

# CITY OF NAPERVILLE PETITION FOR DEVELOPMENT APPROVAL

DEVELOPMENT NAME (should be consistent with plat): The Washington

ADDRESS OF SUBJECT PROPERTY: 716-720 N. Washington Street

PARCEL IDENTIFICATION NUMBER (P.I.N.) 08-18-101-004; 08-18-101-005; 08-18-101-006

**I. PETITIONER:** Washington Capital Management, LLC, an Illinois limited liability company c/o Joshua Voit

PETITIONER'S ADDRESS: 30 W. Jefferson Street, Suite 200

CITY: Naperville STATE: Illinois ZIP CODE: 60540

PHONE: 630-253-0175 EMAIL ADDRESS: jsvoit@gmail.com

**II. OWNER(S):** Washington Capital Management, LLC, an Illinois limited liability company

OWNER'S ADDRESS: 30 W. Jefferson Street, Suite 200

CITY: Naperville STATE: Illinois ZIP CODE: 60540

PHONE: \_\_\_\_\_ EMAIL ADDRESS: \_\_\_\_\_

**III. PRIMARY CONTACT** (review comments sent to this contact): Vincent M. Rosanova

RELATIONSHIP TO PETITIONER: Attorney

PHONE: 630-355-4600 EMAIL ADDRESS: vlnce@rw-attorneys.com

## IV. OTHER STAFF

NAME: Rob Costello - torch Architecture

RELATIONSHIP TO PETITIONER: Architect

PHONE: 630-420-1900 EMAIL ADDRESS: email@torcharchitecture.com NAME: \_\_\_\_\_

RELATIONSHIP TO PETITIONER: James Caneff - Roake & Associates, Inc. Engineer

PHONE: 630-355-4490 x 203 EMAIL ADDRESS: icaneff@roake.com

Name: Stephen Corcoran - Parking Engineer with Eriksson Engineering  
Phone: 847-223-4804

**V. PROPOSED DEVELOPMENT**

(check applicable and provide responses to corresponding exhibits on separate sheet)

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Amending or Granting a Conditional Use (Exhibit 1)* | <input type="checkbox"/> Landscape Variance (Exhibit 5)                 |
| <input type="checkbox"/> Amending or Granting a Planned Unit Development (Exhibit 2)    | <input type="checkbox"/> Planned Unit Development Deviation (Exhibit 6) |
| <input type="checkbox"/> Annexation (Exhibit 3)   | <input type="checkbox"/> Sign Variance (Exhibit 7)                      |
| <input type="checkbox"/> Plat of Easement/Vacation/Dedication                           | <input checked="" type="checkbox"/> Zoning Variance (Exhibit 8)         |
| <input type="checkbox"/> Rezoning (Exhibit 4)   | <input type="checkbox"/> Platted Setback Deviation (Exhibit 9)          |
| <input checked="" type="checkbox"/> Subdivision Plat                                    | <input type="checkbox"/> Subdivision Deviation/Waiver (Exhibit 9)       |
| <input type="checkbox"/> Temporary Use  | <input type="checkbox"/> Other (Please Specify: _____)                  |

*\*When requesting approval of a Small Wind and/or a Solar Renewable Energy System complete Exhibit 10 instead of Exhibit 1.*

ACREAGE OF PROPERTY: 23,589 Square Feet

**DESCRIPTION OF PROPOSAL/USE (use a separate sheet if necessary)**

Plat of resubdivision to consolidate 3 lots into 1 buildable lot; conditional use for a mixed-use building consisting of general retail on the 1st floor and 8 residential units on the 2nd and 3rd floors in the OCI Zoning District; grant a parking variance allowing for a parking ratio of one space per bedroom for the residential component and a ratio of 2 spaces per 1,000 Sq. Ft. for flooring store component; grant a front yard setback variance along Washington Street to reduce the front yard parking setback from 70 to 43 feet and such other variances, departures or deviations as may be necessary to develop the property.

**VI. REQUIRED SCHOOL AND PARK DONATIONS (RESIDENTIAL DEVELOPMENT ONLY)**

(per Section 7-3-5: Dedication of Park Lands and School Sites or for Payments or Fees in Lieu of)

Required School Donation will be met by:

- Cash Donation     Land Dedication


Required Park Donation will be met by:

- Cash Donation     Land Dedication

**PETITIONER'S SIGNATURE**


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I, JOSHUA VOIT, MANAGING MEMBER (Petitioner's Printed Name and Title), being duly sworn, declare that I am duly authorized to make this Petition, and the above information, to the best of my knowledge, is true and accurate.

  
(Signature of Petitioner or authorized agent)

3/14/2017  
(Date)

SUBSCRIBED AND SWORN TO before me this 14 day of March, 2017

  
(Notary Public and Seal)



**OWNER'S AUTHORIZATION LETTER**

I/we hereby certify that I/we am/are the owner(s) of the above described Subject Property. I/we am/are respectfully requesting processing and approval of the request(s) referenced in this Petition. I/we hereby authorize the Petitioner listed on this Petition to act on my/our behalf during the processing and presentation of this request(s).

[Signature]  
(Signature of 1<sup>st</sup> Owner or authorized agent)

3/14/2017  
(Date)

\_\_\_\_\_  
(Signature of 2<sup>nd</sup> Owner or authorized agent)

\_\_\_\_\_  
(Date)

JOSHUA VOIT, MANAGING MEMBER  
1<sup>st</sup> Owner's Printed Name and Title

\_\_\_\_\_  
2<sup>nd</sup> Owner Printed Name and Title

SUBSCRIBED AND SWORN TO before me this 14th day of March, 2017

[Signature: Eileen Castrovillari]  
(Notary Public and Seal)



\* Please include additional pages if there are more than two owners.

**CITY OF NAPERVILLE  
DISCLOSURE OF BENEFICIARIES**


In compliance with Ordinance 85-193, An Ordinance amending Title 1 (Administrative) of the Naperville Municipal Code, as amended, by adding Chapter 12 thereto requiring disclosure of certain interests by persons applying for permits, licenses, approvals or benefits from the City of Naperville.

1. Petitioner: Washington Capital Management, LLC  
Address: 30 W. Jefferson Avenue, Suite 200  
Naperville, IL 60540
  
2. Nature of Benefit sought: Plat of resubdivision; conditional use; variances
  
3. Nature of Petitioner (select one):
  - a. Natural Person
  - b. Corporation
  - c. Land Trust/Trustee
  - d. Trust/Trustee
  - e. Partnership
  - f. Joint Venture
  
4. If Petitioner is an entity other than described in Section 3, briefly state the nature and characteristics of Petitioner:  
\_\_\_\_\_
  
5. If in your answer to Section 3 you checked box b, c, d, e or f, identify by name and address each person or entity which is a 5% shareholder in the case of a corporation, a beneficiary in the case of a trust or land trust, in the case of a joint venture, or who otherwise has a proprietary interest, interest in profits and losses or right to control such entity:
  - a. Steven C. Chirico as Trustee of the Steven C. Chirico Trust dated January 15, 1990
  - b. S. Mitch Stauffer as Trustee of the S. Mitch Stauffer Trust dated June 22, 2007
  - c. Joshua Voit as Trustee of the Josh Voit Trust dated June 21, 2014
  - d. JOCO Investments, a Nevis LLC  
Dana Chirico
  
6. Name, address and capacity of person making this disclosure on behalf of the Petitioner:  
Joshua Voit  
1316 Royal St. George Dr., Naperville, IL 60563

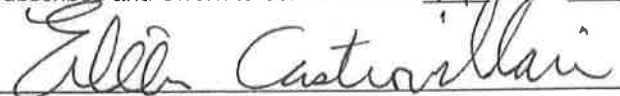
IMPORTANT NOTE: In the event your answer to Section 5 identifies entities other than a natural person, additional disclosures are required for each entity.

**VERIFICATION**

I, JOSHUA VOIT, being first duly sworn under oath, depose and state that I am the person making this disclosure on behalf of the Petitioner, that I am duly authorized to make this disclosure, that I have read the above and foregoing Disclosure of Beneficiaries, and that the statements contained therein are true in both substance and fact.

Signature: 

Subscribed and Sworn to before me this 14 day of March, 2017.

  
Notary Public and seal



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

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

THE UNDERSIGNED Petitioner, Washington Capital Management, LLC, an Illinois limited liability company (hereinafter “the Petitioner”) respectfully petitions the City of Naperville to consolidate three lots located along Washington Street (“Subject Property”) into one buildable lot, approve a conditional use to allow for a mixed-use building consisting of +/- 6,581 square feet of general retail on the first floor and a total of eight residential units on the second and third floors (four units per floor), grant a parking variance allowing for a parking ratio of one parking space per bedroom for the residential component and a ratio of two spaces per 1,000 square feet for the flooring store component, grant a front yard parking setback variance along Washington Street to reduce the front yard parking setback from 70 feet to 43 feet from the centerline of Washington Street and such other variances, departures or deviations as may be necessary to develop the property legally described on **Exhibit A** (“Subject Property”) and 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, Washington Capital Management, LLC, an Illinois limited liability company, with a registered office at 30 W. Jefferson Avenue, Naperville, Illinois, is the Petitioner and owner of the Subject Property.
2. The Subject Property consists of three lots totaling approximately 23,543 square feet

located on the east side of Washington Street, in Naperville, Illinois.

3. The existing land uses surrounding the Subject Property are as follows:
  - a. North: "OCI" Business Zoning: Dental Office & Animal Clinic
  - b. East: "R-2" Residential Zoning: Public Alley and Single Family Homes
  - c. South: "OCI" Business Zoning: Tailor & Medical Office Building
  - d. West: "B-3" Business Zoning: Car Mechanic Building and Offices

### SUMMARY OF DEVELOPMENT

The Subject Property consists of vacant land located on the east side of Washington Street between 7<sup>th</sup> and 8<sup>th</sup> Avenue and is zoned "OCI" (Office, Commercial & Institutional District). The Subject Property is within walking distance to the City's 5<sup>th</sup> Avenue Train Station as well as Naperville's downtown which offers entertainment, employment, dining and shopping. The location presents an opportunity for a mixed-use development providing both a retail component and an upscale and unique residential opportunity.

The proposed development will consist of approximately 6,581 square feet of first floor general retail with approximately 4,300 square feet of that area being the new home of Great Western Flooring, a company rooted in Naperville for over 33 years. A total of eight residences will be located on the second and third floors. The residences will consist of four one-bedroom units and four two-bedroom units and will range in size from approximately 800 square feet to 1,300 square feet. The residential component will provide a new housing opportunity for those that desire an upscale living environment and associated amenities in close proximity to employment, mass transit, and a variety of retail and convenience uses.

The area's surrounding architecture consists of residential homes, home to office conversions as well as older commercial structures on the west side of Washington. The

proposed development provides for the first significant redevelopment along North Washington Street and will hopefully encourage further investment to improve this underperforming entry into our downtown area.

To enhance the surrounding environment, the building was designed to evoke traditional forms and details found in the surrounding area. The proposed architecture provides a unique but complementary design incorporating the best of both modern and classic styling. Significant features of the structure are masonry walls, decorative cornices, a traditional storefront, large windows and complimentary trim work and moldings. The exterior materials are predominately face brick with stone. The commercial entries are enhanced with window mullions, trim details, and light fixtures that mimic traditional urban commercial space. These features have been carried through on all four sides of the building and are utilized in ways that fit within the context of the neighborhood while still delivering a modern building its users demand.

Consistent with the City's 5<sup>th</sup> Avenue Study the OCI Zoning District and to properly take into account the proximity to residential properties to the east, the Petitioner is proposing a building that is only 43 feet tall and setback 31 feet from the east property line. In fact, the total building to building separation between the houses to the east and the proposed building will be more than 65 feet. In addition, attractive landscaping will be installed to enhance the view to the Subject Property including landscape treatments along Washington Street. Landscaping enhancements will include a sodded parkway, ornamental plantings and shrubs to enhance the overall aesthetics. To avoid unsightly dumpsters throughout the development, the single trash enclosure will be hidden from sight and fully enclosed within the building.

As a result of the design and innovation, the proposed development will allow the Subject Property to be utilized to an extent that is compatible with the surrounding environment and to its



highest and best use while enhancing the City's real estate and sales tax base and greatly improving the aesthetics of this highly visible area.

### **TRANSIT-ORIENTED DEVELOPMENT**

The proposed development also satisfies the criteria of a transit-oriented development ("TOD") which is generally defined as follows:

- A type of development that has uses integrated within a walkable neighborhood and located within one-half mile of public transportation;
- Pedestrian orientation/connectivity;
- Multiple transportation choices;
- Reduced parking; and
- A mix of uses in close proximity.

The Subject Property is less than ½ mile from the City's 5<sup>th</sup> Avenue Train Station. According to data contained in the City's 5<sup>th</sup> Avenue Study, there are approximately 8,000 people that board the train in Naperville every day (3,994 inbound and 4,222 outbound). In addition to the train system, there are Pace bus lines, taxi stands and Amtrak all immediately available which meets and exceeds all aspects of transportation availability. The site's desirability is enhanced by the proximity to Naperville's downtown area, as well as a grocery store and pharmacies less than a one-third of a mile to the north. 5<sup>th</sup> Avenue Station, consisting of professional offices and service retail, is also in very close proximity. As the City envisions future development of the properties north of the tracks, additional retail and employment opportunities in close proximity will further enhance the overall area which is in need of improvement.

### **CITY OF NAPERVILLE 5<sup>TH</sup> AVENUE STUDY**

In December of 2009, the City of Naperville completed its comprehensive plan update relative to this specific area of the community (“5<sup>th</sup> Avenue Study”). The 5<sup>th</sup> Avenue Study depicts the Subject Property as “Mixed Use” which is intended to incorporate one or more land uses including offices, retail and residential. This mixed-use designation is intended to provide flexibility for future development while remaining sensitive to the adjoining neighborhoods in form, scale, and appearance. The proposed development was designed in conformance with the 5<sup>th</sup> Avenue Study which outlines plans to:

- Enhance the visual aesthetics along Washington Street as the gateway to our downtown;
- Provide a transition between the higher intensity uses (Washington Street, Business Uses) and the residential neighborhood to the east;
- Provide building heights that are consistent with the height of the Kroehler Building (43’) as the benchmark;
- Enhance pedestrian access to the train station and adjacent uses;
- Encourage the use of alternative modes of transportation (bicycle, pedestrian, public transit); and

As the Subject Property is bounded to the east by residences and businesses to the north, south and west, this development will first serve as a transition between the residences to the east and the intensive uses along Washington Street as well as the noise associated with Washington Street. In addition, consistent with the OCI zoning district and 5<sup>th</sup> Avenue Study recommendation, the height of the building will be less than forty-three feet. The architecture features an upscale building and innovation in site design which will not only provide for an enhanced impression when one drives into our downtown, but it will also improve and enhance the overall property values in the area and hopefully spark additional investment along this

important corridor.

To further buffer the adjacent residences from the commercial activity along Washington Street, all retail access will be from Washington Street; and in consideration of the adjacent residences, all retail parking spaces (23 spaces) will be located on the west side of the building and out of sight of the residences to the east. Only the 13 spaces serving the residential component will be located on the east side of the building, and they will be accessed from the existing public alley.

**REQUIRED DEVELOPMENT ENTITLEMENTS – OCI ZONING DISTRICT**

1. The Petitioner seeks approval of a plat of re-subdivision to consolidate the three lots into one uniform lot.
2. The Petitioner seeks a conditional use to allow for a retail and multi-family development in the OCI zoning district.
3. The Petitioner seeks approval of an off-street parking variance to reduce the required parking ratio from two spaces per residence (16 required) to one space per bedroom (12 required).
4. Petitioner seeks staff approval to reduce the guest parking requirement of .25 spaces per unit (2 spaces) to one space in light of the fact that the 23 spaces associated with the retail component will be available for guest parking use during nights and weekends.
5. The Petitioner seeks a variance to reduce the front yard parking setback along Washington Street from 70 feet to 43 feet.
6. The proposed entitlement requests meet all City and State requirements for the development of the Subject Property and will facilitate the beneficial use of the Subject Property as stated below.

## VARIANCE TO REDUCE THE REQUIRED OFF-STREET PARKING

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

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 proposed variance to reduce the required off-street parking from two spaces per residence to one space per bedroom is consistent with the purpose and intent of the zoning regulations. To 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 existing mass transit retail, employment and entertainment options located in proximity to the Subject Property. It is very likely that many residents will not require cars at all, let alone two cars per residence. It is important to consider that this is a unique property in close proximity to many transportation options which meets all criteria of a TOD. The Petitioner has also hired Erickson Engineering to prepare a comprehensive parking analysis which is attached as **Exhibit B** which report evidences that sufficient parking will be provided.

Additionally, the parking Code also makes no provision for mixed-use developments with shared facilities. In this case, the Subject Property consists of both retail and residential uses. The governing documents for this development will provide for the shared use of parking facilities between the uses in the development. This “shared parking” agreement will facilitate the efficient use of property and avoid the need to build unnecessary expanses of paved parking areas. Due to the nature of the retail and residential use, the peak demand for parking occurs at different times of the day and different days of the week. Peak retail parking demand occurs during working hours. Accordingly, these complementary uses can share adjacent parking

facilities, which do not individually meet the Code required parking, but can collectively meet the peak demand generated by each of the uses. As a result, Petitioner seeks to reduce the Code required parking based upon the availability of shared parking.

The proposed variance is also consistent with sustainable development practices and the City's policy to facilitate efficient use of property. The proposed variance will not alter the essential character of the area, undermine the intent of and purpose of the underlying zoning district, or have any impact on the larger neighborhood as the Subject Property enjoys the benefit of a shared parking agreement. As a result, the requested variance contributes to a mixed-use development which offers a superior level of design, enhancement, and environmental benefit. The proposed variance to reduce the required off-street guest parking is also consistent with the purpose and intent of the zoning regulations. The Subject Property is in very close proximity to over 1,000 commuter spaces which are available on the nights and weekends as well as the 23 retail spaces available at the front of the building.

With regard to the retail component, pursuant to the Code a furniture store is required to be parked at two spaces per 1,000 square feet and general retail is to be parked at four and a half spaces per 1,000 square feet. A flooring store is very similar to a furniture store in regard to the number of visitors and should be treated similarly. This is directly in line with what Great Western Flooring estimates their peak parking requirement to be for this location, which is nine spaces. This estimate is based upon over 11 years of historical usage at their present location at Ogden and Washington (one third of a mile north of this site). This same variance was recently granted by the City on multiple occasions including for the PM Bedroom Gallery when it recently added a flooring store component. The remaining +/- 2,278 square feet of retail will be parked per City requirements.

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

Great care was taken in site and building design. Strict enforcement of this parking requirement would require the Petitioner to install and maintain excess parking areas that will not be used.

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

This variance would be virtually undetectable and will actually provide for the enhancement of the essential character of the neighborhood. In addition, the parking study clearly shows that the development will be adequately parked. Additionally, during the nights and weekends, over 1,000 spaces will be available for any guests of the development which creates an excellent utilization of the available parking in the area. These attributes will certainly enhance the overall essential character of the area.

#### **VARIANCE TO REDUCE THE FRONT YARD SETBACK**

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

The Subject Property is adjacent to Washington Street to the west (front yard) and residential homes to the east (rear yard). The OCI zoning district requires a front yard setback of 20 feet for the building. The building itself will actually be setback approximately 78 feet from Washington Street in conformance with the City's OCI zoning district. However, Code Section 6-9-2-4.6 requires that the parking lot be setback 20 feet from the right of way line or 70 feet from the centerline. The parking lot will be setback 10 feet from Washington Street right of way line and 43 feet from the centerline of Washington Street. The 5<sup>th</sup> Avenue Study intends that

new development along Washington Street be constructed closer to the property line to maximize the rear yard setback. The proposed rear yard setback is 31 feet to maximize the distance from the homes to the east consistent with the 5<sup>th</sup> Avenue Study and the trend of development along Washington Street. These design attributes insure that the essential character (commercial and commuter activity to the west) and residential feel to the east will be preserved, and there will be no detriment.

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

The required setback variance is consisting with the trend of development along Washington Street whereby the existing business uses and new business uses have parking lots that are within the 20 feet setback area. Strict enforcement of this requirement would cause the Subject Property to not be developed in conformance with the 5<sup>th</sup> Avenue Study, the existing uses along Washington Street, or in conformance with the highest and best use of the land.

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

The variance, if granted, will help pave the way for a mixed-use development which is in conformance with the 5<sup>th</sup> Avenue Study, the City's vision for this parcel and the highest and best use of the property, so there will be no detriment to the adjacent properties. By constructing the proposed mixed-use development, the Petitioner will enhance the overall essential character with a compatible residential use and enhance the area and larger community.

**CONDITIONAL USE TO ALLOW RETAIL AND MULTIFAMILY IN THE OCI  
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; and*

The proposed conditional use will not be detrimental to or endanger public health, safety

or the general welfare. The proposed mixed-use development consisting of retail and residential is directly in line with the City's 5<sup>th</sup> Avenue Study and OCI zoning district while providing for desirable living options and new retail opportunities which compliment the surrounding area. It will also fill a need for those seeking a new housing opportunity within walking distance of necessities such as mass transit, pharmacies, grocery stores, retail and dining and entertainment venues. In addition, the conditional use will provide for the development of underperforming land to be utilized for its highest and best use which will in turn support the adjacent commercial development and enhance the City's workforce and retail and property tax bases. The proposed amendment is also in conformance with the City's official plans.

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 provide for the improvement of the Subject Property. As a result the property values in the area will increase, and the housing stock will be improved.

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 Proposed development is consistent with the City's master plan for this property and the 5<sup>th</sup> Avenue Study which will then help insure the normal, orderly and desirable development of the Subject Property and adjacent areas. The proposed development will create the highest and best use of the Subject Property.

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

The proposed development is right on target with the City's 5<sup>th</sup> Avenue Study as evidenced herein which is the comprehensive master plan for this area.

**WHEREFORE**, by reason of the foregoing, the undersigned Petitioner requests the City



Council and Plan Commission take the necessary steps to consolidate the Subject Property into one buildable lot, to approve a conditional use to allow for a retail and multifamily development in the OCI Zoning District, to grant a parking variance, to grant a front yard setback variance along Washington Street and such other variances, departures or deviations as may be necessary to develop the Subject Property legally described on **Exhibit A** (“Subject Property”), and 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 17<sup>th</sup> day of April 2017.

PETITIONER:

Washington Capital Management, LLC  
an Illinois limited liability company



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Rosanova & Whitaker, Ltd.  
Attorneys for the Petitioner

State of Illinois        )  
                                  ) ss.  
County of DuPage     )

I, the undersigned, a Notary Public in and for said County, in the State aforesaid, do hereby certify that \_\_\_\_\_, personally known to me to be the same person whose name is subscribed to the foregoing instrument, appeared before me this day in person and severally acknowledged that he signed and delivered the said instrument as his free and voluntary act for the uses and purposes therein set forth.

Given under my hand and official seal this \_\_\_\_ day of \_\_\_\_\_, 2017.

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Notary Public

## **LIST OF EXHIBITS**

EXHIBIT A: LEGAL DESCRIPTION OF SUBJECT PROPERTY  
EXHIBIT B: PARKING STUDY

## **LEGAL DESCRIPTION**

### **720 N Washington Street**

PARCEL 1: THE NORTH 35 FEET OF LOT 9 AND LOT 10 IN BLOCK 5 IN PARK ADDITION TO NAPERVILLE, BEING A SUBDIVISION OF PART OF THE SOUTHEAST 1/4 OF SECTION 12 AND PART OF THE NORTHEAST 1/4 OF SECTION 13, TOWNSHIP 38 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, AND PART OF THE SOUTHWEST 1/4 OF SECTION 7, AND PART OF THE NORTHWEST 1/4 OF SECTION 18, TOWNSHIP 38 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 26, 1873 AS DOCUMENT 16618, IN DUPAGE COUNTY, ILLINOIS.

PARCEL 2: LOT 11 IN BLOCK 5 IN PARK ADDITION TO NAPERVILLE, BEING A SUBDIVISION OF PART OF THE SOUTHEAST 1/4 OF SECTION 12 AND PART OF THE NORTHEAST 1/4 OF SECTION 13, TOWNSHIP 38 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, AND PART OF THE SOUTHWEST 1/4 OF SECTION 7, AND PART OF THE NORTHWEST 1/4 OF SECTION 18, TOWNSHIP 38 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 26, 1873 AS DOCUMENT 16618, IN DUPAGE COUNTY, ILLINOIS.

PIN: 08-18-101-004, 08-18-101-005, and 08-15-101-008



# Memorandum

TO: Mr. Josh Voit  
Washington Capital Management, LLC

FROM: Stephen B. Corcoran, P.E., PTOE  
Director of Traffic Engineering

DATE: March 8, 2017  
**Revised April 17, 2017**

RE: Mixed Use Parking Study  
716-720 North Washington Street  
(#17-10000027)  
Naperville, Illinois

Eriksson Engineering Associates, Ltd. (EEA) was retained to conduct a parking study for a three story mixed-use development in Naperville, Illinois. The proposed building is to be located the east side of Washington Street and will contain ground floor commercial space with apartments above. This report presents a description of the proposed development and its parking needs.

## DEVELOPMENT PLAN

The development plan consists of a three-story building with ground floor commercial space and two residential floors above. Eight apartments are proposed with four one-bedroom units and four two-bedroom units. Residents will access to the units from staircases on the east side of the building. Thirteen parking spaces, including one accessible, are located on an existing north-south alley adjacent to the east side of the building. These units will appeal to young professionals and empty nesters attracted to the numerous public transportation alternatives and other attractions.

Three commercial spaces are planned with two units (A-1,023 square feet and B-1,255 square feet) of general retail and Unit C with 4,303 square feet for a flooring product showroom. The total of all three spaces is 6,581 square feet. A parking lot with 23 spaces, including one accessible space, is west of the building with an access drive on Washington Street.

## APARTMENT PARKING

### Naperville Zoning Requirements

The City of Naperville Zoning Code requires

*“2 parking spaces per each dwelling unit plus additional parking spaces, as applicable, for the retail/service area in accordance with the provisions of Subsections 6-9-3.4 and 6-9-3.6 of this Section; plus .25 guest parking spaces per unit for any development including 5 or more units. Reductions to the required off-street guest parking spaces shall be considered on a case-by-case basis, subject to approval by the Zoning Administrator, if warranted by the following:*

- a. Abundance of on-street parking within the development;*
- b. Provision of off-street parking per unit which exceeds the 2 spaces per unit required by Code; or*
- c. Other unique characteristics of the development which warrant a reduced level of guest parking.”*

This parking requirement applies to any apartment project without regard to the number of bedrooms, the size of the project, or the location within the City.

The development will have four one-bedroom apartments and four two-bedroom apartments on the second and third story of the building. The required residential parking is 18 spaces (2x8 units + .25x8 units).

**National Apartment Data**

National data on apartment development parking was obtained from the Institute of Transportation Engineers (ITE) Parking Generation, 4<sup>th</sup> Edition manual. Surveys showed a peak demand of 1.23 parking spaces per apartment or 10 spaces total for the proposed residential.

**Local Apartment Data**

Local data on apartment parking demand was reviewed from several sources.

**Table 1** summarizes the vehicle ownership in the City of Naperville for renter occupied housing units from the US Census. Rental units have an average vehicle ownership rate of 1.437 vehicles per unit. If units with no vehicles, that may represent senior/affordable housing, and those with three or more vehicles, which may be single-family rental homes, are eliminated, the ratio increases to 1.452 vehicles per unit. A copy of the census data is in the **Appendix**.

**Table 1  
 Vehicle Ownership - Rental Units  
 Naperville, Illinois**

Vehicles Available	Renter Occupied Units
<b>Total Units</b>	<b>11,933</b>
0	1,164
1	5,448
2	4,503
3	657
4	82
5	79
<b>Average</b>	<b>1.437 veh./unit</b>

Source: 2011-2015 American Community Survey 5-Year Estimates

Parking surveys were conducted at seven area luxury apartment complexes in the Northwest Suburbs. For each property, the occupancy levels for the complex and the number of occupied spaces in the restricted underground or parking garage structures was obtained. The average demand per apartment was 1.39 spaces per unit. A detailed copy of the parking study is included in the **Appendix**.

Transit-oriented development (TOD) is defined by the Regional Transit Agency (RTA) as a moderate to high-density, mixed-use community generally located within a half-mile radius (10-minute walk) of a rail or bus station designed to maximize walkability and transit access. TOD provides residents, workers and other transit users with increased mobility options and a variety of retail or commercial outlets within a short distance of their homes or places of employment. Interest in TOD is driven by changing demographics, a growing desire to live in mixed-use, sustainable and walkable communities and a need to reduce traffic congestion. In early 2014, the Regional Transit Agency (RTA) administered a 32-question online survey that was sent to 38,000+ residents of 14 suburban TOD areas throughout the region. The results were summarized in their report: LIVING A TRANSIT LIFESTYLE: Transit-Oriented Development Resident Survey Results Report, December 2014. The results of the survey show an average vehicle ownership of 1.3 vehicles per unit (see **Appendix**) and those residents reduced the number of vehicles they owned when moving from a non-TOD area. The proposed project is well served by an abundance of public transportation (train and bus) as well as taxis, bikes and pedestrian accommodations.

**Summary**

Thirteen parking spaces on the west side of the building will be used primarily for residential parking which provides a ratio of 1.63 parking spaces per unit which exceeds the parking data from national and local sources. In addition, the availability of retail parking at the front of the building will serve the added benefit of providing guest parking during nights and weekends (see **Table 2**).

**Table 2  
 Apartment Parking Ratios**

Source	Parking Ratio
Naperville Zoning Code	2.00 sp/unit
<b>Proposed Plan<sup>(1)</sup></b>	<b>1.63 sp/unit</b>
Census Data	1.45 sp/unit
NW Suburbs Data	1.39 sp/unit
ITE	1.23 sp/unit

(1) Thirteen spaces for 8 apartments, does not include commercial parking

**COMMERCIAL PARKING**

**Naperville Zoning Requirement**

The City of Naperville Zoning Code requires 4.5 parking spaces per 1,000 square feet of gross floor area for a variety of retail uses. The required number of commercial parking spaces for this project would be 30 spaces (6,581 x 4.5 spaces/1,000 square feet). Tenant C is proposed as a flooring product showroom which is similar to a furniture store which has the majority of its space dedicated to a showroom and the product is shipped from another location after a sale. The Zoning Code requirement for furniture stores is 2.0 parking spaces per 1,000 square feet of gross floor area. If Tenant C is considered as a furniture store, the total commercial parking requirement is 19 spaces (2,278 x 4.5 spaces/1,000 square feet plus 4,303 x 2.0 spaces/1,000 square feet). In the past year, the City of Naperville has granted variances to Best Buy Carpet & Granite and Luna Flooring gallery reducing their parking requirement to 2.0 spaces/1,000 square feet.

Applying the 2.0 ratio to the 4,303 square foot flooring store, the commercial space exceeds the code requirements by four spaces.

**National Data**

Additionally, national data on commercial parking was obtained from the Institute of Transportation Engineers (ITE) Parking Generation, 4<sup>th</sup> Edition manual. Surveys show a peak demand less than 3.0 parking spaces per thousand square feet or 20 spaces (LUC 820) for retail stores.

If Tenant C is considered as a furniture store per the previous discussion, the ITE parking demand is 1.04 vehicles per one thousand square feet (LUC 890) or 5 spaces. Combined with Tenants A and B, the total demand would be 12 spaces. In either case, the ITE surveys indicate that 23 spaces will be able to accommodate the commercial demand.

**SHARED PARKING**

Another benefit of the mixed-use building is that it allows for shared parking. Shared parking is the concept that two or more land-uses can share some of their parking spaces based on the demand throughout the day. In case of residential, the peak demand is at night when all the residents are home. Commercial demand occurs either in the middle of the day or in the early evening. The parking analyses have shown that the two site parking areas can independently provide adequate parking for the residential and commercial uses without sharing. However, in the evening and on weekends, the residents can direct some of their visitors to park in the commercial lot.

**CONCLUSION**

This report analyzed the parking needs related to a proposed mixed-use development at 716-720 North Washington Street in Naperville, Illinois. The Naperville Zoning Code requires a total of 18 residential and 19 to 30 commercial parking spaces for a total of 37 to 48 parking spaces. The site provides 36 total spaces including two accessible spaces (See **Table 3**).

Based on data from local and national sources, the proposed parking plan will support the parking needs of both the apartments and the commercial space on the site.

**Table 3  
 Parking Demand Summary  
 716-720 North Washington Street**

<b>Use</b>	<b>Code Required Spaces</b>	<b>Spaces Provided</b>	<b>Projected Demand</b>
<b>Apartments - 8 units</b>	18	13	12 vehicles
<b>Commercial</b>			
#1+ #2 – 2,278 sq. ft.	10.3	23	7 vehicles
#3 – 4,303 sq. ft.	19.4 or 8.6 <sup>(1)</sup>		9 vehicles
<b>Total</b>	<b>47.7 or 36.9</b>	<b>36</b>	<b>28 vehicles</b>





## **APPENDIX**

- **US Census Data**
- **Northwest Suburban Parking Study**
- **RTA Parking Data**



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## TENURE BY VEHICLES AVAILABLE

Universe: Occupied housing units

2011-2015 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

**Tell us what you think.** Provide feedback to help make American Community Survey data more useful for you.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

	Naperville city, Illinois	
	Estimate	Margin of Error
Total:	50,073	+/-589
Owner occupied:	38,140	+/-639
No vehicle available	544	+/-148
1 vehicle available	7,578	+/-464
2 vehicles available	20,818	+/-635
3 vehicles available	7,263	+/-414
4 vehicles available	1,553	+/-190
5 or more vehicles available	384	+/-104
Renter occupied:	11,933	+/-489
No vehicle available	1,164	+/-177
1 vehicle available	5,448	+/-497
2 vehicles available	4,503	+/-432
3 vehicles available	657	+/-162
4 vehicles available	82	+/-53
5 or more vehicles available	79	+/-63

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

While the 2011-2015 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates

**Memorandum To:** Gary Wendt  
The Argent Group

**From:** Stephen B. Corcoran, P.E., PTOE

**Date:** December 18, 2011

**Subject:** Apartment Parking Demand  
Arlington Downs  
Arlington Heights, Illinois

This memorandum summarizes the research on parking demand at apartment complexes in conjunction with the three proposed residential towers in the Arlington Downs project. Arlington Downs is a mixed use development containing apartments, hotels, a water park, retail, and restaurant uses. For the apartment buildings, a parking ratio of 1.45 spaces is proposed as part of the PUD. The purpose of this study is to determine if this is the appropriate parking ratio for the apartments.

### **Zoning Code Requirements**

The requirement for apartments outside Downtown Arlington Heights is two parking spaces per apartment based on the Village Zoning Code.

### **National Parking Data**

Data on parking demand for similar land-uses was obtained from the Institute of Transportation Engineers (ITE) Parking Generation, 4<sup>th</sup> Edition manual and the Urban Land Institute's Shared Parking, 2<sup>nd</sup> Edition report. The ITE data for was based on surveys of 21 suburban sites with an average peak parking demand of 1.23 vehicles per apartment. The ULI report uses 1.65 spaces per apartment.

### **US Census Data**

The US Census data for Arlington Heights was reviewed to determine the auto ownership of residents in rental housing units. The census data is based upon 7,167 renter-occupied housing units (apartments, condominiums, town homes, senior housing, and single-family homes) in Arlington Heights owning between 0 to 5 or more vehicles per unit. For all those households, the average auto ownership was 1.3 vehicles per unit. The data was refined further to eliminate rental households with no vehicles (typically senior occupied housing or near Downtown) and multiple vehicles (3 or more vehicles which typically are at single-family homes). The adjusted average ownership was 1.34 vehicles per rental unit.

**Apartment Parking Surveys**

Parking surveys were conducted at seven area apartment complexes that were included in the market study for Arlington Downs. The locations surveyed were:

Avalon of Arlington Heights: This apartment building is located in downtown Arlington Heights and provides parking in an adjacent municipal garage. This garage is also used by retailers during the day.

Central Park East: This complex contains two apartment towers on Central Road in Arlington Heights. Parking is provided by a combination of underground parking beneath the towers and surface parking.

The Pointe: Located on Rand Road by Route 53, this development provides a combination surface parking and at-grade stand alone garages. It is also in Arlington Heights.

The Wheatland's: Located along Deerfield Parkway in Buffalo Grove, this development provides a combination surface parking and at-grade stand alone garages.

Versailles on the Lake: This complex contains 12 apartment towers with parking beneath the buildings and on the surface. It is located in Schaumburg.

Field Pointe: Parking is provided by surface lots and three parking structures. Each parking structure has a restricted lower level and an open upper level. There are 12 towers and it is located in Schaumburg.

Woodland Creek: Located in Wheeling, it has six apartment towers and a combination of surface parking and parking beneath the building.

**Table 1** summarizes the number and type of units in each complex which was provided by the market study consultant.

**Table 1  
Apartment Parking Survey Locations and Size**

<b>Property</b>	<b>City</b>	<b>Studios</b>	<b>1-Beds</b>	<b>2-Beds</b>	<b>Total Apartments</b>
Avalon of Arlington Heights	Arlington Heights	28	229	152	409
Central Park East	Arlington Heights	0	96	108	204
The Pointe	Arlington Heights	0	248	64	312
The Wheatland's	Buffalo Grove	0	120	232	352
Versailles on the Lakes	Schaumburg	0	288	330	618
Field Pointe	Schaumburg	0	228	96	324
Woodland Creek	Wheeling	0	368	272	640
					<b>2,859</b>

For each property, the marketing consultant obtained the occupancy levels for each complex and the number of occupied spaces in the restricted underground or parking garage structures where access was not available. Also, the Village of Arlington Heights provided the number of residential permits issued in the municipal parking garage for residents of the Avalon apartments.

Parking surveys were conducted in the early morning that counted the number of parked cars in the surface lots. These results were combined with the data of the vehicles parked in the garages to determine the total parking demand. This was then compared with the number of occupied units to determine the parking demand per apartment. **Table 2** summarizes the results for each complex.

**Table 2**  
**Apartment Parking Survey Results**

Property	Total Units	Occupancy Rate	Occupied Units	Occupied Surface Spaces	Occupied Garage Spaces	Total Vehicles	Demand Per Apartment
Avalon of Arlington Heights	409	95%	389	0	416	416	1.07
Central Park East	204	95%	194	124	127	251	1.30
The Pointe	312	95%	296	349	60	409	1.38
The Wheatland's	352	95%	334	324	168	492	1.47
Versailles on the Lakes	618	89%	550	369	354	723	1.31
Field Pointe	324	90%	291	363	228	591	2.03
Woodland Creek	640	93%	595	397	400	797	1.34
	<b>2,859</b>		<b>2,649</b>			<b>3,679</b>	<b>1.39</b>

The average demand per apartment was 1.39 spaces per unit. If the high (Field Pointe) and the low (Avalon) data points are removed, the ratio would be 1.36 spaces.

## CONCLUSION

Based on the parking survey for apartment complexes, the following conclusions were made:

- The current Zoning Code parking requirements of two spaces per apartment exceeds the ITE, ULI, US Census, and local parking survey data.
- The proposed parking ratio of 1.45 parking spaces per apartment is adequate to serve the Arlington Downs development.

# LIVING A TRANSIT LIFESTYLE



Regional  
Transportation  
Authority

December 2014

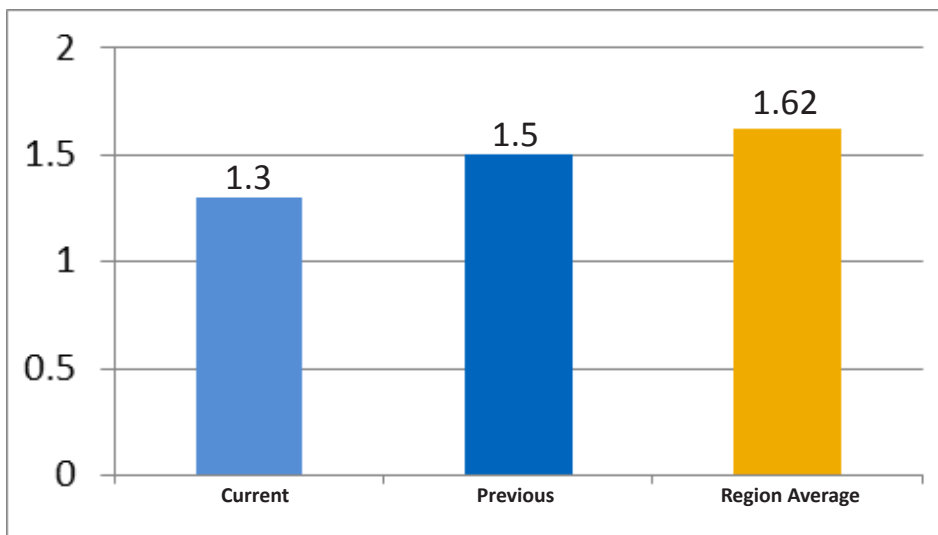
## VEHICLE OWNERSHIP IN A TOD

National research has shown a correlation between living near transit and lower auto ownership. A study of both commute mode and auto distance traveled using data from a subset of 114 U.S. metropolitan areas in the National Household Travel Survey found that living in communities with rail access, bus access, and walkable urban form were all associated with lower auto use<sup>9</sup>. A study of travel diary data from New York City found that subway lines near home and work were correlated with lower auto use and more walking, while noting that subway lines might be a proxy for walkable neighborhoods.<sup>10</sup>

automobiles owned by respondents at their current address compared to their previous. Respondents were asked to indicate the number (whole number) of motorized vehicles available to their household at their previous and current address. The results show (Figure 18) the average number of vehicles owned previously by respondents is 1.5. This number lowered to an average of 1.3 vehicles owned currently. These averages are less (in both previous and current address locations) than the average number of vehicles per household in the suburban Chicago Metro Area, which is 1.62<sup>11</sup>.

Locally, the RTA TOD Resident Survey results show fewer personal

**FIGURE 18: AVERAGE NUMBER OF AUTOMOBILES OWNED**



9 Bento , A. M. , Cropper , M. L. , Mobarak , A. M. and Vinha , K. 2005. The impact of urban spatial structure on travel demand in the United States. *Review of Economics and Statistics*, 87(3): 466–478.

10 Salon , D. 2009. Neighborhoods, cars, and commuting in New York City: A discrete choice approach. *Transportation Research Part A: Policy and Practice*, 43(2): 180–196.

11 U.S. Census Bureau, Special Tabulation: Census Transportation Planning Products