

M R V ARCHITECTS, INC.

5105 Tollview Dr., Suite 201, Rolling Meadows, IL 60008 Ph. (224) 318-2140

April 4, 2024

City of Naperville
Transportation, Engineering, and Development Business Group
400 S. Eagle Street
Naperville, IL 60540

Re: Taco Bell 1019 E. Ogden Avenue
Response to Standards Exhibits

This letter is our Response to the Standards Exhibit 7. We are asking for the following variance:

Variance to Section 6-9-3:5 to reduce the number of required drive through stacking spaces and queueing spaces.

1. It was determined through a Traffic and Drive Thru Analysis, see attached page 15, projected queues during peak times during the week and weekend are two to three cars in the drive through lane. Taco Bell is proposing a 9-car stack that would be more than sufficient to handle the queueing without overflow into the parking lot or in the street.

With a reduction in overall car stacking in the drive through lane, a reduction in the queueing spaces will also provide better and more convenient service to the customers.

2. Due to the size of the lot and the zoning requirements, maintaining a full 12 car stack would be difficult to fit on this lot and comply with standard code requirements. If the 12-car stacking requirement was imposed, most of our parking spacings would be lost to a drive through lane. This would also create a hazard as there would not be parking along the building. Customers would need to cross through the drive through lane to access the building entrance.

Extensive studies by Yum Brands, parent company of Taco Bell, has determined that a 5-car stack from the point of ordering to the drive-thru window provides the optimal amount of time to prepare the food order and then deliver it to the patrons at the window. Having a 7-car stack will prevent customers from receiving their orders made fresh and in a timely manner.

3. Our property has a shared driveway with the neighboring property to the east. Consequently, we have a shared parking agreement with them. The agreement allows both businesses to utilize each other's parking spaces for overflow, if needed. The agreement also allows the neighbor to maintain their current parking count. A required 12 car stack would result in losing some of those parking spaces, creating a negative impact on the neighbor. With a reduction in the stacking requirement, we are able to safely maintain enough parking for both Taco Bell and the neighboring Animal Hospital.

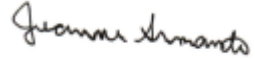
EXHIBIT D

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Please let me know if you have any questions or comments.

Thank you,



Jeanne Armando

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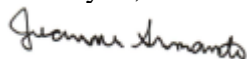
This letter is our response to the Standards Exhibit 7. We are asking for the following variance:

Variance to Section 6-9-3 to reduce the number of required parking spaces.

1. With a reduction of the required parking spaces we will still be able to provide safe, convenient, and adequate parking for our customers. Per the Naperville zoning code, we would be required to provide 29 parking spaces. We are proposing 14 parking spaces. The Parking Study concluded that during peak times, similar sized Taco Bells only utilized 10 parking spaces. This finding is consistent with the Taco Bell brand standards.
2. The hardship we are facing is due to the size of the lot and the zoning requirements. Providing the required parking spaces would be difficult to fit on this lot. The proposed Taco Bell has been designed with a smaller Dining Area of only 14 seats and approximately 5 employees per shift. The 14 parking spaces we have provided would more than adequately be enough for customers and employees.
3. The reduction of parking spaces will not have a significant impact on surrounding properties. We have a shared parking agreement with the neighboring property. The 14 Taco Bell parking spaces on our lot, and the available parking with the adjacent neighbor if needed, there are plenty of parking spaces available. We will still be maintaining enough parking for the neighboring Animal Hospital.

Please let me know if you have any questions or comments.

Thank you,



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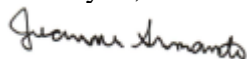
This letter is our Response to the Standards Exhibit 5. We are asking for the following variance:

Landscape variance to Section 5-10-3:5.2 to reduce the required 5 ft. landscape buffer along the western and northern interior property lines (applicable to landscape areas as well as trash enclosure).

1. Petitioner is asking to reduce the landscape buffer along the northern and western property line which abuts to a residential property and a neighboring quick service restaurant parking lot. The reduction of the buffer is due to the required by-pass lane at the drive through so customers can safely drive around the site.
2. The principal reason for the variance is to be able to provide a safe drive flow around the property with no impact to surrounding properties. If a full landscape buffer was in place, the by-pass lane at the drive through would be too narrow for a car to navigate around the site safely. And reconfiguring the drive through and by-pass lane to accommodate a wider landscape buffer would result in a lower car stack at the drive through.
3. With the reduction of the required 5'-0" landscape buffer, there will not any adverse impact on the neighboring sites. A landscaped buffer will still be provided between our site and the next-door sites. A new 6'-0" high fence along the northern property line will be installed. The neighboring site to the west currently has parking right along the property line without a 5'-0" buffer. Even with the reduction of the landscape buffer, the overall landscaping on the site will be improved with new landscaping allocated to other areas on site.

Please let me know if you have any questions or comments.

Thank you,



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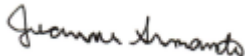
This letter is our Response to the Standards Exhibit 7. We are asking for the following variance:

Variance to Section 6-9-6:2.1.1 to reduce the required 40 ft. drive through setback adjacent to residential.

1. The intent of this code is to shield the drive though traffic from an adjacent residential property. We are trying to meet the intent of the ordinance by shielding the residential property with fencing and with the drive through layout. Currently, there is an existing fence at the rear of the property that abuts a residential property that will remain for privacy. The drive through as designed will have minimal, if any, car stacking close to the residential property.
2. Due to the size of the lot and the zoning requirements, maintaining the 40' drive through setback would create a drive though lane that would interfere with parking and not allow cars to maneuver safely and easily around the lot.
3. We have designed the drive through layout as to not disturb the residents that border the property to the North. The menu board and speaker post have been positioned 70' away from the property line and do not face the residential property. Nuances of a drive through that can be controlled, such as speaker volume, can be adjusted so as not to disrupt the residence.

Please let me know if you have any questions or comments.

Thank you,



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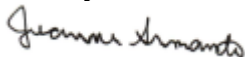
This letter is our Response to the Standards Exhibit 5. We are asking for the following variance:

Variance to Section 6-2-10:1 to reduce the required 5 ft. from the property line for a trash enclosure.

1. Petitioner is asking to reduce the setbacks required for accessory structures to be 2'-0" along the northern and western property lines. The reduction of the setback is for a trash enclosure location that will allow for a drive through by-pass lane for customers to safely drive around the site.
2. The reason for the variance is to be able to provide a suitable location for a trash enclosure that will allow the refuse truck to easily maneuver within the site to collect the garbage as well as providing a by-pass lane around the building. Maintaining a 5'-0" setback would not allow for a by-pass lane around the drive through. Relocating the enclosure closer to the building would create a very difficult parking situation, as there would be a large reduction in parking spaces.
3. With the reduction of the required 5'-0" setback, there will not any adverse impact on the neighboring sites. The existing fence along the northern property line will remain and will continue to shield the view. The site to the west has a parking lot along the property line. Currently a one-story building sits at this corner. The new trash enclosure will be much smaller, opening up the views around the area.

Please let me know if you have any questions or comments.

Thank you,



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EXHIBIT D