

VILLAGE OF DOWNERS GROVE
Report for the Village
8/9/2022

SUBJECT:	SUBMITTED BY:
621 Ogden - Special Use	Stan Popovich, AICP Director of Community Development

SYNOPSIS

The petitioner is requesting approval of a Special Use for a drive-through at 621 Ogden Avenue.

STRATEGIC PLAN ALIGNMENT

The goals for 2021-2023 include *Strong and Diverse Local Economy*.

FISCAL IMPACT

N/A

RECOMMENDATION

Approval on the August 16, 2022 active agenda per the Plan Commission's 5-0 positive recommendation. The public hearing for 22-PLC-0014 was opened on July 11th, 2022 and continued until August 1st, 2022. The Plan Commission continued consideration of the case to allow for potential changes to the proposal regarding the drive-through setback and the height of the fence along the south property line. Based on the proposed revisions, the Plan Commission ultimately found that the proposal is an appropriate use in the district, compatible with the Comprehensive Plan and meets the standards for a Special Use found in Section 28.12.050.H.

BACKGROUND

Property Information & Zoning Request

The petitioner is proposing to locate a new Popeye's restaurant with a drive-through at 621 Ogden Avenue. The proposed drive-through, is listed as a permitted Special Use pursuant to Section 28.5.010 of the Zoning Ordinance.

The new building exterior will consist of brick, wood-grain fiber cement panel, and decorative accents. The petitioner is proposing to construct a new building in the center of the lot, with a drive-through lane along the west and south sides of the new building. The drive-through lane will be 50 feet from the adjacent residential (south) property line as required by the Municipal Code. Site access is proposed from the existing curb cut on the east side of the Ogden Avenue frontage, and the existing curb cut along the west side of the Ogden Avenue frontage will be returned to green space and the curb and sidewalk replaced.

Compliance with the Comprehensive Plan

The property is designated as Corridor Commercial in the Comprehensive Plan. Corridor Commercial uses include a range of retail, service, office, and business activities, while catering to the automobile. These

uses serve a dual role by providing for the daily needs of the local residents while continuing to provide goods and service to the larger region.

The proposal meets several additional goals of the Comprehensive Plan, including:

- Commercial areas that are designed to be architecturally attractive and add value to adjacent properties
- Implements the recommendations of the Economic Development Plan to Enhance the Sales Tax
- Provides parking lot screening and landscaping, in addition to dumpster enclosure and screening
- Nearby residential areas to be buffered from impacts of commercial use
- Beautification of Ogden Avenue through installation of street trees
- A reduction to the number of curb cuts

Compliance with the Zoning Ordinance

The subject property is zoned B3, General Services and Highway Business. The proposed restaurant is a permitted use, while a drive-through requires a Special Use in the B-3 zoning district. A table is provided in the staff report that summarizes the development regulations for B-3 zoning district, in addition to the applicable calculations for the proposed improvements.

The Municipal Code requires that restaurants provide that 10 spaces per 1,000 sq. ft. or 1 space per 4 seats, whichever is greater, plus stacking spaces per Section 7.130. The proposed development will provide 20 spaces, which exceeds the Village requirement. The Popeye's proposal complies with Village requirement of eight stacking spaces in the drive-through lane.

Public Comment

Prior to both Plan Commission meetings staff did receive correspondence from adjacent residents that were attached to the Plan Commission packets. During the July 11, 2022 and August 1, 2022 Plan Commission meetings, nearby property owners expressed concern about the audio level of the drive through, in addition to concerns about stormwater and lighting. It was discussed at the Plan Commission meeting that stormwater control, sound levels and lighting is reviewed with the building permit and is regulated by Village Ordinance. To address the potential issue with sound levels, the Plan Commission added a condition to the approvals that the petitioner provide audio and sound control for the restaurant drive through speakers.

ATTACHMENTS

Ordinance

Aerial Map

Staff Report with attachments dated July 11, 2022

Staff Report with attachments dated August 1, 2022

Approved Minutes of the Plan Commission Hearing dated July 11, 2022

Draft Minutes of the Plan Commission Hearing dated August 1, 2022

ORDINANCE NO. _____**AN ORDINANCE AUTHORIZING A SPECIAL USE FOR
621 OGDEN AVENUE TO PERMIT A DRIVE-THROUGH**

WHEREAS, the following described property, to wit:

PARCEL 1:

THE EAST 170 FEET OF LOT 14 IN ALLEN E. SLATIN'S SUBDIVISION OF BLOCK 1 IN WALTER C. LYMAN'S ADDITION TO DOWNERS GROVE, IN THE NORTHWEST 1/4 OF THE SOUTHEAST 1/4 SECTION 5, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF SAID SLATIN'S SUBDIVISION RECORDED AUGUST 21, 1946 AS DOCUMENT 504921, IN DUPAGE COUNTY ILLINOIS

PARCEL 2:

LOT 5 IN BLOCK 3 IN ARTHUR T. MCINTOSH & COMPANY'S SECOND OGDEN AVENUE SUBDIVISION, A SUBDIVISION OF PART OF THE SOUTHEAST QUARTER OF SECTION 5, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS.

PARCEL 3:

THAT PORTION OF THE 20 FOOT VACATED ALLEY LYING SOUTH OF AND ADJOINING PARCELS 1 AND 2 ABOVE

Commonly known as: 621 Ogden Avenue, Downers Grove, IL 60515
PIN: 09-05-402-029; -030

(hereinafter referred to as the "Property") is presently zoned in the "*B-3, General Services and Highway Business District*" under the Comprehensive Zoning Ordinance of the Village of Downers Grove; and

WHEREAS, the owner of the Property has filed with the Plan Commission, a written petition conforming to the requirements of the Zoning Ordinance, requesting that a Special Use per Section 28.12.050 of the Zoning Ordinance be granted to permit a drive-through.

WHEREAS, such petition was referred to the Plan Commission of the Village of Downers Grove, and said Plan Commission has given the required public notice, has conducted a public hearing for the petition on July 11, 2022 and August 1, 2022 and has made its findings and recommendations, all in accordance with the statutes of the State of Illinois and the ordinances of the Village of Downers Grove; and,

WHEREAS, the Plan Commission has recommended approval of the Special Use, subject to certain conditions; and,

WHEREAS, the Village Council finds that the evidence presented in support of said petition, as stated in the aforesaid findings and recommendations of the Plan Commission, is such as to establish the following:

1. That the proposed use is expressly authorized as a Special Use in the district in which it is to be located;
2. That the proposed use at the proposed location is necessary or desirable to provide a service or a facility that is in the interest of public convenience and will contribute to the general welfare of the neighborhood or community.
3. That the proposed use will not, in the particular case, be detrimental to the health, safety or general welfare of persons residing or working in the vicinity or be injurious to property values or improvements in the vicinity.

NOW, THEREFORE, BE IT ORDAINED by the Council of the Village of Downers Grove, in DuPage County, Illinois, as follows:

SECTION 1. That Special Use of the Property is hereby granted to permit a drive-through.

SECTION 2. This approval is subject to the following conditions:

1. The Special Use shall substantially conform to the staff report dated August 1, 2022, the architectural drawings prepared by Woolpert Architecture dated June 1, 2022, and revised on July 22, 2022, and the Civil Engineering drawings prepared by Arc Design Resources Inc., dated June 3, 2022, and revised on July 22, 2022, except as such plans may be modified to conform to Village codes, ordinances, and policies.
2. Approval from Illinois Department of Transportation before issuance of a building permit.
3. A lot consolidation must be recorded prior to the issuance of any building permits.
4. The petitioner shall install audio and sound volume control through the restaurant drive-through speakers.

SECTION 3. The above conditions are hereby made part of the terms under which the Special Use is granted. Violation of any or all of such conditions shall be deemed a violation of the Village of Downers Grove Zoning Ordinance, the penalty for which may include, but is not limited to, a fine and/or revocation of the Special Use granted herein.

SECTION 4. It is the Petitioner's obligation to maintain compliance with all applicable Federal, State, County and Village laws, ordinances, regulations, and policies.

SECTION 5. That all ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

Mayor

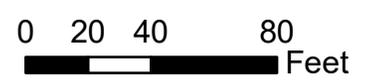
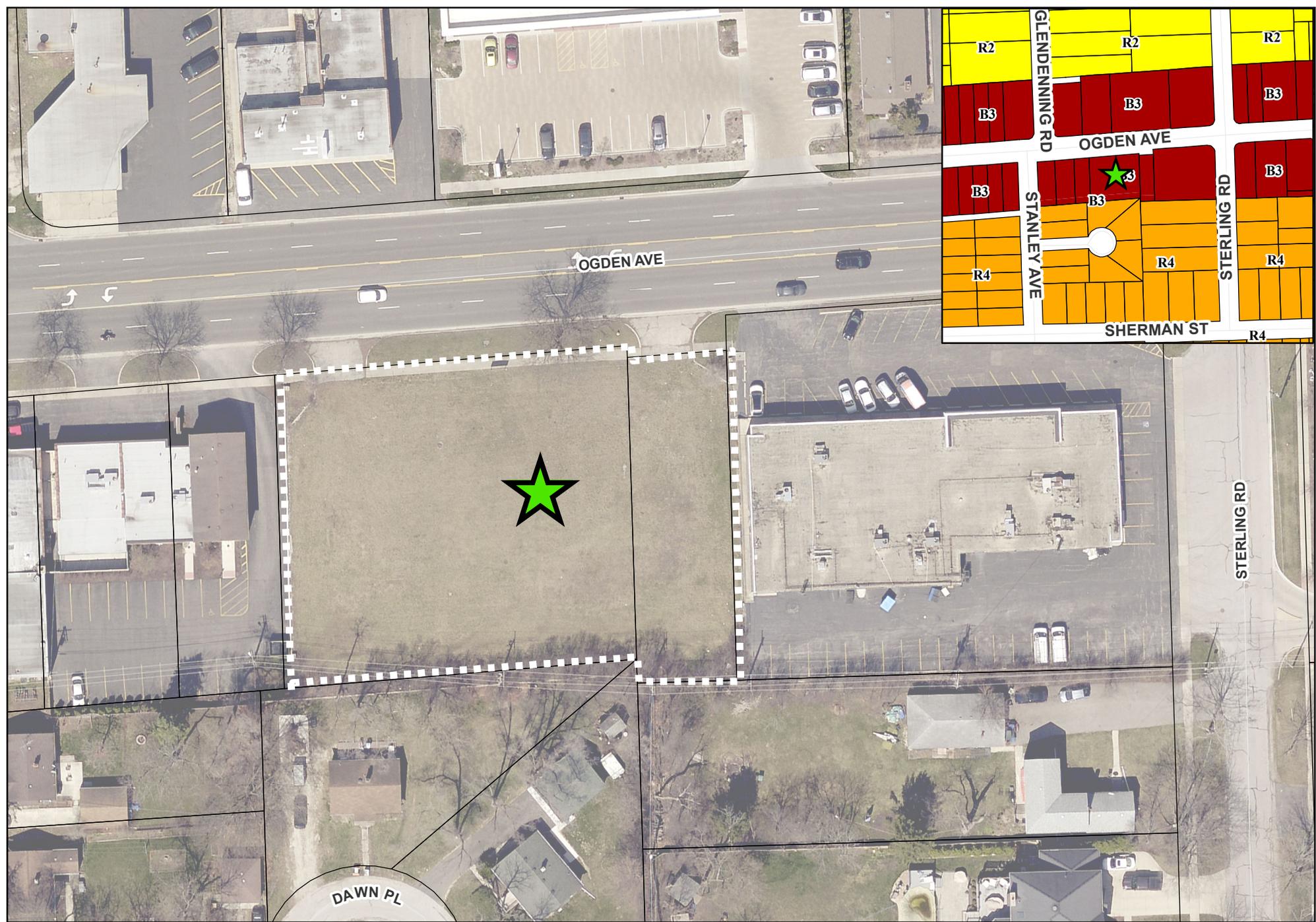
Passed:

Published:

Attest: _____

Village Clerk

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621 Ogden Avenue - Location Map

-  Subject Property
-  Project Location



**VILLAGE OF DOWNERS GROVE
REPORT FOR THE PLAN COMMISSION
JULY 11, 2022 AGENDA**

SUBJECT:	TYPE:	SUBMITTED BY:
22-PLC-0014 621 Ogden Avenue	Special Use for a drive-through with a variation for a drive-through setback	Gabriella Baldassari, AICP Planner

REQUEST

The petitioner is requesting approval of a Special Use for a drive-through with a variation for drive-through setback to construct a new restaurant at 621 Ogden Avenue.

NOTICE

The application has been filed in conformance with applicable procedural and public notice requirements.

GENERAL INFORMATION

OWNER: Aby Mohamed
AbyGroups, Inc.
200 S. Frontage Road #300
Burr Ridge, IL 60527

PETITIONER: Arc Design Resources, Inc.
5291 Zenith Parkway
Loves Park, IL 61111

PROPERTY INFORMATION

EXISTING ZONING: B-3, General Services and Highway Business
EXISTING LAND USE: Vacant
PROPERTY SIZE: 33,228 square feet (.76 acres)
PINS: 09-05-402-029 and 09-05-402-030

SURROUNDING ZONING AND LAND USES

	ZONING	FUTURE LAND USE
NORTH:	B-3, General Services and Highway Business	Corridor Commercial
SOUTH:	R-4, Residential Detached House 4	Single Family Detached
EAST:	B-3, General Services and Highway Business	Corridor Commercial
WEST:	B-3, General Services and Highway Business	Corridor Commercial

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ANALYSIS

SUBMITTALS

This report is based on the following documents, which are on file with the Department of Community Development:

1. Location Map
2. Plat of Survey
3. Project Narrative
4. Approval Criteria
5. Engineering Plans
6. Architectural Plans

PROJECT DESCRIPTION

The petitioner is proposing to locate a new Popeye's restaurant with a drive-through at 621 Ogden Avenue. The property is vacant and zoned B-3, General Services and Highway Business, and is adjacent to a shopping center on the east, and a veterinary clinic to the west.

The petitioner is requesting a Special Use for the proposed drive-through use, pursuant to Section 28.5.010 of the Zoning Ordinance where a drive-through use is listed as an allowable Special Use in the B-3 zoning district. The request also includes a variance from the setback requirement for the drive-through lane. A drive-through lane is required to be setback 50 feet from any residential lot lines, where a 34.2 foot setback is proposed. The subject property is comprised of two adjacent lots of record, as such the petitioner will be required to administratively consolidate the property into one lot.

The new building exterior will consist of brick, wood-grain fiber cement panel, and decorative accents. The petitioner is proposing to construct a new building in the center of the lot, with a drive-through lane along the west and south sides of the new building. Site access is proposed from the existing curb cut on the east side of the Ogden Avenue frontage, and the existing curb cut along the west side of the Ogden Avenue frontage will be returned to green space and the curb and sidewalk replaced.

Vehicle circulation will be a one-way counterclockwise path around the building. Vehicles will enter the drive-through at the northwest corner of the building, and pick up food at the southeast corner. An additional lane will be available to pass the drive-through. The drive-through lane is designed to accommodate 17 vehicles, in excess of the eight required by the Zoning Ordinance. A total of 21 parking spaces are proposed, meeting the Village Ordinance. A trash enclosure will be located in the southeast corner of the lot and will be screened as required. A privacy fence will be built along the south lot line to provide screening from the abutting residential district, and landscaping will be provided around the perimeter of the site.

COMPLIANCE WITH THE COMPREHENSIVE PLAN

The property is designated as Corridor Commercial in the Comprehensive Plan. Corridor Commercial uses include a range of retail, service, office, and business activities, while catering to the automobile. These uses serve a dual role by providing for the daily needs of the local residents while continuing to provide goods and service to the larger region.

The proposal meets several additional goals of the Comprehensive Plan, including:

- Commercial areas that are designed to be architecturally attractive and add value to adjacent properties
- Implements the recommendations of the Economic Development Plan to Enhance the Sales Tax

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- Provides parking lot screening and landscaping, in addition to dumpster enclosure and screening
- Nearby residential areas to be buffered from impacts of commercial use
- Beautification of Ogden Avenue through installation of street trees
- A reduction to the number of curb cuts

COMPLIANCE WITH THE ZONING ORDINANCE

The property is zoned B-3, General Services and Highway Business District. The proposed restaurant with a drive-through use is listed as an allowable Special Use in this district. The bulk requirements of the proposed drive-through in the B-3 zoning district are summarized in the following table:

621 Ogden	Required	Proposed
Stacking Spaces	8	14
Spaces between Order and Pick-up	3	5
Parking Spaces	11	20
Street Setback (North) (from Center Line of Ogden to Building)	75 feet	116 feet
Street Setback (North) (from Center Line of Ogden to Parking)	50 feet	54 feet
Interior Setback (East)	0 feet	4.2 feet
Interior Setback (West)	0 feet	5.5 feet
Rear Setback (South)	20 feet	47 feet
Setback from Drive-Through Lane to Residential Lot Line	50 feet	34.2 feet*
Min. Landscaped Open Space	10%	31%
Maximum Height	60 feet	19 feet

*Variance requested

The petitioner is requesting a variation for the drive-through setback. The drive-through lane is proposed to be 34.2 feet from the residential lot line where 50 feet is required. The depth of the lot limits the available setback distance. In light of the requested relief, the petitioner is proposing to place extensive landscaping along the rear property line, in addition to the installation of a six foot tall privacy fence.

Parking

The Village Ordinance requires that restaurants provide that 10 spaces per 1,000 sq. ft. or 1 space per 4 seats, whichever is greater, plus stacking spaces per Section 7.130. The proposed development will provide 20 spaces, which exceeds the Village requirement. As the stacking requirement is specific to the drive-through use, the Popeye's proposal complies with Village requirement of eight stacking spaces in the drive-through lane.

Signage

New wall signs will be proposed for the northern façade, as well as branded awnings on the east facade. Directional signage to the drive-through is also proposed. All exterior signage will be required to meet the Sign Ordinance requirements.

TRAFFIC AND CIRCULATION

The proposed use is a complementary use that is not anticipated to have any negative impact on the existing traffic patterns in the area and no roadway improvements or traffic control modifications will be necessary for access to Ogden Avenue. Based on the proposed traffic summary provided by the petitioner, the proposed traffic generated for the use is appropriate for the use and corridor. It should be noted that concept site plans have been submitted to IDOT and preliminary approval for the access has been granted with no preliminary comments; final engineering plans will be submitted for approval.

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ENGINEERING/PUBLIC IMPROVEMENTS

New water and sanitary sewer service lines are proposed to service the development. A new pedestrian connection leading from the sidewalk on Ogden Avenue to the front of the building will create a safe access point. The curb cut on the west side of the lot will be eliminated, reducing the curb cuts from two to one. Post construction best management practices will be required in accordance with the stormwater ordinance.

PUBLIC SAFETY REQUIREMENTS

The Fire Prevention Division reviewed the proposed development and determined that sufficient access to and around the site is provided for emergency vehicles. The building will be required to include a fire alarm and sprinkler system that meet the Village's code requirements.

NEIGHBORHOOD COMMENT

Notice was provided to all property owners 250 feet or less from the property line, a public hearing sign was posted, and a legal notice in the *Daily Herald* was published. Staff received two inquiries about the project, no comments or concerns have been expressed.

STANDARDS OF APPROVAL

The petitioner is requesting a Special Use approval for a new drive-through use and a variance for the drive-through lane setback. The review and approval criteria is listed below.

The petitioner has submitted a narrative that attempts to address all the standards of approval. The Plan Commission should consider the petitioner's documentation, the staff report, and the discussion at the Plan Commission meeting in determining whether the standards for approval have been met.

VoDG.8.12.050.H Standards of Approval for Special Uses

No special use may be recommended for approval or approved unless the respective review or decision-making body determines that the proposed special use is constituent with and in substantial compliance with all Village Council policies and plans and that the petitioner has presented evidence to support each of the following conclusions:

- (1) That the proposed use is expressly authorized as a Special Use in the district in which it is to be located.*
- (2) That the proposed use at the proposed location is necessary or desirable to provide a service or a facility that is in the interest of public convenience and will contribute to the general welfare of the neighborhood or community.*
- (3) That the proposed use will not, in the particular case, be detrimental to the health, safety or general welfare of persons residing or working in the vicinity or be injurious to property values or improvements in the vicinity.*

VoDG.28.12.090 Standards of Approval for Variations

No variation may be approved unless the variation to be approved is consistent with the spirit and intent of this zoning ordinance and that strict compliance with the subject provisions would result in practical difficulties or particular hardships for the subject property owner. The consideration of whether a variation request has met the standards of practical difficulties or particular hardships must include all of the following findings from the evidence presented. In addition, the hearing body must also take into consideration the extent to which the following facts, favorable to the property owner, have been established by the evidence presented:

- (1) The subject property cannot yield a reasonable return if required to comply with the regulations that apply to it.*

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- (2) *The plight of the owner is due to unique circumstances.*
- (3) *The variation, if granted, will not alter the essential character of the locality.*
- (4) *That the physical surroundings, shape, or topographical conditions of the subject property would result in a particular hardship upon the owner, as distinguished from a mere inconvenience, if the strict letter of the regulations were carried out;*
- (5) *That the conditions leading to the need of the requested variation are not applicable, generally, to other properties within the same zoning classification;*
- (6) *That the alleged difficulty or hardship was not created by the current property owner;*
- (7) *That the proposed variation will not impair an adequate supply of air to adjacent property, or substantially increase the danger of fire, or otherwise endanger the public safety, or substantially diminish or impair property values within the neighborhood;*
- (8) *That the proposed variation will not alter the essential character of the area; and*
- (9) *That the granting of the variation will not confer on the subject property owner any special privilege that is not available to other properties or structures in the same district.*

DRAFT MOTION

Staff will provide a recommendation at the July 11th, 2022 meeting. Should the Plan Commission find that the request meets the standards of approval for a Special Use and Variation, staff has prepared a draft motion that the Plan Commission may make for the recommended approval of 22-PLC-0016:

Based on the petitioner's submittal, the staff report, and the testimony presented, I find that the petitioner has met the standards of approval for a Special Use and Variation as required by the Village of Downers Grove Zoning Ordinance and is in the public interest and therefore, I move that the Plan Commission recommend to the Village Council approval of 22-PLC-0016, subject to the following conditions:

1. The Special Use and Variation shall substantially conform to staff report, the architectural drawings prepared by Woolpert Architecture dated June 1, 2022, and revised on June 30, 2020, and the Civil Engineering drawings prepared by Arc Design Resources Inc., dated June 3, 2022, and revised on June 30, 2020, except as such plans may be modified to conform to Village codes, ordinances, and policies.
2. Approval from Illinois Department of Transportation before issuance of a building permit.
3. A lot consolidation must be recorded prior to the issuance of any building permits.

Staff Report Approved By:



Stanley J. Popovich, AICP
Director of Community Development

SP; gb
-att



CIVIL ENGINEERING
LAND SURVEYING
LANDSCAPE ARCHITECTURE

5291 Zenith Parkway
Loves Park, IL 61111
815-484-4300 p
815-484-4303 f

June 30, 2022

Mr. Stan Popovich
Director, Community Development
Village of Downers Grove
801 Burlington Avenue
Downers Grove, IL 60515

Re: Project narrative
Popeye's Louisiana Chicken
621 Ogden Avenue

Mr. Popovich,

The following is submitted together with the elevations, preliminary civil plans (previously updated) and application for the community development and zoning staff consideration of approval.

Introduction:

The 0.76-acre (33,228 SF) site is zoned B-3 General Services and Highway Business in the CC Corridor Commercial District with a nearby (east) gateway point as determined by the zoning plan and Commercial Areas Plan in the Comprehensive Use Plan 2017. The existing site is a vacant, nearly flat, open lawn space that was once a small community bank branch. The adjacent properties include a small strip mall to the east that is elevated by a short 3'-0" poured concrete wall; to the west is a short 3'-0" poured concrete wall and a veterinary clinic that sits below the wall. To the south is residential that is currently buffered by mixed, scrubby, undesirable, deciduous undergrowth vegetation and an older chain link fence that is of poor quality. To the north is Ogden Avenue, a heavily trafficked four-lane street with a center turning lane (both directions) and small individual businesses across the street.

This application seeks the approval of the proposed improvements to develop the site into a proposed Popeyes Louisiana Kitchen restaurant with drive-through, paved parking areas, and landscaped areas. The proposed use is an "allowable special use" (with variation) for the current zoning classification by the Village of Downers Grove.

The quick-serve restaurant is anticipated operate between 10 a.m. and 10 p.m. daily. It has indoor seating for 36 patrons, 18 drive-thru spaces, 20 parking spaces, and 4 bicycle rack spaces. To continue to provide pedestrian access, the existing sidewalk along Ogden Avenue will remain and be extended to the business. The site will be limited to one access drive from Ogden Avenue.

This proposed Popeyes restaurant is anticipated to employ approximately 20 local community members over two shifts. Pending permit approvals, construction is expected to start in fall of 2022 with an anticipated opening date in late winter/spring 2023.

The project team consists of Aby Mohamed of Aby Groups, the site developer and franchisee; civil engineer Lauren Downing of Arc Design Resources; architect Chris Ludwig of Woolpert; signage is provided by Allen Industries and exterior lighting is provided by Cree. Contractors have not been selected.

Project Narrative
621 Ogden Avenue
June 30, 2022

Project Description:

1. Public Rights-of-Way
 - No ROW dedications area proposed.
 - The existing sidewalk along Ogden Avenue will remain and the sections improved where the two existing driveways are located (one driveway to be removed, one to be improved) to provide continued pedestrian connectivity.
 - A sidewalk connection into the site will be provided along with a striped crosswalk across the drive aisle.
 - All trees in the public right-of-way are proposed to be protected and preserved, and turf restored where the existing driveway will be removed. No new trees are proposed in the right of way.
2. Off-Street Parking and Loading Areas
 - New parking areas with 20 parking spaces, including one ADA accessible space is proposed.
 - An ADA accessible route and ramp to the main entrance of the building is provided across from the ADA parking stall.
 - A concrete pad with a rack for parking four (4) bicycles is proposed.
 - Popeyes conducts a large proportion of sales through the drive-through. Eighteen drive-thru queue spaces and two order stations are proposed. The perimeter drive provides for after-hours loading.
 - An 8'-6" high screened trash enclosure is provided at the southeast corner of the property.
 - The parking area is landscaped on all sides and features several landscaping islands.
3. Signs
 - The proposed signage is consistent with the Popeye's Louisiana Kitchen brand designs and has been adjusted to meet the Village ordinance.
 - A monument sign is proposed to be installed along the Ogden Avenue right-of-way.
 - Signs are internally illuminated.
4. Building Design
 - The proposed Popeyes restaurant is an all-new building prototype released in the summer of 2021. The 3,050 gross square-foot building features seating for 36 patrons, mobile order pick-up stations and two drive through order lanes. The building exterior features attractive brick, wood-grain fiber cement panels and colors consistent with Popeyes' restaurants.
5. Lighting
 - Exterior lighting is designed and provided by Cree to meet the Village's lighting requirements; a photometric plan is provided in the civil plan set. The lighting can be adjusted to safe, lower light levels for after hour business. Fixture cut sheets have been provided for reference.
6. Landscaping
 - The existing site is flat, open, turf grass with undesirable and scrubby understory and fence-row trees along the south property line that will be pruned and/or removed to provide improved buffer screening and privacy fencing. The proposed landscape plantings meet the Village landscape code requirements for parking screening and tree counts.
 - There are several landscaping beds along the building perimeter with a variety of flowering perennials and evergreen shrubs to maintain an attractive appearance year-round.

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- The site perimeter is landscaped to screen the parking, trash enclosure and adjacent residences from public view and meet the Village landscape code of 36” height at maturity for 75% of the street yard and 50% of the side yards.
- The existing concrete retaining headwalls will remain to manage the existing grade changes at either side of the site.
- A 6’ privacy fence along with mixed evergreen and deciduous plants will be installed along the south property line adjacent to the residential lots for improved screening.

7. Stormwater Management

- The existing site has no drainage structures.
- New storm structure inlets will capture runoff from the paved parking areas and will connect to the existing storm structures along Ogden Avenue and the rear property utility easement.
- The site features less than 25,000 SF of impervious area and is a reduction from the impervious area in 1992. Detention is not required.

Traffic Evaluation:

The posted speed limit on Ogden Avenue is 35 mph. There is an existing shared right/left turn lane in the center of Ogden Avenue that serves as access to the businesses along the roadway. A single access driveway is proposed to Ogden Avenue for this development. The centerline of the driveway is located approximately 270’ west from the centerline of Sterling Road, the nearest intersection. The proposed driveway would serve a 3,050 SF quick serve restaurant with 36 indoor seats and a drive through window with stacking spaces for 18 vehicles.

Existing Traffic Volumes

The IDOT Average Daily Traffic Counts (ADTC) shows the average daily traffic on Ogden Avenue in 2019 was 28,200 vehicles per day and the ADTC in 2021 was 26,700 vehicles per day. The reduction of vehicles from 2019 to 2021 is perhaps related to the pandemic behavior trends resulting in less vehicle trips outside the home, therefore 2019 traffic is considered in this calculation. A 50% / 50%, east / west distribution was assumed for existing traffic. The peak hour traffic count was assumed to be 10% of the average daily traffic resulting in 2,820 trips during peak hours.

Trip Generation Table

Weekday PM Peak Hour Parcel	Area (acres)	Land Use	Trip Generation Rate	Development Units	Total Number of Units	Total Trips	Directional Distribution		Trips	
							Entering %	Exiting %	Entering	Exiting
Fast Food Restaurant with Drive-through Window	0.76	(934) ITE Land Use	33.03	3050 SF building	3	99	52	48	51	48
							Trips:		51	48
							0%	Internal Capture:	0	0
							Trips at Development Driveway:		51	48
							50%	Pass-by Adjustment:	(26)	(24)
							New Trips:		25	24

The above trip generation table is derived using ITE Trip Generation Manual, 7th Edition, Land Use 934 – Fast Food Restaurant with Drive-Through Window. A pass-by adjustment of 50% can be considered. Therefore, the development results in 25 new vehicles on Ogden Avenue during the peak hour.

The total estimated daily trips, based on a weekday volume (using the ITE Trip Generation Manual suggested average rate of 467.48 for this type of use times a multiplier of 3) is 1,402 trips.

Project Narrative
621 Ogden Avenue
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Access

The proposed site access is limited to one combined entrance/exit driveway at the east side of the site and is removing a second existing access at the west side of the site. The centerline of the driveway is located approximately 270' west from the centerline of Sterling Road, the nearest intersection. There is stacking for three vehicles without causing any backup or congestion in the interior driveways.

Delivery and trash

The site is large enough to accommodate typical Popeyes delivery trucks and garbage trucks and the site layout is consistent with other Popeyes sites which are very familiar to drivers.

Summary of Traffic Conclusions

- Considering an even arrival, 50 vehicles entering the site only averages to only one car entering every 1.2 minutes during the peak hour.
- The proposed site plan allows for sufficient customer parking, 20 stalls-meets Village's requirement for vehicle stalls (10 per 1000 SF floor area, for customers).
- The proposed site plan allows for vehicle maneuverability within the site.
- Based on inspection, Ogden Avenue has adequate capacity to support the new trips generated by the proposed Popeyes restaurant development.
- Concept site plans have been submitted to IDOT and preliminary approval for the access has been granted with no preliminary comments; final engineering plans will be submitted for approval.

Special Use Approval Criteria:

1. *That the proposed use is expressly authorized as a Special Use in the district in which it is to be located.*
The proposed development use (quick-serve restaurant) is compatible with a Special Use with Variation (for driveway/drive-through setback) in the B-3 General services and Highway Business subject zoning district.
2. *That the proposed use at the proposed location is necessary or desirable to provide a service or a facility that is in the interest of public convenience and will contribute to the general welfare of the neighborhood or community.*
The proposed development use (quick-serve restaurant) will provide an additional food choice for residents and passers-by along the Ogden Avenue, CC Commercial Corridor District and is a viable use and good fit for the long-time vacant parcel.
3. *That the proposed use will not, in the particular case, be detrimental to the health, safety or general welfare of persons residing or working in the vicinity or be injurious to property values or improvements in the vicinity.*
The proposed use is of a compatible use to the adjacent businesses and will not adversely affect the adjacent (south) residential neighborhood. The proposed site plan will provide adequate landscape buffering/screening and an opaque fence to eliminate any potential detrimental effects to the neighboring property values, health, safety, or welfare of the general public which is an improvement to the current conditions of scrubby, undesirable, deciduous undergrowth with no privacy fencing.

Project Narrative
621 Ogden Avenue
June 30, 2022

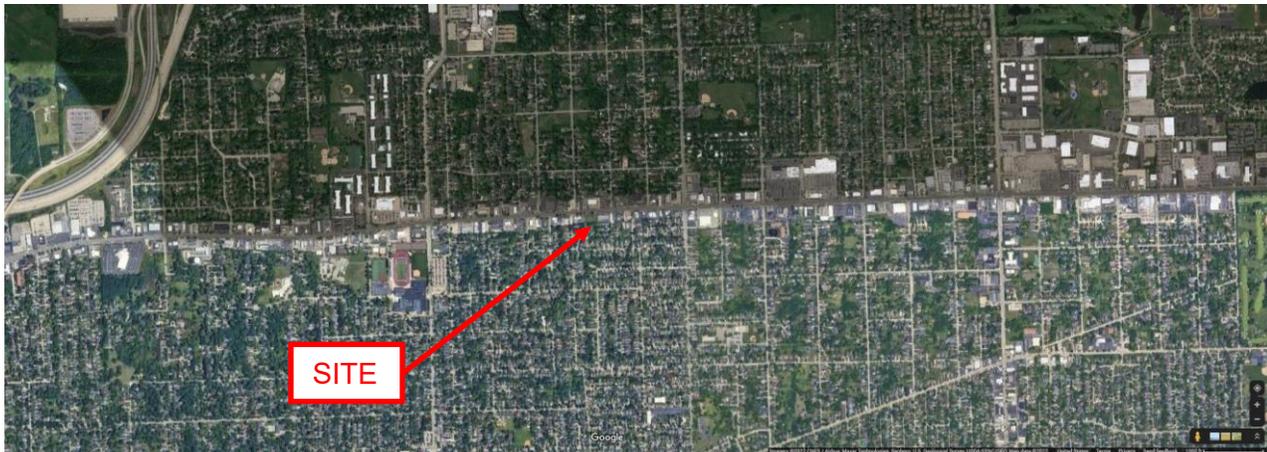
Variation Criteria:

1. By ordinance, drive through stacking spaces must be as least 50 feet from an abutting residential zoning district. Because the lot depth is narrow from the street (north) to rear (south) property line we have oriented the building and drive through lanes east to west. The parking and building is as close to the Ogden Avenue right of way as possible while providing adequate landscape setback per ordinance. As a result, the drive through pick-up lane is located 34.2 feet from the rear property line and adjoining residential zoning district, within the required 50-foot setback. To offset this condition, we have provided a wider 17.5' landscape screening buffer for the length of the property consisting of mixed evergreen and deciduous plantings along with a 6' high privacy fence.

Variance #1: This condition requires a request for variation for a driveway/drive-through within the required setback in the B-3 General services and Highway Business zoning district adjoining a residential district.

Project Narrative
621 Ogden Avenue
June 30, 2022

Site Locator Maps



Project Narrative
621 Ogden Avenue
June 30, 2022

Existing Site and Surrounding Buildings and Signs:



Photo 1: Site looking east from adjacent veterinary clinic sidewalk (dated February 28, 2022)



Photo 2: Adjacent strip mall and concrete headwall from Ogden Ave. sidewalk (February 28, 2022)

Project Narrative
621 Ogden Avenue
June 30, 2022



Photo 3: Site looking west from adjacent strip mall sidewalk/driveway (February 28, 2022)



Photo 4: Site looking southeast from northwest corner sidewalk (February 28, 2022)

Project Narrative
621 Ogden Avenue
June 30, 2022



Photo 5: Site looking southwest from northeast corner driveway/sidewalk (February 28, 2022)



Photo 9: Multi-tenant retail building to north of site, across Ogden Ave. (February 28, 2022)

Project Narrative
621 Ogden Avenue
June 30, 2022

Site Development Data:

Gross Lot Area:	33,228 square feet (0.76 acres)
Proposed Building Area:	3,050 square feet (gross)
Paved Area:	19,552 square feet
Landscaped Area:	10,626 square feet
Proposed Drive-Through Stacking:	18 spaces
Proposed Parking:	20 stalls / 1 ADA
Proposed Bicycle Parking:	4 spaces

Thank you for your consideration in review of our proposal.

Sincerely,

A handwritten signature in blue ink that reads "Matt Adas". The signature is fluid and cursive, with a long horizontal stroke at the end.

Matt Adas
Landscape Architect, PLA



Review and Approval Criteria
VARIATIONS (page 1 of 2)

Plan Commission Number & Title: _____

A DETAILED RESPONSE TO ALL OF THE STANDARDS SHALL BE PROVIDED, SPECIFYING HOW EACH STANDARD IS OR IS NOT MET.

Section 28.12.090.G Approval Criteria (Variations)

Variations require evaluation per Section 28.12.090 of the Municipal Code, *Standards and Review Criteria*: “No variation may be approved unless the variation to be approved is consistent with the spirit and intent of this zoning ordinance and that strict compliance with the subject provisions would result in practical difficulties or particular hardships for the subject property owner. The consideration of whether a variation request has met the standards of practical difficulties or particular hardships must include all of the following findings from the evidence presented:”

(1) The subject property cannot yield a reasonable return if required to comply with the regulations that apply to it.

(2) The plight of the owner is due to unique circumstances.

(3) The variation, if granted, will not alter the essential character of the locality.



Review and Approval Criteria
VARIATIONS (page 2 of 2)

Plan Commission Number & Title: _____

“In addition, the hearing body must also take into consideration the extent to which the following facts, favorable to the property owner, have been established by the evidence:”

- (1) That the particular physical surroundings, shape, or topographical conditions of the subject property would result in a particular hardship upon the owner, as distinguished from a mere inconvenience, if the strict letter of the regulations were carried out.*

- (2) That the conditions leading to the need of the requested variation are not applicable, generally, to other properties within the same zoning classification.*

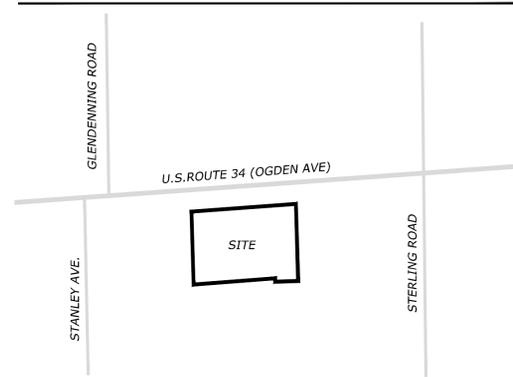
- (3) That the alleged difficulty or hardship was not created by the current property owner.*

- (4) That the proposed variation will not impair an adequate supply of air to adjacent property, or substantially increase the danger of fire, or otherwise endanger the public safety, or substantially diminish or impair property values within the neighborhood.*

- (5) That the proposed variation will not alter the essential character of the area.*

- (6) That the granting of the variation will not confer on the subject property owner any special privilege that is not available to other properties or structures in the same district.*

VICINITY MAP (Not to Scale)



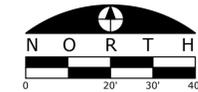
ALTA/NSPS LAND TITLE SURVEY

OF
 PART OF THE SOUTHEAST QUARTER OF SECTION 5, TOWNSHIP 38 NORTH,
 RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN
 DUPAGE COUNTY, ILLINOIS

ARC DESIGN
 RESOURCES INC.

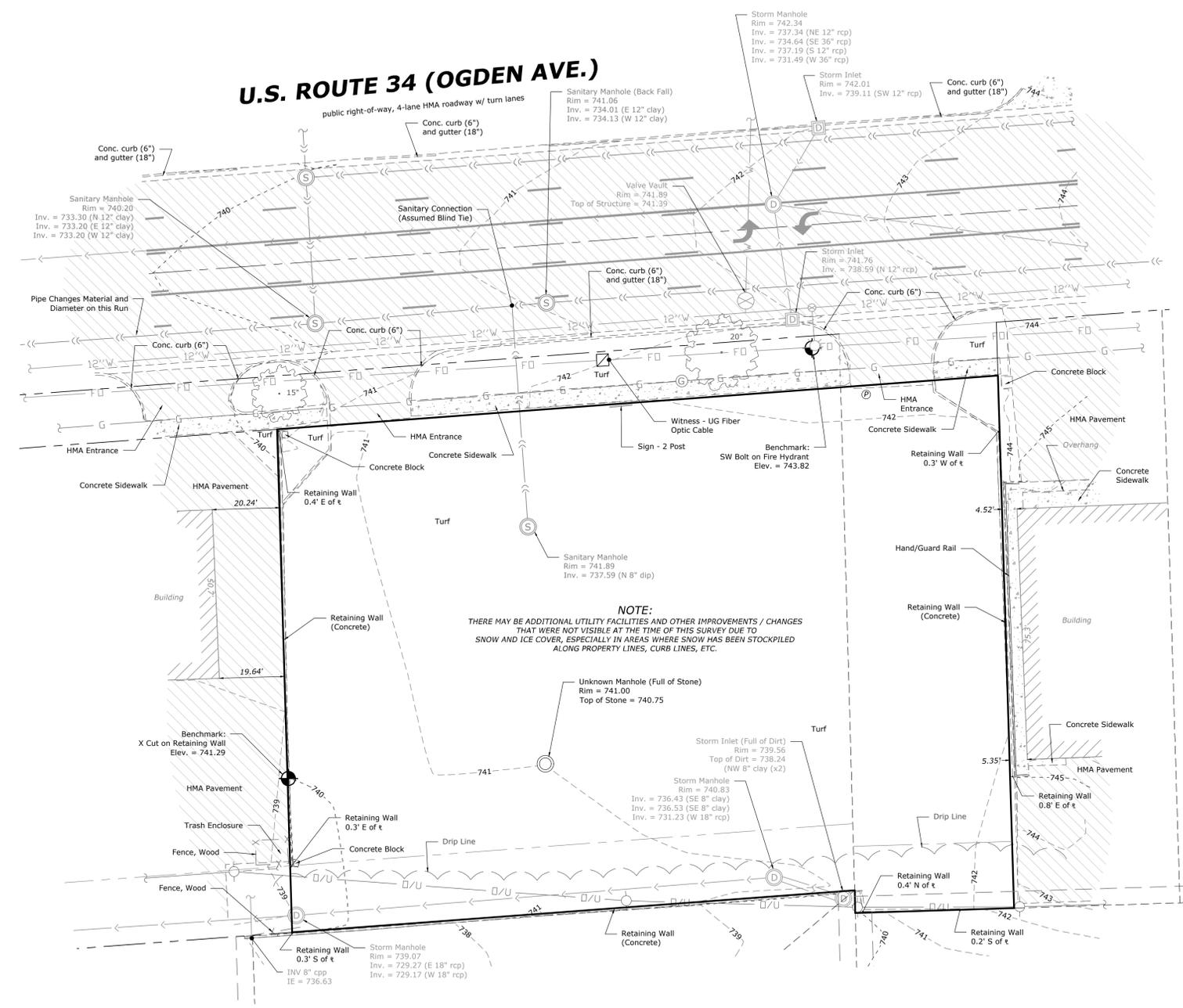
5281 ZENITH PARKWAY
 LOVES PARK, IL 61111
 VOICE: (815) 484-4300
 FAX: (815) 484-4303

www.arcdesign.com
 Illinois Design Firm License No. 184-001334

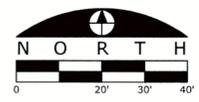


SYMBOL LEGEND

- PROPERTY LINE
- RIGHT-OF-WAY LINE
- LOT LINE
- EASEMENT LINE
- CENTER LINE
- CURB AND GUTTER
- O/U OVERHEAD UTILITIES
- G GAS LINE
- FO FIBER OPTIC LINE
- CATV CABLE TELEVISION LINE
- T TELEPHONE LINE
- E ELECTRIC LINE
- W WATER LINE
-))) SANITARY SEWER LINE
-))) STORM SEWER LINE
- X X FENCE
- 750 CONTOUR LINE
- (S) SANITARY MANHOLE
- (C) CLEANOUT
- (D) STORM MANHOLE
- (D) STORM INLET
- (S) INLET SPECIAL
- (C) CURB CATCHBASIN / INLET
- (C) CONCRETE FLARED END SECTION
- (C) METAL OR PLASTIC FLARED END SECTION
- (V) VALVE VAULT
- (V) VALVE BOX
- (F) FIRE HYDRANT ASSEMBLY
- (S) SPRINKLER
- (W) WELL
- (M) MONITORING WELL
- (P) UTILITY POLE
- (P) GUY WIRE AND ANCHOR
- (P) ELECTRIC TRANSFORMER AND PAD
- (E) ELECTRIC PEDESTAL
- (E) ELECTRIC METER
- (J) CABLE JUNCTION BOX - PAD MOUNTED
- (J) CABLE PEDESTAL
- (J) TELEPHONE JUNCTION VAULT
- (J) TELEPHONE PEDESTAL
- (J) TELEPHONE SWITCH BOX
- (G) GAS METER
- (G) GAS VALVE
- (P) A.D.A. COMPLIANT PARKING
- (L) LUMINAIRE AND POST
- (S) SIGN AND POST
- (B) BOLLARD
- (P) POST
- (A) AIR CONDITIONER
- (F) FLAG POLE
- (B) BENCHMARK LOCATION
- (T) DECIDUOUS TREE
- (C) CONIFEROUS TREE
- (B) BUSH
- (M) MAILBOX
- (T) TRAFFIC SIGNAL
- (C) SIGNAL CONTROL CABINET
- (H) HANDHOLE
- (Y) YARD LIGHT
- (P) PARKING BLOCK
- (M) PARKING METER



NOTE:
 THERE MAY BE ADDITIONAL UTILITY FACILITIES AND OTHER IMPROVEMENTS / CHANGES THAT WERE NOT VISIBLE AT THE TIME OF THIS SURVEY DUE TO SNOW AND ICE COVER, ESPECIALLY IN AREAS WHERE SNOW HAS BEEN STOCKPILED ALONG PROPERTY LINES, CURB LINES, ETC.



SYMBOL LEGEND

---	PROPERTY LINE
- - -	RIGHT-OF-WAY LINE
---	LOT LINE
---	EASEMENT LINE
---	SETBACK LINE
---	CENTER LINE
⑪	TITLE EXCEPTION NUMBER
●	SET SURVEY MONUMENT
○	FOUND SURVEY MONUMENT
(85.00')	RECORD DISTANCE
85.00'	MEASURED DISTANCE

ALTA/NSPS LAND TITLE SURVEY

OF
 PART OF THE SOUTHEAST QUARTER OF SECTION 5, TOWNSHIP 38 NORTH,
 RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN
 DUPAGE COUNTY, ILLINOIS

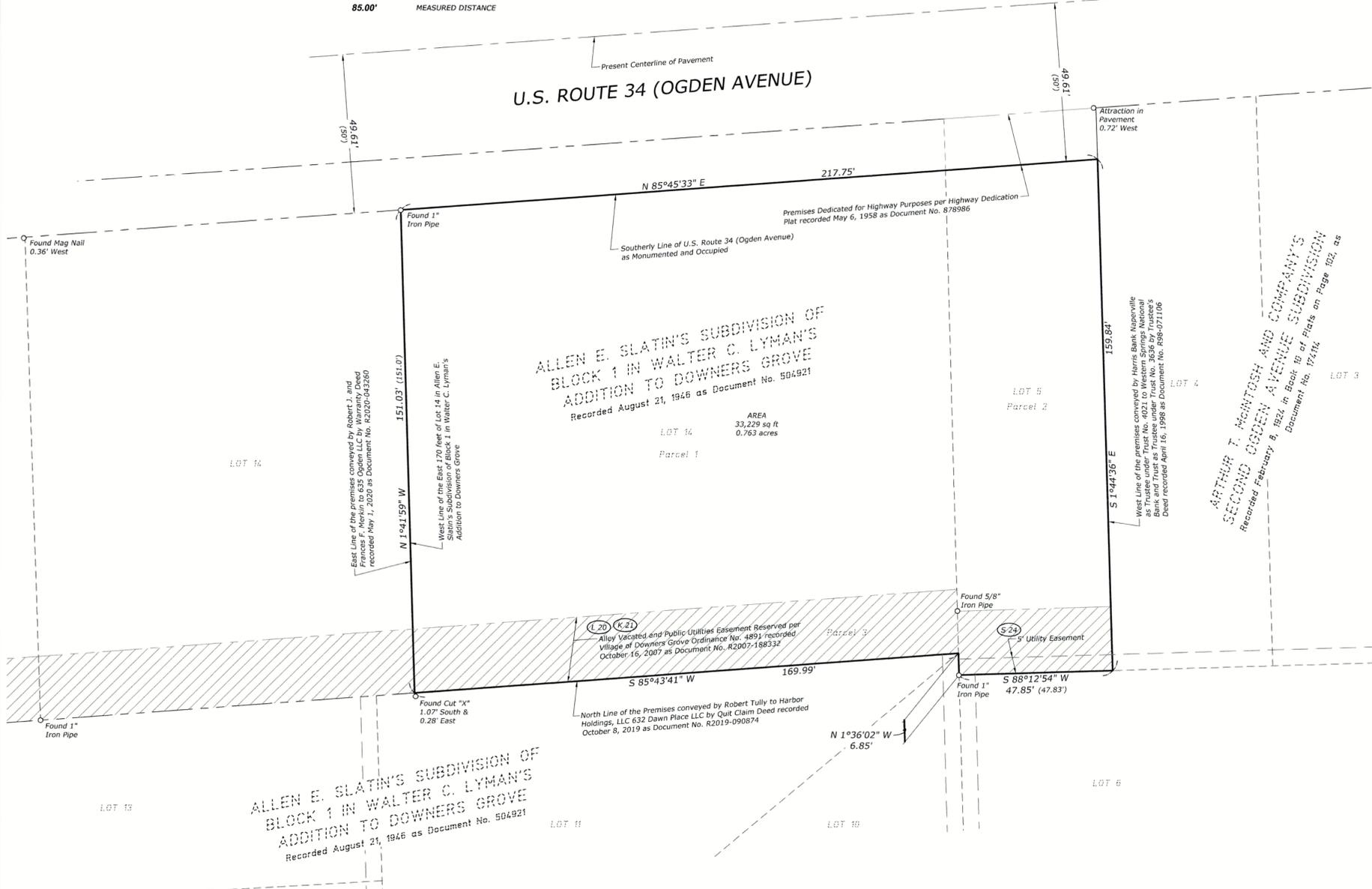
SCHEDULE B, PART II
 EXCEPTIONS

ARC DESIGN
 RESOURCES INC.

5291 ZENITH PARKWAY
 LOVES PARK, IL 61111
 VOICE: (815) 484-4300
 FAX: (815) 484-4300

www.arcdesign.com
 Illinois Design Firm License No. 184-001334

- General Exceptions
1. Rights or claims of parties in possession not shown by Public Records. **(Not a survey matter.)**
 2. Any encroachment, encumbrance, violation, variation, or adverse circumstance affecting the title that would be disclosed by an accurate and complete land survey of the Land. **(Please refer to the survey.)**
 3. Easements, or claims of easements, not shown by the Public Records. **(No parole evidence was collected as a part of this survey. Therefore we have no knowledge of any such easements or claims thereof, not shown by the public record.)**
 4. Any lien, or right to a lien, for services, labor or material heretofore or hereafter furnished, imposed by law and not shown by the Public Records. **(Not a survey matter.)**
 5. Taxes or special assessments which are not shown as existing liens by the Public Records. **(Not a survey matter.)**
 6. We should be furnished a properly executed ALTA statement and, unless the land insured is a condominium unit, a survey if available. Matters disclosed by the above documentation will be shown specifically. **(This survey is provided to satisfy this exception.)**
 7. Any defect, lien, encumbrance, adverse claim, or other matter that appears for the first time in the Public Records or is created, attaches, or is disclosed between the Commitment Date and the date on which all of the Schedule B, Part I-Requirements are met. **(Not a survey matter.)**
- A 8. Taxes for the years 2021. **(Not a survey matter.)**
 Taxes for the years 2021 are not yet due or payable.
 Permanent Tax No.: 09-05-402-029 (Parcel 1)
 Note: Taxes for the year 2020 amounting to \$8,446.19 are paid of record.
- B 9. Taxes for the years 2021. **(Not a survey matter.)**
 Taxes for the years 2021 are not yet due or payable.
 Permanent Tax No.: 09-05-402-030 (Parcel 2)
 Note: Taxes for the year 2020 amounting to \$2,486.04 are paid of record.
- W 10. For any special service areas and/or sanitary districts referenced below as a Schedule B Exception, a full payment letter must be presented in conjunction with any deed to be recorded. **(Not a survey matter.)**
- X 11. The search did not disclose any open mortgages or deeds of trust of record, therefore the Company reserves the right to require further evidence to confirm that the property is unencumbered, and further reserves the right to make additional requirements or add additional items or exceptions upon receipt of the requested evidence. **(Not a survey matter.)**
- D 12. Note for Information: Title to this property is vested in an Illinois Land Trust. Please contact Chicago Title Land Trust Company at 312-223-4134 for further information on the requirements necessary to proceed with your transaction. **(Not a survey matter.)**
- E 13. Terms, powers, provisions, and limitations of the Trust under which title to the Land is held. **(Not a survey matter.)**
- F 14. The Company will require the following documents for review prior to the issuance of any title insurance predicated upon a conveyance or encumbrance by the corporation named below: **(Not a survey matter.)**
 Name of Corporation: ABYGROUPS, INC
- a) A Copy of the corporation By-laws and Articles of Incorporation
 - b) An original or certified copy of a resolution authorizing the transaction contemplated herein
 - c) If the Articles and/or By-laws require approval by a 'parent' organization, a copy of the Articles and By-laws of the parent
 - d) A current dated certificate of good standing from the proper governmental authority of the state in which the entity was created
- The Company reserves the right to add additional items or make further requirements after review of the requested documentation.
- G 15. The Land lies within the Downers Grove Sanitary District, which has accepted Federal grants for sewage treatment works pursuant to Public Law 92-500. Federal law requires a user charge system separate from General Ad Valorem Property Taxes. **(Not a survey matter.)**
- Y 16. The Land described in Schedule A either is unsubdivided property or constitutes part of a subdivided lot. As a result, a Plat Affidavit should accompany any conveyance to be recorded. In the alternative, compliance should be had with the provisions of the Plat Act (765 ILCS 205/1 et seq.) **(Not a survey matter.)**
- V 17. We should be advised as to who is in possession of the land, and this commitment is subject to such further exceptions as may then be deemed necessary. **(Not a survey matter.)**
- N 18. Existing unrecorded leases and all rights thereunder of the lessees and of any person or party claiming by, through or under the lessees. **(Not a survey matter.)**
- O 19. Provisions and restrictions contained in Village of Downers Grove Ordinance No. 4891 vacating a portion of a public alley recorded October 16, 2007 as document R2007-188332
- L 20. Rights of the public and quasi-public utilities, if any, in said vacated alley for maintenance therein of poles, conduits, sewers and other facilities. A utility and drainage easement shall be retained over the entire alley by the Village of Downers Grove and other applicable utility companies for maintenance of the existing facility and future utility needs **(Please refer to the survey for the Vacated Alley location.)**
- K 21. Rights of the municipality, the State of Illinois, the public and adjoining owners in and to vacated alley. **(Please refer to the survey for the Vacated Alley location.)**
- Q 22. Covenants and restrictions contained in the deed from Chicago Title and Trust Company, a corporation of Illinois, as trustee under trust agreement dated October 1, 1922 and known as trust number 1140 to Robert Zolder, dated March 3, 1926 and recorded August 24, 1926 as document 220192, relating to the cost of building to be erected on the Land **(Not a survey matter.)**
 Note: Said instrument contains no provision for a forfeiture or for reversion of title in case of breach of condition (affects parcel one)
- R 23. Rights of the public and of the people of the State of Illinois in and to so much of the Land and other property as was dedicated for highway purposes by instrument of dedication dated March 2, 1922 and recorded April 1, 1922 as document 154814 **(It is unclear from the document where the property lies and how much land was dedicated.)** (affects parcel one)
- S 24. Public Utility easement over the rear 5 feet of the Land, as contained in the certificate appended to the Plat of Arthur T. Mc Intosh & Company's 2nd Ogden Avenue Subdivision, aforesaid, together with the right of access thereto. **(Please refer to the survey for the easement location and to said document for more particular information.)** (affects parcel two)
- T 25. Rights of the public and the municipality in and to the South 10 feet, as measured along the East and West Lines of Lot 5 in Block 3, aforesaid, dedicated for an alley and in and to the North 17 feet, as measured perpendicular to and parallel with the North Line of Lot 5 in Block 3, aforesaid, dedicated for highway purposes, all as disclosed by dedication Plat recorded May 6, 1958 as document 878986. **(According to the document the alley dedication was the South 20 feet of Lot 5 and was Vacated by Ordinance No. 4891 recorded October 16, 2007 as Document No. R2007-188332. Please refer to the survey for the locations of the Vacated Alley and the Highway Dedication.)** (affects parcel two)
- U 26. Possible encroachment of gravel drive along the West Line of the Land and a building along the East line of the Land **(There is no gravel drive along the West property line, it is pavement. Please refer to the survey.)**
- P 27. All endorsement requests should be made prior to closing to allow ample time for the company to examine required documentation. **(Not a survey matter.)** (This note will be waived for policy).



SURVEYOR'S NOTES

1. Survey is based on field work performed by Arc Design Resources on February 28, 2022.
2. No investigation concerning environmental and subsurface conditions, or for the existence of underground or overhead containers or facilities which may affect the use or development of this property was made as part of this survey.
3. The underground utilities shown have been located from field survey information and existing drawings. The surveyor makes no guarantees that the underground utilities shown comprise all such utilities in the area, either in-service or abandoned. The surveyor further does not warrant that the underground utilities shown are in the exact location indicated although the surveyor does certify that they are located as accurately as possible from information available. The surveyor has not physically located the underground utilities.
 JULIE Ticket Number: A220561217
4. The above described property is not located within any regulated flood zones according to the Flood Insurance Rate Map (17043C0167) for Du Page County, Illinois revised August 1, 2019.
5. Surveyed property is based upon the legal description contained in Commitment for Title Insurance, Commitment No. 21NW7146963SK issued by Chicago Title Insurance Company dated October 13, 2021.
6. Bearings are based upon G.P.S observations and referenced to the Illinois State Plane Coordinate System - East Zone.
7. There was no evidence of any recent earth moving activity at the time of survey.

SURVEYOR'S CERTIFICATION:
 To Chicago Title Insurance Company and Abygroups, INC :

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2021 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1, 3, 4, 5, 8, 11 and 16 of Table A thereof. The fieldwork was completed on February 28, 2022.

Dated this 12th day of APRIL, 2022.

Lee S. Sprecher
 Lee S. Sprecher
 Illinois Professional Land Surveyor No. 3436
 Arc Design Resources, Inc.
 5291 Zenith Parkway
 Loves Park, IL 61111
 (815)484-4300

My current license expires 11/30/2022

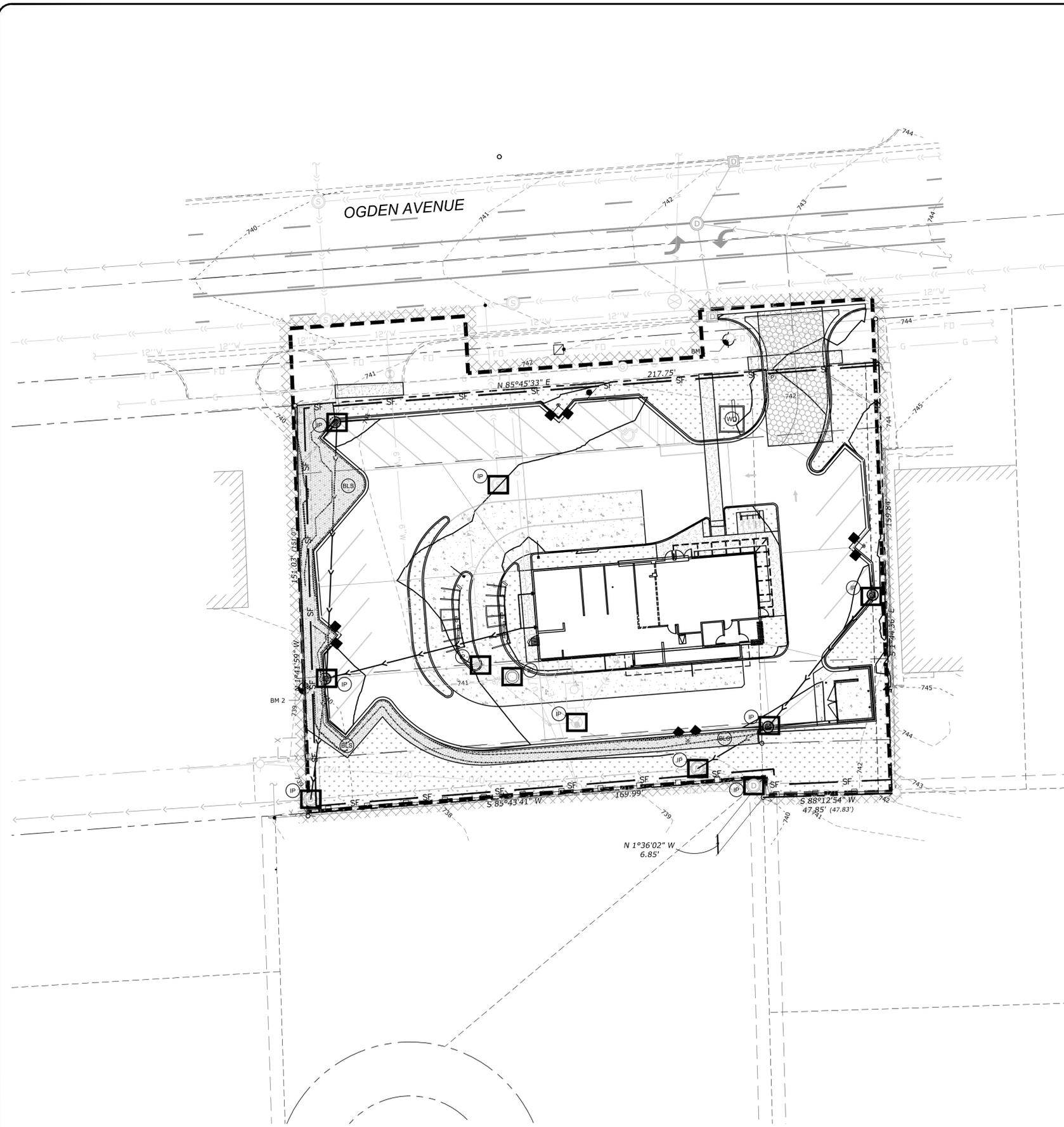


Legal description contained in Commitment for Title Insurance issued by Chicago Title Company, LLC, Order No. 21NW7146963SK dated October 13, 2021

PARCEL 1:
 THE EAST 170 FEET OF LOT 14 IN ALLEN E. SLATIN'S SUBDIVISION OF BLOCK 1 IN WALTER C. LYMAN'S ADDITION TO DOWNERS GROVE, IN THE NORTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 5, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF SAID SLATIN'S SUBDIVISION RECORDED AUGUST 21, 1946 AS DOCUMENT 504921, IN DUPAGE COUNTY, ILLINOIS.

PARCEL 2:
 LOT 5 IN BLOCK 3 IN ARTHUR T. MCINTOSH & COMPANY'S SECOND OGDEN AVENUE SUBDIVISION, A SUBDIVISION OF PART OF THE SOUTHEAST QUARTER OF SECTION 5, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS.

PARCEL 3:
 THAT PORTION OF THE 20 FOOT VACATED ALLEY LYING SOUTH OF AND ADJOINING PARCELS 1 AND 2 ABOVE



LEGEND

- SEE SITE PLAN SET FOR EXISTING SYMBOLS
- PROPERTY LINE
 - LIMITS OF DISTURBANCE
 - PERMANENT STORM SEWER FLOWING TO THE LEFT. SEE SITE DRAINAGE PLAN FOR PERMANENT STORM SEWER INFORMATION
 - PROPOSED CONTOUR LINE
 - EXISTING CONTOUR LINE
 - PROPOSED CURB AND GUTTER
 - PROPOSED CATCH BASIN OR MANHOLE
 - DIRECTION OF OVERLAND FLOW AND SLOPE
 - TURF AREA (SEE LANDSCAPING PLAN FOR TYPE)
 - X.XX SEE SPECIFIC KEY NOTE ON THIS SHEET
- EROSION DETAILS (SEE SWPPP DETAILS SHEET FOR ITEMS BELOW)
- 1.01 CE TEMPORARY STONE CONSTRUCTION EXIT
 - 1.02 SF TEMPORARY SILT FENCE
 - 1.03 IP INLET PROTECTION PER STRUCTURE TYPE
 - 1.04 BLS SHORT TERM SLOPE EROSION CONTROL BLANKET
 - WO TEMPORARY CONCRETE WASHOUT (SEE IUM654)

EROSION CONTROL REFERENCE NOTES

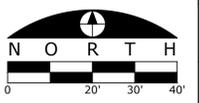
- 1.01 SEE CONSTRUCTION EXIT DETAIL, IL-630 FROM THE ILLINOIS URBAN MANUAL (THIS DETAIL AND OTHERS CAN BE FOUND IN THE SWPPP BINDER FOR THIS SITE). THE CONSTRUCTION EXIT SHALL BE A MINIMUM OF 24" IN WIDTH AND 50' FEET IN LENGTH FROM EXISTING PAVED SURFACE. ALL CONSTRUCTION TRAFFIC MUST UTILIZE CONSTRUCTION EXITS PER DETAIL TO ACCESS THE PUBLIC ROAD. DURING CONSTRUCTION, THE CONSTRUCTION EXITS MAY BE SHIFTED AT THE CONTRACTOR'S DISCRETION TO FACILITATE GRADING OPERATION. EXIT MUST TERMINATE AT EXISTING PAVED SURFACE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THAT THE RUNOFF FROM THE CONSTRUCTION EXIT IS DIRECTED BACK TOWARD THE SITE OR THAT THE RUNOFF IS CLEAR OF SEDIMENT.
- 1.02 THE CONTRACTOR MAY PERMANENTLY REMOVE ANY PORTION OF THE PERIMETER SILT FENCE AFTER ESTABLISHMENT OF FINAL GRADE AND/OR FINISH. THE CONTRACTOR SHALL REMOVE THE RESPECTIVE PORTION OF THE PERIMETER SILT FENCE UPSTREAM OF A DISTURBANCE AND/OR INEFFECTIVE AS A BEST MANAGEMENT PRACTICE. ANY SUCH REMOVAL SHALL BE NOTED ON THE SWPPP SITE MAPS ALONG WITH UPSTREAM STABILIZATION AND GRADING CONDITIONS.
- 1.03 NO STRUCTURE SHALL BE ALLOWED TO BE PROTECTED WITH ANY MEASURE OTHER THAN THOSE DETAILED IN THIS SWPPP SITE MAP FOR MORE THAN 48 HOURS OR IF RAIN IS IMMINENT. STRUCTURES THAT WILL NOT RECEIVE A CASTING WITHIN 48 HOURS OF INSTALLATION SHALL RECEIVE INLET PROTECTION. UPON INSTALLATION OF THE GRATE, INLET PROTECTION SHALL BE INSTALLED RESPECTIVE TO THE TYPE OF GRATE. STRUCTURES WITH CLOSED LIDS WILL NOT REQUIRE PROTECTION FOLLOWING INSTALLATION OF LID. CONTRACTOR SHALL NOTE TIME STRUCTURE INSTALLATION AND PROTECTION INSTALLATION, INCLUDING TYPES OF PROTECTION ARE EMPLOYED. WHENEVER PIPE INSTALLATION IS HALTED FOR MORE THAN 24 HOURS OR WHEN RAIN IS IMMINENT, THE OPEN END SHALL BE PROTECTED WITH A TEMPORARY BULK HEAD. A 3/4" SHEET OF PLYWOOD THAT EXTENDS BEYOND THE OUTSIDE DIAMETER OF THE PIPE SHALL BE PLACED AGAINST THE EXPOSED PIPE END. GRAVEL SHALL BE PLACED AGAINST THE PLYWOOD IN SUFFICIENT QUANTITY SO AS TO ENSURE THE TIGHTEST POSSIBLE SEAL. THE TRENCH SHALL BE DEWATERED PRIOR TO REMOVING THE BULKHEAD.
- 1.04 SHORT TERM EROSION CONTROL FABRIC NAG SC150 SHALL BE APPLIED TO ALL SLOPES 4:1 OR STEEPER THAN 4:1 PRIOR TO PERMANENT SEEDING. FOLLOW MANUFACTURER SPECIFICATIONS FOR INSTALLATION. CONTRACTOR SHALL NOTE ALL AREAS WHERE NAG SC150 HAS BEEN INSTALLED RELATIVE TO ASBUILT GRADES AND FURNISH THESE BOUNDARIES TO THE CIVIL ENGINEER UPON REQUEST. PERMANENT SEEDING SHOULD BE PLANTED AS SOON AS IT IS PRACTICAL TO ENSURE PROPER GERMINATION PRIOR TO TERMINATION OF PERMIT COVERAGE. THE CONTRACTOR SHALL PLANT PERMANENT SEEDING AS SPECIFIED ON THE LANDSCAPING PLAN AS SOON AS FINAL BASIN GRADES ARE ESTABLISHED AS SPECIFIED ON THE GRADING PLAN. SEE SITE LANDSCAPING PLAN FOR EXACT GROUND COVER TYPE AND LOCATION.

SITE DESCRIPTION

SITE LOCATION: ADDRESS OR INTERSECTION CORNER IN DUPAGE COUNTY, BEING A PORTION OF THE SOUTHEAST 1/4 OF SECTION 5, TOWNSHIP 38N, RANGE 11E, OF THE THIRD PRINCIPAL MERIDIAN.
 LATITUDE: 41.809031
 LONGITUDE: -88.001082
 ADJACENT PROPERTIES: THE SITE IS BORDERED BY A OGDEN AVENUE TO THE NORTH AND ANOTHER STRIP MALL TO THE EAST, RESIDENTIAL LOTS (CUL-DE-SAC) TO THE SOUTH, AND DOWNERS GROVE ANIMAL HOSPITAL & BIRD CLINIC TO THE WEST.
 SITE TOPOGRAPHY: THE SITE SLOPES FROM THE EAST TO THE WEST/SOUTHWEST. THE LOW POINT OF THE SITE IS LOCATED IN THE SOUTHWEST CORNER OF THE SITE. THE EXISTING VEGETATION ON THE SITE CONSISTS OF NATIVE GRASS AND A COUPLE OF TREES ALONG THE SOUTH PROPERTY LINE.
 RAINFALL INFORMATION: THE TOTAL AVERAGE ANNUAL RAINFALL FOR THE PROJECT AREA IS APPROXIMATELY 38.7 INCHES.
 POST-CONSTRUCTION CONDITIONS: POST-CONSTRUCTION RUNOFF COEFFICIENT OF THE SITE: 0.79 (IMPERVIOUS C=0.95, PERVIOUS C=0.25).
 TOTAL SITE AREA: LIMITS OF SITE = 0.76 AC±
 LIMITS OF DISTURBANCE = 0.78 AC±
 SITE IMPERVIOUS AREA: 0.51 AC±
 SITE SEEDED AREA: 0.25 AC±
 ENVIRONMENTAL PERMITS - OTHER THAN NPDES, STORMWATER AND/OR EROSION AND SEDIMENT CONTROL:
 WETLANDS-NONE
 THREATENED AND ENDANGERED SPECIES: THERE ARE NO KNOWN ISSUES RELATED TO THREATENED AND ENDANGERED SPECIES
 HISTORICAL PROPERTIES: THERE ARE NO KNOWN ISSUES RELATED TO HISTORICAL PRESERVATION

SEQUENCE OF CONSTRUCTION

1. PLACE SWPPP BOX ON SITE. SWPPP BOX SHALL CONTAIN A COPY OF THE LETTER OF COVERAGE AND ILLINOIS GENERAL PERMIT. SWPPP BOX SHALL CONSIST OF LARGE MAILBOX WITH THE LETTERS "SWPPP" ON THE SIDES. MAILBOX SHALL BE SUPPORTED BY A 4"x4" POST IN A 5-GALLON BUCKET OF CONCRETE, TO ALLOW THE BOX TO BE PORTABLE AND REUSABLE.
2. PREPARE TEMPORARY PARKING AND STORAGE AREA. UPON IMPLEMENTATION AND INSTALLATION OF THE FOLLOWING AREAS: TRAILER, PARKING, LAY DOWN, PORTA-POTTY, WHEEL WASH, CONCRETE WASHOUT, MASONS AREA, FUEL AND MATERIAL STORAGE CONTAINERS, ETC., DENOTE THEM ON THE SITE MAPS IMMEDIATELY AND NOTE ANY CHANGES IN THE LOCATIONS AS THEY OCCUR THROUGHOUT THE CONSTRUCTION PROCESS.
3. INSTALLATION OF SOIL EROSION AND SEDIMENT CONTROL MEASURES.
 - 3.1. SELECTIVE VEGETATION REMOVAL FOR SILT FENCE INSTALLATION.
 - 3.2. CONSTRUCT THE SILT FENCES ON THE SITE.
 - 3.3. INSTALL INLET PROTECTION DEVICES IN EXISTING STRUCTURES.
 - 3.4. CONSTRUCTION FENCING AROUND AREAS NOT DISTURBED.
 - 3.5. STABILIZED CONSTRUCTION ENTRANCE
4. TREE REMOVAL WHERE NECESSARY (CLEAR & GRUB).
5. TEMPORARILY SEED, THROUGHOUT CONSTRUCTION, DENUDED AREAS THAT WILL BE INACTIVE FOR 14 DAYS OR MORE.
6. CONSTRUCT TEMPORARY SEDIMENT TRAP AND INSTALL OUTLET CONTROL PROTECTION AND LEVEL SPREADER.
7. INSTALL UTILITIES, UNDERDRAINS, AND STORM SEWERS. INSTALL INLET PROTECTION CONCURRENTLY.
8. PERMANENTLY STABILIZE AREAS TO BE VEGETATED AS THEY ARE BROUGHT TO FINAL GRADE.
9. PREPARE AREA OF SITE FOR PAVING FOR PARKING AREAS.
10. PAVE AREA OF SITE.
11. COMPLETE GRADING AND INSTALLATION OF PERMANENT STABILIZATION OVER ALL AREAS.
12. REMOVE ALL TEMPORARY EROSION AND SEDIMENT CONTROL DEVICES (ONLY IF SITE IS STABILIZED.)



BENCHMARKS	
DESCRIPTION	ELEVATION (NAVD 88)
BENCHMARK 1 SW BOLT ON FIRE HYDRANT	743.82
BENCHMARK 2 X CUT ON RETAINING WALL	741.29

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 Illinois Design Firm License No. 184-001334

PROJECT NAME
OWNER'S NAME

POPEYES DOWNERS GROVE

621 OGDEN AVENUE
DOWNERS GROVE, IL

ABY MOHAMED
12365 RHEA DRIVE
PLAINFIELD, IL 60585
(847) 208-5656

CONSULTANTS

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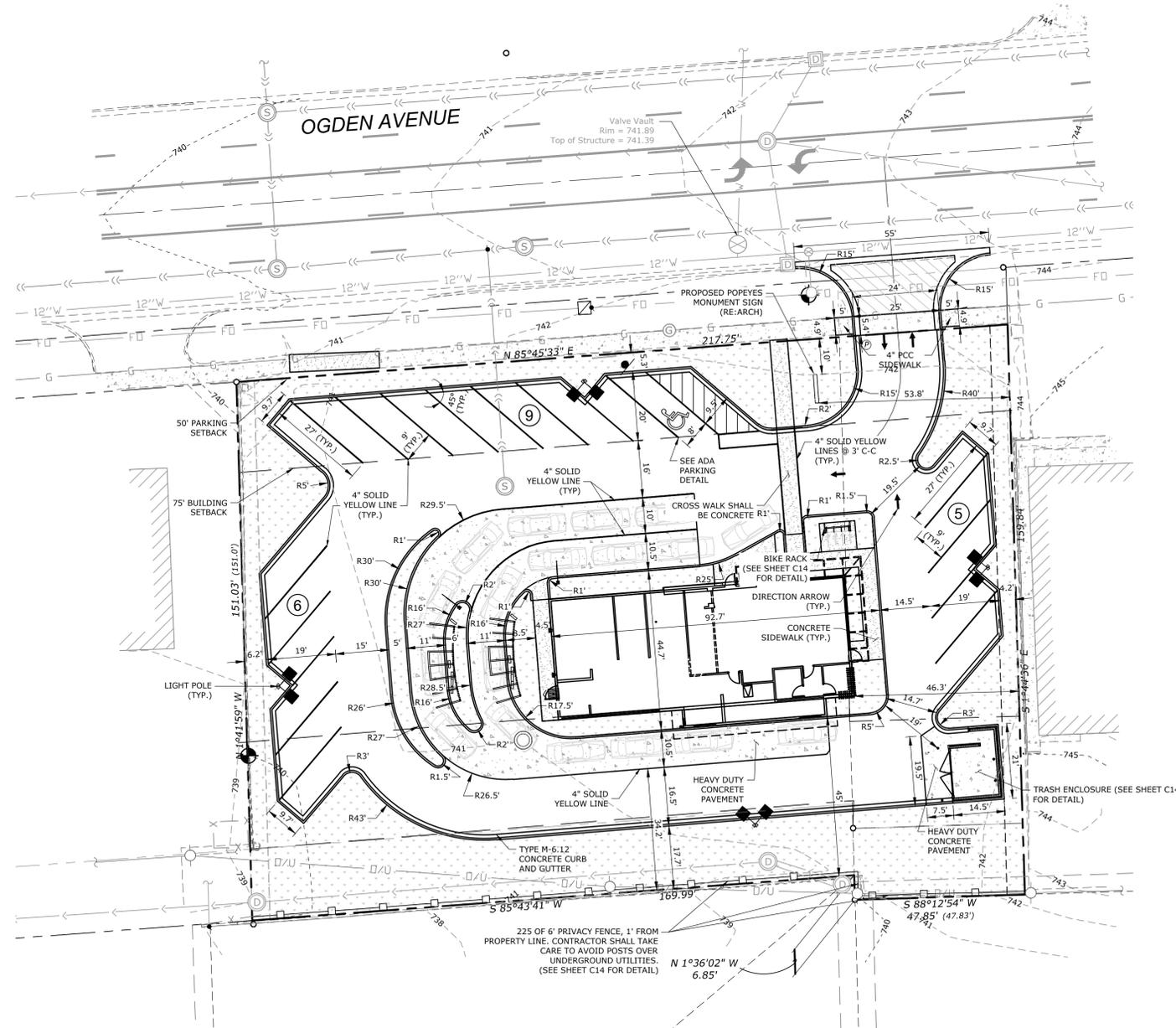
SEDIMENT & EROSION CONTROL PLAN

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PROJECT NUMBER
SHEET NUMBER

21245

C03



LEGEND

- PROPERTY LINE
- LOT LINE
- EXISTING RIGHT-OF-WAY
- EXISTING EASEMENT LINE
- PROPOSED EASEMENT LINE
- EXISTING CURB AND GUTTER
- PROPOSED CURB AND GUTTER
- EXISTING FENCE
- PROPOSED FENCE
- LIGHT POLE AND FIXTURE
- PROPOSED ADA PARKING SPACE
- NUMBER OF PROPOSED PARKING SPACES IN A ROW
- PROPOSED PARKING STALLS
- PROPOSED CONCRETE SIDEWALK
- PROPOSED STANDARD DUTY ASPHALT PAVEMENT
- PROPOSED HEAVY DUTY ASPHALT PAVEMENT
- PROPOSED HEAVY DUTY CONCRETE PAVEMENT
- PROPOSED TURF AREA

LAYOUT NOTES

1. THE CONTRACTOR SHALL FIELD VERIFY THE ELEVATIONS OF THE BENCHMARKS PRIOR TO COMMENCING WORK. THE CONTRACTOR SHALL ALSO FIELD VERIFY LOCATION AND ELEVATION OF EXISTING PIPE INVERTS, FLOOR ELEVATIONS, CURB OR PAVEMENT WHERE MATCHING INTO EXISTING WORK. THE CONTRACTOR SHALL FIELD VERIFY HORIZONTAL CONTROL BY REFERENCING SHOWN COORDINATES TO KNOWN PROPERTY LINES. NOTIFY ENGINEER OF DISCREPANCIES IN EITHER VERTICAL OR HORIZONTAL CONTROL PRIOR TO PROCEEDING WITH WORK.
2. REFER TO ARCHITECTURAL PLANS FOR EXACT BUILDING DIMENSIONS.
3. DIMENSIONS THAT LOCATE THE BUILDING ARE MEASURED TO THE OUTSIDE FACE OF THE BUILDING.
4. SIGN CONSTRUCTION AND PAVEMENT MARKINGS SHALL CONFORM TO THE REQUIREMENTS OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, CURRENT EDITION.
5. COORDINATE WORK WITHIN GOLF ROAD ROW WITH THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT), TRAFFIC CONTROL SHALL CONFORM TO IDOT STANDARDS FOR WORK WITHIN THE R.O.W.
6. ALL RADII ARE DIMENSIONED TO THE BACK OF CURB.
7. ALL CURB AND GUTTER IS INTEGRAL TO PAVEMENT UNLESS NOTED OTHERWISE. REFER TO THE DETAIL SHEETS FOR CURB DETAILS.
8. SOME FIELD ADJUSTMENTS MAY BE NECESSARY AT POINTS WHERE PROPOSED PAVEMENT, CURB AND SIDEWALKS MEET EXISTING PAVEMENT, CURB AND SIDEWALKS. REVIEW ANY REQUIRED CHANGES WITH ENGINEER PRIOR TO CONSTRUCTION OF WORK.
9. ELECTRICAL CIRCUITRY TO SITE LIGHTING AND MONUMENT SIGN SHOWN ON ARCHITECTURAL PLANS.
10. FOR REQUIRED PAVEMENT REMOVAL ADJACENT TO THE CURB AND GUTTER REMOVAL WITHIN RIGHT OF WAY, A FULL DEPTH SAWCUT SHALL BE UTILIZED AND SHALL NOT BE LESS THAN 2' IN WIDTH.
11. FOR ALL PAVEMENT PATCHING WITHIN THE RIGHT OF WAY THE BACKFILL MATERIAL USED SHALL BE CONTROLLED LOW STRENGTH MATERIAL UP TO THE BOTTOM OF THE PAVEMENT. THE THICKNESS OF THE HMA PAVEMENT REPLACEMENT SHALL BE A MINIMUM OF THE SAME THICKNESS AS THE EXISTING PAVEMENT STRUCTURE. THE MIXES USED SHALL BE HMA BINDER COURSE, IL 19.0 N50, AND HMA SURFACE COURSE, MIX D N50.
12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREPARATION, COORDINATION AND OBTAINING APPROVAL OF A TRAFFIC MANAGEMENT PLAN IF CLOSURES OF LANES EXCEED THE CRITERIA ESTABLISHED IN THE BDE MANUAL.
13. CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING VILLAGE OF DOWNERS GROVE AT (630) 434-5529 SEVENTY-TWO (72) HOURS PRIOR TO COMMENCING WORK AND UPON COMPLETION OF SAID WORK.

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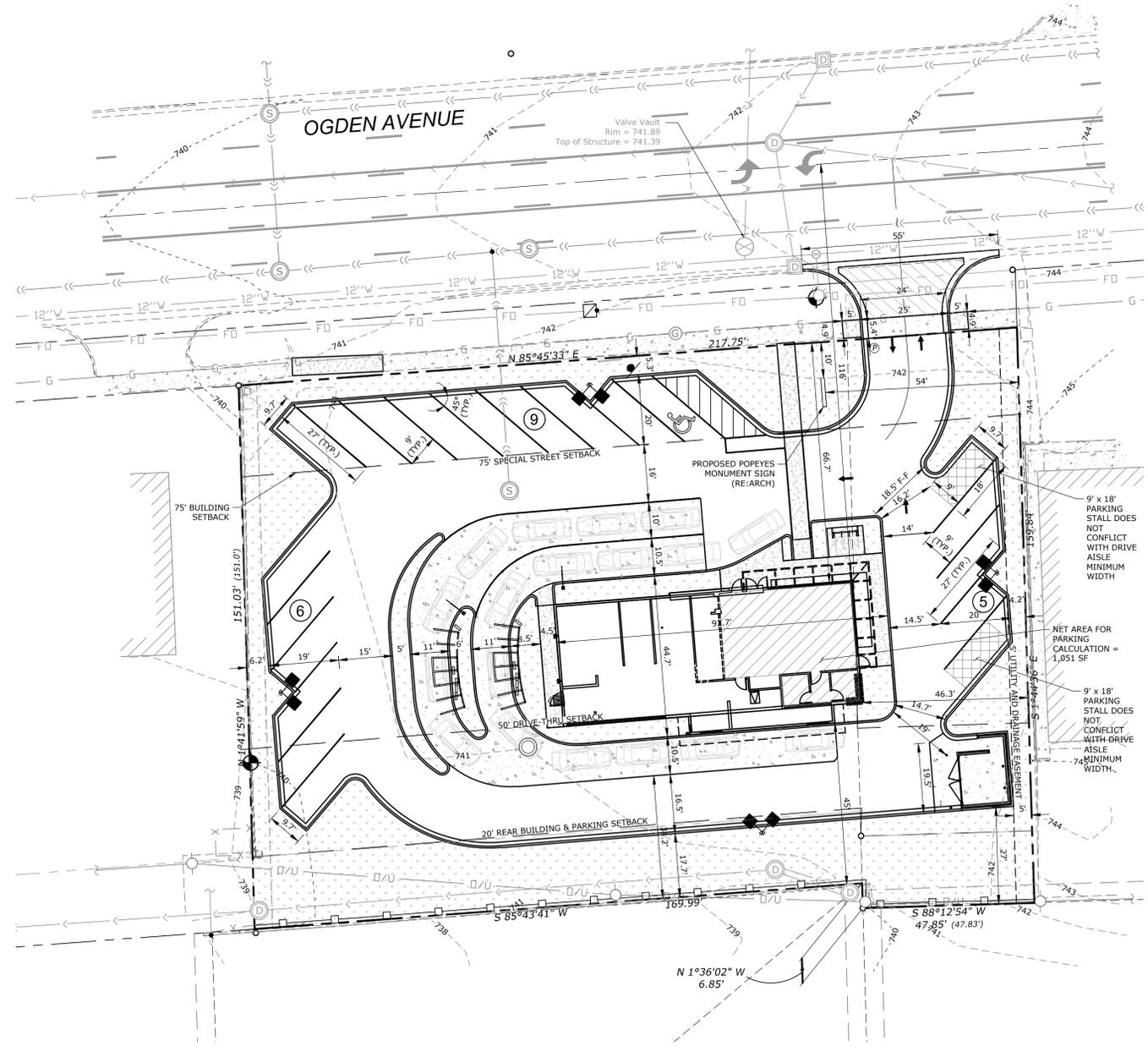
LAYOUT PLAN

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PROJECT NUMBER
SHEET NUMBER

21245

C05



LEGEND

- PROPERTY LINE
- LOT LINE
- EXISTING RIGHT-OF-WAY
- EXISTING EASEMENT LINE
- PROPOSED EASEMENT LINE
- EXISTING CURB AND GUTTER
- PROPOSED CURB AND GUTTER
- EXISTING FENCE
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- PROPOSED STANDARD DUTY ASPHALT PAVEMENT
- PROPOSED HEAVY DUTY ASPHALT PAVEMENT
- PROPOSED HEAVY DUTY CONCRETE PAVEMENT
- PROPOSED TURF AREA

Zoning Analysis					
Project Name:	Popeye's of Downers Grove				
Address:	621 Ogden Avenue				
PINS:	0905402029, 0905402030				
Zoning District:	B-3				
Existing Use:	Vacant Commercial				
Proposed Use:	Quick Service Restaurant with drive-through				
Petition Type:	Special Use with Variation, Lot Consolidation				
Deviations:	rear driveway/drive-through setback				
Requirement	Factor	Required	Proposed/Existing	Meets Req?	Difference
Lot Frontage	Minimum	-	217.75' / 217.75'	-	-
Lot Area	Minimum	-	33,228 SF / 33,228 SF	-	-
Lot Width	Minimum	-	218.3' / 218.3'	-	-
Street Yard	Minimum	25' (75' Special street setback from centerline of Ogden)	66.7' (116' measured from centerline of Ogden)	Yes	+41.7' (+41')
Rear Yard	Minimum	-	45' / N/A	-	-
Side Yard	Minimum	-	46.3' / N/A	-	-
Height	Maximum	60'	19'	Yes	-41'
Building Area	-	-	3,521 SF / 0 SF	-	-
Open Space	-	-	29,704 SF / 33,228 SF	-	-
Landscaped Open Space	-	-	10,626 SF / 33,228 SF	-	-
% of Open Space that is Landscaped	Minimum	10% of Lot (3,323 SF)	36% (10,626 SF)	Yes	+26% (7303 SF)
% of Open Space Landscaped that is a Street Yard	Minimum	5% of Landscaped Open Space (521 SF)	19% (2,025 SF)	Yes	+14% (1504 SF)
FAR	Maximum	0.75	0.11 / 0.00	-	-0.64
Parking	Minimum	10/1,000 (11 Spaces) SF or 1/4 Seat (9)	20 (1 ADA) / 0	Yes	+10
Stacking	Minimum	8, with 3 between the order station and pick-up window	17 Total, 5 between Order Station and Pick-Up Window	Yes	+9

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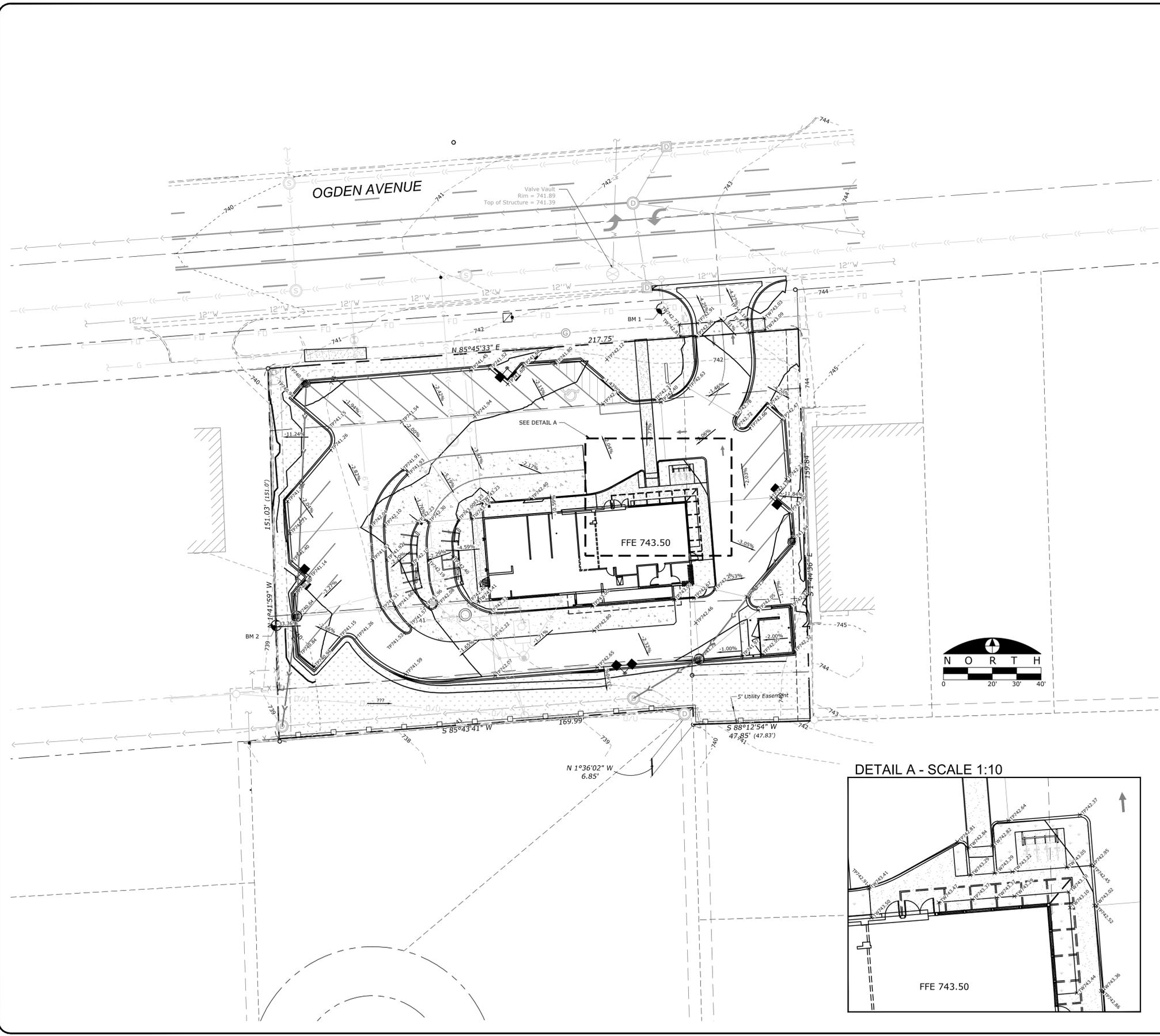
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SHEET TITLE
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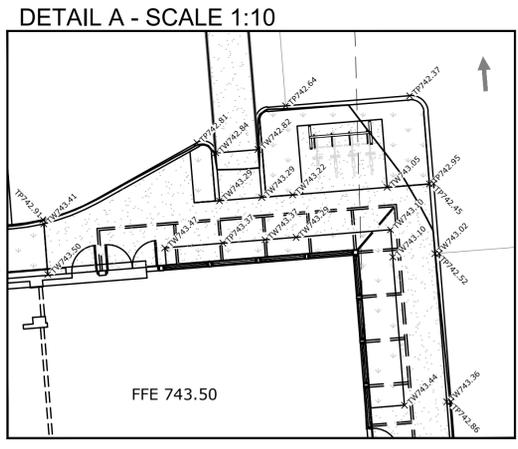
PROJECT NUMBER
 SHEET NUMBER
21245
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LEGEND

- PROPERTY LINE
- LOT LINE
- EXISTING RIGHT-OF-WAY
- PROPOSED CURB AND GUTTER
- EXISTING CURB AND GUTTER
- PROPOSED STORM SEWER
- EXISTING STORM SEWER
- PROPOSED GRADE BREAK LINE
- EXISTING GRADE BREAK LINE
- PROPOSED CONTOUR LINE
- EXISTING CONTOUR LINE
- PROPOSED CATCH BASIN OR MANHOLE
- PROPOSED CLEANOUT
- DIRECTION OF SHEET FLOW
- TOP OF WALK ELEVATION
- TOP OF PAVEMENT ELEVATION
- FINISHED GRADE ELEVATION
- TOP OF WALL ELEVATION
- BOTTOM OF WALL ELEVATION
- MATCH EXISTING TOP OF CURB ELEVATION
- BENCHMARK

- ### GRADING NOTES
1. THE CONTRACTOR SHALL FIELD VERIFY THE ELEVATIONS OF THE BENCHMARKS PRIOR TO COMMENCING WORK. THE CONTRACTOR SHALL ALSO FIELD VERIFY LOCATION AND ELEVATION OF EXISTING PIPE INVERTS, FLOOR ELEVATIONS CURB OR PAVEMENT WHERE MATCHING INTO EXISTING WORK. THE CONTRACTOR SHALL FIELD VERIFY HORIZONTAL OR VERTICAL CONTROL BY REFERENCING SHOWN COORDINATES OR ELEVATIONS TO HORIZONTAL OR VERTICAL CONTROL POINTS PRIOR TO PROCEEDING WITH WORK.
 2. ALL UNSURFACED AREAS ARE TO RECEIVE FOUR INCHES OF TOPSOIL AND SODDED (OR SEEDED WHERE NOTED) AND WATERED UNTIL A HEALTHY STAND OF GRASS IS OBTAINED.
 3. ALL STORM SEWER PIPE IS TO BE REINFORCED CONCRETE CULVERT PIPE CLASS IV UNLESS OTHERWISE NOTED. WHERE HDPE OR PVC PIPE IS LISTED AS ACCEPTABLE MATERIALS, PVC SDR 35, HDPE DOUBLE WALL (ADS N-12), OR PVC SCHEDULE 40 MAY BE USED AT THE CONTRACTOR'S DISCRETION.
 4. THE MAXIMUM SLOPE RATIO ON CUT/FILL SLOPES IS 3.5 HORIZONTAL TO 1 VERTICAL.
 5. PROPERTY CORNERS SHALL BE CAREFULLY PROTECTED UNTIL THEY HAVE BEEN REFERENCED BY A PROFESSIONAL LAND SURVEYOR. PROPERTY MONUMENTS DISTURBED BY THE CONTRACTOR'S OPERATION SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
 6. CONTRACTOR SHALL SET ALL CLEANOUT, MANHOLE AND INLET CASTINGS, FIRE HYDRANTS AND VALVE BOXES TO FINISHED GRADE.
 7. ALL PROPOSED PAVED AREAS SHALL BE STRIPPED OF ALL TOPSOIL AND UNSUITABLE MATERIAL AND EXCAVATED OR FILLED TO WITHIN 0.10 FEET OF DESIGN SUBGRADE.
 8. THE EARTHWORK CONTRACTOR IS RESPONSIBLE FOR MAINTAINING POSITIVE DRAINAGE AT THE CONCLUSION OF EACH WORKING DAY.
 9. ROOF AND CANOPY DRAIN SHALL INCORPORATE BOOT PER DETAIL. 6" PVC PIPE SHALL EXTEND TO A MAIN AS SHOWN ON THE PLAN. POSITIVE DRAINAGE SHALL BE MAINTAINED TOWARD MAIN AT 1.0% MINIMUM SLOPE. 6" PVC CONNECTION TO BE MADE WITH INSERT-A-TEE OR ENGINEER APPROVED EQUIVALENT BETWEEN DISSIMILAR MATERIALS.



BENCHMARKS

DESCRIPTION	ELEVATION (NAVD 88)
BENCHMARK 1 SW BOLT ON FIRE HYDRANT	743.82
BENCHMARK 2 X CUT ON RETAINING WALL	741.29

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SHEET TITLE

GRADING PLAN

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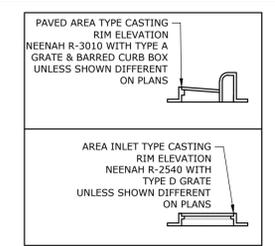
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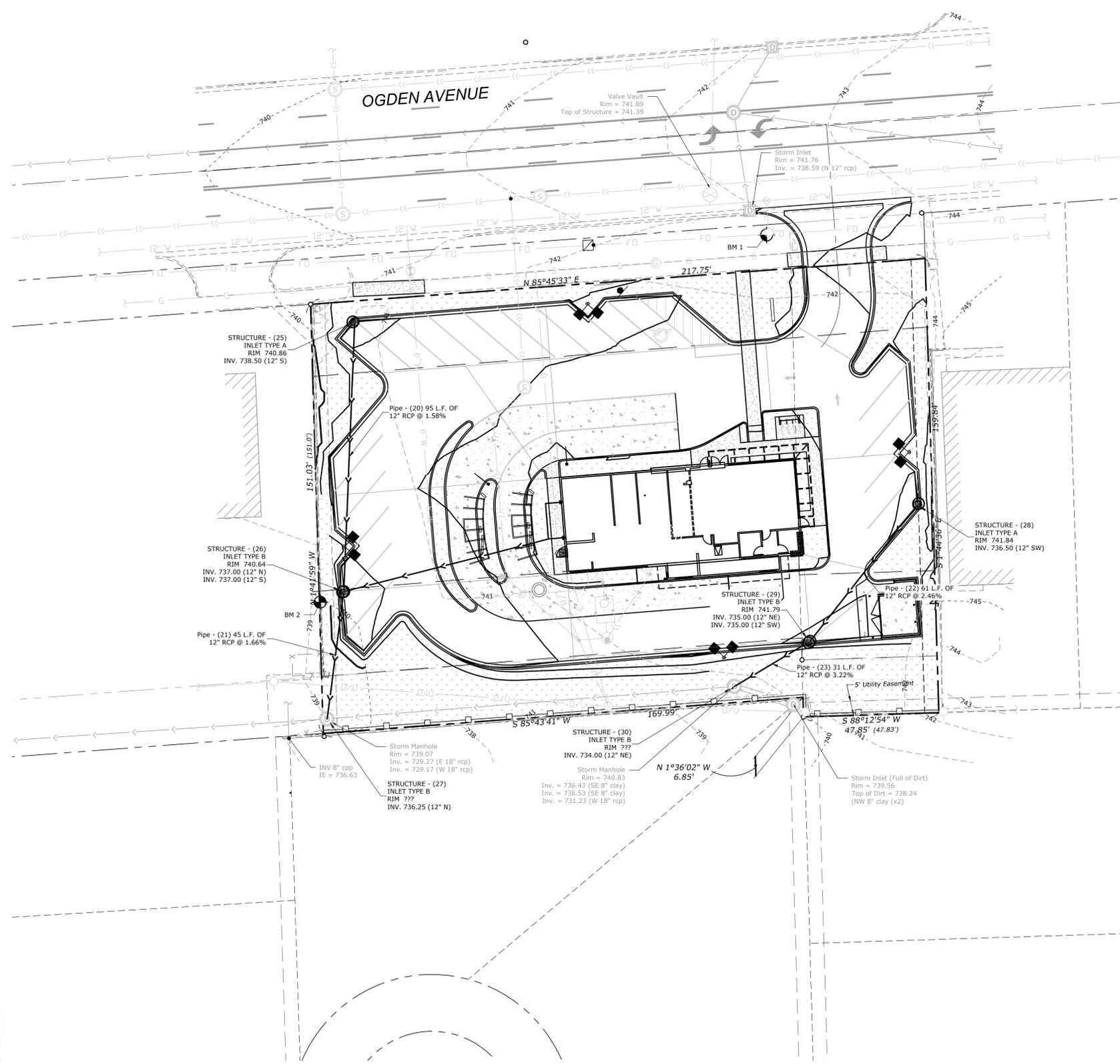
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RIM DEFINITION AND ELEV.

LEGEND



- PROPERTY LINE
- - - LOT LINE
- EXISTING RIGHT-OF-WAY
- PROPOSED CURB AND GUTTER
- EXISTING CURB AND GUTTER
- PROPOSED STORM SEWER
- EXISTING STORM SEWER
- PROPOSED GRADE BREAK LINE
- PROPOSED CONTOUR LINE
- EXISTING CONTOUR LINE
- PROPOSED WATER SERVICE
- PROPOSED SANITARY SEWER
- PROPOSED GAS MAIN
- PROPOSED UNDERGROUND ELECTRIC SERVICE
- PROPOSED TELEPHONE SERVICE
- ⊙ EXISTING MANHOLE OR CATCH BASIN
- ⊙ PROPOSED CATCH BASIN OR MANHOLE
- PROPOSED CLEANOUT
- 1.6% DIRECTION OF SHEET FLOW



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DRAINAGE PLAN

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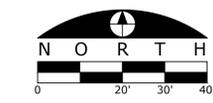
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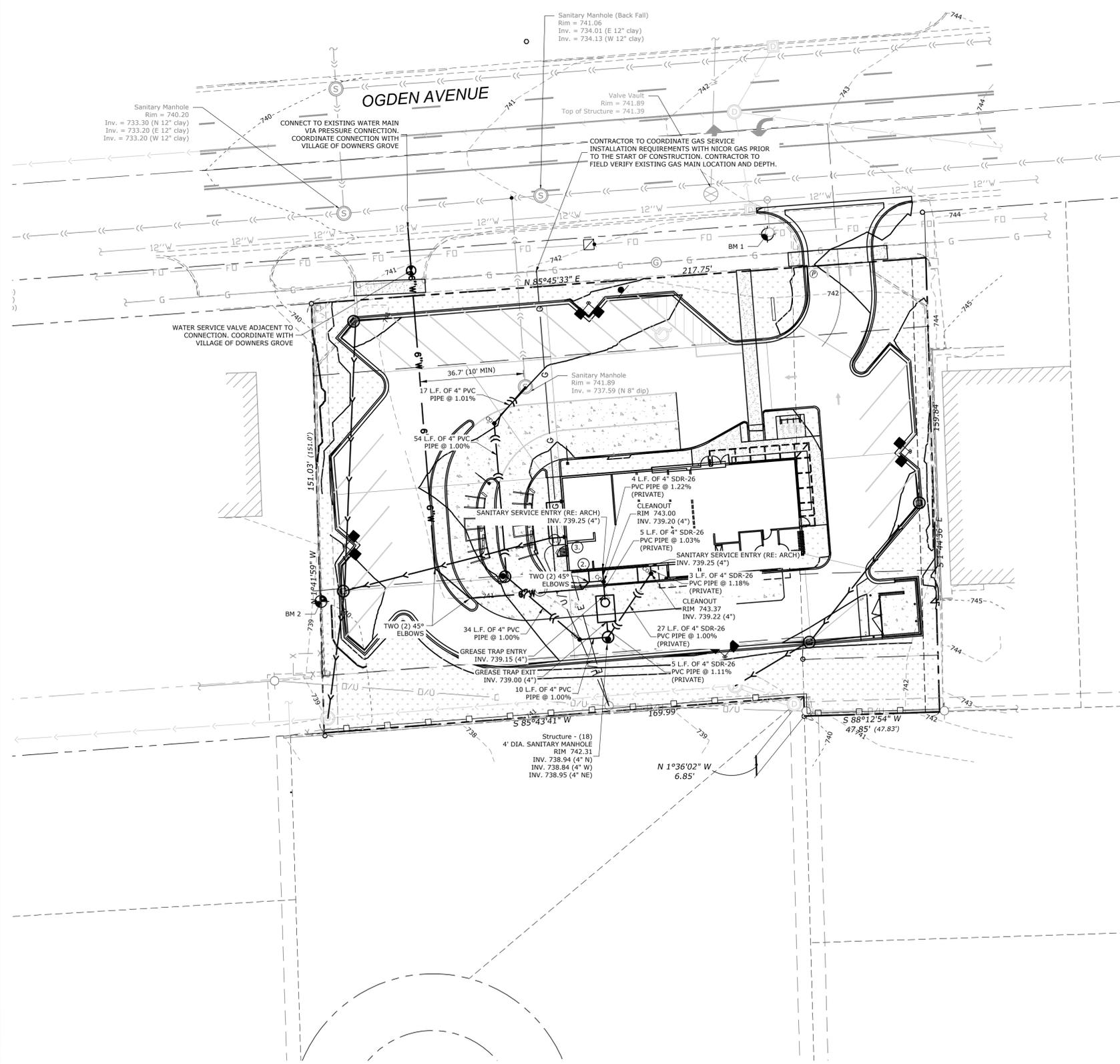
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BENCHMARKS

DESCRIPTION	ELEVATION (NAVD 88)
BENCHMARK 1 SW BOLT ON FIRE HYDRANT	743.82
BENCHMARK 2 X CUT ON RETAINING WALL	741.29





LEGEND

---	PROPERTY LINE		PROPOSED TRANSFORMER
---	EXISTING WATER MAIN		EXISTING FIRE HYDRANT ASSEMBLY
---	PROPOSED WATER SERVICE		EXISTING WATER VALVE
---	EXISTING SANITARY SEWER		PROPOSED WATER VALVE
---	PROPOSED SANITARY SEWER		EXISTING MANHOLE OR CATCH BASIN
---	PROPOSED STORM SEWER		PROPOSED SANITARY MANHOLE
---	EXISTING GAS MAIN		PROPOSED SANITARY CLEANOUT
---	PROPOSED GAS MAIN		PROPOSED GREASE TRAP (SEE ARCH PLANS FOR DETAIL)
---	PROPOSED UNDERGROUND ELECTRIC SERVICE		EXISTING SANITARY MANHOLE
---	PROPOSED TELEPHONE SERVICE		EXISTING UTILITY POLE
---	EXISTING OVERHEAD UTILITY LINES		PROPOSED UTILITY POLE
			EXISTING LIGHT POLE
			LIGHT POLE AND FIXTURE

- ### KEY NOTES
- GAS SERVICE ENTRY (RE: ARCH / MEP)
 - WATER SERVICE ENTRY (RE: ARCH / MEP)
 - ELECTRIC / TELEPHONE / INTERNET SERVICE ENTRY (RE: ARCH / MEP)

- ### UTILITY NOTES
- THE CONTRACTOR SHALL PROVIDE PROPER SAFETY DEVICES IN ACCORDANCE WITH OSHA STANDARDS FOR ALL STAFF WORKING IN OPEN TRENCH CONDITIONS. TRENCH BOXES AND OTHER SHORING SHALL BE REQUIRED FOR ALL TRENCH WORK, IN THE RIGHT-OF-WAY, AND ON PRIVATE PROPERTY, WHILE THE SITE IS UNDER CONSTRUCTION.
 - ALL PRIVATE WATER MAINS CONSTRUCTED ON THE PROPERTY ARE TO BE CONSTRUCTED WITH MATERIALS THAT FOLLOW THE STATE AND LOCAL REQUIREMENTS. THE CONTRACTOR IS RESPONSIBLE FOR FAMILIARIZING HIMSELF WITH ALL REQUIREMENTS FOR PIPE MATERIAL AND OTHER WATER MAIN APPURTENANCES PRIOR TO THE START OF CONSTRUCTION.
 - EXISTING UTILITY INFORMATION IS SHOWN FROM SURVEY WORK BY OTHERS, FIELD OBSERVATIONS, AVAILABLE PUBLIC RECORDS AND AS-BUILT DRAWINGS. EXACT LOCATIONS AND ELEVATIONS OF UTILITIES SHALL BE DETERMINED PRIOR TO INSTALLING NEW WORK. EXCAVATE TEST PITS AS REQUIRED.
 - CONTACT ALL PUBLIC AND PRIVATE UTILITY COMPANIES 48 HOURS PRIOR TO ANY EXCAVATION. COST OF REPLACEMENT OR REPAIR OF EXISTING UTILITIES DAMAGED AS A RESULT OF THE CONTRACTOR'S OPERATION SHALL BE THE CONTRACTOR'S RESPONSIBILITY.
 - THE CONTRACTOR SHALL FIELD VERIFY THE ELEVATIONS OF THE BENCHMARKS PRIOR TO COMMENCING WORK. THE CONTRACTOR SHALL ALSO FIELD VERIFY LOCATION, ELEVATION AND SIZE OF EXISTING UTILITIES, AND VERIFY FLOOR, CURB OR PAVEMENT ELEVATIONS WHERE MATCHING INTO EXISTING WORK. THE CONTRACTOR SHALL FIELD VERIFY HORIZONTAL CONTROL BY REFERENCING SHOWN COORDINATES TO KNOWN PROPERTY LINES. NOTIFY ENGINEER OF DISCREPANCIES IN EITHER VERTICAL CONTROL PRIOR TO PROCEEDING WITH WORK.
 - REFER TO BUILDING PLANS FOR EXACT LOCATIONS OF NEW UTILITY ENTRIES.
 - CONTRACTOR SHALL SET ALL CLEANOUT, CASTINGS, AND VALVE BOXES TO FINISHED GRADE.
 - CONNECTIONS TO EXISTING MAINS, SHALL BE DONE WITH ASTM C-923.

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UTILITY PLAN

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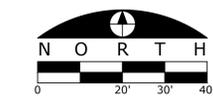
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BENCHMARKS

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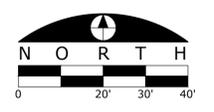
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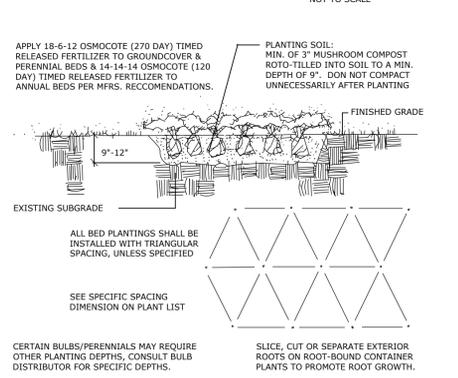
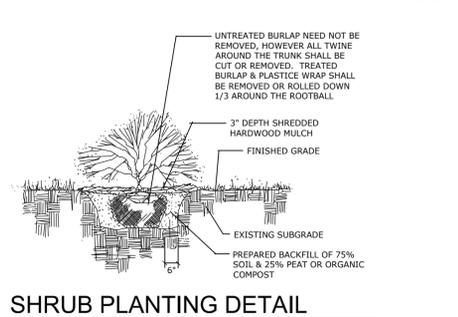
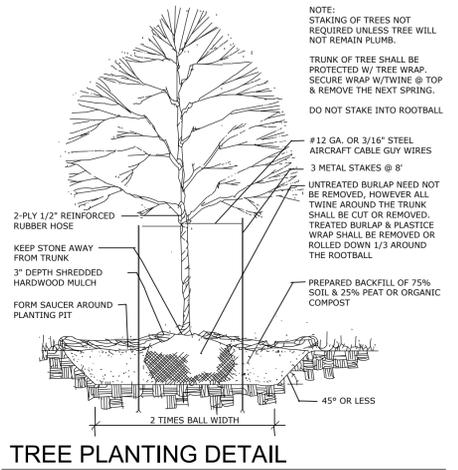
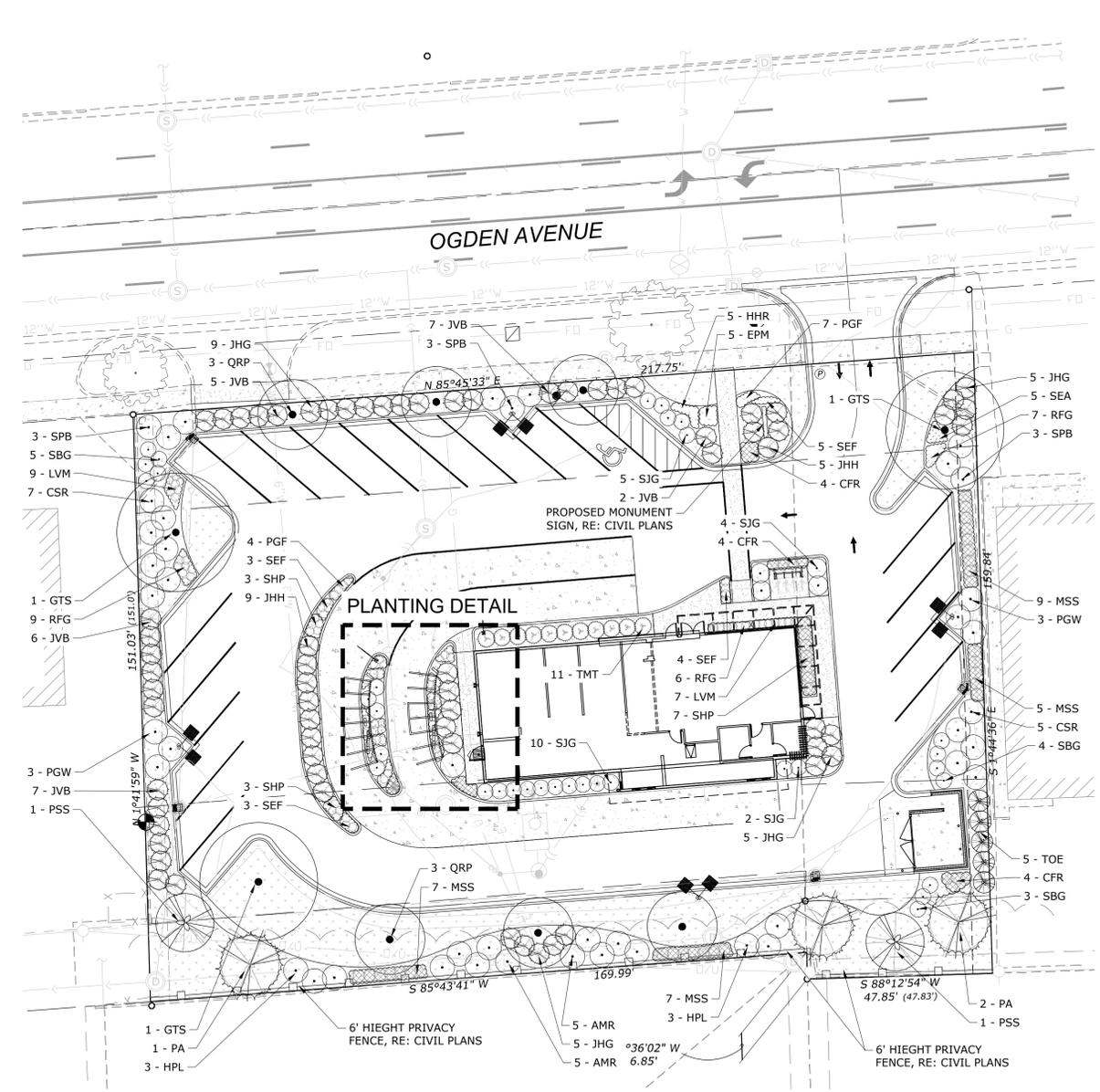
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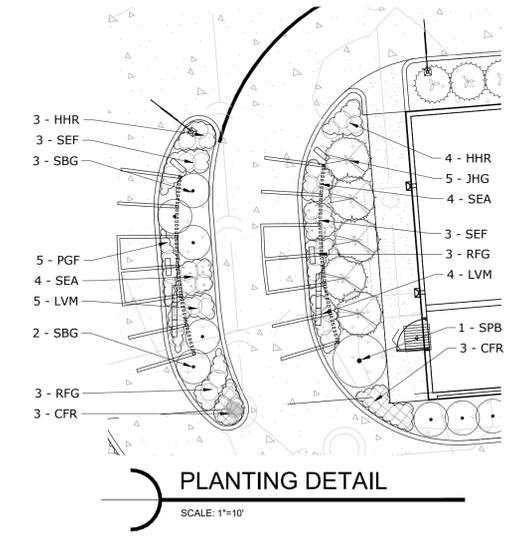
LEGEND

- MIXED PERENNIALS / ORNAMENTAL GRASSES
- EVERGREEN / DECIDUOUS SHRUBS
- LARGE DECIDUOUS SHADE TREE
- EVERGREEN TREE / ORNAMENTAL TREE
- SEED AREA FOR TURF WITHIN P.L. UNLESS OTHERWISE DIRECTED BY OWNER - SEE ENGINEERING PLANS
- EXISTING DECIDUOUS TREE



PLANTING NOTES

- LANDSCAPE CONTRACTOR (CONTRACTOR) SHALL MAKE A SITE VISIT PRIOR TO BIDDING/CONSTRUCTION TO INSPECT THE CURRENT SITE CONDITIONS AND REVIEW PROPOSED PLANTING PLAN AND RELATED WORK. CONTRACTOR SHALL REPORT ANY DISCREPANCIES IN THE FIELD TO THE LANDSCAPE ARCHITECT AND/OR OWNER.
- CONTRACTOR SHALL VERIFY LOCATIONS OF ALL UNDERGROUND UTILITIES PRIOR TO BEGINNING CONSTRUCTION ON HIS PHASE OF WORK. ELECTRIC, GAS, TELEPHONE, AND CABLE TELEVISION CAN BE LOCATED BY CALLING 3.11.U.I.E. AT '811'. FOR REGIONAL LOCATING, CONTACT 'DIGGER'S HOTLINE'. ANY DAMAGE OR INTERRUPTION OF SERVICES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. CONTRACTOR TO COORDINATE ALL RELATED ACTIVITIES WITH OTHER TRADES ON THE JOB AND SHALL REPORT ANY UNACCEPTABLE JOB CONDITIONS TO OWNER'S REPRESENTATIVE PRIOR TO COMMENCING WORK.
- CONTRACTOR IS RESPONSIBLE FOR APPLICATION AND COST OF ALL NECESSARY BUILDING PERMITS AND CODE VERIFICATIONS. SUBMIT COPIES OF ALL DOCUMENTS TO OWNER AND LANDSCAPE ARCHITECT.
- CONTRACTOR SHALL TAKE PRECEDENCE OVER THE LISTS.
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- PLANTINGS MAY NEED TO BE ADJUSTED IN THE FIELD TO ACCOMMODATE UTILITIES, EASEMENTS, DRAINAGE WAYS, DOWNSPOUTS, ETC.; HOWEVER, QUANTITIES AND SIZES SHALL REMAIN CONSISTENT WITH THESE PLANS.
- SIZE & GRADING STANDARDS OF PLANT MATERIAL SHALL CONFORM TO THE LATEST ADDITION OF ANSI Z60.1 AMERICAN STANDARD OF NURSERY STOCK, BY THE AMERICAN NURSERY & LANDSCAPE ASSOCIATION. PLANT MATERIAL SHALL BE NURSERY GROWN AND BE EITHER BALLED OR BURLAP OR CONTAINER GROWN.
- ALL PLANT SPECIES SPECIFIED ARE SUBJECT TO AVAILABILITY. MATERIAL SHORTAGES IN THE LANDSCAPE INDUSTRY MAY REQUIRE SUBSTITUTIONS. ALL SUBSTITUTIONS MUST BE APPROVED BY THE LANDSCAPE ARCHITECT AND/OR OWNER.
- ANY PLANT MATERIALS WITH DAMAGED OR CROOKED/DISFIGURED LEADERS, BARK ABRASION, SUN SCALD, INSECT DAMAGE, ETC. ARE NOT ACCEPTABLE AND WILL BE REJECTED BY LANDSCAPE ARCHITECT AND/OR OWNER. TREES WITH MULTIPLE LEADERS WILL BE REJECTED UNLESS CALLED FOR IN THE PLANT LIST AS MULTI-STEM OR CLUMP.
- ALL PLANT MATERIAL, ESPECIALLY TREES, MUST BE SOURCED WITHIN A FIFTY (50) MILE RADIUS OF THE SUBJECT PROPERTY CONSTRUCTION SITE.
- CONTRACTOR TO NOTIFY THE VILLAGE DEPARTMENT OF DEVELOPMENT SERVICES AT MINIMUM SEVEN (7) DAYS PRIOR TO THE BEGINNING OF PLANTING OR RESTORATION OPERATIONS ON SITE. PLANTING OPERATIONS SHALL BE PERFORMED ONLY DURING THE PERMITTED HOURS OF CONSTRUCTION ACTIVITY IN ACCORDANCE WITH THE VILLAGE MUNICIPAL CODE.
- UPON INSPECTION AND ACCEPTANCE OF ALL LANDSCAPE ITEMS BY LANDSCAPE ARCHITECT AND/OR OWNER THE CONTRACTOR SHALL ASSUME MAINTENANCE RESPONSIBILITIES FOR A PERIOD OF THIRTY (30) DAYS, FOR ALL PLANT MATERIAL, TO INCLUDE: WATERING, CULTIVATING, WEEDING, PRUNING, MULCHING AND SPRAYING AS NECESSARY TO KEEP PLANTS FREE OF INSECTS AND IN A HEALTHY, VIGOROUS CONDITION UNTIL RESPONSIBILITY IS TRANSFERRED TO THE OWNER (SEE BELOW).
- ALL PLANT MATERIAL SHALL BE GUARANTEED FOR ONE (1) YEAR AFTER ACCEPTANCE BY LANDSCAPE ARCHITECT AND/OR OWNER. AFTER THE FIRST THIRTY (30) DAYS, THE OWNER SHALL ASSUME MAINTENANCE RESPONSIBILITIES AS DESCRIBED (SEE ABOVE). CONTRACTOR SHALL REPLACE WITHOUT COST TO OWNER ANY DEAD OR UNACCEPTABLE PLANTS, AS DETERMINED BY THE LANDSCAPE ARCHITECT AT THE END OF ONE (1) YEAR GUARANTEE PERIOD. CONTRACTOR SHALL NOTIFY IMMEDIATELY, IN WRITING, ANY CONCERNS RELATED TO MAINTENANCE PRACTICES.
- ALL PLANTING BEDS AND TREE SAUCERS SHALL BE MULCHED CONTINUOUSLY WITH 3" DEPTH SHREDDED HARDWOOD MULCH, SEE PLANTING DETAILS. ALL DECIDUOUS TREES (SHADE / ORNAMENTAL) THAT ARE NOT LOCATED IN A PLANTING BED SHALL BE MULCHED WITH A 3'-0" DIAMETER CIRCLE. EVERGREEN TREES AND MULTI-STEMMED ORNAMENTAL TREES SHALL BE MULCHED TO OUTER-MOST BRANCHES AT THE TIME OF INSTALLATION.
- PLANTING EDGE DELINEATION AT ALL PLANTING BED LINES AND TREE SAUCERS SHALL REQUIRE A MINIMUM 4" DEPTH "VEE" SHAPED CULTIVATED, SPADED EDGE WITH A VERTICAL FACE ABUTTING ALL LAWN AREAS AND SLOPED TO INSIDE OF PLANT BED CONTINUOUSLY BETWEEN LAWN AND MULCHED AREAS AS INDICATED ON PLAN.
- CONTRACTOR TO SEED ALL DISTURBED LAWN AREAS. SEEDED LAWN TO BE A COMBINATION OF BLUEGRASS, PERENNIAL RYE AND RED FESCUE WITH THE SUGGESTED FOLLOWING ANALYSIS BY WEIGHT: 30% RUGBY KENTUCKY BLUEGRASS, 20% PARK KENTUCKY BLUEGRASS, 20% CREEPING RED FESCUE, 20% SCALDIS HARD FESCUE, AND 10% PERENNIAL RYEGRASS. SEED TO BE APPLIED AT A RATE OF 4 LBS. PER 1,000 S.F.. ALL SEEDED LAWN AREAS SHALL BE COVERED WITH STRAW MULCH OR EROSION CONTROL NETTING, CONSISTING OF HAND OR MACHINE APPLICATION AT A RATE OF 2 TON PER ACRE. MULCH SHALL BE COMPACT ENOUGH TO REDUCE EROSION OF SEED AND TOPSOIL, BUT LOOSE ENOUGH TO ALLOW AIR TO CIRCULATE. INSTALL PER METHOD 1, SECTION 251, OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
- ALL SEEDED TURF AREAS SHALL BE FERTILIZED AT INSTALLATION WITH 6-20-20 ANALYSIS, AT A RATE OF 6 LBS. PER 1,000 S.F.. A SECOND APPLICATION OF 21-7-14 TO BE APPLIED AT RATE OF 6 LBS. PER 1,000 S.F. AFTER THE FIRST CUTTING. ACCEPTANCE AND GUARANTEE NOTES SHALL APPLY TO ALL SEEDED AREAS.
- ACCEPTANCE OF GRADING AND SEED SHALL BE BY LANDSCAPE ARCHITECT AND/OR OWNER. CONTRACTOR SHALL ASSUME MAINTENANCE RESPONSIBILITIES FOR A MINIMUM OF SIXTY (60) DAYS OR UNTIL SECOND CUTTING, WHICHEVER IS LONGER. MAINTENANCE SHALL INCLUDE WATERING, WEEDING, RE-SEEDING (WASH-OFFS) AND OTHER OPERATIONS NECESSARY TO KEEP LAWN IN A THRIVING CONDITION. UPON FINAL ACCEPTANCE, OWNER SHALL ASSUME ALL MAINTENANCE RESPONSIBILITIES. AFTER LAWN AREAS HAVE GERMINATED, AREAS WHICH FAIL TO SHOW A UNIFORM STAND OF GRASS FOR ANY REASON WHATSOEVER SHALL BE RE-SEEDED REPEATEDLY UNTIL ALL AREAS ARE COVERED WITH A SATISFACTORY STAND OF GRASS. MINIMUM ACCEPTANCE OF SEEDED LAWN AREAS MAY INCLUDE SCATTERED BARE OR DEAD SPOTS, NONE OF WHICH ARE LARGER THAN ONE (1) SQUARE FOOT AND WHEN COMBINED DO NOT EXCEED 2% OF TOTAL LAWN AREA.



Luminaire Schedule								
Symbol	Qty	Label	Arrangement	LMF	Lum. Lumens	Lum. Watts	Part Number	BUG Rating
	1	2MB-E	SINGLE	1.000	9549	134	ARE-EDG-2MB-AA-06-E-UL-BZ-700-DIM	B1-U0-G2
	6	4MB-E	SINGLE	1.000	9549	134	ARE-EDG-4MB-AA-06-E-UL-BZ-700-DIM	B1-U0-G2
	1	3M-4L	SINGLE	1.000	4270	31	XSPW-B-WM-3ME-4L-57K-UL-BZ-P	B1-U0-G1

Calculation Summary; 1.00 LLF						
Label	Units	Avg	Max	Min	Avg/Min	Max/Min
All Calc Points	Fc	1.10	7.1	0.0	N.A.	N.A.
Commercial Property Lines	Fc	0.88	1.9	0.0	N.A.	N.A.
Residential Property Line	Fc	0.06	0.1	0.0	N.A.	N.A.
Paved Parking	Fc	2.36	4.9	1.2	1.97	4.08

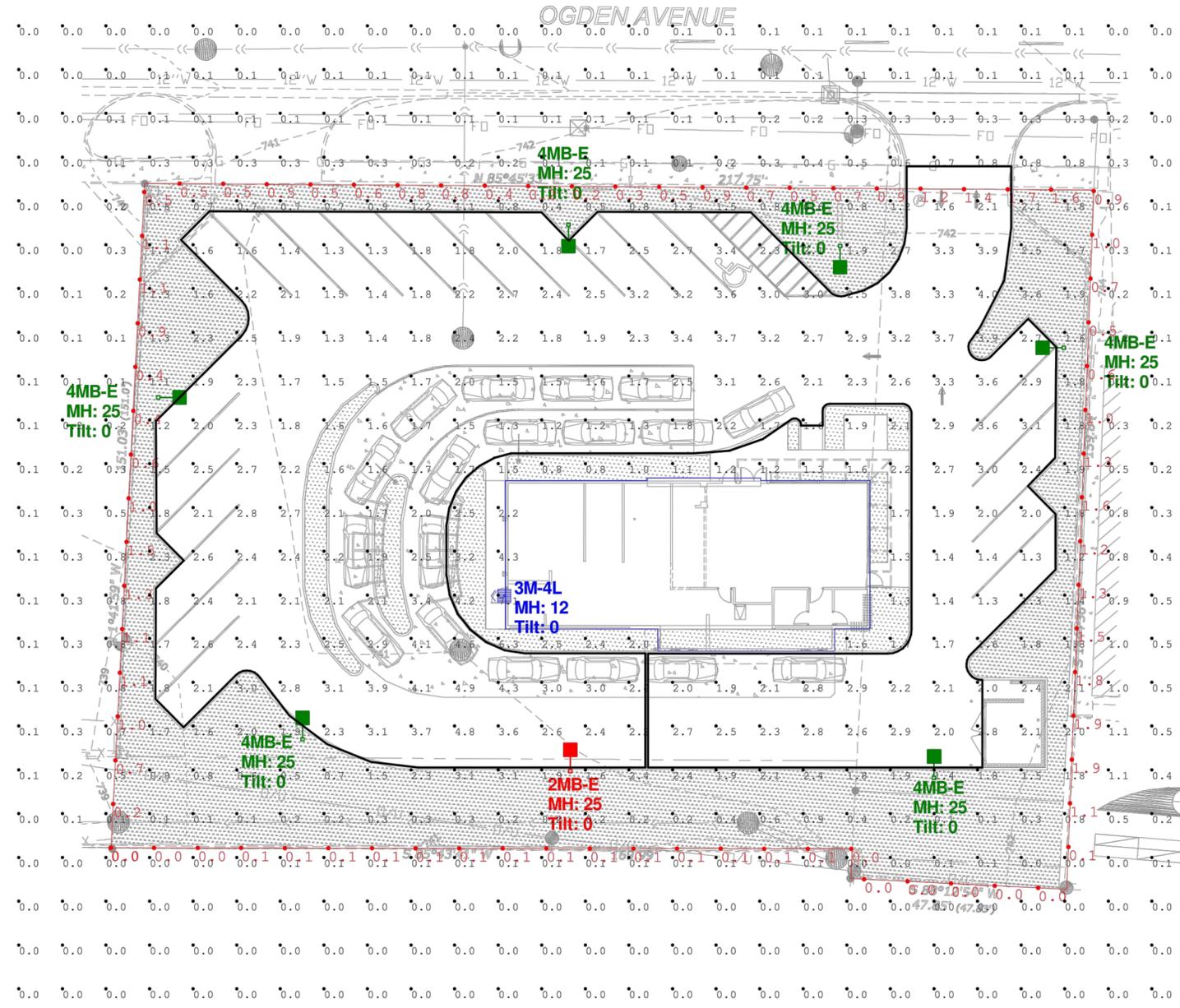
Fixture Mounting Height: 25' AFG (23' Pole + 2.0' Base)

Pole Schedule
(7) CL-SSP-4011-23-OT-BZ (23' x 4" x 11ga; STEEL SQUARE POLE, Tenon)

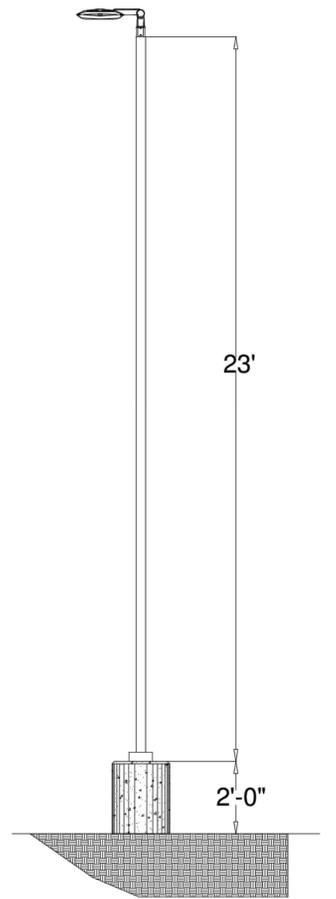
Proposed poles meet 100 MPH sustained winds.

Additional Equipment:
(7) PB-2A4 (Single Head Tenon)

*** CUSTOMER TO VERIFY ORDERING INFORMATION AND CATALOGUE NUMBER PRIOR TO PLACING ORDER ***



Area Edge Series



CREE LIGHTING
A COMPANY OF IDEAL INDUSTRIES, INC.
9201 Washington Ave, Racine, WI 53406 <https://creelighting.com> - (800) 236-6800

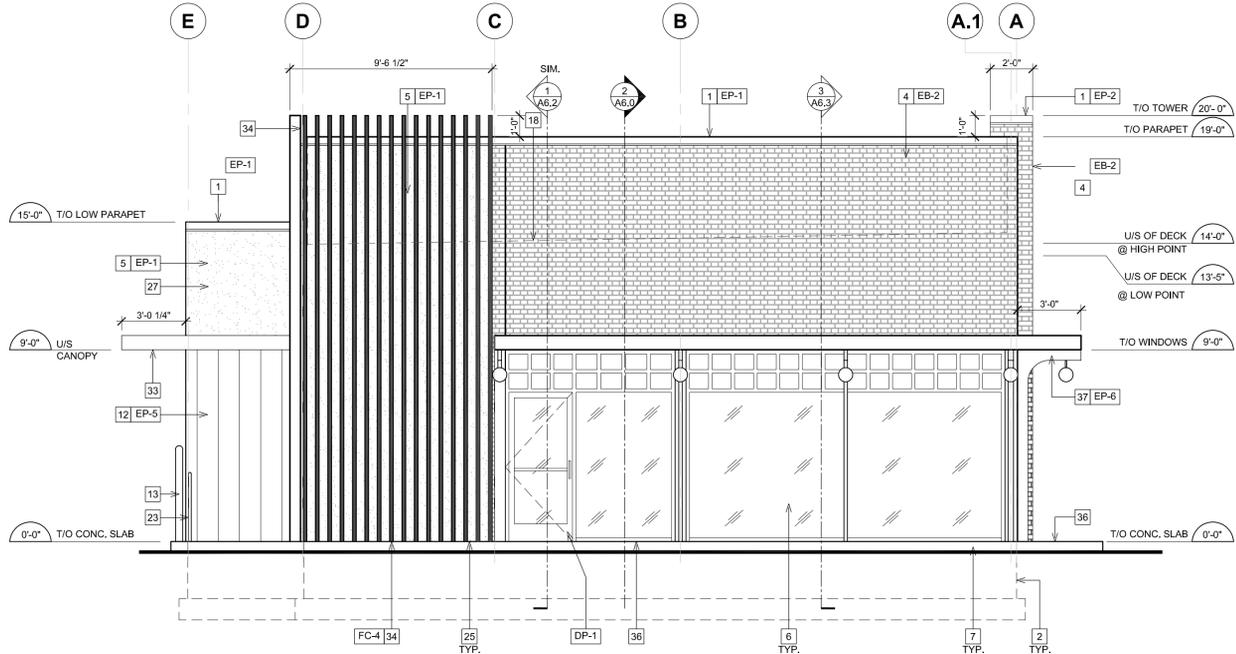
illumination results shown on this lighting design are based on project parameters provided to Cree Lighting used in conjunction with luminaire test procedures conducted under laboratory conditions. Actual project conditions differing from these design parameters may affect field results. The customer is responsible for verifying dimensional accuracy along with compliance with any applicable electrical, lighting or energy code.

Project Name: POPEYES - 621 OGDEN AVENUE DOWNERS GROVE, IL - EXT
Case #: 00497258 || Footcandles calculated at grade || Filename: POP-220517DGILCJWR1
Date: 6/30/2022

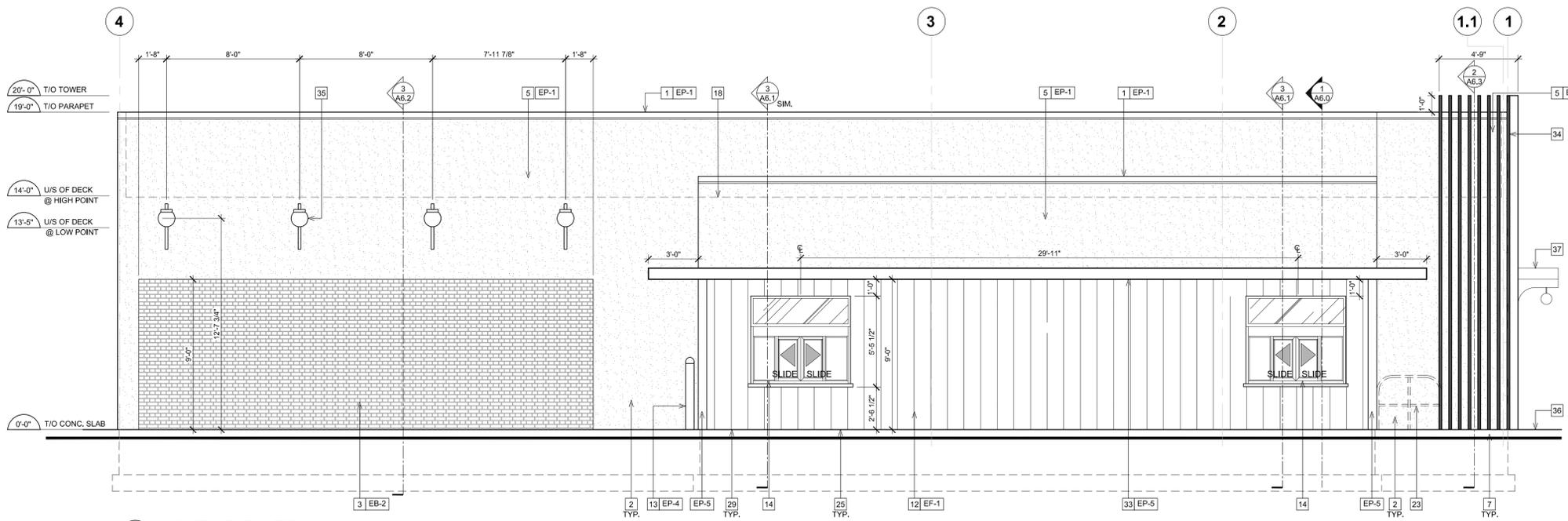
Layout By:
Collin Witherow

Scale 1" = 16'
0 32 64

Printed: Jun 29, 2022 9:35am By: Dunlevy - Filename: W:\Srv\in\DE\Chicago\Clients\Aby Groups\083255 - Downers Grove, IL\4.0 Disciplines\Arch\Drawings\CD\DOWNERS GROVE_A05-A05.1_No Signage.dwg



1 EAST ELEVATION
SCALE: 1/4"=1'-0"



2 SOUTH ELEVATION
SCALE: 1/4"=1'-0"

EXTERIOR ELEVATION NOTES

- 1 PRE-FINISHED METAL CAP FLASHING CW DRIP.
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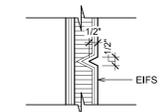
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FINISH SYMBOL LEGEND

1	NOTE REFERENCE REFER TO ELEVATION NOTES	SEE SHEET A10.1 FOR FINISH MASTER SCHEDULE.
FNF	FINISH TYPE	

3 SECTION DETAIL @ TYPICAL
SCALE: 2 1/2"=1'-0" EIFS REVEAL



WOOLPERT
ARCHITECTURE | ENGINEERING | GEOSPATIAL
1815 South Meyers Road
Suite 950
Oakbrook Terrace, IL 60181
630.424.9080
FAX: 630.495.3731

LOUISIANA KITCHEN
POPEYES
400 PERIMETER CENTER TERRACE
SUITE 1000
ATLANTA, GA 30346
404-459-4450

ABY GROUPS
POPEYES
LOUISIANA KITCHEN
621 OGDEN AVENUE
DOWNERS GROVE, IL

Revisions:		
No.	Description:	Date:

Proj. No.: 083255
Date: 06/29/22

Drawn by: SM/RC

Sheet Name:
EXTERIOR ELEVATIONS

Sheet No:
A5.0

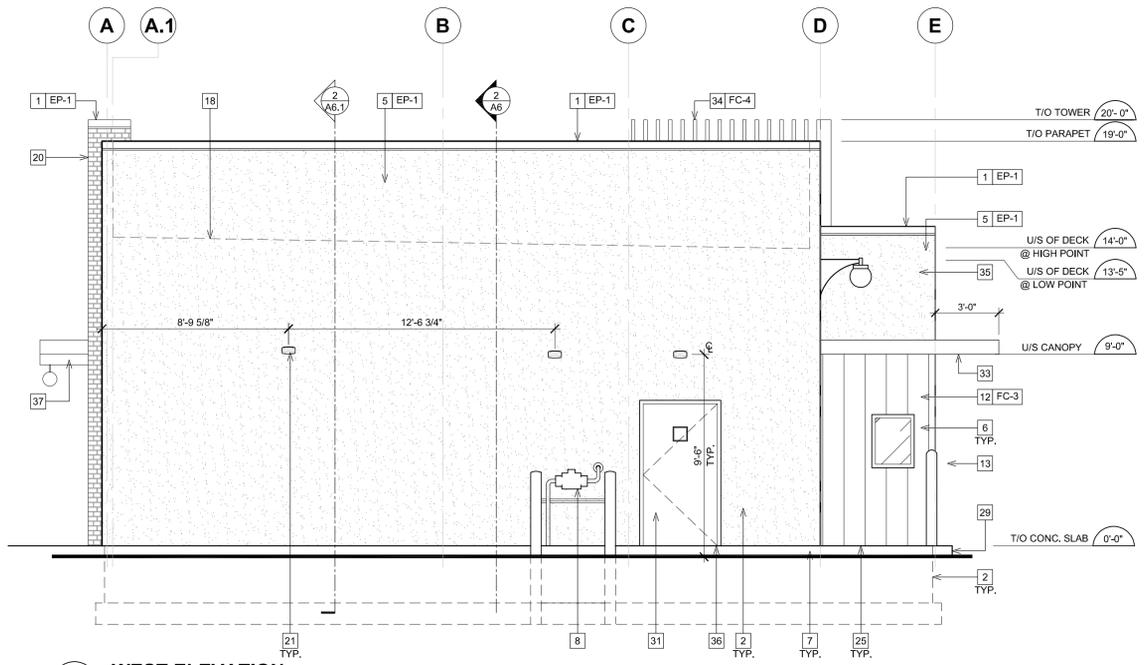
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1 WEST ELEVATION
 A5.1 SCALE: 1/4"=1'-0"

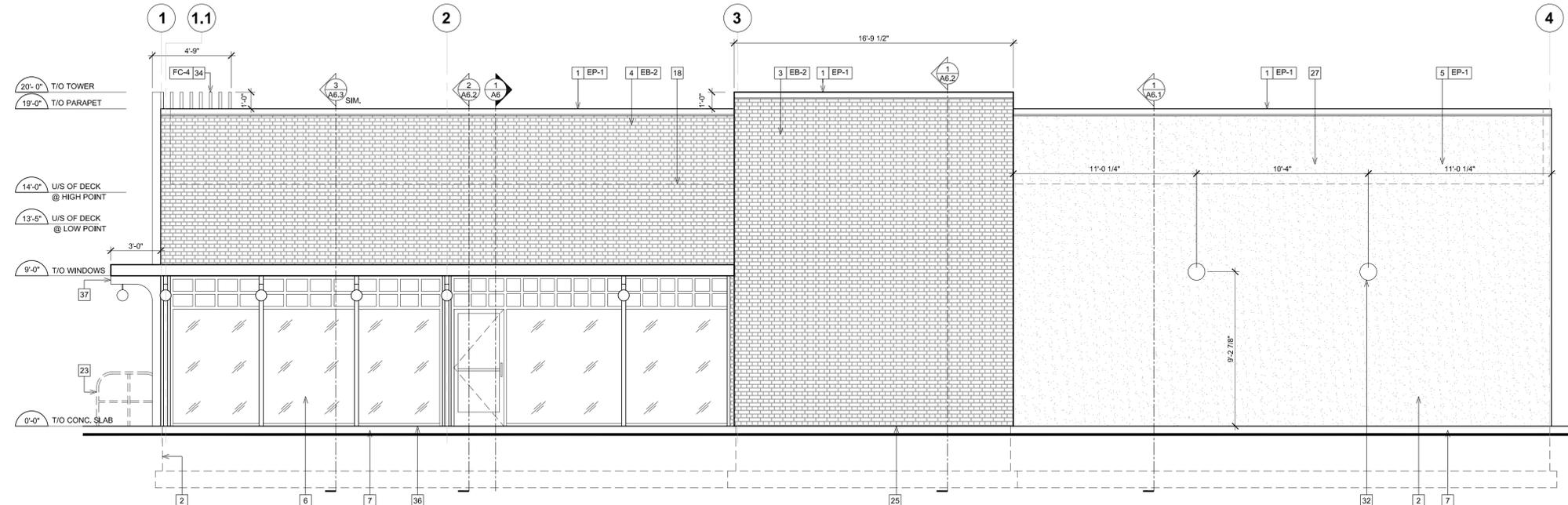
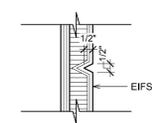
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FINISH SYMBOL LEGEND

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FN#	FINISH TYPE	

3 SECTION DETAIL @ TYPICAL EIFS REVEAL
 A5 SCALE: 2 1/2"=1'-0"



2 NORTH ELEVATION
 A5.1 SCALE: 1/4"=1'-0"

Revisions:

No.	Description	Date

Proj. No.: 083255
 Date: 06/29/22

Drawn by: SM/RC

Sheet Name:
 EXTERIOR ELEVATIONS

Sheet No:
A5.1



**VILLAGE OF DOWNERS GROVE
REPORT FOR THE PLAN COMMISSION
AUGUST 1, 2022 AGENDA**

SUBJECT:	TYPE:	SUBMITTED BY:
22-PLC-0014 621 Ogden Avenue	Special Use for a drive-through	Jason Zawila, AICP Planning Manager

BACKGROUND

The petitioner is requesting approval of a Special Use for a drive-through to construct a new restaurant at 621 Ogden Avenue.

The public hearing for 22-PLC-0014 was opened on July 11th, 2022 and continued until August 1st, 2022. The continued meeting date, time and location was announced to the public present at the July 11th, 2022 meeting, with no additional noticing required.

Information about the petitioner, property and the original request can be found in the [July 11th 2022 packet](#). Meeting minutes for the July 11th meeting are also attached to this packet.

ANALYSIS

As noted above, the Plan Commission continued consideration of the case to allow for potential changes to the proposal. Specifically the Plan Commission requested that the petitioner review the potential to eliminate the need for the variance for the required drive-through setback. With the original request the petitioner was requesting a variation from the 50 foot required drive-through setback to allow the drive-through to be 34.2 feet from the residential lot line.

The petitioner's response to the Plan Commission's request is provided in this packet.

Drive-Through Setback

The petitioner submitted revisions to the drive-through and site plan. As demonstrated in the attached, the proposed drive-through no longer necessitates a variance from the Village Code. The petitioner modified the site plan by reducing the entrance to the drive through to one lane that will transition into a side-by-side drive through. This, in conjunction with other improvements to the site plan, now places the driveway 50 feet from the residential lot line. The petitioner has also agreed to install an 8 foot fence along the southern property line.

The property is zoned B-3, General Services and Highway Business District. The proposed restaurant with a drive-through use is listed as an allowable Special Use in this district. The previously provided zoning regulations summary table was updated based on the revised site plan:

22-PLC-0014, 621 Ogden Avenue
August 1st, 2022

621 Ogden	Required	Proposed
Stacking Spaces	8	14
Spaces between Order and Pick-up	3	5
Parking Spaces	11	20
Street Setback (North) (from Center Line of Ogden to Building)	75 feet	101 feet
Street Setback (North) (from Center Line of Ogden to Parking)	50 feet	51 feet
Interior Setback (East)	0 feet	4.2 feet
Interior Setback (West)	0 feet	5.5 feet
Rear Setback (South)	20 feet	65.6 feet
Setback from Drive-Through Lane to Residential Lot Line	50 feet	50 feet
Min. Landscaped Open Space	10%	32%
Maximum Height	60 feet	19 feet

Items in bold were modified from previously submitted plan

Neighborhood Comment

Staff received one letter about the project, which is attached to this packet.

RECOMMENDATION

At the July 11th Plan Commission Meeting staff recommended that the Plan Commission recommend approval of the petition as presented to the Village Council. A variance is no longer required for the petition. The current request only requires a special use.

Based on the attached findings for a special use and the petitioners modified site plan, staff continues to recommend the Plan Commission forward **a positive recommendation** to the Village Council regarding the requested Special Use as requested in case 22-PLC-0016. Should the Plan Commission find that the request meets the standards of approval for Special Use staff has prepared a draft motion that the Plan Commission may make for the recommended approval of 22-PLC-0014:

Based on the petitioner's submittal, the staff report, and the testimony presented, I find that the petitioner has met the standards of approval for a Special Use by the Village of Downers Grove Zoning Ordinance and is in the public interest and therefore, I move that the Plan Commission recommend to the Village Council approval of 22-PLC-0016, subject to the following conditions:

1. The Special Use shall substantially conform to staff report, the architectural drawings prepared by Woolpert Architecture dated June 1, 2022, and revised on July 22, 2022, and the Civil Engineering drawings prepared by Arc Design Resources Inc., dated June 3, 2022, and revised on July 22, 2022, except as such plans may be modified to conform to Village codes, ordinances, and policies.
2. Approval from Illinois Department of Transportation before issuance of a building permit.
3. A lot consolidation must be recorded prior to the issuance of any building permits.

Staff Report Approved By:



Stanley J. Popovich, AICP
Director of Community Development

CIVIL ENGINEERING
LAND SURVEYING
LANDSCAPE ARCHITECTURE

5291 Zenith Parkway
Loves Park, IL 61111
815-484-4300 p
815-484-4303 f



July 21, 2022

Mr. Stan Popovich
Director, Community Development
Attn: Jason Zawila
Village of Downers Grove
801 Burlington Avenue
Downers Grove, IL 60515

Re: Project narrative
Popeye's Louisiana Chicken
621 Ogden Avenue

Mr. Popovich,

The following updated narrative and special use standards, together with revised site layout plan, landscape plan and zoning plans are being re-submitted for community development zoning staff consideration and Plan Commission approval.

Project Introduction:

The 0.76-acre (33,228 SF) site is zoned B-3 General Services and Highway Business in the CC Corridor Commercial District with a nearby (east) gateway point as determined by the zoning plan and Commercial Areas Plan in the Comprehensive Use Plan 2017. The existing site is a vacant, nearly flat, open lawn space that was once a small community bank branch. The adjacent properties include a small strip mall to the east that is elevated by a short 3'-0" poured concrete wall; to the west is a short 3'-0" poured concrete wall and a veterinary clinic that sits below the wall. To the south is residential that is currently buffered by mixed, scrubby, undesirable, deciduous undergrowth vegetation and an older chain link fence that is of poor quality. To the north is Ogden Avenue, a heavily trafficked four-lane street with a center turning lane (both directions) and mixed commercial businesses across the street.

The quick-serve restaurant is anticipated operate between 10 a.m. and 10 p.m. daily. It has indoor seating for 36 patrons, 14 drive-thru stacking spaces, 20 parking spaces, and 4 bicycle rack spaces. To provide pedestrian access, the existing sidewalk along Ogden Avenue will remain or be improved, and a connection will be extended to the business. The site will be limited to one access drive from Ogden Avenue. This proposed location is anticipated to employ approximately 20 local community members over two shifts. Pending permit approvals, construction is expected to start in fall of 2022 with an anticipated opening date in late winter/spring 2023.

This application seeks the approval of the proposed improvements to develop the site into a Popeyes Louisiana Kitchen restaurant with drive-through, paved parking areas, and landscaped areas through a "allowable special use with a drive though" for the current zoning classification by the Village of Downers Grove.

Project Narrative
621 Ogden Avenue
July 21, 2022

Project Description of revisions:

The following are a brief explanation of the revisions to the plans based on comments from the plan commission meeting July 11, 2022:

- The parking along Ogden Avenue and public sidewalk has been shifted 2' north closer to the property line while still maintaining 2.5' of landscape buffer area to be planted with a mix of evergreen shrubs and ornamental grasses.
- The main drive aisle width has been reduced from 16' to 14' width.
- The drive through stacking lanes have been reduced from two lanes to one lane while also reducing the stacking spaces from 18 to 14.
- The building and drive through pick up lane has moved north by 10' due to the reduction of one of the drive through stacking lanes.
- The landscape buffer area along the south property line has been increased to 33' width, previously shown as 17.7' wide.
- Increased the height of the solid, privacy fence along the south property line from 6'-0" to 8'-0".
- Lighting will be reduced or dimmed to lower light levels within 30 minutes of the business closing.
- The ordering box volume will be lowered per recommendation of the plan commission.
- With the combination of reducing the landscape buffer along the north property line and parking, eliminating a drive through stacking lane, and shifting the building north the south edge of the drive through lane now meets the 50' setback requirement for a drive through adjacent to a residential zoning use per the Village ordinance.

Site Development Data (revised):

Gross Lot Area:	33,228 square feet (0.76 acres)
Proposed Building Area:	3,521 square feet (gross)
Paved Area:	17,170 square feet
Landscaped Area:	12,537 square feet (42% open space)
Proposed Drive-Through Stacking:	14 spaces
Proposed Parking:	20 stalls / 1 ADA
Proposed Bicycle Parking:	4 spaces

Special Use Approval Criteria:

1. *That the proposed use is expressly authorized as a Special Use in the district in which it is to be located.*

The proposed development use (quick-serve restaurant) is compatible with a Special Use (for driveway/drive-through) in the B-3 General services and Highway Business subject zoning district.

2. *That the proposed use at the proposed location is necessary or desirable to provide a service or a facility that is in the interest of public convenience and will contribute to the general welfare of the neighborhood or community.*

The proposed development use (quick-serve restaurant) will provide an additional food choice for residents and passers-by along the Ogden Avenue, CC Commercial Corridor District, will provide an economic benefit to the Village, and is a viable use and good fit for the community to improve a long-time vacant parcel.

Project Narrative
621 Ogden Avenue
July 21, 2022

3. *That the proposed use will not, in the particular case, be detrimental to the health, safety or general welfare of persons residing or working in the vicinity or be injurious to property values or improvements in the vicinity.*

The proposed use is of a compatible and similar use to the adjacent businesses along the Ogden Avenue commercial corridor and will not adversely affect the adjacent residential neighborhood. The proposed layout and landscape plans provide along the south property line a 8' solid privacy fence, in addition to a 33' width landscape buffering/screening area, with mixed evergreen and deciduous trees and shrubs. This buffer area will assist in eliminating any potential detrimental effects to the neighboring property values, health, safety or welfare of the general public and will provide an improvement to the current conditions of scrubby, undesirable, deciduous undergrowth with no privacy fencing.

At the Plan Commission meeting, concern and opposition was presented by several of the adjacent (south) residential landowners, and the Plan Commission was supportive of the project with several comments to facilitate potential changes to the site plan to alleviate the neighbors' concerns, provide relief and meet the Village special use standards and does not require any variances.

The proposed use meets the standards of the Village ordinance and Plan Commission as an "allowable special use with a drive through" for the current zoning classification by the Village of Downers Grove.

Thank you for your consideration in review of our proposal.

Sincerely,



Matt Adas
Landscape Architect, PLA



Review and Approval Criteria SPECIAL USES

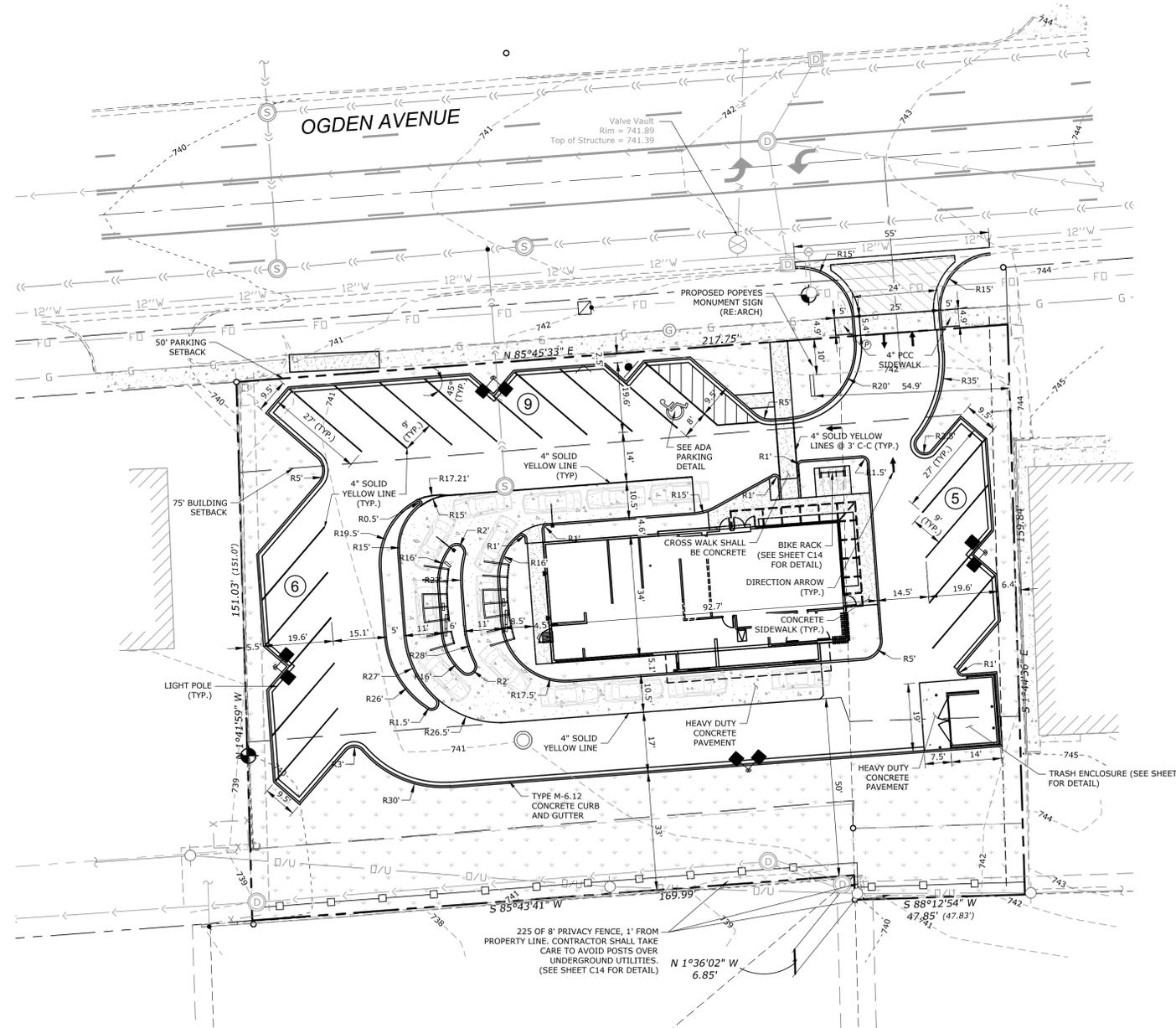
Plan Commission Number & Title: _____

A DETAILED RESPONSE TO ALL OF THE STANDARDS SHALL BE PROVIDED, SPECIFYING HOW EACH STANDARD IS OR IS NOT MET.

Section 28.12.050.H Approval Criteria (Special Uses)

No special use may be recommended for approval or approved unless the respective review or decision-making body determines that the proposed special use is constituent with and in substantial compliance with all Village Council policies and plans and that the applicant has presented evidence to support each of the following conclusions:

- 1. That the proposed use is expressly authorized as a Special Use in the district in which it is to be located.*
- 2. That the proposed use at the proposed location is necessary or desirable to provide a service or a facility that is in the interest of public convenience and will contribute to the general welfare of the neighborhood or community.*
- 3. That the proposed use will not, in the particular case, be detrimental to the health, safety or general welfare of persons residing or working in the vicinity or be injurious to property values or improvements in the vicinity.*

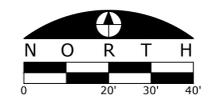


LEGEND

- PROPERTY LINE
- LOT LINE
- EXISTING RIGHT-OF-WAY
- EXISTING EASEMENT LINE
- PROPOSED EASEMENT LINE
- EXISTING CURB AND GUTTER
- PROPOSED CURB AND GUTTER
- EXISTING FENCE
- PROPOSED FENCE
- LIGHT POLE AND FIXTURE
- PROPOSED ADA PARKING SPACE
- NUMBER OF PROPOSED PARKING SPACES IN A ROW
- PROPOSED PARKING STALLS
- PROPOSED CONCRETE SIDEWALK
- PROPOSED STANDARD DUTY ASPHALT PAVEMENT
- PROPOSED HEAVY DUTY ASPHALT PAVEMENT
- PROPOSED HEAVY DUTY CONCRETE PAVEMENT
- PROPOSED LANDSCAPED AREA. SEE LANDSCAPE PLAN FOR MATERIAL TYPE (LAWN, PLANTING BED, ETC.)

LAYOUT NOTES

1. THE CONTRACTOR SHALL FIELD VERIFY THE ELEVATIONS OF THE BENCHMARKS PRIOR TO COMMENCING WORK. THE CONTRACTOR SHALL ALSO FIELD VERIFY LOCATION AND ELEVATION OF EXISTING PIPE INVERTS, FLOOR ELEVATIONS, CURB OR PAVEMENT WHERE MATCHING INTO EXISTING WORK. THE CONTRACTOR SHALL FIELD VERIFY HORIZONTAL CONTROL BY REFERENCING SHOWN COORDINATES TO KNOWN PROPERTY LINES. NOTIFY ENGINEER OF DISCREPANCIES IN EITHER VERTICAL OR HORIZONTAL CONTROL PRIOR TO PROCEEDING WITH WORK.
2. REFER TO ARCHITECTURAL PLANS FOR EXACT BUILDING DIMENSIONS.
3. DIMENSIONS THAT LOCATE THE BUILDING ARE MEASURED TO THE OUTSIDE FACE OF THE BUILDING.
4. SIGN CONSTRUCTION AND PAVEMENT MARKINGS SHALL CONFORM TO THE REQUIREMENTS OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, CURRENT EDITION.
5. COORDINATE WORK WITHIN GOLF ROAD ROW WITH THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT), TRAFFIC CONTROL SHALL CONFORM TO IDOT STANDARDS FOR WORK WITHIN THE R.O.W.
6. ALL RADII ARE DIMENSIONED TO THE BACK OF CURB.
7. ALL CURB AND GUTTER IS INTEGRAL TO PAVEMENT UNLESS NOTED OTHERWISE. REFER TO THE DETAIL SHEETS FOR CURB DETAILS.
8. SOME FIELD ADJUSTMENTS MAY BE NECESSARY AT POINTS WHERE PROPOSED PAVEMENT, CURB AND SIDEWALKS MEET EXISTING PAVEMENT, CURB AND SIDEWALKS. REVIEW ANY REQUIRED CHANGES WITH ENGINEER PRIOR TO CONSTRUCTION OF WORK.
9. ELECTRICAL CIRCUITRY TO SITE LIGHTING AND MONUMENT SIGN SHOWN ON ARCHITECTURAL PLANS.
10. FOR REQUIRED PAVEMENT REMOVAL ADJACENT TO THE CURB AND GUTTER REMOVAL WITHIN RIGHT OF WAY, A FULL DEPTH SAWCUT SHALL BE UTILIZED AND SHALL NOT BE LESS THAN 2' IN WIDTH.
11. FOR ALL PAVEMENT PATCHING WITHIN THE RIGHT OF WAY THE BACKFILL MATERIAL USED SHALL BE CONTROLLED LOW STRENGTH MATERIAL UP TO THE BOTTOM OF THE PAVEMENT. THE THICKNESS OF THE HMA PAVEMENT REPLACEMENT SHALL BE A MINIMUM OF THE SAME THICKNESS AS THE EXISTING PAVEMENT STRUCTURE. THE MIXES USED SHALL BE HMA BINDER COURSE, IL 19.0 N50, AND HMA SURFACE COURSE, MIX D N50.
12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREPARATION, COORDINATION AND OBTAINING APPROVAL OF A TRAFFIC MANAGEMENT PLAN IF CLOSURES OF LANES EXCEED THE CRITERIA ESTABLISHED IN THE BDE MANUAL.
13. CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING VILLAGE OF DOWNERS GROVE AT (630) 434-5529 SEVENTY-TWO (72) HOURS PRIOR TO COMMENCING WORK AND UPON COMPLETION OF SAID WORK.



ARC DESIGN
RESOURCES INC.

5281 ZENITH PARKWAY
LOVES PARK, IL 61111
VOICE: (815) 484-4300
FAX: (815) 484-4303

www.arcdesign.com
Illinois Design Firm License No. 184-001334

PROJECT NAME
OWNER'S NAME

**POPEYES
DOWNERS
GROVE**

621 OGDEN AVENUE
DOWNERS GROVE, IL

ABY MOHAMED
12365 RHEA DRIVE
PLAINFIELD, IL 60585
(847) 208-5656

CONSULTANTS

ISSUED FOR	DATE
1. AGENCY REVIEW	06-03-2022
2. AGENCY REVIEW	06-30-2022
3. AGENCY REVIEW	07-05-2022
4. AGENCY REVIEW	07-21-2022
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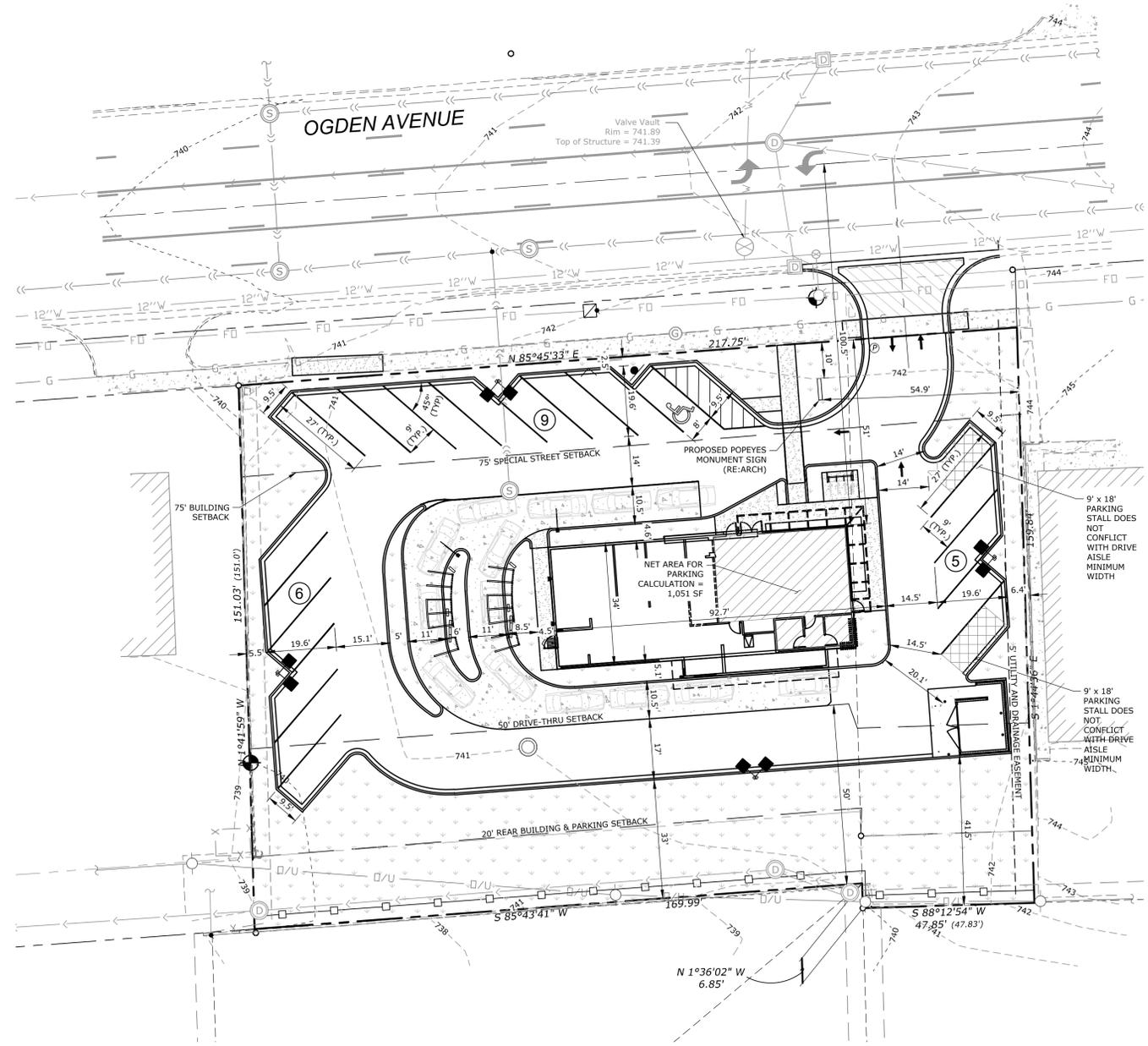
LAYOUT PLAN

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SHEET NUMBER

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LEGEND

- PROPERTY LINE
- LOT LINE
- EXISTING RIGHT-OF-WAY
- EXISTING EASEMENT LINE
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- PROPOSED HEAVY DUTY CONCRETE PAVEMENT
- PROPOSED LANDSCAPED AREA. SEE LANDSCAPE PLAN FOR MATERIAL TYPE (LAWN, PLANTING BED, ETC.)

Zoning Analysis					
Project Name:	Popeye's of Downers Grove				
Address:	621 Ogden Avenue				
PINS:	090540209, 0905402030				
Zoning District:	B-3				
Existing Use:	Vacant Commercial				
Proposed Use:	Quick Service Restaurant with drive-through				
Petition Type:	Special Use, Lot Consolidation				
Deviations:	N/A				
Requirement	Factor	Required	Proposed/Existing	Meets Req?	Difference
Lot Frontage	Minimum	-	217.75' / 217.75'	-	-
Lot Area	Minimum	-	33,228 SF / 33,228 SF	-	-
Lot Width	Minimum	-	218.3' / 218.3'	-	-
Street Yard	Minimum	25' (75' Special street setback from centerline of Ogden)	51' (100.5' measured from centerline of Ogden)	Yes	+ 26' (+25.5')
Rear Yard	Minimum	-	41.5' / N/A	-	-
Side Yard	Minimum	-	5' / N/A	-	-
Height	Maximum	60'	19'	Yes	- 41'
Building Area	-	-	3,521 SF / 0 SF	-	-
Open Space	-	-	29,704 SF / 33,228 SF	-	-
Landscaped Open Space	-	-	12,537 SF / 33,228 SF	-	-
% of Open Space that is Landscaped	Minimum	10% of Lot (3,323 SF)	42% (12,537 SF)	Yes	+ 32% (9,214 SF)
% of Open Space Landscape that is a Street Yard	Minimum	5% of Landscaped Open Space (627 SF)	7% (1,755 SF)	Yes	+ 2% (1,128 SF)
FAR	Maximum	0.75	0.11 / 0.00	-	- 0.64
Parking	Minimum	10/1,000 (11 Spaces) SF or 1/4 Seat (9)	20 (1 ADA) / 0	Yes	+ 10
Stacking	Minimum	8, with 3 between the order station and pick-up window	14 Total, 5 between Order Station and Pick-Up Window	Yes	+ 6

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PROJECT NAME
OWNER'S NAME

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621 OGDEN AVENUE
DOWNERS GROVE, IL

ABY MOHAMED
12365 RHEA DRIVE
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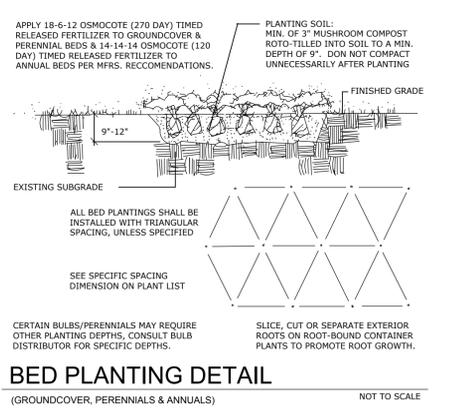
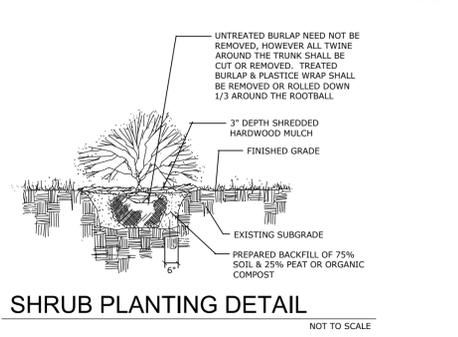
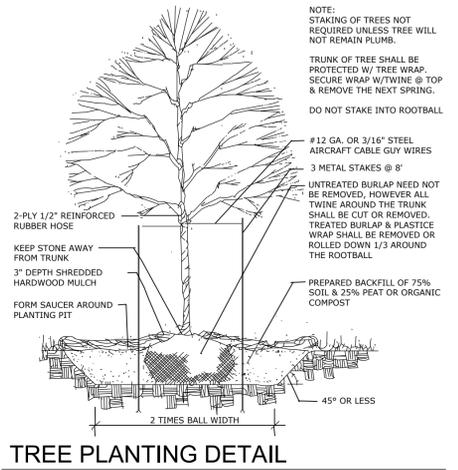
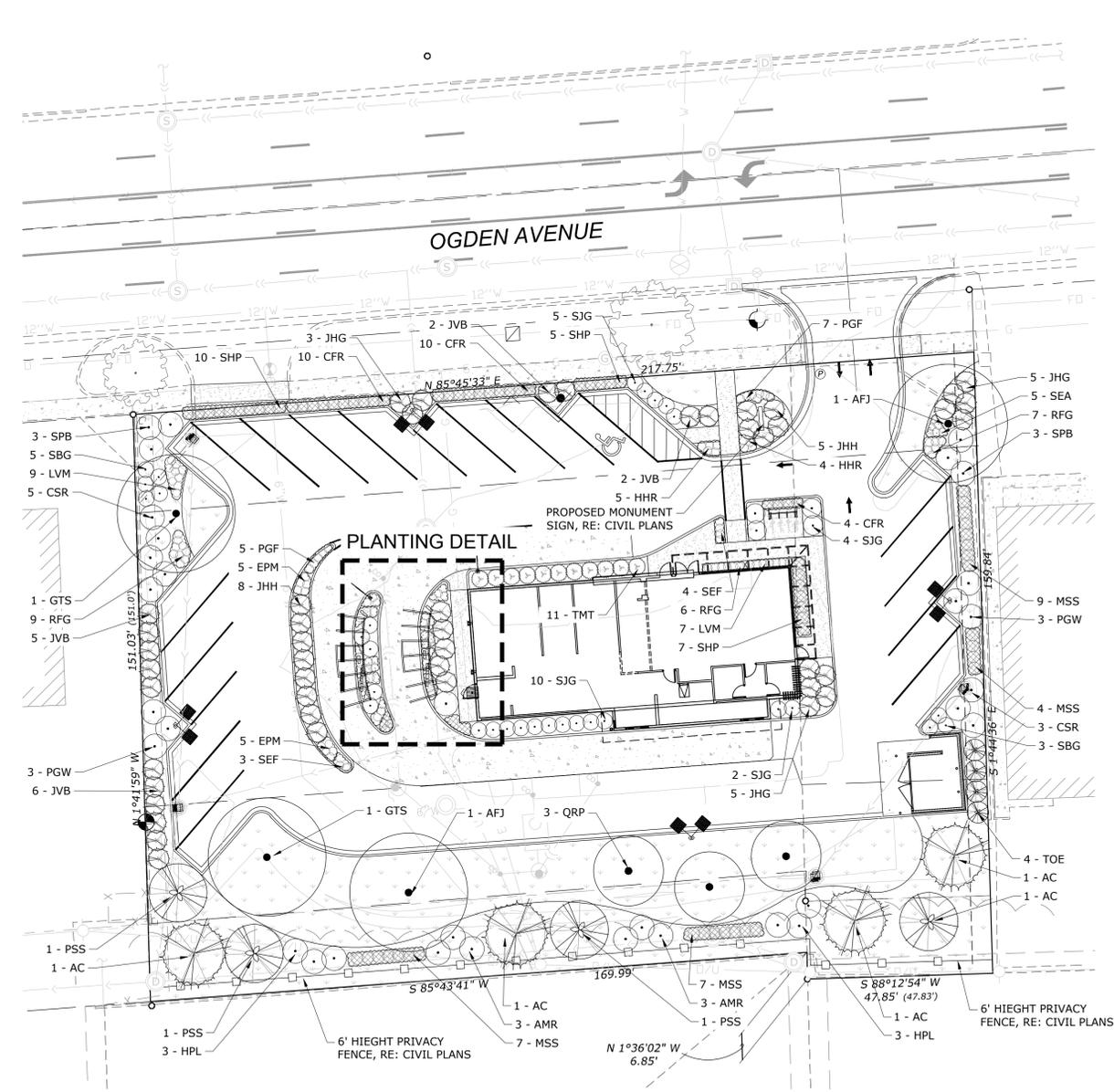
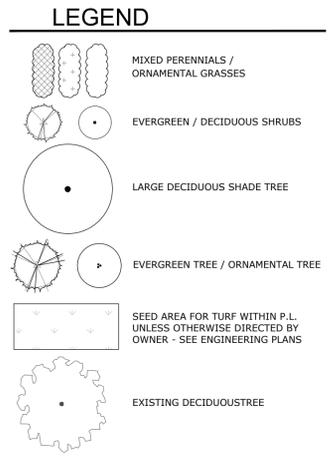
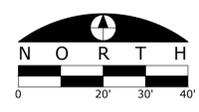
LANDSCAPE PLAN

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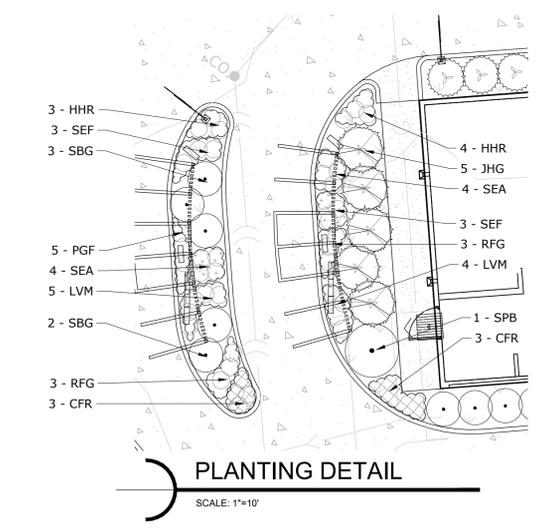
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PLANTING NOTES

- LANDSCAPE CONTRACTOR (CONTRACTOR) SHALL MAKE A SITE VISIT PRIOR TO BIDDING/CONSTRUCTION TO INSPECT THE CURRENT SITE CONDITIONS AND REVIEW PROPOSED PLANTING PLAN AND RELATED WORK. CONTRACTOR SHALL REPORT ANY DISCREPANCIES IN THE FIELD TO THE LANDSCAPE ARCHITECT AND/OR OWNER.
- CONTRACTOR SHALL VERIFY LOCATIONS OF ALL UNDERGROUND UTILITIES PRIOR TO BEGINNING CONSTRUCTION ON HIS PHASE OF WORK. ELECTRIC, GAS, TELEPHONE, AND CABLE TELEVISION CAN BE LOCATED BY CALLING 3.1.1.U.I.E. AT '811'. FOR REGIONAL LOCATING, CONTACT "DIGGER'S HOTLINE". ANY DAMAGE OR INTERRUPTION OF SERVICES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. CONTRACTOR TO COORDINATE ALL RELATED ACTIVITIES WITH OTHER TRADES ON THE JOB AND SHALL REPORT ANY UNACCEPTABLE JOB CONDITIONS TO OWNER'S REPRESENTATIVE PRIOR TO COMMENCING WORK.
- CONTRACTOR IS RESPONSIBLE FOR APPLICATION AND COST OF ALL NECESSARY BUILDING PERMITS AND CODE VERIFICATIONS. SUBMIT COPIES OF ALL DOCUMENTS TO OWNER AND LANDSCAPE ARCHITECT.
- CONTRACTOR SHALL GRADE ENTIRE SITE TO CORRECT SUBGRADE IRREGULARITIES IN PREPARATION FOR SOB/SEED, ROTO-TIL, DISC, DRAG, HARROW OR HAND RAKE SUB GRADE IN ALL LAWN AREAS AND REMOVE CONSTRUCTION DEBRIS, FOREIGN MATTER OR STONES LARGER THAN 2". GRADING SHALL PROVIDE SLOPES WHICH ARE SMOOTH, CONTINUOUS, FREE FROM DEPRESSIONS OR RIDGES. LEVEL, RAKE AND ROLL AS NECESSARY TO AN EVEN AND TRUE CONDITION AND OBTAIN POSITIVE DRAINAGE IN ALL AREAS. FINISH GRADES SHALL MEET THE APPROVAL OF OWNER PRIOR TO LAWN INSTALLATION.
- ALL DISTURBED AREAS SHOULD BE BROUGHT TO GRADE WITH "TOPSOIL" TO A DEPTH OF 6 INCHES IN AREAS TO BE SEED OR SODED, AND 12 INCHES FOR ALL INTERIOR (CURBED) LANDSCAPE ISLANDS. ALL LAWN AREAS ARE TO BE FINISHED WITH MULCH, STRAW MULCH, SEED, SOD, ETC. OR AS NOTED. ALL LAWN AREAS TO BE WATERED UNTIL A HEALTHY STAND OF GRASS IS ESTABLISHED. (SEE SEED/SOD NOTES FOR ACCEPTANCE DETAILS).
- QUANTITY LISTS ARE SUPPLIED AS A CONVENIENCE; HOWEVER, THE CONTRACTOR SHOULD VERIFY ALL QUANTITIES. THE DRAWINGS SHALL TAKE PRECEDENCE OVER THE LISTS.
- PLANTINGS MAY NEED TO BE ADJUSTED IN THE FIELD TO ACCOMMODATE UTILITIES, EASEMENTS, DRAINAGE WAYS, DOWNSPOUTS, ETC.; HOWEVER, QUANTITIES AND SIZES SHALL REMAIN CONSISTENT WITH THESE PLANS.
- SIZE & GRADING STANDARDS OF PLANT MATERIAL SHALL CONFORM TO THE LATEST ADDITION OF ANSI Z60.1 AMERICAN STANDARD OF NURSERY STOCK, BY THE AMERICAN NURSERY & LANDSCAPE ASSOCIATION. PLANT MATERIAL SHALL BE NURSERY GROWN AND BE EITHER BALLED OR BURLAP OR CONTAINER GROWN.
- ALL PLANT SPECIES SPECIFIED ARE SUBJECT TO AVAILABILITY. MATERIAL SHORTAGES IN THE LANDSCAPE INDUSTRY MAY REQUIRE SUBSTITUTIONS. ALL SUBSTITUTIONS MUST BE APPROVED BY THE LANDSCAPE ARCHITECT AND/OR OWNER.
- ANY PLANT MATERIALS WITH DAMAGED OR CROOKED/DISFIGURED LEADERS, BARK ABRASION, SUN SCALD, INSECT DAMAGE, ETC. ARE NOT ACCEPTABLE AND WILL BE REJECTED BY LANDSCAPE ARCHITECT AND/OR OWNER. TREES WITH MULTIPLE LEADERS WILL BE REJECTED UNLESS CALLED FOR IN THE PLANT LIST AS MULTI-STEM OR CLUMP.
- ALL PLANT MATERIAL, ESPECIALLY TREES, MUST BE SOURCED WITHIN A FIFTY (50) MILE RADIUS OF THE SUBJECT PROPERTY CONSTRUCTION SITE.
- CONTRACTOR TO NOTIFY THE VILLAGE DEPARTMENT OF DEVELOPMENT SERVICES AT MINIMUM SEVEN (7) DAYS PRIOR TO THE BEGINNING OF PLANTING OR RESTORATION OPERATIONS ON SITE. PLANTING OPERATIONS SHALL BE PERFORMED ONLY DURING THE PERMITTED HOURS OF CONSTRUCTION ACTIVITY IN ACCORDANCE WITH THE VILLAGE MUNICIPAL CODE.
- UPON INSPECTION AND ACCEPTANCE OF ALL LANDSCAPE ITEMS BY LANDSCAPE ARCHITECT AND/OR OWNER THE CONTRACTOR SHALL ASSUME MAINTENANCE RESPONSIBILITIES FOR A PERIOD OF THIRTY (30) DAYS, FOR ALL PLANT MATERIAL, TO INCLUDE: WATERING, CULTIVATING, WEEDING, PRUNING, MULCHING AND SPRAYING AS NECESSARY TO KEEP PLANTS FREE OF INSECTS AND IN A HEALTHY, VIGOROUS CONDITION UNTIL RESPONSIBILITY IS TRANSFERRED TO THE OWNER (SEE BELOW).
- ALL PLANT MATERIAL SHALL BE GUARANTEED FOR ONE (1) YEAR AFTER ACCEPTANCE BY LANDSCAPE ARCHITECT AND/OR OWNER. AFTER THE FIRST THIRTY (30) DAYS, THE OWNER SHALL ASSUME MAINTENANCE RESPONSIBILITIES AS DESCRIBED (SEE ABOVE). CONTRACTOR SHALL REPLACE WITHOUT COST TO OWNER ANY DEAD OR UNACCEPTABLE PLANTS, AS DETERMINED BY THE LANDSCAPE ARCHITECT AT THE END OF ONE (1) YEAR GUARANTEE PERIOD. CONTRACTOR SHALL NOTIFY IMMEDIATELY, IN WRITING, ANY CONCERNS RELATED TO MAINTENANCE PRACTICES.
- ALL PLANTING BEDS AND TREE SAUCERS SHALL BE MULCHED CONTINUOUS WITH 3" DEPTH SHREDDED HARDWOOD MULCH, SEE PLANTING DETAILS. ALL DECIDUOUS TREES (SHADE) / ORNAMENTALS THAT ARE NOT LOCATED IN A PLANTING BED SHALL BE MULCHED WITH A 3'-0" DIAMETER CIRCLE. EVERGREEN TREES AND MULTI-STEMMED ORNAMENTAL TREES SHALL BE MULCHED TO OUTER-MOST BRANCHES AT THE TIME OF INSTALLATION.
- PLANTING EDGE DELINEATION AT ALL PLANTING BED LINES AND TREE SAUCERS SHALL REQUIRE A MINIMUM 4" DEPTH "VEE" SHAPED CULTIVATED, SPADED EDGE WITH A VERTICAL FACE ABUTTING ALL LAWN AREAS AND SLOPED TO INSIDE OF PLANT BED CONTINUOUS BETWEEN LAWN AND MULCHED AREAS AS INDICATED ON PLAN.
- CONTRACTOR TO SEED ALL DISTURBED LAWN AREAS. SEEDED LAWN TO BE A COMBINATION OF BLUEGRASS, PERENNIAL RYE AND RED FESCUE WITH THE SUGGESTED FOLLOWING ANALYSIS BY WEIGHT: 30% RUGBY KENTUCKY BLUEGRASS, 20% PARK KENTUCKY BLUEGRASS, 20% CREEPING RED FESCUE, 20% SCALDIS HARD FESCUE, AND 10% PERENNIAL RYEGRASS. SEED TO BE APPLIED AT A RATE OF 4 LBS. PER 1,000 S.F.. ALL SEEDED LAWN AREAS SHALL BE COVERED WITH STRAW MULCH OR EROSION CONTROL NETTING, CONSISTING OF HAND OR MACHINE APPLICATION AT A RATE OF 2 TON PER ACRE. MULCH SHALL BE CONTACT ENOUGH TO REDUCE EROSION OF SEED AND TOPSOIL, BUT LOOSE ENOUGH TO ALLOW AIR TO CIRCULATE. INSTALL PER METHOD 1, SECTION 251, OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
- ALL SEEDED TURF AREAS SHALL BE FERTILIZED AT INSTALLATION WITH 6-20-20 ANALYSIS, AT A RATE OF 6 LBS. PER 1,000 S.F.. A SECOND APPLICATION OF 21-7-14 TO BE APPLIED AT RATE OF 6 LBS. PER 1,000 S.F. AFTER THE FIRST CUTTING. ACCEPTANCE AND GUARANTEE NOTES SHALL APPLY TO ALL SEEDED AREAS.
- ACCEPTANCE OF GRADING AND SEED SHALL BE BY LANDSCAPE ARCHITECT AND/OR OWNER. CONTRACTOR SHALL ASSUME MAINTENANCE RESPONSIBILITIES FOR A MINIMUM OF SIXTY (60) DAYS OR UNTIL SECOND CUTTING, WHICHEVER IS LONGER. MAINTENANCE SHALL INCLUDE WATERING, WEEDING, RE-SEEDING (WASH-OFFS) AND OTHER OPERATIONS NECESSARY TO KEEP LAWN IN A THRIVING CONDITION. UPON FINAL ACCEPTANCE, OWNER SHALL ASSUME ALL MAINTENANCE RESPONSIBILITIES. AFTER LAWN AREAS HAVE GERMINATED, AREAS WHICH FAIL TO SHOW A UNIFORM STAND OF GRASS FOR ANY REASON WHATSOEVER SHALL BE RE-SEEDING REPEATEDLY UNTIL ALL AREAS ARE COVERED WITH A SATISFACTORY STAND OF GRASS. MINIMUM ACCEPTANCE OF SEEDED LAWN AREAS MAY INCLUDE SCATTERED BARE OR DEAD SPOTS, NONE OF WHICH ARE LARGER THAN ONE (1) SQUARE FOOT AND WHEN COMBINED DO NOT EXCEED 2% OF TOTAL LAWN AREA.



NORTHGATE ASSOCIATES LLC – SERIES 4311

PO Box 583
Hinsdale, IL 60522-0583

July 18, 2022

Downers Grove Plan Commission
801 Burlington Ave
Downers Grove, IL 60515

Subject: 22-PLC-0014; 621 Ogden Avenue
Type: Special Use for a drive-through with a Variation for a drive-through setback

I am the managing member for the entity that owns the home at 4311 Stanley and oppose granting a Special Use for a drive through and a Variation for a drive-through setback at 621 Ogden Avenue.

I attended the July 11, 2022 Village of Downers Grove Plan Commission meeting and have additional comments that I would like to enter into the records for Commission to consider.

With Respect to VoDG.8.12.050.H – Standards of Approval for Special Uses
(3) *That the proposed use will not, in the particular case, be detrimental to the health, safety or **general welfare of persons residing or working in the vicinity or be injurious to property values or improvements in the vicinity.*** [Please see comments below addressing quiet enjoyment of the residences in the area, and property values.](#)

With Respect to VoDG.28.12.090 – Standards of Approval for Variations:
(2) *The plight of the owner is due to unique circumstances*
[Circumstances are not unique – The zoning for the lot was known before the petitioner decided to build the restaurant.](#)

With Respect to VoDG.28.12.090 – Standards of Approval for Variations - please see the following comments related to 3, 7 and 8 as defined:

- (3) *The variation, if granted, will not alter the essential character of the locality*
(7) *That the proposed variation will not impair.....or substantially diminish or impair property values within the neighborhood.*
(8) *That the proposed variation will not alter the essential character of the area*

[The surrounding back yards of residents are quiet. A typical Popeyes opens at approximately 10:30am. The representative for petitioner indicated during the July 11, 2022 Village of Downers Grove Plan Commission meeting that the restaurant will typically close between 10pm and midnight. The representative also indicated that a majority of the business is related to the drive through. While the land is zoned commercial, and residents should have been aware of it, commercial business is typically handled within the confines of the business structure. The proposed use, relies on interaction with clients outside of the structure, for the majority of its business. Further, the interaction is amplified and accompanied by idling vehicles. The petitioner indicated that trash pickup and deliveries would take place outside of](#)

business hours. The beep, beep, beep of a delivery or trash truck backing up after midnight is detrimental to the neighborhood. It is hard to imagine, that an external speaker "hello can I take your order" for 10 or 12 hours a day, with people shouting orders, and up to 17 cars idling in line, possibly with radio's on, adjacent to a homeowner's yard is an attractive selling point for the homeowner and will reduce desirability, and impact property values, of the adjacent homes. This is not typical, or similar in commercial nature, to something like the bike shop located just west of the property.

To better understand the situation, I visited 2 other Popeyes operated by AbyGroups, Inc on July 13, 2022. Visits were made between 3pm and 4:30pm. The temperature was 80 degrees with low humidity and sunny skies. The locations were:

- 19814 S. LaGrange Road, Mokena, Il
- 441 E. Cass, Joliet, Il.

Both locations had single drive through lanes. The representative at the Plan Commission meeting on July 11, 2022 seemed to indicate that a double drive through was imperative for operations. Neither location had a double drive through. The garbage smell emanating from the Joliet location was very apparent in the parking lot. The proposed location of the dumpsters containing food waste at the DG site would be highly detrimental to residents.

Finally, I would like to highlight the attached research article from the Journal of Civil & Environmental Engineering titled: "An Evaluation of the Effects of Drive-Through Configurations on Air Quality at Fast Food Restaurants". It states: "Although the drive-thrus are convenient, and they save time for costumers, they may have negative impacts on the air quality. Idling vehicles waiting in lines at drive-thru facilities waste gas, harm air quality, and increase greenhouse gas emissions".

(6) That the alleged difficulty or hardship was not created by the current property owner. The petitioner (representative) at the meeting had full knowledge that the property would require a Special Use approval for the drive through as well as a Variation to accommodate a double drive through.

I respectfully ask the Commission consider the information above and deny the requested Special Use for a drive-through and deny the Variation for a drive-through setback at 621 Ogden Avenue.

Thank you,



By: David Alfano

Its: Managing Member
Northgate Associates LLC – Series 4311

Attachment: Article from The Journal of Civil & Environmental Engineering - "An Evaluation of the Effects of Drive-Through Configurations on Air Quality at Fast Food Restaurants"



An Evaluation of the Effects of Drive-Through Configurations on Air Quality at Fast Food Restaurants

Keziah Hill, Fengxiang Qiao*, Mehdi Azimi and Lei Yu

Innovative Transportation Research Institute, Texas Southern University, USA

Abstract

Drive-thru users at fast food restaurants stay in their vehicle and have the engine running instead of walking into the restaurant to place an order for food or beverage. Although the drive-thrus are convenient, and they save time for costumers, they may have negative impacts on the air quality. Idling vehicles waiting in lines at drive-thru facilities waste gas, harm air quality, and increase greenhouse gas emissions. This study examined the emission rates at three fast food restaurants in Houston, TX, with different drive-thru configurations. By driving on each drive-thru facility in two different times of the day (peak hours and non-peak hours), instantaneous speed and acceleration of vehicles were collected on a second-by-second basis using Global Positioning System (GPS) devices. Then, for each second-by-second data, Vehicle Specific Power (VSP) value was calculated using instantaneous speed and acceleration. VSP and instantaneous speeds of the vehicles were used to obtain the operating mode distribution bins according to the standard provided by the Motor Vehicle Emission Simulator (MOVES). The vehicle emissions were calculated based on the operating mode binning approach. Emission factors analyzed in this study are Carbon Monoxide (CO), Carbon Dioxide (CO₂), Oxides of Nitrogen (NO_x), and Hydrocarbons (HC). The results of the study showed that the estimated emission is lower at drive-thru facilities with fewer stops and number of lanes.

Keywords: Drive-thru; Emission; Operating mode; Vehicle Specific Power (VSP)

Introduction

With the fast food restaurant business consistently growing, it causes more and more people to use the drive-thru facilities, especially in the big cities where time and convenience are major factors in the daily activities of people. The drive-thru facilities have increasingly become an integral part of not only the fast food restaurants, but also the other businesses such as banks, DVD rentals, ATMs, coffee shops, pharmacies, and dry cleaners. In general, drive-thru windows are very popular convenience for those people who drive. Although drive-thrus are convenient, and they save time for customers; they may have negative impacts on the air quality. In this study, three fast food restaurants in Houston, TX, with different drive-thru configurations will be examined, and the total emissions associated with their drive-thru facilities will be estimated.

Background

Most of the people living in major cities prefer to use the quickest and easiest way when it comes to ordering their food at fast food restaurants. Drive-thru shopping has become a part of their daily routine where their vehicles are kept idling during the service period. No matter whether there are lines inside of the restaurant and how many vehicles are waiting in the drive-thru line, drivers never step out their vehicle to make an order insider of the restaurant. However, such an idling behavior may result in enormous health and environmental consequence. A significant number of byproducts of burning fossil fuel may be produced during idling, which include carbon dioxide (CO₂), carbon monoxide (CO), oxides of nitrogen (NO_x), and Volatile Organic Compounds (VOC). While CO₂ as a greenhouse gas contributes the most to global warning [1], CO, NO_x and VOC are toxic exhaust gases for humans. Further, NO_x can react with VOC and still air under sunlight to form toxic smog. Meanwhile, NO_x is associated with the formation of acid rain. The concentration of the four byproducts in the exhaust gases is highly subject to many factors, such as vehicle operation [2], pavement types and roughness, engine efficiency, and roadway design [3, 4]. For example, CO concentration in the exhaust gases is the highest during an idling phase with 69, 000 ppm from a gasoline engine [5]. Vehicle emissions could be reduced at traffic

conflicting areas, such as work zones [6,7], and signalized intersections in fog [8], where are equipped with Vehicle to Infrastructure (V2I) to improve drivers' driving behaviors [9].

According to a published statistics in 2010, "drive-thru sales account for more than 60% of McDonald's overall revenues. Burger King relies on drive-thrus for 62% of its revenues. For Wendy's, the number is about 60%. Starbucks doesn't break out drive-thru revenues, but the chain operates approximately 2,650 drive-thru locations, representing approximately 35% of company-operated stores in the USA and Canada combined" [10]. This statistics reveals there is a high proportion of population nationwide using the drive-thru facilities daily. It seems that drivers' convenience has been trading off by air quality and public health.

Some local governments have adopted policies in this issue and launched anti-idling campaigns to help educate people about negative impacts of idling on the environment. Furthermore, there are growing debates about the environmental impact of drive-thrus [11-15] and a few governmental agencies have been trying to eliminate and ban drive-thrus. The USA Federal Highway Administration (FHWA) recommends turning off the vehicle engines in drive-thrus to reduce emissions and climate change [16]. However, most people do not know that a vehicle that is idle at a drive-through facility and wait for a long period of time produces a considerable amount of emission. The USA Environmental Protection Agency (EPA) presented tables including idle emission factors for volatile organic compounds (VOC), carbon monoxide (CO), and oxides of nitrogen (NO_x) for both summer and winter conditions [17]. Idle emissions for particulate matter (PM10) were also provided for heavy-duty diesel vehicles only since it was negligible for gasoline-

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fueled vehicles. EPA suggested use of the idle emission factors to obtain first-order approximations of emissions under idle conditions. There are few studies on the estimation of emission at drive-thru facilities. A group of college students in Pennsylvania calculated the vehicle emissions at two fast food restaurants by counting the vehicles and using an equation provided by EPA office of mobile sources [18]. Mittingly et al. developed a methodology for estimating benefits associated with drive-thru restrictions by characterizing a drive-thru as an M/M/1 queuing system, and calculated the reduction in NO_x emissions [19].

As having been noticed, drive-thru facilities at fast food restaurants are built differently in terms of their configurations (number of stops, number of lanes, etc.); however they all serve the same purpose. This study will examine the emission rates at three fast food restaurants in Houston, TX, with different drive-thru configurations.

Materials and Methods

Vehicle Specific Power (VSP) is a well-accepted explanatory variable in microscopic emission modeling. VSP is defined as the instantaneous tractive power per unit vehicle mass [20]. The main advantages of using VSP as an independent variable for studying the stabilized emissions of passenger cars and light-duty trucks are: it can be directly calculated from roadside measurements, it captures most of the dependence of emissions on engine operating parameters, and certification driving cycles are defined as a speed versus time trace and can also be specified in terms of VSP. The commonly used unit of VSP is Kw/Metric Ton. VSP distributions not only represent well the driving characteristics but also are highly correlated with the vehicle emission characteristics [21-23]. VSP is calculated using the following equation [20]:

$$VSP = v \times [1.1 a + 9.81 \times \text{grade} (\%) + 0.132] + 0.000302 v^3 \quad (1)$$

where:

v is the vehicle speed (m/s),

a is the vehicle acceleration (m/s²), and

$\text{grade} (\%)$ is the vehicle vertical rise divided by slope length.

Since the data collection area was flat, the grade was zero in Equation (1). Therefore, the equation can be simplified as:

$$VSP = v \times (1.1 a + 0.132) + 0.000302 v^3 \quad (2)$$

VSP-based emission modeling approaches have been used to quantify a vehicle's emissions during its regular operations [24-26]. The basic methodology for this modeling approach is binning second-by-second VSP data and computing the average emission rate in each bin. The meaning of each bin is the percentage of corresponding VSP values in the whole distribution. With this partition, the average emission rate of a particular type of pollutant in that bin for a specific vehicle can be calculated. The accuracy of the VSP-based modeling approach relies on how VSP bins are defined. There has been no clear definition about criteria in selecting VSP cutting points. However, since Motor Vehicle Emission Simulator (MOVES) is currently considered the standard tool that the USA Environmental Protection Agency has for estimating greenhouse gas (GHG) emissions from transportation sector, the definition of VSP bins provided by MOVES is used in the binning process in this study. Operating mode bins are a categorization method that describes vehicle behaviors based on the instantaneous speed and VSP characteristics, which serves the primary tool when generating total emissions [27,28]. Table 1 illustrates details of the operating mode binning provided by MOVES. In the table, the Operating Mode ID refers to operating mode bins that represent braking, idling, and varying levels of the vehicle's VSP and speed. The operating mode bins

Operating Mode ID	Operating Mode Description	Vehicle Specific Power, VSP _t (kW/tonne)	Vehicle Speed, v _t (mph)	Vehicle Acceleration, a _t (mph/sec) (a _t ≤ -2) or (a _t ≤ -1 and a _{t-1} ≤ -1 and a _{t-2} ≤ -1)
0	Braking			
1	Idling		-1 ≤ v _t < 1	
11	Low Speed Coasting	VSP _t < 0	1 ≤ v _t < 25	
12	Cruise/Acceleration	0 ≤ VSP _t < 3	1 ≤ v _t < 25	
13	Cruise/Acceleration	3 ≤ VSP _t < 6	1 ≤ v _t < 25	
14	Cruise/Acceleration	6 ≤ VSP _t < 9	1 ≤ v _t < 25	
15	Cruise/Acceleration	9 ≤ VSP _t < 12	1 ≤ v _t < 25	
16	Cruise/Acceleration	12 ≤ VSP _t	1 ≤ v _t < 25	
21	Moderate Speed Coasting	VSP _t < 0	25 ≤ v _t < 50	
22	Cruise/Acceleration	0 ≤ VSP _t < 3	25 ≤ v _t < 50	
23	Cruise/Acceleration	3 ≤ VSP _t < 6	25 ≤ v _t < 50	
24	Cruise/Acceleration	6 ≤ VSP _t < 9	25 ≤ v _t < 50	
25	Cruise/Acceleration	9 ≤ VSP _t < 12	25 ≤ v _t < 50	
27	Cruise/Acceleration	12 ≤ VSP _t < 18	25 ≤ v _t < 50	
28	Cruise/Acceleration	18 ≤ VSP _t < 24	25 ≤ v _t < 50	
29	Cruise/Acceleration	24 ≤ VSP _t < 30	25 ≤ v _t < 50	
30	Cruise/Acceleration	30 ≤ VSP _t	25 ≤ v _t < 50	
33	Cruise/Acceleration	VSP _t < 6	50 ≤ v _t	
35	Cruise/Acceleration	6 ≤ VSP _t < 12	50 ≤ v _t	
37	Cruise/Acceleration	12 ≤ VSP _t < 18	50 ≤ v _t	
38	Cruise/Acceleration	18 ≤ VSP _t < 24	50 ≤ v _t	
39	Cruise/Acceleration	24 ≤ VSP _t < 30	50 ≤ v _t	
40	Cruise/Acceleration	30 ≤ VSP _t	50 ≤ v _t	

Table 1: Definition of MOVES operating mode characteristics [17].

Operating Mode ID	CO ₂ (g/s)	CO (mg/s)	HC (mg/s)	NO _x (mg/s)
0	0.89	1.83	0.85	1.3
1	0.75	0.84	1.04	1.71
11	1.08	3.9	1.49	1.3
12	1.84	8.19	2.77	2.38
13	3.44	22.41	4.24	3.97
14	4.6	22.04	7.04	5.72
15	5.67	23.11	7.51	9.92
16	6.83	32.4	2.72	18.25
21	1.25	2.57	1.38	1.93
22	1.97	3.51	3.94	2.36
23	2.83	6.65	4.72	4.59
24	3.92	9.31	3.51	6.55
25	4.87	9.65	3.39	10.49
27	6.3	12.51	5.31	20.28
28	7.41	11.17	9.26	31.05
29	7.89	11.35	14.09	35.42
30	5.17	13.74	2.35	11.5
33	2.46	4.11	1.64	3.47
35	4.56	9.25	1.92	7.11
37	5.68	10.51	4.24	13.05
38	6.64	9.82	3.98	18.99
39	7.44	18.68	5.66	28.62
40	5.20	9.03	4.74	13.09

Table 2: Emissions rates of operating mode bins collected with PEMS [18].

are broken down into 23 bins that range from 0 to 40. As shown in the table, bins 0 and 1 represent braking and idling. Bins 11 to 16 represent

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driving behavior with lower speeds. Bins 21 to 30 represents driving behavior between 25 mph to 50 mph. Bins 33 to 40 represents driving behavior with speed 50 mph and greater.

In this study, VSP values will be calculated using instantaneous speed and acceleration data collected by GPS devices. Once VSP is determined, the data can be categorized using the operating mode binning approach. Then, the vehicle emissions can be calculated based on the operating mode binning approach. Tao and Yu [29] conducted a research study and determined the emission rates in each operating mode bin using the real emission data of a light-duty vehicle collected by a Portable Emission Measurement System (PEMS). Those emission rates are shown in Table 2. Therefore, the total emissions can be calculated by combining the emission rates in Table 2 and the operating mode bins. Emission factors analyzed in this study are Carbon Monoxide (CO), Carbon Dioxide (CO₂), Oxides of Nitrogen (NO_x), and Hydrocarbons (HC).

Data Collection

In this study, three fast food restaurants with different locations

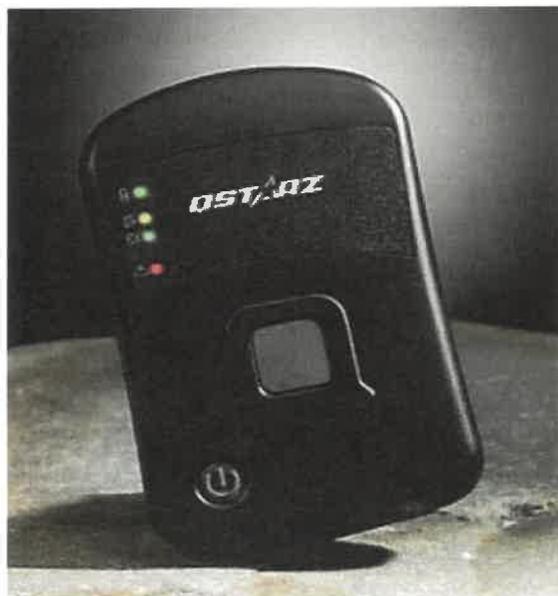


Figure 1: GPS device used to collect data in the drive-thru facilities.

were selected in Houston, TX for data collection. When choosing the restaurants, the following considerations were taken into account:

- Location of restaurant
- Size of facility
- Number of existing lanes in drive-thru
- Number of stops in drive-thru

The data collection was conducted at each restaurant during the peak hours and non-peak hours. The location of the restaurants was important since the facilities should have been quite busy during the peak hours compared with non-peak hours. The first restaurant (Restaurant A) was located in a residential neighborhood, next to a large shopping center. The second restaurant (Restaurant B) was located in the area close to Texas Medical Center. The third restaurant (Restaurant C) was located close to two university campuses: Texas Southern University and University of Houston.

Before starting the data collection, each location was visited at different times of the day in order to determine the exact time for both peak hour and non-peak hour data collection. Finally, two time periods were selected: 11:00 a.m. to 1:00 p.m. as peak hours, and 2:30 p.m. to 4:30 p.m. as non-peak hours. For each restaurant, one graduate student with more than three years of driving experience was assigned to collect data during both peak hours and non-peak hours by driving his/her light-duty vehicle in the restaurant drive-thru. The fuel type for the vehicles was gasoline. In total, three drivers participated in data collection. The speed and acceleration were collected while driving in the drive-thru facilities using the portable Global Positioning System (GPS) devices (Figure 1). This data collection approach recorded second-by-second real-world driving behaviors. The drivers were advised to turn on the GPS device when they pulled into the driveway of the restaurants. They placed their order and continue driving through the drive-thrus like a regular customer. The GPS devices were turned off after they pulled out of the drive-thru.

Each location had a different drive-thru configuration. The drive-thru at Restaurant A included two lanes with two stops. The first stop was at ordering station where the menu board was located between the lanes; and the vehicles could stop at this point and order their food. Then those two lanes eventually merge into one single lane where the customers could pay and pick up their order at the same window (Figure 2). Since the drive-thru was not very busy in the afternoon between 2:30 p.m. and 4:30 p.m., the right lane was closed during non-peak hours. Drive-thru configuration at Restaurant B was much more different compared to



Figure 2: Drive-thru at Restaurant A: (a) the menu board (ordering station) located between two lines of vehicles, (b) the vehicles merging into one lane towards the pick-up window.

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Figure 3: Drive-thru at Restaurant B: (a) the menu board (ordering station) with one lane vehicles, (b) payment and pick-up windows.



Figure 4: Drive-thru at Restaurant C: the menu board (ordering station) with one lane vehicles, and the window for payment and picking up the orders.

Drive-Thru	Peak Hours	Non-Peak Hours
Restaurant A Left Lane	65 veh	52 veh
Restaurant A Right Lane	80 veh	
Restaurant B	86 veh	32 veh
Restaurant C	49 veh	31 veh

Table 3: Traffic count at drive-thru facilities during both peak and non-peak hours.

Restaurant A. This facility had one lane with three stops. The first stop was to place the order, second stop was at the payment window where customers paid for their purchase, and the third stop was to pick up their food or beverage at the pick-up window (Figure 3).

The drive-thru facility at Restaurant C was similar to Restaurant A with the only difference in the number of the lanes. The facility had one lane with two stop. The first stop was next to the menu board where the drivers placed the order; and the second stop was at the pick-up window where they could pay and pick up their order (Figure 4). During data collection, there were other students who assisted in counting the traffic at drive-thru facilities at peak hours and non-peak hours. At each of Restaurants B and C locations, two students were assigned to record the data; the first student recorded the information when the vehicles were entering the drive-thru, and the second one recorded the same information when the vehicles were leaving. At Restaurant C location, only one student recorded the information since he had a good view of the entrance and the exit of the drive-thru. The information included the time the vehicles entered the drive thru, the time the vehicles left the drive-thru, the last four digits of the vehicles' license plates, and the vehicle type. Recording the time was necessary in order to calculate the presence time (waiting time) of each vehicle in the drive-thru facilities.

Table 3 shows the traffic count at each location. Traffic count indicates that more vehicles use the drive-thru facilities during peak-hours. As mentioned before, the right lane of the drive-thru facility at Restaurant A was closed at non-peak hours due to the fact that it was not as busy as during peak hours. Second-by-second data were collected using GPS devices (loggers). GPS loggers record the local time and date, longitude and latitude, and speed in kilometers per hour. Data processing followed the data collection phase of this study. The steps of this process are provided as follows:

Step 1: GPS data from the vehicles were used to calculate VSP for each second of data recorded using Equation (2).

Step 2: VSP and instantaneous speeds of the vehicles were used to obtain the operating mode distribution bins according to the standard in MOVES (Table 1).

Step 3: The operating mode bins were combined with the emission rates provided in Table 2, and the total emissions are estimated.

Results

The goal of this study was to analyze the effects of drive-thru facilities at fast food restaurants on emission outputs of light-duty vehicles. Real world GPS data was collected for three restaurants with different drive-thru configurations during peak hours and non-peak hours. The emission factors estimated were carbon dioxide (CO₂), carbon monoxide (CO), oxides of nitrogen (NO_x), and hydrocarbons (HC).

Figure 5 shows the operating mode distributions for the vehicles using the drive-thru facilities during non-peak hours (2:30 p.m. to 4:30 p.m.). As seen in the figure, Restaurant A has higher frequencies

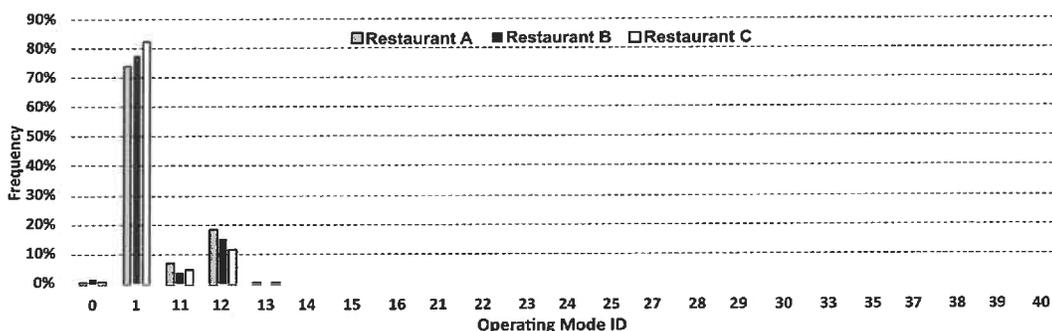


Figure 5: Operating mode distributions during non-peak hours.

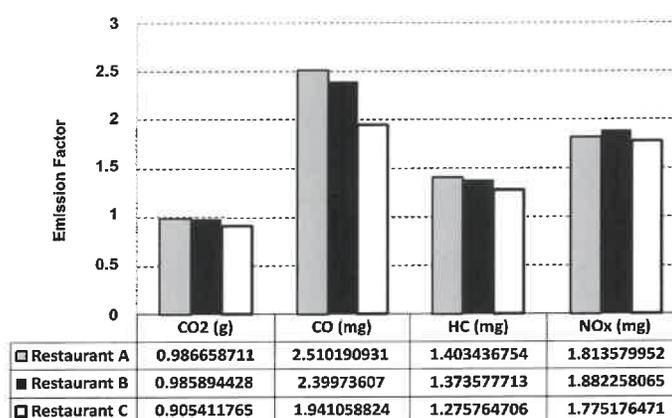


Figure 6: Emissions during non-peak hours.

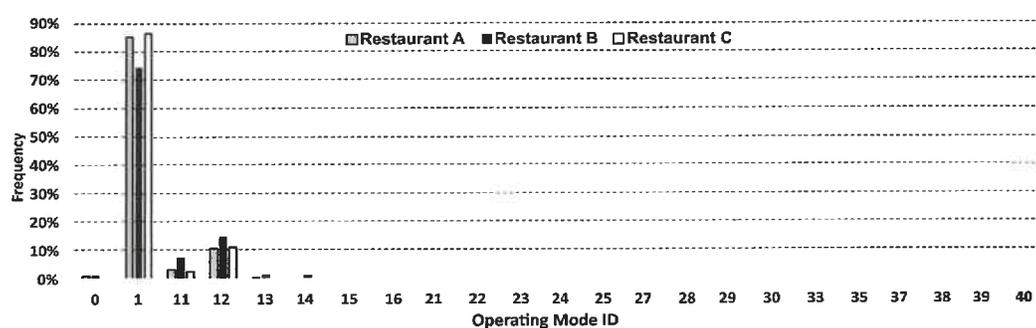


Figure 7: Operating mode distributions during peak hours.

in bins 11 and 12. These bins are described as low speed coasting and cruise/acceleration, respectively. However, it has lower frequency in bin 1 compared to the other two locations, that is idling. Figure 6 shows the emission factors for each light-duty vehicle using the drive-thru facilities during non-peak hours. During this time, Restaurant A had the highest emission factors except for NO_x. As mentioned above, the operating mode bins 11 and 12 of Restaurant A had higher frequencies, which could be the reason that the total emission for Restaurant A is higher than the other two restaurants (the emission rates of the operating mode bins 11 and 12 in Table 2 are higher than bin 1). Restaurant C has the lowest frequency in bin 12 but the highest in 1 indicating there

were more idling during non-peak hours. Restaurant B in bin 12 is the second highest and it also the second highest for total emissions (except for NO_x). Figure 7 displays the frequencies of the operating mode bins for the vehicles using the drive-thru facilities during peak hours (11:00 a.m. to 1:00 p.m.). The frequency of the operating mode bin 1 (idling mode) for Restaurant A during peak hours is higher (74%) compared with the frequency of the bin 1 during non-peak hours (85%). That was because both lanes of the drive-thru facility at Restaurant A was open at non-peak hours, and two lanes had to merge into one single lane. In other words, the vehicles had to be idle for longer time. During the peak hours Restaurant B had the lowest idling time (bin 1), but higher

Citation: Hill K, Qiao F, Azimi M, Yu L (2016) An Evaluation of the Effects of Drive-Through Configurations on Air Quality at Fast Food Restaurants. *J Civil Environ Eng* 6: 235. doi:10.4172/2165-784X.1000235

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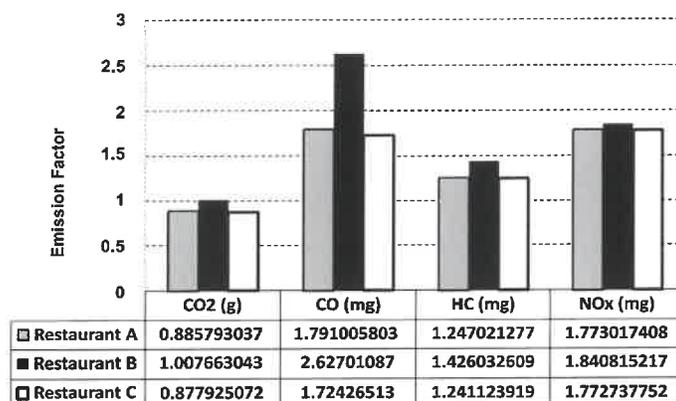


Figure 8: Emissions during peak hours.

frequencies in bin 11 and 12 compared with the other two locations (Figure 6). Furthermore, the drive-thru at Restaurant B has the highest emissions for all the emission factors. The reason is the drive-thru facility at this location has three stops (Figure 8).

Conclusion

This study examined the emission rates at three fast food restaurants in Houston, TX, with different drive-thru configurations. By driving on each drive-thru facility in two different times of the day (peak hours and non-peak hours), instantaneous speed and acceleration of vehicles were collected on a second-by-second basis using Global Positioning System (GPS) devices. Then, for each second-by-second data, VSP value was calculated using instantaneous speed and acceleration. VSP and instantaneous speeds of the vehicles were used to obtain the operating mode distribution bins according to the standard provided by the MOVES. The vehicle emissions were calculated based on the operating mode binning approach. Also, traffic count was conducted at each location. Traffic count indicated that more vehicles used the drive-thru facilities during peak-hours. Emission factors analyzed in this study are Carbon Monoxide (CO), Carbon Dioxide (CO₂), Oxides of Nitrogen (NO_x), and Hydrocarbons (HC). The results of the estimated emission in this study may seem to be relatively small (since it is related to a single vehicle), but it adds up when it is multiplied by all the vehicles idling at that specific drive-thru restaurant. Furthermore, the results showed that the total emission for a single vehicle using a drive-thru facility is not only related to the idling situation, but the other modes (bins 11 and 12) also have impact on the overall emission.

There are some other factors that must be taken into consideration when estimating the emission for a vehicle running in the facilities with the situation of idling and stop-and-go. One of the factors is number of the vehicles using the facility during that specific time period. This number not only has effect on the total emissions produced by all the vehicles, but it also has effect on the emission produced by that specific single vehicle. The reason is the average waiting time for each vehicle would be longer when there are more vehicles using the facilities. Therefore, it is very important to conduct the traffic count in these types of facilities.

Restaurant A location had the most traffic during peak and non-peak hours. The emissions were higher at this facility during non-peak hours versus peak hours. The reason was one of the lanes in the drive-thru facility was closed during non-peak hours, however the number of

the vehicles using the drive-thru between 2:30 p.m. and 4:30 p.m. was still high (Table 3). Due to this fact, the waiting time was increased, and vehicles emitted more pollutions. During the peak hours, Restaurant B had the highest emission rate, since the drive-thru facility had three stops. As stated earlier, vehicle idling produces more emission and with each vehicle stopping at each window it causes more idling time. The result of the study shows that Restaurant C seems to have the best drive-thru configuration (one lane, two stops) since the related emission factors was the lowest during both non-peak hours and peak hours. At Restaurant C drive thru, there were not as many stops and lanes like Restaurants A and B. Therefore, there was less idling time for the vehicles. It seems that designing the restaurant drive-thrus with one lane and two stops may decrease of the vehicle emissions comparing to other design configurations.

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Approved

**VILLAGE OF DOWNERS GROVE
PLAN COMMISSION MEETING**

July 11, 2022, 7:00 P.M.

FILE 22-PLC-0014: A PETITION SEEKING APPROVAL OF A SPECIAL USE FOR A DRIVE-THROUGH FACILITY AND A VARIATION(S). THE PROPERTY IS CURRENTLY ZONED B-3, GENERAL SERVICES AND HIGHWAY BUSINESS. THE PROPERTY IS LOCATED ON THE SOUTH SIDE OF OGDEN AVENUE APPROXIMATELY 230 FEET WEST OF STERLING ROAD, COMMONLY KNOWN AS 621 OGDEN AVENUE, DOWNERS GROVE, IL (PIN 09-05-402-029, 030). ABYGROUPS, INC., OWNER AND ARC DESIGN RESOURCES, INC., PETITIONER.

Petitioner, Ryan Swanson, Arc Design Resources, indicated that he is the project manager for the project and has Matt Adas, assistant project manager with him this evening. They are presenting on behalf of AbyGroups and are requesting a special use with a variation for the drive through setback. Referring to the presentation screen, Mr. Swanson noted the location of the site and its placement in the Ogden Avenue Corridor.

Mr. Swanson stated that the proposed used is consistent with surrounding commercial development and as part of the site improvements, they are reducing access to the site from two access points to one. He noted that the plan will include a 3500 square foot building, with 20 parking spaces, which exceed Village Code. The site plan also include a pedestrian connection and will be designed to meet the stormwater ordinance. He then stated that the south portion of the site will be heavily landscaped and the site plan exceeds the open space requirements.

Mr. Swanson then provided overview of how traffic and circulation would work with the proposed drive through. He then summarized how the drive through met the special use standards and that Popeye's will provide a viable, successful business to the corridor on a site that has been vacant for a long time.

Mr. Swanson then explained the need for a variation for the drive through setback. He stated that although 50 feet is required they are seeking relief to provide a 34-foot setback. He then stated that the parcel size and lot depth from Ogden Avenue creates the need for the variance. Through the years the parcel sizes have been narrowed by right-of-way acquisition and road widening, which has narrowed the site. He further explained that they looked at additional options such as placing parking in the rear moving the site plan north, but thought that would be more of an issue with the neighbors and the car headlights that would face them in that scenario. With the variance request the site plan proposes a six foot fence and landscaping at the rear. He then concluded his presentation and asked if there were any questions.

Chairman Rickard inquired if there was any consideration for having one drive through lane on the north side that splits into two order boxes, so that the site plan can shift 15 feet north and the variance would not be needed. Mr. Swanson responded that based on the operator's experience and corporate requirements two drive through lanes are needed for the restaurant and critical to its operations. Chairman Rickard clarified his inquiry by stating that the merge point could shift to the

Approved

northwest corner of the building to two lanes and it appears they would lose approximately four spaces and if this option was reviewed. Mr. Swanson again stated that this is a standard for the restaurant operations.

Commissioner Boyle inquired about how garbage operations would work on the site. Mr. Swanson explained that garbage operations are typically not during business hours and truck can maneuver counterclockwise on the site and the further explained the refuse operations. Mr. Boyle further inquired if there were any issues with fire truck operations. Mr. Swanson stated that there were no issues with the current site plan.

Commissioner Boyle further inquired about the material of the fence. Mr. Swanson stated that they do not have a material selected yet and would be opened to suggestions.

Commissioner Boyle then inquired if new sidewalks will be installed. Mr. Swanson stated that a minimum they would likely need to install sidewalks where the existing drive will be removed and review which ones do not currently meet standards.

Commissioner Rector inquired about the volume of the ordering boxes and what the corporate standard for how Popeye's handles volume control. Mr. Swanson stated that he does not know offhand the volume of the boxes, but there is so much traffic on Ogden that he would expect that ambient noise to be louder.

Commissioner Rector inquired about the hours of operations. Mr. Swanson stated that hours of operation to vary, but the window would likely be used from 10AM to midnight. Ms. Rector further stated that she thinks in the past when we have had similar special use requests for drive throughs we placed conditions to have the volume the speaker volume drop at a certain time. She further stated that it is helpful that it appears the speakers for the order boxes are pointing west and not south, which would help.

Chairman Rickard invited for any additional public comment.

Debra Zielke explained that her house faces Stanley and I am near the entrance of Dawn Place and it's a very quiet place and that he does not believe landscaping and a fence will stop the noise. She is also concerned about the headlights and the amount of parking available.

Alan Zielke, stated that he is concerned about the smell of the cooking and when deliveries/garbage operations. He then stated further concern about development in the area and flooding that has occurred.

David Alfano, 4311 Stanley, says he supports business and the tax base as long as it is not a detriment to the neighborhood. He stated his concern for noise and that this development will impair his property value.

Deb Zelke, returned to the podium and stated that this area is lovely and quiet and is concerned about the noise, lights and smells. She is also concerned about the restaurant even able to find staff when so many other restaurants are having trouble finding employees.

Approved

Jim Beretta, lives in a cul-du-sac nearby and is concerned about the headlights and parking lot lights. He also feels the fence is not going to completely cover all noise. He further stated concern that with the relief the order box will now be closer to the residences.

Debra Zielke, returned to the podium and further stated that a lot people have invested in their homes and this would be a shame to place this right next to them.

No additional public comment was received. Staff was invited to present.

Lanie Hannon, planning intern, summarized the request stating that the petitioner is requesting approval for a special use and variation at 621 Ogden Avenue. She then referred to the presentation screen and provided details on the location and zoning. She stated that the Village did receive two phone calls regarding the petition; both inquiries requested additional information regarding the project.

Ms. Hannon then provided an overview of the project and noted on the screen that the building is centrally located. The two drive-through lanes are permitted in this zoning district with a special use permit. She then highlighted a few of the associated improvements, such as the number of approaches has been reduced to one, a pedestrian connection will be installed, and the installation of a screened trash enclosure.

Ms. Hannon provided an overview of the drive-through lane and related variance that is request. She stated that the petitioner is proposing to be 34.2 feet from the residential lot line where 50 feet is required. In light of the requested relief, the petitioner is proposing to place extensive landscaping along the rear property line, in addition to the installation of a six foot tall privacy fence.

Ms. Hannon then provided overview of the building elevations. On the presentation screen, she provided the north and south elevations for review. She stated that the proposed materials include brick, wood-grain fiber cement panel, and decorative accents. She then provided a view of the proposed east and west elevations and noted that all future signage will meet the requirements of the zoning ordinance.

Ms. Hannon concluded her presentation by stating that staff does find that the standards for approval for both the special use and variation have been met. As such, staff does recommend approval of this petition. Should the plan commission agree, a draft motion can be found on page 10 of the agenda packet. She then stated if the Plan Commission has any questions, she would be happy to take those now.

Commissioner Patel inquired what the proposed fence would look like. Ms. Hannon stated that the petitioner has not identified the fence material yet, but it would need to be a privacy fence.

Commissioner Toth then inquired to what the intent of the 50-foot setback for a drive-through. Planning Manager Zawila stated that the setback was intended to provide a certain level of setback for drive through facility from residential property lines. That being said the Village has a variation process and in this case, the petitioner is looking to deviate from the code for an approximate 16 foot deviation, understanding that lot depth is shallower than several properties in the corridor. He

Approved

then further referenced the Comprehensive Plan that Ogden Avenue is characterized as having shallow lot depths that also encourages redevelopment; the staff was supportive of the requested relief and the opportunity to request a variance for the setback.

Commissioner Toth inquired in the Village has a lighting ordinance. Mr. Zawila stated that yes, the Village has a lighting ordinance and the plans will be reviewed against this during the building permit review process, but as the Plan Commission may recall from previous meetings that the lighting ordinance does place limitation on light trespass in the form of a foot-candle measurement and requires full-shielding. Commissioner Toth further inquired if the Village had a similar ordinance for noise. Mr. Zawila stated that was correct. Lastly, Commissioner Toth, asked if the Plan Commission has placed conditions in the past on drive-through volumes. Mr. Zawila stated that was correct. If that was the desire of the Plan Commission they would need to place that condition on their recommendation as it currently is not in the drafted motion.

Commissioner Rector inquired if the Village staff look at versions of the plan where parking was in the back. Mr. Zawila confirmed that staff looked at several iterations before the one that was submitted for Plan Commission review. It appeared from staff's perspective that this version balanced the efficiency needed for this type of drive-through and moving traffic through the site and that this layout was similar to other drive-thrus that the Plan Commission has reviewed in the past.

Commissioner Boyle then inquired if there was enough parking on the site. Mr. Zawila stated that the proposal met the Village's parking requirements and consistent with past considerations. The amount of parking provided is sufficient for the site. Further discussion occurred about the potential elimination of parking to assist with the ability to remove the need for a variance.

Chairman Rickard, then stated that he struggled to understand how the variance request met certain standards. He felt that every lot on Ogden Avenue is shallow and up to this point others have come up with designs that meet the requirements and he is not sure if they have regularly granted a variance for a drive through next to residential properties. He does not feel that this is a unique circumstance. Instead he noted that this may be caused by their desire for a double drive-through; and stated that maybe the project is too large for the lot. Regarding some of the other comments against the development that came up related to headlights, noise, smell of cooking, enjoying your yard and garbage trucks and deliveries, he felt like those were things that normally go on with commercial properties. He noted that when you buy a property next to a commercial property, you have to expect some of that because it's legally allowed. He then invited the petitioner back up to respond to the questions and comments.

Mr. Swanson first covered the comments related to parking. He stated that the amount of parking is consistent with other stores and handles the amount of customers and employees. Regarding the drive-through he reiterated that based on the operator's experience and corporate requirements two drive through lanes are needed for the restaurant and critical to its operations. The proposed fencing and landscape screening would alleviate concerns about headlights.

Mr. Swanson then addressed the sound concerns. He stated that they would work with the Village within their codes. He reiterated that based on his experience, for many years, the traffic on Ogden is going to be much louder than what you're going to hear out of these, these order boxes. He then

Approved

covered lighting and stated that would meet the Village Code and LED lights are a lot easier to program and down dim to what they would need to meet Village Code.

Chairman Rickard then stated that he was hoping they could further state how they felt they met the standards for a variance for the proposed setback.

Mr. Swanson stated that if they felt that they did not meet the standards for a variance or a special use they would need to find another site. In this particular case it comes down to the site not being very deep and the property also has a notch in the bottom, that makes it an irregular shape. Based on the safety and operation of the drive through circulation and the customers the proposed site plan meet is what Popeye's is focused on for this project. He further stated that the building itself does exceed the required setback.

Chairman Rickard then noted the measurement for the drive through is intended for separation of cars idling, windows down with radios, and people talking in vehicles, essentially to provide a setback for the activity not necessarily the location of the pavement for a drive-through.

Commissioner Toth stated that as far as the special use for the drive thru, that seems like a reasonable request, but for the variance request, Mr. Toth did not really see where the petitioner argued successfully for a need for it.

Commissioner Roche stated she would like to see the condition of the volume control put in regardless of if it's one lane or two lanes, if there's going to be a drive through that close to residential. She thought that was important, if it's something that's been done previously, it should definitely be added.

Commissioner Rector stated that they agree with other Plan Commissioners and that that the conditions for the special use had been met. She then stated they she would like the variance request removed, noting that the applicant is choosing to put the parking in the front versus in the back for aesthetic reasons. She further stated that she wished they had considered that as an option versus asking for the variance.

Commissioner Boyle stated that he did not believe he could support the variance because several of the standards had not been met and its impact it can have on the neighborhood if the variance is granted.

Commissioner Patel stated that he really would like to see the petitioner come back with a different solution to this that would not require the accommodation for that setback. He does think that the drive through is a good use for this real estate and she would like to see this developed with this business here.

Chairman Rickard stated they agreed with the other commissioners and that this project is appropriate for this zoning class and in that location; as a lot of these properties do have drive-thru windows. He just did not feel like the standards for a variance had been met, citing that the alleged difficulty or hardship was created by the petitioner and their need to have this proprietary drive-thru configuration. He believed that this could be redesigned, if they would vary from their corporate

Approved

prototype a little bit. He stated that he would not have any problems supporting it, if it was not for the variance request.

Mr. Zawila addressed the Plan Commission to state that based on the discussion at hand the Plan Commission has two options. If the petitioner is agreeable, they can come back to the next Plan Commission meeting and review if it is possible to remove the need for the variance. However, if it is the petitioner's desire to make it out of Plan Commission this evening the Plan Commission will need to provide a recommendation on the application in front of them.

Chairman Rickard then asked the petitioner their preference.

Mr. Swanson stated they would prefer the option to review the plans to see if the variance would be necessary and return to the next Plan Commission meeting.

WITH RESPECT TO FILE 22-PLC-0014, COMMISSIONER RECTOR MADE A MOTION TO CONTINUE THE CASE UNTIL THE AUGUST 1, 2022 PLAN COMMISSION MEETING.

SECOND BY COMMISSIONER ROCHE. ROLL CALL:

AYE: COMMISSIONERS RECTOR, BOYLE, TOTH, ROCHE, PATEL, AND CHAIRMAN RICKARD

NAY: NONE

MOTION PASSED. VOTE: 6-0

/s/ Village Staff
Recording Secretary
(As transcribed by MP-3 audio)

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**VILLAGE OF DOWNERS GROVE
PLAN COMMISSION MEETING**

August 1, 2022, 7:00 P.M.

FILE 22-PLC-0014: A PETITION SEEKING APPROVAL OF A SPECIAL USE FOR A DRIVE-THROUGH FACILITY AND A VARIATION(S). THE PROPERTY IS CURRENTLY ZONED B-3, GENERAL SERVICES AND HIGHWAY BUSINESS. THE PROPERTY IS LOCATED ON THE SOUTH SIDE OF OGDEN AVENUE APPROXIMATELY 230 FEET WEST OF STERLING ROAD, COMMONLY KNOWN AS 621 OGDEN AVENUE, DOWNERS GROVE, IL (PIN 09-05-402-029, 030). ABYGROUPS, INC., OWNER AND ARC DESIGN RESOURCES, INC., PETITIONER.

Petitioner, Ryan Swanson, Arc Design Resources, indicated that he is the project manager for the project and has Mr. Mohamed the owner with him this evening. They are presenting on behalf of AbyGroups and are requesting a special use with a drive through setback.

Mr. Swanson stated that per the Plan Commission's request, the petitioner eliminated the need for the variance for the required drive-through setback. He then provided a brief overview of the modified site plan. Referring to the presentation screen, Mr. Swanson noted the location of the site and its placement in the Ogden Avenue Corridor. He then provided an overview of the changes and how it compares to the previous site plan. Mr. Swanson explained that the new site plan shifted north, which allowed for the required 50-foot setback from the south lot line to be incorporated. He also explained that extensive landscaping and fencing along the south lot line will be included, as well.

Chairman Rickard invited for any additional public comment.

Scott Richardson stated that he was concerned about traffic circulation through the site due to its proximity to Ogden Avenue. Then, he expressed that he supported the removal of the variance.

Robert Tully, 632 Dawn Place, explained that he was concerned about the noise levels that would be produced by the drive-through. He suggested there be volume control on the drive-through speaker boxes. He also expresses his concern that light and storm water from the site will encroach upon his property.

Allen Zeilke inquired who is responsible for regulating the volume level of the drive-through speaker boxes. He also stated that he was concerned that the site would increase flooding for surrounding residential properties. Mr. Zielke believed the proposed site development would negatively impact property values in his subdivision.

Robert Tully returned to the podium to inquire if homeowners would be involved in storm water review.

Jason Zawila, planning manager, clarified that stormwater will be reviewed by staff as part of the building permit process.

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Debra Zielke stated that she researched the location of nine other Popeyes restaurants in surrounding cities. She explained that no other Popeyes was located near a residential area. Mrs. Zielke also expressed that she did not see the value in building another fast food restaurant along Ogden Avenue.

David Alfano explained that he believed the petition does not meet the standards for approval. He also confirmed if the Plan Commission received his letter. Mr. Zawila confirmed it was included with the Plan Commission packet. He expressed concern for drive-through noise levels. Mr. Alfano stated that the hours of operation for garbage pick-up would decrease his property value. He concluded that the stacking of cars in the drive-through would be harmful to the environment.

No additional public comment was received. Staff was invited to present.

Mr. Zawila, summarized the request stating that the petitioner is requesting approval for a special use at 621 Ogden Avenue. Per the Plan Commission's request, the petitioner eliminated the need for the variance for the required drive-through setback. He then provided a brief overview of the modified site plan.

Mr. Zawila concluded his presentation by stating that staff does find that the standards for approval for the special use has been met. As such, staff does recommend approval of this petition. Should the Plan Commission agree, a draft motion can be found on page 2 of the staff report. He then stated if the Plan Commission has any questions, he would be happy to take those now.

Chairman Rickard inquired if, per building code regulations, light will be shielded from properties to the south. Mr. Zawila responded that the petitioner submitted a photometric plan that appears to meet building code requirements. Chairman Rickard then inquired if a fast food restaurant is permitted by right in the current zoning district. Mr. Zawila explained that a fast food restaurant is approved by right in this zoning district. He then stated that a special-use permit would be required for the drive-through, but that the request is consistent with past special uses that have been granted by the Village.

Chairman Rickard further inquired if the petitioner has chosen to include excessive landscaping where further parking could be implemented. Mr. Zawila confirmed this as true. Chairman Rickard then followed by asking how tall the fence along the south lot line will stand. Mr. Zawila explained that at least a 6-foot fence is required and an 8-foot privacy fence is proposed. Finally, Chairman Rickard inquired if the trash enclosure would be screened. Mr. Zawila confirmed it would be screened to code.

Chairman Rickard inquired if village engineering staff would review potential storm water issues. Mr. Zawila explained that storm water issues are only occurring on the vacant site because there is no current storm water control. Upon permit review, the petitioner will be required to meet storm water requirements of the Village. An inquiry was made regarding if the proposed fence will extend along the western lot-line. Mr. Zawila explained that upon permit review, staff would ensure the fence is place as required. Lastly, a question was asked about noise control for the drive-through speaker boxes. Mr. Zawila refers to previous special use drive through at 935 Ogden that required

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volume level to be lowered after 9pm. He explained that this is something that could be enforced in this instance, as well.

Chairman Rickard inquired how volume levels are measured and enforced. Mr. Zawila responded by stating the Village Ordinance has maximum decibel levels allowed to be emitted by any commercial property to residential property. This ordinance would work as a base for the petition and further restrictions could be implemented as necessary.

Chairman Rickard invited the petitioner back to the stand to respond to questions and comments. Mr. Swanson returned to the podium and clarified that the order boxes are oriented towards the west and not facing the residential properties which should assist with the noise. Additionally the eight-foot fence and landscaping will offer benefits beyond just visual barrier. He noted that in regards to emissions and sound, Ogden Avenue currently has 27,000 cars a day and that noise and emissions from the roadway exceed what this development will produce. Furthermore, the lighting and landscaping will meet or exceed the code requirements. Regarding the stormwater concerns, their project will follow all Village codes and requirements.

Mr. Aby Mohomad, owner, approached the podium to explain the technology behind the speakers and that with his other restaurants the audio is designed to be heard approximately 10 feet from the order box. He went on to further state that they take the concerns of the neighbors seriously and that he operates a company with many employees and has a hands on approach with all of his restaurants.

Mr. Swanson returned to the podium and stated that there will be 14 cars maximum in the drive through lane.

Mr. Patel stated that they do appreciate the petitioner coming back and reconsidering the drive through setback. From their perspective, he feels the standards of approval have been met. The development will be a great addition to the community. Developing this property is in the public's best interest.

Chairman Rickard reiterated that they appreciate the fact that variance request was removed and it goes a long way to showing good faith and trying to be friendly to the neighbors. He further noted that he likes the fact that the petitioner far exceeded the landscape to the south, which will greatly help visually, sound wise, aesthetically, and stormwater wise. He also appreciates the fact that trash container, which is usually tucked in the back corner, has been pulled away, far in excess of what a lot of them are. He also note that they lost a curb cut as part of this development, and now it's been reduced to only one access point, which is also helpful.

Mr. Maurer, stated that there is no longer a setback issue, which means that there's no longer a variance request. This is just a special use request and wanted to make two points for those that may be concerned about the recommendation this evening. The first is that the Plan Commission is here this evening to talk about the special use. Other items such as code review, permitting and stormwater will be reviewed and any situation such as stormwater will be improved. The other point is that Plan Commission is here to offer a recommendation and the Village Council is the final decision maker, but appreciates the public input on this case.

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Ms. Roche, stated that she appreciates the additional landscaping and being able to adhere to the required setback for the drive through. This does provide for a nice buffer to the residential area.

Mr. Boyle state that he really appreciate the modification of site plan, and not having to seek a variance and feels that the proposed development fits within the zoning. He then questioned if a condition is needed for the volume of the drive through. Further discussion then occurred on the need to place a condition on the order boxes or if the Plan Commission was comfortable with the Village enforcing the Village code as it relates to sound. It was Plan Commission's understanding that past approvals have had similar conditions. It was decided to place a condition that the petitioner provide audio and sound control for the restaurant drive through speakers, in case there are volume issues in the future.

Chairman Rickard then asked for a motion.

WITH RESPECT TO FILE 22-PLC-0014 AND BASED ON THE PETITIONER'S SUBMITTAL, THE STAFF REPORT, AND THE TESTIMONY PRESENTED, COMMISSIONER PATEL MADE A MOTION THAT THE PETITIONER HAS MET THE STANDARDS OF APPROVAL FOR A SPECIAL USE BY THE VILLAGE OF DOWNERS GROVE ZONING ORDINANCE AND IS IN THE PUBLIC INTEREST AND THEREFORE, I MOVE THAT THE PLAN COMMISSION RECOMMEND TO THE VILLAGE COUNCIL APPROVAL OF 22-PLC-0016, SUBJECT TO THE FOLLOWING CONDITIONS:

- 1. THE SPECIAL USE SHALL SUBSTANTIALLY CONFORM TO STAFF REPORT, THE ARCHITECTURAL DRAWINGS PREPARED BY WOOLPERT ARCHITECTURE DATED JUNE 1, 2022, AND REVISED ON JULY 22, 2022, AND THE CIVIL ENGINEERING DRAWINGS PREPARED BY ARC DESIGN RESOURCES INC., DATED JUNE 3, 2022, AND REVISED ON JULY 22, 2022, EXCEPT AS SUCH PLANS MAY BE MODIFIED TO CONFORM TO VILLAGE CODES, ORDINANCES, AND POLICIES.**
- 2. APPROVAL FROM ILLINOIS DEPARTMENT OF TRANSPORTATION BEFORE ISSUANCE OF A BUILDING PERMIT.**
- 3. A LOT CONSOLIDATION MUST BE RECORDED PRIOR TO THE ISSUANCE OF ANY BUILDING PERMITS.**
- 4. THAT THE PEITIONER PROVIDE AUDIO AND SOUND CONTROL FOR THE RESTAURANT DRIVE THROUGH SPEAKERS.**

SECOND BY COMMISSIONER BOYLE. ROLL CALL:

AYE: COMMISSIONERS BOYLE, MAURER, ROCHE, PATEL, AND CHAIRMAN RICKARD

NAY: NONE

MOTION PASSED. VOTE: 5-0

/s/ Village Staff

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Recording Secretary
(As transcribed by MP-3 audio)