

Exhibit 7

Section 6-9-3:2: Standards for Granting a Zoning Variance - Drive-Through Stacking (6-9-3:5) for Restaurant 2A

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

The proposed use at the proposed location is consistent with the City's overall intent of zoning code and comprehensive master plan. This variance would allow for the most appropriate use of land on this site and would allow for a more rational pattern of relationship between the business and its users.

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

The proposed use at the proposed location calls for a pick-up lane to service the westernmost unit of the outlot building which does not reflect the drive through stacking requirement for a restaurant. These pick-up lanes take up much less space than a drive through built to City of Naperville code, which allows less impact on existing parking space quantities for the adjacent H-Mart, Dollar Tree, and CVS.

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

Pickup lanes differ from typical drive through lanes since there will be no ordering directly on site. There will be no ordering board to view, and payment will not be accepted at the window. Customers will either call or use a mobile app to order their food and pick it up at a designated time. This is like a 'curbside pick-up parking' space but instead of a parking space, it is a small thru lane. Per the traffic study completed by KLOA, it was found that the proposed pick-up lanes can adequately store 3 vehicles at a time. An operations study completed by KLOA on two similar quick service restaurants showed that vehicles spend approximately 100 seconds in the pick-up lane system and that the queue would go beyond 4 vehicles only 0.63% of the operating hours. The Kura Sushi restaurant does not have empirical data available because this is a new type of facility, but it is anticipated to have less pickup demand than the fast casual examples for Chipotle and Panera.

During any peak times which overflow into the drive aisle could occur, cars will be instructed to go to pick up parking spots near the main entrance/exit of the restaurant (located adjacent to the handicapped parking stalls and the center pedestrian crossing island). These pick-up parking spots are not a primary component of the pick-up experience but are available to alleviate the potential rare occurrence of traffic flow disruption. This improvement, despite not reaching City drive through stacking requirements, will be consistent with other fast-casual establishments, who are updating site functionality to meet changed customer demands.

Exhibit 7

Section 6-3-6:2: Standards for Granting a Zoning Variance - Drive-Through Bypass Lane (6-9-6:2.2) for Restaurant 2A

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

The proposed use at the proposed location is consistent with the City's overall intent of zoning code and comprehensive master plan. This variance would allow for the most appropriate use of land on this site and allow for a more rational pattern of relationship between the business and its users.

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

The proposed use at the proposed location calls for two pick-up lanes on the end caps of the outlet building which should not require a bypass lane. The addition of a bypass lane will affect the quantity of parking spaces provided on site.

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 pick-up lanes differ from typical drive through lanes since there will be no ordering directly on site. Customers will either call or use a mobile app to order their food and pick it up at a designated time. This is like a 'curbside pick-up parking' space but instead of a parking space, it is a small thru lane. Based on an operations study completed by KLOA of two similar quick-service restaurants with pick up lanes, vehicles will spend approximately 100 seconds in the pick-up lane system, with an average of 26 vehicles using the pick-up lane every hour. Due to this short queue time, a bypass lane is not needed. This improvement, despite not meeting the City's bypass lane requirement, will be consistent with other fast-casual establishments, who are updating site functionality to meet the changed customer demands.