development is different than a traditional suburban residential development. Whereas many families live in traditional suburban developments, active adult residents are commonly single- or two-person households. Active adult residents are typically retired, semi-retired, or approaching retirement. These residents may be downsizing and want to stay in their established neighborhood or relocating in order to be near family in Naperville. An active adult residential development typically fills the gap between a traditional single-family home and care-continuum housing.

City of Naperville Requirements

Off-street parking requirements for the proposed development are defined in Section 6-9-3 (Schedule of Off-Street Parking Requirements) of the Naperville Municipal Code. Pursuant to Section 6-9-3.8, the Continuous Improvement Model (CIM) parking ratio of 2.04 spaces per 1,000 square feet of gross floor area applies to nonresidential properties within the Downtown Parking Map. Consistent with Ordinance 08-200 (CIM), the proposed development will seek inclusion into the SSA 21 boundary. Accordingly, the proposed development would be subject to payment of the parking fee-in-lieu and shared parking for the retail use would be provided within the public parking decks along with the annual SSA taxes paid by the subject property.

Per Section 6-9-3.7 of the Municipal Code, a residential development is required to provide two spaces per unit. For duplex, single-family attached, and multi-family developments, the Code requires an additional 0.25 spaces per unit for guests. Based on the Code, a total of 2.25 spaces per unit are required for all apartment developments, regardless of location, demographics, and bedroom mix. Therefore, a two-bedroom unit is subject to the same parking ratio as a one-bedroom single-person unit. Furthermore, an apartment development in downtown Naperville is subject to the same parking ratio as other developments throughout the city.

In contrast, some communities specify different requirements for various residential product types (e.g., single-family detached, apartment/condominium) in order to address the unique parking demand characteristics of these uses. In addition, these communities provide different parking requirements for downtown residential uses in order to reflect the reduced parking demand associated with proximity to commercial and recreational destinations and increased access to multimodal transportation. In each community, a variance to the parking requirements may be considered based on the unique characteristics of a residential development. A summary of residential parking ratios for other suburban communities is provided in **Table 1** on the following page.

Table 1. Comparison of Residential Parking Requirements

Community	Single-Family Detached	Apartment / Condo	
		Downtown	Other
Naperville	2 spaces / unit	2.25 spaces / unit	
Downers Grove	2 spaces / unit	1.4 spaces / unit ¹	2.0 spaces / unit
Wilmette	2 spaces / unit	1 / unit < 2 bedrooms 1.5 / unit ≥ 2 bedrooms ²	2.0 spaces / unit
Highland Park	2 spaces / unit	1 / unit: 0-999 sq. ft. 1.5 / unit: 1,000-1,699 sq. ft. 2 / unit: 1,700 sq. ft.+ 0.1 / unit: guest ³	1.25 / unit: studio 1.5 / unit: 1-bedroom 2 / unit: 2-bedroom+ 0.25 / unit: guest ⁴

¹ Reduced parking requirement of 1.4 spaces per unit applies to apartment and condominium developments in Downtown Business or Downtown Core zoning districts.

² Reduced parking requirements of 1.0 spaces per studio or 1-bedroom unit and 1.5 unit for any 2-bedroom or larger units applies to Village Center zoning district.

³ Guest parking for multiple-family dwellings and mixed-use buildings in the RO, B4-4, B4-5, B4-6, and B5 zoning districts is calculated based on unit count. For buildings with 10 units or more, 0.1 spaces per dwelling is required; for buildings with less than 10 units, 0.2 spaces per dwelling is required.

⁴ Guest parking for multiple-family dwellings and mixed-use buildings outside the downtown zoning districts is 0.25 spaces per unit if ≥ 5 units; 0.5 spaces per dwelling unit if ≤ 4 units.

As shown in the table above, the City of Naperville parking requirements for apartments/condominiums are higher than Downers Grove, Wilmette, and Highland Park. In addition, each community surveyed provides distinct parking requirements for downtown apartment/condominium residential uses, whereas the Naperville Municipal Code requires 2.25 spaces per unit for all apartment/condominium uses throughout the city. Based on this parking ratio, a total of 106 parking spaces would be required for the proposed residential use as summarized in **Table 2**.

Table 2. Naperville Municipal Code Parking Requirements – Residential

Land Use	Size	Parking Ratio	Required Parking Spaces
Residential	47 units	2.25 spaces / unit	106
Total Required			106
Proposed Supply			66 ¹
Surplus / Deficit			-40

¹ Includes 57 spaces in onsite surface parking lot and 9 spaces provided at Main Street Promenade East.

As shown in the table above, the proposed residential parking supply is less than the Code requirement; and therefore, a parking variance is requested. Strict enforcement of the Code-required parking would not reflect the unique characteristics of the proposed development as summarized below.

- The proposed development is in close proximity to the commercial, recreational, and institutional uses located in downtown Naperville. In addition, the development is within walking distance to the Naperville Metra Station. The location offers increased mobility with access to a range of multimodal options which is expected to influence vehicle ownership.
- The proposed residential use includes a mix of one-bedroom and two-bedroom units. The City's parking requirements are based on unit count, not bedroom count. Therefore, the parking demand characteristics of a one-bedroom unit are assumed to be comparable to a two-bedroom unit. Based on the proposed unit mix, approximately 92 percent of the units are one-bedroom, a portion of which may be occupied single-person households. Approximately 8 percent of the units provide two-bedrooms, a portion of which may also be occupied by single-person households. Parking demand for most of the units is expected to be less than two spaces per unit.
- The proposed residential use would be designed to meet the needs of active adults. Based on the anticipated demographic profile, the units are expected to be generally occupied by single- or two-person households, and residents will likely own fewer vehicles than a traditional suburban residential development.
- The proposed residential use would include rental units only. As such, the parking spaces would be assigned to tenants and managed through lease agreements. The lease agreements allow property management to oversee the parking supply and limit the number of spaces offered to each tenant.
- Access to the guest parking spaces would require a temporary pass from the leasing office; therefore, use of these spaces would be monitored.

The Naperville Municipal Code acknowledges reductions to the parking requirements may be considered based on the unique characteristics of the development. The proposed residential parking supply reflects the nature of the development and the surrounding built environment.

Mobility Considerations

Downtown Naperville provides convenient access to commercial, recreational, and institutional amenities. The existing transportation network provides mobility options for residents, employees, and visitors. The *Naperville Downtown2030* plan acknowledges the mix of mobility options available downtown, including access to the Naperville Metra Station and Pace Suburban Bus, an established bicycle and pedestrian network, and "niche transportation" such as the trolley and electric vehicles (e.g., Tuk Tuk Naperville). The plan acknowledges alternative transportation as an asset to downtown.

Since adoption of the *Naperville Downtown2030* plan in 2011, alternative transportation options have increased. Ridesharing (e.g., Uber, Lyft) and carsharing (e.g., Zipcar, Enterprise) are commonly used. In addition, North Central College offers a bike sharing program for students (i.e., Cardinal Red Bike Program). These changes are part of a larger shift to shared mobility, which increasingly influences personal vehicle ownership. In response to the increase in shared mobility, some Chicago suburbs have adjusted parking requirements to allow a reduction or credit where access to transit or carsharing is provided. The City of Evanston, Village of Villa Park, City of Highland Park, and City of Des Plaines each offer parking reductions ranging from 10 percent up to 40 percent of the original Code-required parking where a carsharing service is provided.

Downtown Naperville offers a variety of mobility options, and convenient access to a range of amenities. While the Municipal Code acknowledges the unique parking characteristics of downtown commercial uses through the use of the CIM parking ratio, adjustments to the parking requirements for downtown residential uses are not provided. The parking requirement of 2.25 spaces per unit does not reflect the unique amenities and mobility options available to downtown residents.

Vehicle Ownership

The mobility options in downtown Naperville, combined with the demographics anticipated for the proposed residential use, suggest tenants may own fewer vehicles than a traditional suburban residential development. Vehicle access (i.e., vehicle owned or leased¹) data is available through the U.S. Census Bureau American Community Survey (ACS). Completed most recently in 2017, the ACS provides vehicle ownership data for owner-occupied housing units and renter-occupied units. A summary of vehicle access for the census tract which includes downtown Naperville is presented in **Table 3**. In addition, data for the block group which is more specific to downtown Naperville and the immediate surrounding area is also provided.²

Table 3. Summary of Vehicle Access per 2017 U.S. Census Bureau American Community Survey

Vehicles Available	Census Tract 8465.04				Block Group 1, Census Tract 8465.04			
	Renter-Occupied		Owner-Occupied		Renter-Occupied		Owner-Occupied	
	Households	% Total	Households	% Total	Households	% Total	Households	% Total
No Vehicles	131	13.7%	36	2.5%	20	7.0%	--	--
1 Vehicle	355	37.0%	354	25.1%	127	44.3%	86	34.4%
2 Vehicles	275	28.7%	831	58.8%	99	34.5%	141	56.4%
3 Vehicles	115	12.0%	192	13.6%	27	9.4%	23	9.2%
4 Vehicles	83	8.7%	--	--	14	4.9%	--	--
5+ Vehicles	--	--	--	--	--	--	--	--
Total	959	100%	1,413	100%	287	100%	250	100%

As shown in Table 3, renter-occupied households in downtown Naperville and the surrounding area generally have access to fewer vehicles than owner-occupied households. Within the overall Census Tract 8465.04 and Block Group 1, approximately 51 percent of renter-occupied households have access to one vehicle or less. In contrast, approximately 28 percent of owner-occupied households in the overall Census Tract 8465.04 have access to one vehicle or less and roughly 59 percent have access to two vehicles. Within Block Group 1, approximately 34 percent of owner-occupied households have access to one vehicle and roughly 56 percent have access to two vehicles.

¹ According to the U.S. Census Bureau, the data includes vehicles owned and vehicles rented or leased for one month or more, company vehicles, and police and government vehicles if kept at home and used for non-business purposes.

² Block Group 1, Census Tract 8465.04 is generally bounded by the BNSF Railroad to the north, Jefferson Avenue to the south, Washington Street to the east and Fremont Street to the west.

Case Study Review

National-level parking demand data does not capture the unique characteristics of suburban downtown residential developments and shared mobility trends³; therefore, a review of recently completed apartment developments in the Chicago suburbs was completed. For purposes of this analysis, comparable developments were selected based on their downtown suburban setting, density, and amenities. Each development offers rental units only; condominiums were not included in the analysis. A summary of comparable developments is presented in **Table 4** on the following page.

Table 4. Summary of Comparable Residential Developments

Development	Units	Total Bedrooms	Parking Supply	Spaces / Unit	Spaces / Bedroom
10 S. Main Street					
Total Parking Supply ¹	47	51	66	1.40	1.29
Resident Parking Only ²			57	1.21	1.12
The Residences of Wilmette Wilmette	75	119	114	1.52	0.96
Maple + Main Downers Grove	115	151	162	1.41	1.07
Burlington Station Downers Grove	89	120	102	1.15	0.85
McGovern House Highland Park	73	113	117	1.60	1.04
Average for Comparable Developments	88	126	124	1.41	0.98

¹ Reflects total parking supply, including resident and guest spaces.

² Reflects resident parking only (excludes guest parking spaces).

As shown above, the proposed total parking supply, including resident and guest parking, is equal to 1.40 spaces per unit or 1.29 spaces per bedroom. The resident parking supply (excluding guest parking spaces) is equal to 1.21 spaces per unit or 1.19 spaces per bedroom. The total parking supply exceeds the average parking ratio for spaces per bedroom for comparable developments in other suburban downtowns. Based on the four comparable developments, an average of 1.41 spaces per unit or 0.98 spaces per bedroom is provided for the residential use.

³ Data provided by the Institute of Transportation Engineers (ITE) Parking Generation, Fourth Edition manual for Low/Mid-Rise Apartment (Land Use Code 221) is based on surveys completed between 1964 and 2009; and therefore, does not reflect recent trends in mobility options, including ridesharing (e.g., Uber, Lyft) and carsharing (e.g., Zipcar, Enterprise). The ITE data provided for suburban sites reflects surveys completed across the country with the only Chicago area survey completed in Skokie in 1964; and therefore, the data is not representative of downtown Naperville. The ITE data provided for urban sites reflects surveys completed in Dallas, San Francisco, Syracuse, Santa Barbara, Long Beach, Santa Monica, and San Diego; and therefore, is not considered comparable to downtown Naperville.

For each comparable development, resident parking is assigned. The parking is gated and accessible to residents only. Spaces are assigned and managed through lease agreements. This approach is unique to rental units and allows the management office to oversee the parking supply.

Based on data obtained from the Maple + Main development, current lease agreements include an average of 1.19 spaces per unit or 0.84 spaces per bedroom. The current lease agreements indicate actual parking demand is less than the supply of 1.41 spaces per unit or 1.07 spaces per bedroom.⁴ This actual parking demand may be influenced by restrictions enforced through the lease agreements. In addition, other contributing factors may include persons per household, cost, access to alternate transportation (e.g., walking, bicycling, transit), and proximity to amenities (e.g., downtown Downers Grove).

Guest Parking

The proposed parking supply of 66 spaces includes 9 spaces at Main Street Promenade East. Of the comparable developments surveyed, only one provides designated guest spaces. The McGovern House provides two (2) spaces for guest parking. The other comparable developments have on-street parking located along the property frontage. These on-street spaces are available to the general public and subject to local parking regulations as summarized in **Table 5**.

Table 5. Summary of Comparable Residential Developments

Development	Designated Guest Parking	On-Street Public Parking
10 S. Main Street Naperville	9 spaces at MSP East	5 spaces on Main Street ¹ 4 spaces on Benton Avenue ¹
The Residences of Wilmette Wilmette	0 spaces	3 spaces on Green Bay Road Unrestricted Overnight parking prohibited
Maple + Main Downers Grove	0 spaces	7 spaces on Maple Avenue Unrestricted Overnight parking prohibited
Burlington Station Downers Grove	0 spaces	3 spaces on Gilbert Avenue No Parking M, TH, SAT 8AM-12PM Overnight parking prohibited
McGovern House Highland Park	2 spaces	10 spaces on McGovern Street 2-hour parking, 8AM-6PM M-SAT Overnight parking prohibited Dec-March

¹ On-street parking will be limited to two-hours from 6:00AM to 6:00PM, Monday thru Saturday. Overnight parking will be prohibited from 2:00AM to 5:00AM daily.

As previously mentioned, on-street parking will be located along the Main Street and Benton Avenue frontages. A total of nine (9) on-street spaces will be available to the general public, subject to the posted parking regulations.

⁴ Information about existing lease agreements was not released for The Residences of Wilmette, Burlington Station, and McGovern House.

Parking Observations

Kimley-Horn conducted parking occupancy counts at The Residences of Wilmette, Maple + Main, and McGovern House. Counts were conducted from 10:00PM to 12:00AM on a typical weekday, and from 2:00PM to 5:00PM and 10:00PM to 12:00AM on a typical Saturday. These periods were selected in order to capture peak usage when residents are home, and to evaluate guest parking conditions. A summary of key findings from this data collection effort is outlined below.

- **The resident parking supply exceeds demand.** The following occupancy levels were observed for leased spaces at the surveyed comparable developments:
 - The Residences of Wilmette: During the count periods, an average of 89 percent of leased spaces were occupied.
 - Maple + Main: During the Saturday afternoon period, an average of 67 percent of leased spaces were occupied. An average of 90 percent of leased spaces were occupied at 10:00PM on a typical weekday and Saturday.
 - McGovern House: An average of 71 percent of leased spaces were occupied between 2:00PM and 5:00PM on Saturday. During the evening count periods, an average of 78 percent of leased spaces were occupied.
- **Dedicated guest parking is utilized on Saturday.** The two designated guest parking spaces at McGovern House were occupied during the Saturday count period; the guest parking spaces were not occupied during the weekday count period.
- **On-street parking is available.** A summary of observations for the on-street parking along the frontage of the surveyed comparable developments is provided on the following page.
 - Maple + Main: The on-street spaces on Maple Avenue were generally available during the count periods. Peak demand occurred at 3:00PM on Saturday when 71 percent (5 spaces) were occupied. During the weekday and Saturday evening counts, the on-street spaces on Maple Avenue were vacant. The parking spaces along the property frontage on Main Street were also vacant during the evening count periods.
 - McGovern House: Guest parking could not be distinguished from public parking along McGovern Street. Generally, the on-street spaces on McGovern Street were 80 to 90 percent occupied.
 - Residences of Wilmette: Approximately 67 percent (2 spaces) of the on-street spaces on Green Bay Road were occupied during Saturday afternoon; the spaces were vacant during the weekday and Saturday evening hours with the exception of temporary parking for delivery vehicles.

Based on the data collected at the comparable developments, the parking supply provided for each site (Table 4) meets resident parking demand. For each development, resident parking is assigned and managed through the lease agreement; therefore, spillover resident parking is not anticipated.

Summary

A total of 66 spaces are proposed for the residential component of the mixed-use development. This includes 57 spaces assigned to residents and 9 spaces available for guests (at Main Street Promenade East). The resident parking supply includes one space for the one-bedroom units, and two spaces for the two-bedroom units. Parking for the first-floor retail use is eligible for the City's parking fee-in-lieu formula. While the residential parking supply reflects a reduction from the Municipal Code requirements, it is in keeping with the nature of the development and surrounding built environment and is expected to meet parking demand. A summary of the unique characteristics influencing parking demand for the proposed residential use is summarized below.

- **Mobility Options** – The development is in close proximity to a variety of amenities in downtown Naperville. In addition, the location provides access to an established pedestrian and bicycle network, Naperville Metra Station and Pace Suburban Bus, and alternative transportation options such as Uber/Lyft, Naperville Trolley, and Tuk Tuk Naperville. The location offers increased mobility options which is expected to influence vehicle ownership.
- **Demographics** – Based on U.S. Census data, renter-occupied households in downtown Naperville and the surrounding area generally have access to fewer vehicles than owner-occupied households. Therefore, parking demand for the proposed rental units is likely less than other residential uses. Furthermore, the proposed residential use would be designed and marketed to meet the needs of active adults. Based on the anticipated demographic profile, the units are expected to be generally occupied by single- or two-person households, and residents may own fewer vehicles than a traditional suburban residential development.
- **Unit Mix** – The proposed residential use includes a mix of one-bedroom and two-bedroom units. Approximately 92 percent of the units are one-bedroom, a portion of which may be occupied single-person households. Approximately 8 percent of the units provide two-bedrooms, a portion of which may also be occupied by single-person households. Parking demand for single-person households is likely less than the Municipal Code-required ratio of two spaces per unit.

The Municipal Code requirement of 2.25 spaces per unit does not reflect these unique conditions. While the Municipal Code acknowledges the characteristics of downtown commercial uses through the use of the CIM parking ratio, adjustments to the parking requirements for downtown residential uses are not provided. Section 6-9-3.8 of the Municipal Code acknowledges reductions to the parking requirements may be considered based on the unique characteristics of the development and shared mobility trends.

The proposed total parking supply is equal to 1.38 spaces per unit or 1.27 spaces per bedroom. The resident parking supply (excluding guest parking spaces) is equal to 1.19 spaces per unit or 1.10 spaces per bedroom. The total parking supply exceeds the average parking ratios for spaces per unit for comparable developments in other suburban downtowns. Based on parking occupancy counts, the parking supply provided at each development meets resident demand. For each development, resident parking is assigned and managed through the lease agreement; and therefore, the number of vehicles onsite is restricted. The proposed parking supply would be managed in a similar manner with assigned parking spaces designated through lease agreements.

Additionally, use of any of the designated guest parking spaces would require a temporary pass from the leasing office in order to manage occupancy of these spaces. The proposed parking supply, combined with the management plan, is expected to be sufficient to meet resident demand and spillover resident parking is not anticipated. Further, the proposed designated guest parking supply exceeds guest parking provided for comparable developments. Spillover to downtown public parking facilities is not anticipated.