



LEE'S SUMMIT
MISSOURI
Development Services Department

Development Services Staff Report

File Number	PL2023-221
File Name	PRELIMINARY DEVELOPMENT PLAN – Chick-fil-A drive-through expansion
Applicant	Chick-fil-A, Inc.
Property Address	690 NW Blue Pkwy
Planning Commission Date Heard by	October 26, 2023 Planning Commission and City Council
Analyst	Hector Soto, Jr., AICP, Senior Planner

Public Notification

Pre-application held: May 16, 2023

Neighborhood meeting conducted: September 13, 2023

Newspaper notification published on: October 7, 2023

Radius notices mailed to properties within 300 feet on: October 4, 2023

Site posted notice on: October 6, 2023

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Attachments

Transportation Impact Analysis, prepared by Erin Ralovo, PE, PTOE, dated October 6, 2023 – 2 pages

Parking Study by Palmer Engineering, dated August 2023 – 10 pages

Preliminary Development Plan, upload date September 22, 2023 – 19 pages

Location Map

1. Project Data and Facts

Project Data	
Applicant/Status	Chick-fil-A, Inc. / Applicant
Applicant's Representative	Patrick Thompson
Location of Property	690 NW Blue Pkwy
Size of Property	62,332 sq. ft. (+/- 1.4 acres)
Number of Buildings	1 (existing building)
Building Area	4,477 sq. ft. (existing building)
FAR (Floor Area Ratio)	0.07 FAR (0.55 max in CP-2 district)
Zoning	CP-2 (Planned Community Commercial District)
Comprehensive Plan Designation	Summit Activity Center
Procedure	<p>The Planning Commission makes a recommendation to the City Council on the proposed preliminary development plan. The City Council takes final action on the preliminary development plan.</p> <p>Duration of Validity: Preliminary development plan approval by the City Council shall not be valid for a period longer than twenty-four (24) months from the date of such approval, unless within such period a final development plan application is submitted. The City Council may grant one extension not exceeding twelve (12) months upon written request.</p>

Current Land Use
The subject property is the site of an existing, freestanding 4,477 sq. ft. Chick-fil-A with drive-through facility. The drive-through is a two-lane ordering facility that merges into a single lane for order pick-up.

Description of Applicant's Request
Chick-fil-A proposes to expand its drive-through from a single-lane pick-up facility to a dual-lane pick-up facility in order to increase drive-through efficiency and increase drive-through vehicle queuing capacity in an effort to alleviate queuing issues that currently affect the site. There is no expansion of the existing building associated with this application. The proposed expansion requires a modification to the parking lot setback from the public right-of-way along NW Blue Pkwy.

2. Land Use

Description and Character of Surrounding Area
The subject property sits at the southwest corner of NW Blue Pkwy and NW Southern Crossing, which is the southern entrance to the Summit Fair shopping center. All four corners of the intersection are developed commercially.

Adjacent Land Uses and Zoning

North:	Summit Fair shopping center / CP-2
South:	Summit Fair shopping center restaurant pad site / CP-2
East (across NW Blue Pkwy):	Summit Technology campus and commercial pad sites / PMIX (Planned Mixed Use)
West:	Summit Fair shopping center / CP-2

Site Characteristics
The subject property is already developed as a standalone 4,477 sq. ft. Chick-fil-A with drive-through. The pad site is primarily accessed from a driveway connection to the southern drive (NW Southern Crossing) serving the Summit Fair shopping center. The same driveway connection also provides primary access to the abutting Olive Garden and Red Lobster pad sites.

Special Considerations
None

3. Project Proposal

Site Design

Land Use	
Impervious Coverage (Existing):	79%
Pervious (Existing):	21%
TOTAL	100%
Proposed	
Impervious Coverage (Proposed):	84%
Pervious (Proposed):	16%
TOTAL	100%

Parking

Existing		Required	
Parking spaces:	67	Parking spaces:	63
Accessible spaces:	3	Accessible spaces:	3
Parking Reduction requested?	N/A	Off-site Parking requested?	N/A

Proposed		Required	
Parking spaces:	59	Parking spaces:	63
Accessible spaces:	3	Accessible spaces:	3
Parking Reduction requested?	Yes	Off-site Parking requested?	No

The removal of eight (8) existing parking spaces along the west side of the building is required to accommodate the proposed drive-through improvements. The number of parking spaces to be provided for a particular use or development may be established through approval of an Alternate Parking Plan (UDO Section 8.530.A.2). The UDO encourages the use of an Alternate Parking Plan in order to tailor the parking to the particular needs of the use or development. The applicant commissioned a parking study to determine the usage of parking spaces during lunch and dinner peak times in order to document and provide justification for the removal of eight (8) parking spaces. The study showed that the peak usage of parking spaces for Chick-fil-A during the study period was 27 spaces, which left 40 unoccupied parking spaces. Based on the study, the removal of eight (8) parking spaces would not negatively impact the ability for the site to accommodate parking needs for dine-in customers and employees.

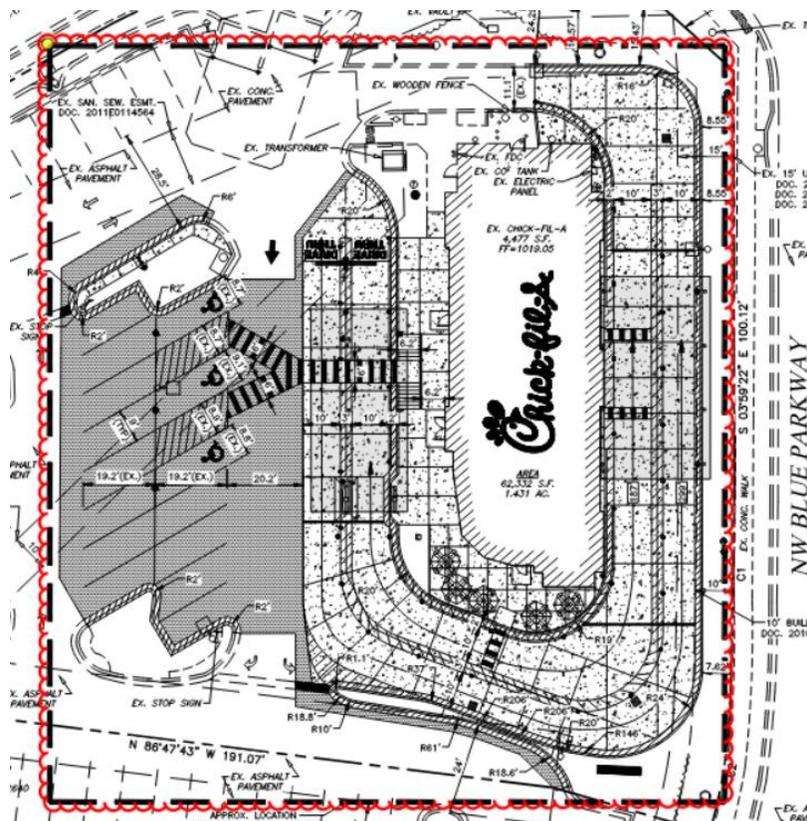


Figure 1 - Site improvements overview.

The scope of the site improvements associated with the subject application is clouded above for reference. The improvements include: removal of eight (8) parking spaces along the west side of the building; relocation of ADA accessible parking spaces; adding a second drive-through lane along the south and east sides of the building; and restriping.

4. Unified Development Ordinance (UDO)

Section	Description
2.040,2.260,2.300,2.320,2.330	Preliminary Development Plans

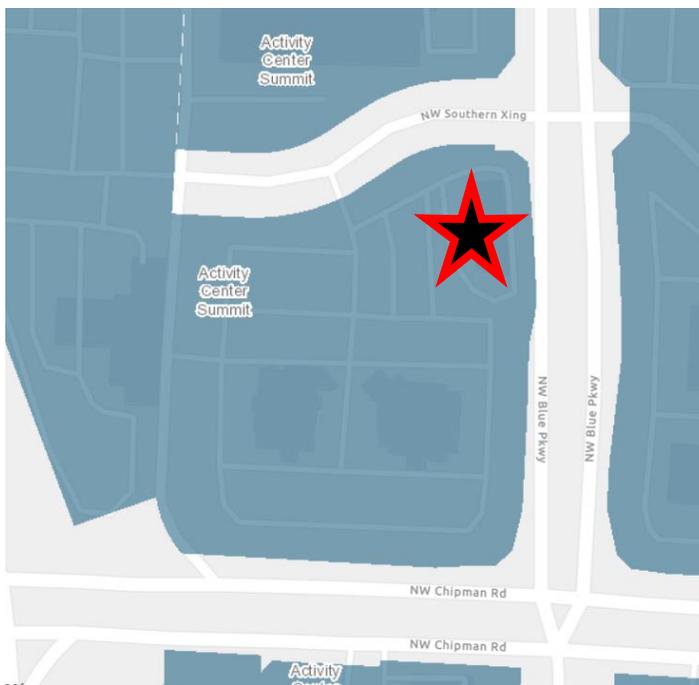
4.190	Zoning Districts
8.620	Parking Lot Design

Unified Development Ordinance

The proposed drive-through facility is subject to the UDO’s queuing requirements, which requires a minimum four (4) car stacking from the window plus five (5) car stacking from the order box. The proposed drive-through facility satisfies both queuing requirements for both drive-through lanes.

5. Comprehensive Plan

Focus Areas	Goals, Objectives & Policies
Resilient Economy	Objective: Increase business retention and grow business activity. Objective: Maintain a diverse and valuable tax base.



Legend

Landuse

Future Landuse

- Activity Center Downtown
- Activity Center New Longview
- Activity Center North PRI
- Activity Center South PRI
- Activity Center Summit
- Airport
- Civic
- Commercial
- Industrial
- Infrastructure
- Mixed Use
- Office
- Parks/Open Space
- Residential 1
- Residential 2
- Residential 3
- Water Bodies

Comprehensive Plan

The 2020 Ignite! Comprehensive Plan shows the recommended land use for this property as Summit Activity Center. The Summit Activity Center includes a range of commercial, industrial and residential options. Future development will introduce a range of residential densities that are walkable to nearby retail and open space opportunities. The Activity Center will continue to serve as a regional retail destination with the potential to serve as a community mobility hub, ensuring increased connectivity to all parts of Lee’s Summit, as well as Interstate 470 and Highway 50.

The subject site is located along the greater NW Chipman Rd commercial corridor. The area is anchored by a mix of existing commercial, office and industrial uses housed within the Summit Fair shopping center and Summit Technology campus. A number of restaurants with drive-through facilities are located in the immediate area.

6. Analysis

Background and History

- August 24, 2006 – The City Council approved a rezoning (Appl. #2005-271) and preliminary development plan (Appl. #2005-272) for the Summit East Shopping Center (A/K/A Summit Fair) by Ordinance No. 6262.
- May 19, 2011 – The City Council approved a preliminary development plan (Appl. #PL2011-032) for Chick-fil-A on the subject property by Ordinance No. 7055.
- August 10, 2011 – Staff approved the final development plan (Appl. #PL2011-068 for the existing 4,477 sq. ft. drive-through restaurant on the subject site (Summit Fair Pad #28) addressed 690 NW Blue Pkwy.

The applicant's proposal to expand the existing drive-through facility to a dual lane facility from the order area queue through the order pick-up area stems from the high volume of Chick-fil-A drive-through customers in the peak hours that results in long queues that back up and congest the driveway connection to NW Southern Crossing that provides the main point of access to Chick-fil-A and the abutting Olive Garden and Red Lobster pad sites.

Compatibility

Changes in consumer preferences and behavior have resulted in operational changes to a number of retailers and service-oriented uses, an example of which is increased use of drive-throughs and similar curbside order pick-up areas. Chick-fil-A has an existing drive-through facility consisting of two (2) order lanes that merge into a single lane for order pick-up. The proposed drive-through improvements add and maintain a second lane from the order area through the order pick-up area in order to improve drive-through efficiency and provide additional drive-through queuing storage in an effort to alleviate existing on- and off-site traffic circulation issues resulting from long drive-through queues.

Adverse Impacts

The proposed drive-through facility expansion is intended to improve on- and off-site traffic circulation conflicts during the peak hours by providing additional queue storage and improve drive-through efficiency by having two (2) order pick-up lanes. Existing queues during the peak hours result in back-ups that negatively impact circulation where the primary access drive into the area connects to NW Southern Crossing. The drive provides primary access to Chick-fil-A, Olive Garden and Red Lobster.

The proposed site improvements are not expected to create excessive storm water runoff. The proposed site improvements result in a net increase of 3,026 sq. ft. of impervious area for the 1.43-acre pad site. Stormwater management for the site is handled off-site by the natural drainage area located along the rail line located east of the Summit Technology campus.

Public Services

The proposed drive-through facility expansion triggers no additional water, storm water or sanitary sewer improvements. No improvements to the existing street network are required as part of the drive-through expansion.

Modifications

Parking Lot Setback.

- Required – 20’ minimum setback from public right-of-way (UDO Section 8.620.B.1)
- Proposed – 7.6’ setback from the NW Blue Pkwy right-of-way
- Recommended – Widening the existing drive-through facility by approximately 12’ to provide a second lane along the south and east sides of the building results in an encroachment into the minimum 20’ parking lot setback from the public right-of-way. Although the drive-through lanes will maintain a 7.6’ setback from the right-of-way at its closest point, the nearest NW Blue Pkwy travel lanes will be located approximately 18’-9” away. Between the NW Blue Pkwy street pavement and expanded drive-through facility will be a grass parkway, a 5’ sidewalk and landscape area to provide a visual and physical buffer between the street and drive-through. Staff supports the modification request for the reduced parking lot setback from the public right-of-way.

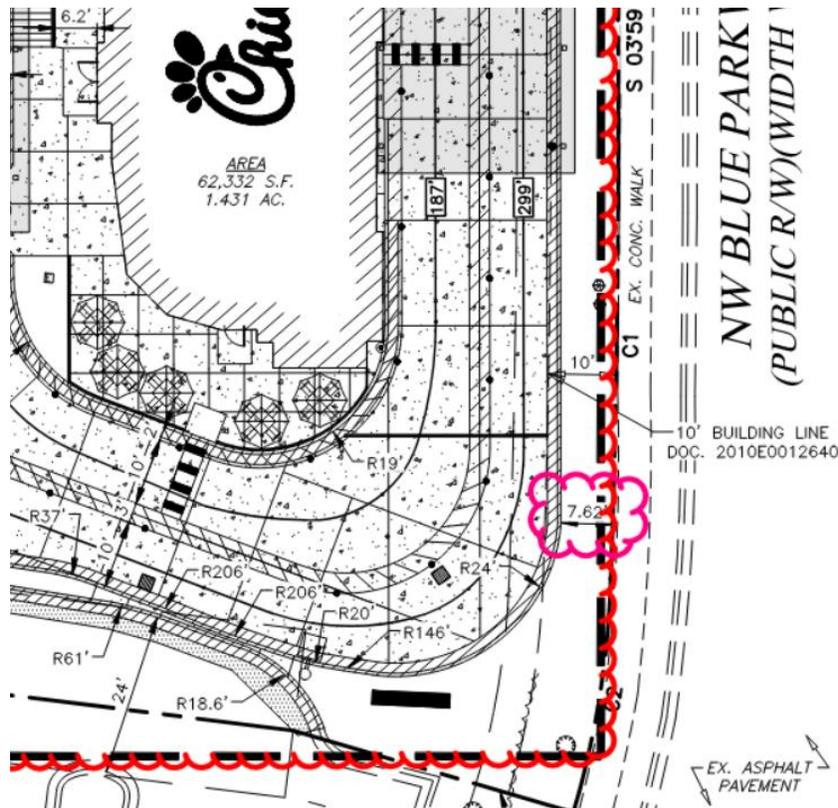


Figure 2 - Setback from NW Blue Pkwy right-of-way.

Recommendation

With the conditions of approval below, the application meets the goals of the Ignite! Comprehensive Plan and the requirements of the UDO and Design and Construction Manual (DCM).

7. Recommended Conditions of Approval

Site Specific

1. A modification shall be granted to the minimum 20' parking lot setback from right-of-way, to allow a 7.6' parking lot setback from the NW Blue Pkwy right-of-way.
2. Development shall be in accordance with the preliminary development plan uploaded September 22, 2023.

Standard Conditions of Approval

3. All required engineering plans and studies, including water lines, sanitary sewers, storm drainage, streets and erosion and sediment control shall be submitted along with the final development plan. All public infrastructure must be substantially complete, prior to the issuance of any certificates of occupancy.
4. All Engineering Plan Review and Inspection Fees shall be paid prior to approval of the associated engineering plans and prior to the issuance of any site development permits or the start of construction (excluding land disturbance permit).
5. Certain aspects of the development plan will be further reviewed during the Final Development Plan phase of the project. This includes detailed aspects of the design to help ensure that the plan meets the design criteria and specifications contained in the Design and Construction Manual.
6. Private parking lots shall follow Article 8 of the Unified Development Ordinance for pavement thickness and base requirements.
7. Please be aware that any future repair work to public infrastructure (e.g., water main repair, sanitary sewer repair, storm sewer repair, etc.) within public easements will not necessarily include the repair of pavement, curbing, landscaping, or other private improvements which are located within the easement.