

#### **EXHIBIT 4: Section 6-3-7:1:**

##### **Standards for Granting a Map Amendment (Rezoning of Lot 1 to B2 and Lot 2 to R2)**

1. The amendment promotes the public health, safety, comfort, convenience and general welfare and complies with the policies and official land use plan and other official plans of the City:

The annexation and rezoning of the Church Property will allow for discontinuance of the well and septic systems on the property and connection to the City's water and sewer system. The current use of the Church Property will be grandfathered until a time, if ever, redevelopment will occur. The anticipated future redevelopment of the Church Property will allow for the continued orderly development of diverse commercial mixed use along Route 59 for Lot 1 and provide a R2 transitional residential buffer for Lot 2 abutting Aero Drive which is in compliance with the spirit of the City's Southwest Community Area Plan.

2. The trend of development in the area of the subject property is consistent with the requested amendment;

Approval of the rezoning to allow for potential future redevelopment of the Church Property will follow similarly situated mixed use commercial developments abutting the Route 59 corridor both north and south of the Church Property and will continue to allow for the transitioning away from non-commercial mixed uses abutting Route 59 and allow for a single family and/or low density residential transitional buffer along Aero Drive.

3. The requested zoning classification permits uses which are more suitable than the uses permitted under the existing zoning classification;

While the current use is church in unincorporated DuPage County the current trend of development along Route 59 is mixed use commercial developments which are more appropriate taking into consideration the characteristics of Route 59 traffic counts and surrounding uses and allow for a single family and/or low density residential transitional buffer along Aero Drive.

4. The subject property has not been utilized under the existing zoning classification for a substantial period of time; and

The Church Property is currently located within an unincorporated area not serviced by any water or sewer providers so the potential future redevelopment of the property to its highest and best use would be extremely limited by the lack of infrastructure.

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

As discussed above, the character of properties directly abutting Route 59 has drastically changed over the years from a two lane rural single family

environment to an intense 6 lane commercial shopping center district. The commercial uses allowed along Route 59 and the single family and/or low density residential transitional buffer along Aero Drive will continue to serve as a transitional buffer to any remaining single family residence to the east of Route 59.

**EXHIBIT 8: Section 6-3-6:2:**  
**Standards for Granting a Zoning Variance**  
**Variance from 6-9-2:4.3.2**

**(Off-Street Parking Facilities: Yard Requirements for Off Street Parking Facilities Lot 1 and Lot 2)**

1. The variance is in harmony with the general purpose and intent of this Title and the adopted comprehensive master plan:

The variance to permit parking facilities within five feet of the rear property line of both Lot 1 and Lot 2 is in harmony with the spirit and intent of the Southwest Community Area Plan to allow for B2 commercial zoning for properties directly abutting Route 59 and a and allow for a R2 single family and/or low density residential transitional buffer along Aero Drive.

2. 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:

Absent the variance the Church Property could not be potentially redeveloped in harmony with the current and anticipated future B2 mixed use commercial properties abutting Route 59 and R2 single family and/or low density residential transitional buffer along Aero Drive.

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

The character of properties directly abutting Route 59 has drastically changed over the years from a two lane rural single family environment to an intense 6 lane commercial shopping center district. The B2 commercial uses allowed along Route 59 and the R2 single family and/or low density residential transitional buffer along Aero Drive will continue to serve as a transitional buffer to any remaining single family residence to the east of Route 59.

**EXHIBIT 8: Section 6-3-6:2:**  
**Standards for Granting a Zoning Variance**  
**Variance from 6-9—3:5**

**(Schedule of Off Street Parking Requirement—Parking Class 5)**

1. The variance is in harmony with the general purpose and intent of this Title and the adopted comprehensive master plan:

The variance to reduce the number of required parking spaces on Lot 1 is in harmony with the general purpose of the Ordinance because any required parking is available on Lot 2 as protected by a reciprocal ingress and egress easement which will cover both Lot 1 and Lot 2.

2. 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:

Absent the variance the Church Property could not operate as the available parking for the vast majority of the Church parishioners is located on Lot 2. And as discussed above, the shared parking will be protected by a reciprocal ingress and egress easement which will cover both Lot 1 and Lot 2.

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

The granting of the variation will not alter the essential character of the neighborhood as the Church Property will continue to operate as it has in the past with its parishioners parking on Lot 2 as granted by the reciprocal ingress and egress easement which will cover both Lot 1 and Lot 2.