

RAYMORE BOARD OF ADJUSTMENT AGENDA

Wednesday, March 13, 2024 - 6:00 p.m.

City Hall Council Chambers
100 Municipal Circle
Raymore, Missouri 64083

1. Call to Order
2. Roll Call
3. Pledge of Allegiance
4. Consent Agenda - Approval of Minutes from November 8, 2023 meeting
5. Unfinished Business - None
6. New Business
 - a. Approval of the 2024 Meeting Calendar
 - b. Case # 24001 Chick-Fil-A - Drive-Thru Canopy Variance (*Public Hearing*)
7. Public Appearances - Melissa Harmer, Communications Manager - Question P Update
8. Staff Comments
9. Board Member Comment
10. Adjournment



Any person requiring special accommodations (i.e. qualified interpreter, large print, hearing assistance) in order to attend this meeting, please notify the City Clerk at (816) 331-0488 no later than forty-eight (48) hours prior to the scheduled commencement of the meeting.

Meeting Procedures

The following rules of conduct apply:

1. Public can only speak during the meeting under the following circumstances:
 - a. The citizen has made a formal request to the Development Services Department to make a personal appearance before the Planning Commission;
or,
 - b. A public hearing has been called by the Chairman and the Chairman has asked if anyone from the public has comments on the application being considered;
or
 - c. A citizen may speak under Public Comment at the end of the meeting.
2. When the public comments portion of the public hearing is opened, the Chairman will first invite any individuals that live within the City limits of Raymore to speak. Upon conclusion of the comments from City residents, the Chairman will invite any individuals who do not live within the City limits of Raymore to speak.
3. If you wish to speak to the Planning Commission, please proceed to the podium and state your name and address. Spelling of your last name would be appreciated.
4. Please turn off (or place on silent) any pagers or cellular phones.
5. Please do not talk on phones or with another person in the audience during the meeting.
6. Please no public displays, such as clapping, cheering, or comments when another person is speaking.
7. While you may not agree with what an individual is saying to the Planning Commission, please treat everyone with courtesy and respect during the meeting.

Every application before the Planning Commission will be reviewed as follows:

1. Chairman will read the case number from the agenda that is to be considered.
2. Applicants will present their request to the Planning Commission.
3. Staff will provide a staff report.
4. If the application requires a public hearing, Chairman will open the hearing and invite anyone to speak on the request.
5. Chairman will close the public hearing.
6. Planning Commission members can discuss the request amongst themselves, ask questions of the applicant or staff, and may respond to a question asked from the public.
7. Planning Commission members will vote on the request.

THE **BOARD OF ADJUSTMENT** OF THE CITY OF RAYMORE, MISSOURI, MET IN REGULAR SESSION **WEDNESDAY, NOVEMBER 8, 2023** IN THE COUNCIL CHAMBERS AT RAYMORE CITY HALL, 100 MUNICIPAL CIRCLE, RAYMORE, MISSOURI WITH THE FOLLOWING BOARD MEMBERS PRESENT: TERRI WOODS, BEN BAILEY, JERRY MARTIN, AND AARON HARRISON. ABSENT WERE PAM HATCHER AND STEPHANIE VELASCO. ALSO PRESENT WERE CITY PLANNER DYLAN EPPERT, CITY MANAGER JIM FEUERBORN, ADMINISTRATIVE ASSISTANT EMILY JORDAN.

1. Call to Order – Vice Chair Woods called the meeting to order at 6:01 p.m.

2. Roll Call – Roll was taken and Vice Chair Woods declared there was a quorum present to conduct business.

3. Pledge of Allegiance

4. Personal Appearances – None

5. Consent Agenda – Approval of Minutes from the October 11, 2023 meeting

Motion by Board Member Bailey, Seconded by Board Member Martin, to approve the October 11, 2023 minutes.

Vote on Motion:

Board Member Woods	Aye
Board Member Bailey	Aye
Chairman Hatcher	Absent
Board Member Harrison	Aye
Board Member Martin	Aye
Board Member Velasco	Absent

Motion passed 4-0-0

6. Unfinished Business – None

7. New Business

a. Election of Officers

The Election of Officers is done by nominations. The current slate of Officers is Chairman Pam Hatcher, Vice Chair Terri Woods, and Secretary Aaron Harrison.

Vice Chair Woods and Secretary Harrison noted that they are willing to stay on as Officers for the next year, and Chairman Hatcher confirmed via phone call with City Planner Dylan Eppert that she is also willing to stay on as Chairman for the next year.

Motion by Board Member Harrison, Seconded by Board Member Martin, to accept the current slate of Officers as previously noted and retain them as the Officers for the next year.

Vote on Motion:

Board Member Woods	Aye
Board Member Bailey	Aye
Chairman Hatcher	Absent
Board Member Harrison	Aye
Board Member Martin	Aye
Board Member Velasco	Absent

Motion passed 4-0-0

b. Case #23043 - 106 N. Sunset Lane - Fence Height Variance (*public hearing*)

Public hearing opened at 6:04pm.

Melinda Houdyshell, homeowner at 106 N Sunset Ln., came to the podium to give an overview of the request. Mrs. Houdyshell noted that the reason for the request is a matter of privacy. The neighbors to the north are able to see into their yard due to elevation differences between the properties, and the concern is privacy regarding the pool and when their grandchildren come over to play in the rear yard. Mrs. Houdyshell also noted that there is currently a temporary shade structure that was added to the top of the existing 6' fence, but if the variance request is approved, it will be removed and a permanent 2' vinyl fence addition will be installed.

Board Member Martin asked if only the north part of the fence will be completed.

Mrs. Houdyshell mentioned that the current request is to do the whole fence, but the north side of the fence will be completed first, due to the pricing of the fence addition.

Vice Chair Woods asked if there are any 2' fence topper kits that would be a more cost effective solution.

Mrs. Houdyshell noted that no such kit exists, and they will be forced to basically create their own 2' fence topper from full size fencing.

Damien Gonzales, 104 N Sunset Ln., came to the podium to voice his support for the fence. Mr. Gonzales and his wife are neighbors to the south of the Houdyshell's, and are in favor of them getting the fence for their privacy.

City Planner Dylan Eppert gave the Staff report, including the existing surrounding zonings and uses, the Growth Management Plan and the Major Street Plan, items of record and additional exhibits as presented, previous planning actions on or near the property, and Staff comments. City Staff recommends the Board accept the proposed findings of fact and approve the Case.

Board Member Bailey asked if this has been requested before.

Mr. Eppert noted that no, this is the first request to allow for an 8' fence in a residential area. There are other 8' fences that exist in the City but not for a residentially zoned property.

City Manager Jim Feuerborm asked the Board of Adjustment to vote on the Case keeping the Unified Development Code in mind as a legal basis for approval.

The public hearing was closed at 6:16pm.

Motion by Board Member Harrison, Seconded by Board Member Bailey, to accept the Staff proposed Findings of Fact and approve Case #23043 - 106 N. Sunset Lane - Fence Height Variance.

Vote on Motion:

Board Member Woods	Aye
Board Member Bailey	Aye
Chairman Hatcher	Absent
Board Member Harrison	Aye
Board Member Martin	Aye
Board Member Velasco	Absent

Motion passed 4-0-0

8. Staff Comments -

Mr. Eppert noted that there could be a meeting on December 13th, but if the expected request does not come through in time, it will be canceled. The Board members will be notified if the meeting will be canceled. Mr. Eppert also wished everyone a happy Thanksgiving.

9. Board Member Comment - none

10. Adjournment

Motion by Board Member Harrison, Seconded by Board Member Bailey to adjourn.

Vote on Motion:

Board Member Woods	Aye
Board Member Bailey	Aye
Chairman Hatcher	Absent
Board Member Harrison	Aye
Board Member Martin	Aye
Board Member Velasco	Absent

Motion passed 4-0-0

The Board of Adjustment meeting for November 8, 2023 adjourned at 6:18 p.m.

Respectfully submitted,
Emily Jordan



**Raymore Board of Adjustment
2024 Meetings and Deadlines**

2nd Wednesday of Month	Submission Deadline	Public Hearing	
		Sent to Publish	Neighbor Notice
10-Jan	8-Dec	15-Dec	22-Dec
14-Feb	12-Jan	19-Jan	26-Jan
13-Mar	9-Feb	16-Feb	23-Feb
10-Apr	8-Mar	15-Mar	22-Mar
8-May	5-Apr	12-Apr	19-Apr
12-Jun	10-May	17-May	24-May
10-Jul	7-Jun	14-Jun	21-Jun
14-Aug	12-Jul	19-Jul	26-Jul
11-Sep	9-Aug	16-Aug	23-Aug
9-Oct	6-Sep	13-Sep	20-Sep
13-Nov	11-Oct	18-Oct	25-Oct
11-Dec	8-Nov	15-Nov	22-Nov
8-Jan	6-Dec	13-Dec	20-Dec

- * A public hearing is required for all variance requests
- * Meetings start at 6:00p.m. in City Council Chambers
- ~ All applications must be complete upon submittal
- ~ A complete submission checklist and application instructions are available through the Development Services Department.
- ~ Incomplete applications will not be accepted or scheduled until such time as they are complete.
- ~ The applicant is ultimately responsible for communicating with their architects, engineers, planners, contractors and consultants.

CHICK-FIL-A Front Yard Setback Variance

APPLICANT - Chick-Fil-A

Property Owner: Realty Income Corporation
Engineering/Arch. Firm: HR Green, Inc.

PROJECT LOCATION REQUESTED ACTION

1920 W. Foxwood Dr. Variance of Development Standard: Section 410.030(B)(1)
NE Corner of 58 Highway & Kentucky Road

PROJECT NARRATIVE

An application was filed requesting a variance to UDC Section 410.030(B)(1), to allow two separate drive-thru canopies to project into the 30' front yard setback.



ZONING AND LAND USE SUMMARY -

EXISTING ZONING

"C-2" General Commercial District

SURROUNDING ZONING & LAND USE

North: "R-1" Single-Family Residential District

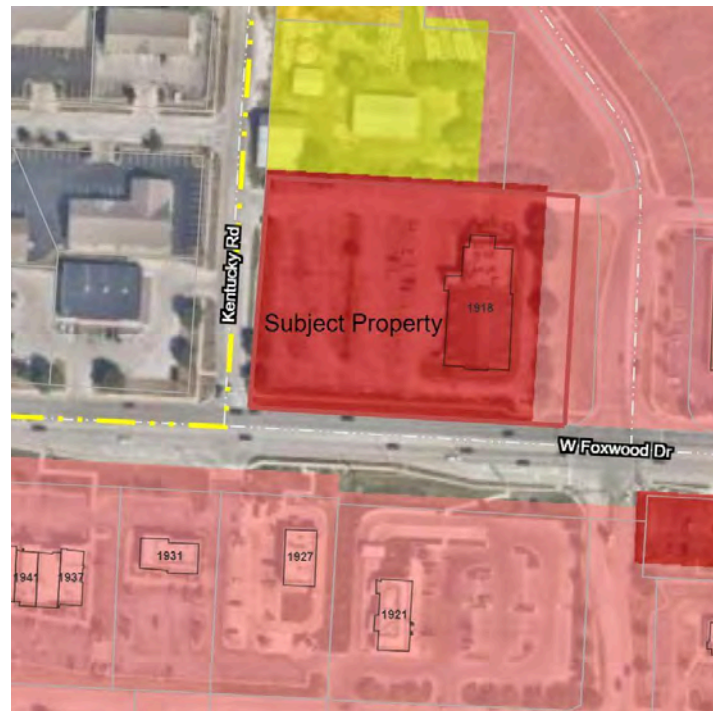
South: "C-3" Regional Commercial District

East: "C-3" Regional Commercial District

West: City of Belton

TOTAL TRACT SIZE

2.22 Acres



INFORMATIONAL NOTICES OR MEETINGS -

NOTICE	DATE
Advertisement	• February 21, 2024 (North Cass Herald Newspaper)
Public Hearing Notice	• March 13, 2024

PAST PLANNING ACTIONS -

1. The subject property was initially built as a Ryan’s Steakhouse. The initial site plan for Ryan’s Restaurant was approved by the City in 1995. The site had 2 access drives onto Kentucky Road. There was no access directly to Missouri 58 Highway.
2. In 1996 the City began planning improvements to widen Missouri 58 Highway. Part of the design process was for the southernmost access drive onto Kentucky Road be removed and a new access, to be shared with the undeveloped land to the east of the Ryan’s Restaurant, be added along 58 Highway.
3. In 2001 the final plan for the access drive onto 58 Highway was approved.
4. In 2010 the City approved the Raymore Galleria North First Final Plat. This plat included the right-of-way for the relocation of Kentucky Road to align with the access drive to the Raymore Galleria shopping center on the south side of 58 Highway (which provides access to Lowe’s, Whataburger, Codes Dispensary, etc...)
5. In 2016 the City of Raymore completed construction of an access drive from the northeast portion of the subject property parking lot to connect with relocated Kentucky Road (Westgate Drive). This access drive allows users of the subject property parking lot to access Westgate Drive and the traffic signal on 58 Highway.
6. On May 5, 2016 the Public Works Director authorized the placement of barricades to temporarily close the access drive to 1918 W. Foxwood Drive onto 58 Highway due to safety concerns.
7. On September 12, 2016 approved the permanent closure and removal of the access drive to 58 Highway.
8. In 2020, the City completed the construction of Westgate Drive to the east of the subject property, which provides improved access to the signal at Westgate Drive and 58 Highway.

STAFF COMMENTS -

1. The applicant is requesting a variance to **Section 410.030(B1) Projections into Required Yards** to allow for a drive-thru canopy to encroach into the required front-yard area along both 58 Highway and Kentucky Road. The canopy as proposed exceeds encroachment distance permitted under the Code below:

Obstruction/Projection into Required Yards	Front	Side	Rear
Accessory detached garages, sheds, and carports, set back at least 5 feet from side and rear property lines and subject to the requirements of Section 420.050	No	Yes	Yes
Air conditioning and other mechanical units projecting a distance of not more than 30% of the required yard dimension	No	Yes	Yes
Arbors, trellises, and similar customary landscape and yard improvements, set back at least 5 feet from any side or rear property line	No	Yes	Yes
Balconies, awnings and canopies projecting a distance of no more than 30% of the required yard dimension	Yes	Yes	Yes
Bay windows and dormers projecting a distance of not more than 30% of the required yard dimension	Yes	Yes	Yes
Breezeways	No	Yes	Yes
Chimneys projecting a distance of not more than 30% of the required yard dimension	Yes	Yes	Yes
Eaves and gutters projecting a distance of not more than 30% of the required yard dimension	Yes	Yes	Yes
Fences and walls, subject to Section 440.030	Yes	Yes	Yes
Flagpoles	Yes	Yes	Yes

2. **Section 410.030(B1) Projections into Required Yards** would allow for the canopy to encroach into the required front yard area by 9 feet without the requested variance (30% of the required yard dimension). The applicant is requesting:
 - a. A total encroachment of approximately 21 feet (12 additional feet) to allow for the canopies to cover the drive-thru lane on the west side of the property (Kentucky Road), and
 - b. A total encroachment of approximately 20 feet (11 additional feet) to allow for the drive-thru canopy on the south side of property (58 Highway)

3. **The Bulk and Dimensional Standards (Section 410.030)** for the property are provided below:

	PO	C-1	C-2	C-3	BP	M-1	M-2
Minimum Lot Area							
per lot	-	-	-	-	1 acre	None	2 acres
per dwelling unit	-	2,000 sq.ft.	2,000 sq.ft.	2,000 sq.ft.	-	-	-
Minimum Lot Width (feet)	100	100	100	100	100	100	200
Minimum Lot Depth (feet)	100	100	100	100	100	100	200
Yards, Minimum (feet)							
front	30	30	30	30	30	30	30
rear	20	20	20	20	20	20	20
side	10	10	10	10	10	10	10
side, abutting residential district	20	15	20	20	20	20	20
Maximum Building Height (feet)	35	35	80	80	80	80	80
Maximum Building Coverage (%)	30	30	40	50	50	50	50

4. **Section 420.030(L)(2) Vehicle Stacking Areas**

Each drive-through facility must provide the minimum vehicle stacking spaces as follows:

The following requirements shall be followed in determining the minimum stacking length per lane:	
Use	Stacking Requirement
Financial Institution	
- teller lane	3
- ATM	3
Car Wash	
- automatic service	4
Restaurant	4 behind menu board
Pharmacy	2
Other uses	To be determined by the Director

Chick-fil-A has designed their drive-thru to accommodate large volumes of vehicle traffic which more than exceeds our minimum standard of vehicle stacking. Chick-Fil-A had to make adjustments to the building location to be moved further west to ensure there was enough space for the drive-thru to fit without disrupting the flow of traffic on-site. Their drive-thru has been laid out in a way to adequately accommodate 14 vehicles stacked per lane (2 lanes).

5. The City of Raymore as part of the Capital Improvement Program (CIP) will be constructing a median along 58 highway that would prevent vehicle traffic coming south on Kentucky Rd. from turning left onto 58 Highway, heading east.
6. A concurring vote of four (4) members of the Board shall be necessary to decide in favor of the applicant.

FINDINGS OF FACT -

Section 470.060 of the Unified Development Code directs the Board of Adjustment concerning their actions in the deliberation of variance of development standard request. Section 470.060(E) directs the Board of Adjustment to make determinations on eight (8) findings of fact:

1. The variance requested arises from such a condition which is unique to the property in question and which is not ordinarily found in the same zone or district; and is not created by an action or actions of the property owner and applicant or their agent, employee or contractor.

The need for the variance arises as a result of the subject property being a redeveloped site with an existing building. The proposed development is situated to maximize on-site parking and drive-thru operations while minimizing conflicts between traffic on-site. The applicant has also situated the building to maximize the buildable area for a future commercial building on the east site of the property.

As a result, the applicant has moved the proposed principal structure (restaurant) to meet the required building setbacks on the property, which causes the drive-thru canopies to encroach into the setback area. Drive-thru lanes are permitted to be located within the required building setback areas. The requested variance would allow for the drive-thru lanes to be covered, which is somewhat unique to the operations of Chick-fil-A, in terms of drive-thru operations.

2. The strict application of the provisions of the Unified Development Code of which the variance is requested will constitute an unnecessary hardship or practical difficulty upon the property owner represented in the application and that such unnecessary hardships or practical difficulties are not generally applicable to other property in the same district.

The strict provision of the Unified Development Code in this case would cause an unnecessary hardship to the redevelopment of the subject property. The redevelopment plan calls for the property to be split into two parcels to maximize the use of the property. If the site was required to be shifted for the canopies to meet the 30' setback,

it would result in a loss of usable space on-site, and not allow for the drive thru-lanes to be covered, which is a key component of the operations of Chick-Fil-A

These drive-thru canopies not only provide shade to their customers and employees during the day but they also light up the otherwise dark drive-thru area at night. These drive-thru canopies are used more for safety measures for their employees to ensure safety for all.

3. The granting of the permit for the variance will not adversely affect the rights of adjacent property owners or residents

The granting of the variance will not adversely affect the rights of adjacent property owners. Drive thru lanes, as they have been proposed, are permitted within the setback areas. The canopies provide shelter cover to vehicles and employees on the property.

The properties adjacent to the canopies being proposed include 58 Highway and Kentucky Road, thus no direct impact to adjacent properties is expected to occur. The variance will improve the ability for the adjacent property to the east to be developed in the future by allowing better utilization of the property overall, while not adversely affecting the rights of the property directly to the north.

4. The granting of the variance will not result in advantages or special privileges to the applicant or property owner that this code denies to other land, structures or uses in the same district.

The granting of the variance will not result in advantages over other property owners. Granting of the variance to allow for the canopies to encroach into the setback area over the drive-thru lanes will allow for better utilization of the developable portion of the property, while still requiring the principal structure on the site to meet the required setbacks.

Section 410.030(B1) of the UDC already allows for encroachments of canopies and similar accessory structures into the front-yard area. The unique nature of this redevelopment project necessitates the need for a greater encroachment.

5. Whether the requested variance is the minimum variance necessary to provide relief.

The requested variance is the minimum variance necessary to provide relief. The variance allows for better utilization of the site by providing additional drive-thru stacking and parking spaces on site, while still allowing the principal structure to meet the required setbacks.

6. The variance desired will not adversely affect the public health, safety, morals, order, convenience, prosperity, or general welfare.

Setback requirements are in place to provide adequate separation between buildings and streets for the purposes of health and safety.

The variance would allow the applicant to have two drive-thru canopies in the 30' front yard setback, while still allowing the principal structure (restaurant) to meet the required setbacks on site. The requested encroachment into the setback area is located along both 58 Highway and Kentucky Road, which means the canopies will not be moved closer to any adjacent building or structure.

7. The granting of the variance desired will not be opposed to the relevant purposes and intents of this Unified Development Code.

Relevant purposes and intents of the UDC include the promotion of health, safety, and general welfare and the protection of property values through the regulation of density and mass of structures.

The construction of the drive-thru canopies will not adversely affect the character of the surrounding area or any adjacent properties.

8. The variance will result in substantial justice being done, considering both the public benefits intended to be secured by this code and the individual hardships or practical difficulties that will be suffered if the variance request is denied.

The requested variance is not contradictory to the purpose and intent of the Code, and will not adversely affect the public health, safety or welfare. Thus, granting the variance would be a just application of the Code.

Staff finds that the existing setback requirements create an undue hardship to the applicant given the redevelopment efforts of the property overall. Granting the variance is necessary to relieve the applicant of substantial hardship or difficulty.

PROJECT REVIEW SCHEDULE

COUNCIL, COMMISSION OR BOARD	ACTION	DATE
Board of Zoning Adjustment	Review & Recommendation	March 13, 2024

STAFF RECOMMENDATIONS -

City staff supports the applicant's request for two drive-thru canopies to project into the 30' front yard setback on both the west and south side of the subject property. *Section 410.030(B1) Projections into Required Yards* already contemplates the encroachment of canopies and similar structures into required setback areas. Additionally, drive-thru lanes are permitted to be located within the setback area. Given the site constraints of this proposed redevelopment, the requested variance is a logical way to allow for the drive-thru lanes to be covered for employees and customers, while still requiring the principal structure to meet the required setbacks.

Staff recommends the Board of Adjustment **accept the staff proposed findings of fact and approve case #24001** - Chick-Fil-A Drive-Thru Canopy Variance.

PROJECT ATTACHMENTS -

1. Site Photographs
2. Architectural Drawings
3. Site Layout
4. Project Narrative (Applicant's Submittal)
5. Findings of Fact (Applicant's Submittal)

CHICK-FIL-A Front Yard Setback Variance



View looking north from Panda Express.



View looking west from Firestone.



View looking south from the north property line.



View looking east from Advanced Auto Parts (Belton)

EXTERIOR FINISHES

BR-A BRICK VENEER COLOR: DARK BROWN SIZE: MODULAR	EC-1 PREFINISHED METAL COPING COLOR: MIDNIGHT BRONZE
BR-B BRICK VENEER COLOR: LIGHT BROWN SIZE: MODULAR	ET-13 EXTERIOR PAINT COLOR: DARK BRONZE FINISH: SEMI-GLOSS
	ST-1 STOREFRONT COLOR: DARK BRONZE

ATTACHED CANOPY SCHEDULE

Mark	Description	Count	Overall Width	Overall Depth	Tie Back Mounting (Offset From Top)	Integral Lighting
C1-C	Exterior Canopy	9	6'-4"	1'-0"	0"	No
C4-B	Exterior Canopy	2	5'-4"	4'-0"	2'-4"	Yes
C4-G	Exterior Canopy	1	7'-4"	4'-0"	2'-4"	Yes
C4-L	Exterior Canopy	1	28'-4"	4'-0"	2'-4"	Yes
Grand Total		13				



PERSPECTIVE VIEW - SOUTHEAST



PERSPECTIVE VIEW - SOUTHWEST



PERSPECTIVE VIEW - NORTHEAST



PERSPECTIVE VIEW - NORTHWEST



PERSPECTIVE VIEW

REF. ENCLOSURE FINISHES

EC-1 PREFINISHED METAL COPING COLOR: MIDNIGHT BRONZE
BR-A BRICK VENEER COLOR: DARK BROWN SIZE: MODULAR



EXTERIOR ELEVATION - WEST



EXTERIOR ELEVATION - SOUTH



PERSPECTIVE VIEW

OP CANOPY FINISHES

CP-1 PREFINISHED METAL COPING COLOR: DARK BRONZE
CP-2 METAL DECKING COLOR: WHITE



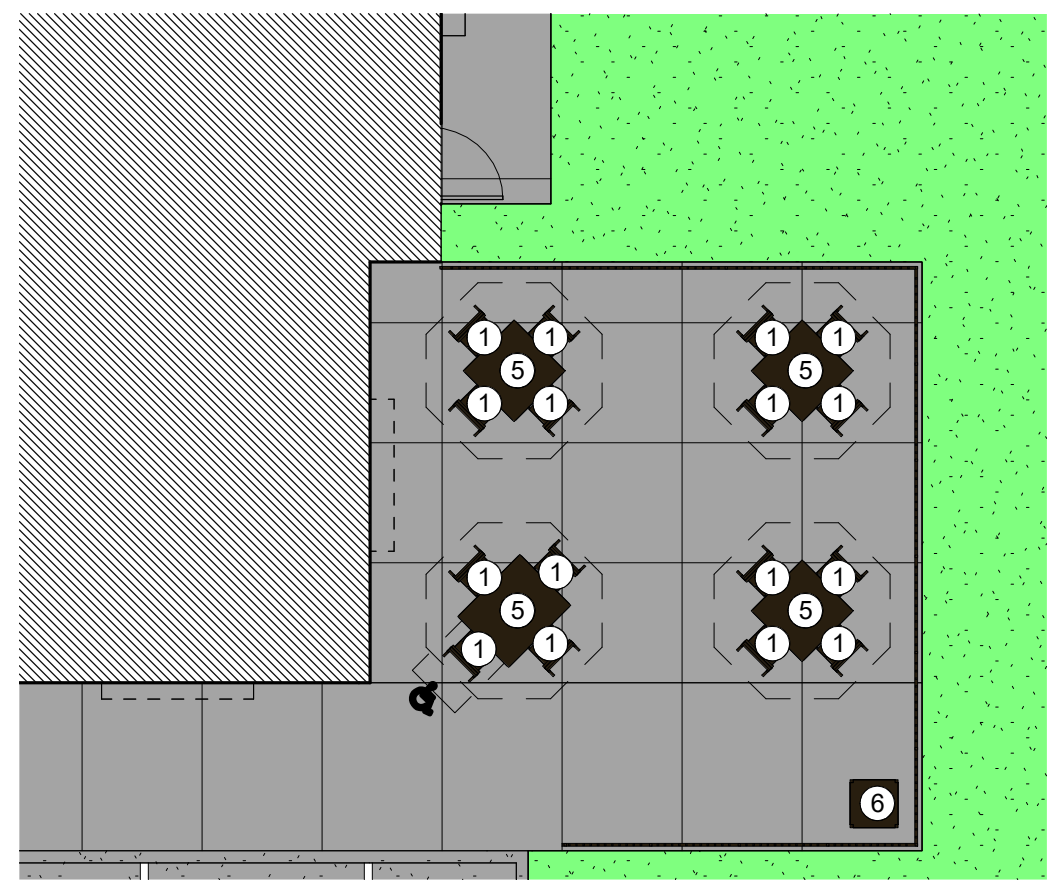
EXTERIOR ELEVATION - EAST



EXTERIOR ELEVATION - NORTH



PERSPECTIVE VIEW - PATIO



DINING PATIO PLAN

PATIO SEATING SCHEDULE

Mark	Type	Count	Manufacturer	Model	Width	Depth	Height	Material	Finish
1	Patio Chair	16	Benchmark Design Group	WENDOVER CHAIR					
2	Patio Table - 4 Top	3	Benchmark Design Group	TAB3055-3636-AAL-WJUH-BDT	3'-0"	3'-0"	2'-5 1/4"	Aluminum - Dark Bronze	RAL 49/66220 (C34 Bronze One Coat)
3	Patio Table - 4 Top - ADA	1	Benchmark Design Group	TBL3056-3644-AL-UH	3'-8"	3'-0"	2'-5 1/4"	Aluminum - Dark Bronze	RAL 49/66220 (C34 Bronze One Coat)
5	Patio Umbrella	4	Tuuci	OCEAN MASTER PARASOL					
6	FN - OUTSIDE TRASH RECEPTACLE	1	Benchmark Design Group	CFA-AL-2444	2'-0"	2'-0"	3'-11"	Dark Bronze	RAL 49/66220 (C34 Bronze One Coat)



FSR#04604
BUILDING TYPE / SIZE: P14 LE BN
RELEASE: 23-11
REVISION SCHEDULE
NO. DATE DESCRIPTION

DESIGN DEVELOPMENT
CONSULTANT PROJECT # 24-2402.00
PRINTED FOR DESIGN DEVELOPMENT
DATE 02/02/2024
DRAWN BY RG
CHECKED BY ZJ
Information contained on this drawing and in all digital files produced for above named project may not be reproduced in any manner without express written or verbal consent from authorized project representatives.
SHEET DESIGN OVERVIEW - BRICK
SHEET NUMBER X-900

SITE PLAN DESIGN NOTES & KEY PLAN

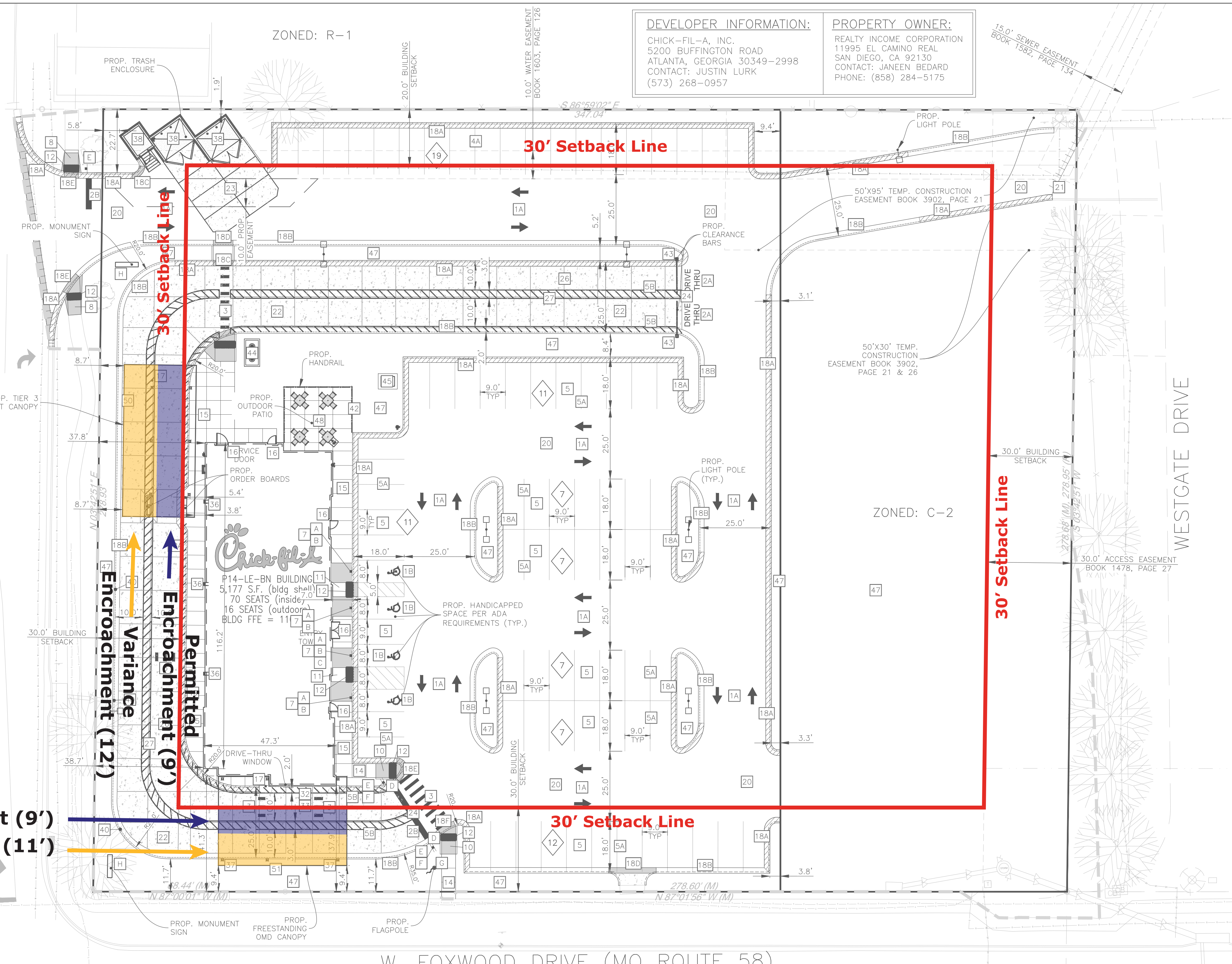
- 1A DIRECTIONAL ARROW (C-400)
- 1B PAINTED HANDICAP PARKING SYMBOL (C-400)
- 2A DRIVE-THRU GRAPHICS (C-400)
- 2B STOP BAR GRAPHIC (C-400)
- 3 CROSSWALK MARKINGS (C-400)
- 4 MULTI-LANE DIRECTIONAL GRAPHICS (C-400)
- 5 STANDARD OR HANDICAP PARKING STALL PER CODE (C-400)
- 5A 4" SOLID WHITE STRIPING
- 5B 4" SOLID YELLOW STRIPING
- 5C 4" SKIP-DASH YELLOW STRIPING
- 6 SOLID PLASTIC WHEEL STOP (C-400)
- 7 BOLLARD MOUNTED SIGN (C-400)
- 8 CURB RAMP w/ SHORT FLARED SIDES (GRASSED AREAS) (C-400)
- 9 CURB RAMP w/ FLARED SIDES (IN SIDEWALK) (C-400)
- 10 RETURNED CURB HANDICAP RAMP (C-400)
- 11 SIDEWALK ACCESSIBLE RAMP (C-401)
- 12 DETECTABLE WARNING DEVICE (C-401)
- 13 TYPICAL ADA RAMP & HANDRAIL (C-401)
- 14 CONCRETE SIDEWALK (C-401)
- 15 CONCRETE SIDEWALK w/ CURB & GUTTER (C-401)
- 16 ENTRY DOOR FROST SLAB DETAIL (C-401)
- 17 CONCRETE BOLLARD (C-401)
- 18 CONCRETE CURB & GUTTER (C-401)
- 18A SPILLING CURB & GUTTER
- 18B CATCHING CURB & GUTTER
- 18C DEPRESSED SPILLING CURB & GUTTER
- 18D DEPRESSED CATCHING CURB & GUTTER
- 18E SPILLING GUTTER SECTION AT ACCESSIBLE RAMP
- 18F CATCHING GUTTER SECTION AT ACCESSIBLE RAMP
- 18G MOUNTABLE CURB & GUTTER
- 19 LANDSCAPE & IRRIGATION PROTECTOR (C-401)
- 20 TYPICAL HMA PAVEMENT SECTION (C-402)
- 21 BUTT JOINT (C-402)
- 22 CONCRETE PAVEMENT DRIVE-THRU LANE (C-402)
- 23 CONCRETE APRON AT TRASH ENCLOSURE (C-402)
- 24 PAVEMENT EDGE DETAIL (START & END OF DRIVE-THRU LANES) (C-402)
- 25 CONCRETE PAVEMENT SECTIONS (C-402)
- 26 TRANSVERSE & LONGITUDINAL CONTRACTION JOINT (C-402)
- 27 TRANSVERSE & LONGITUDINAL DOWELED CONSTRUCTION JOINT (C-402)
- 28 CONTRACTION JOINT (C-402)
- 29 KEYED CONSTRUCTION JOINT (C-402)
- 30 LONGITUDINAL BUTT JOINT (C-402)
- 31 EXPANSION JOINT (C-402)
- 32 DRIVE-THRU PLAN - FLUSH WITH FFE (C-403)
- 33 DRIVE-THRU ISOMETRIC (C-403)
- 34 DRIVE-THRU ORDER POINT ISLAND (C-403)
- 35 MENU BOARD LOOP DETECTION SYSTEM (C-403)
- 36 BUILDING DOWNSPOUT CONNECTION (TO SITE DRAINAGE SYSTEM) (C-403)
- 37 CANOPY DOWNSPOUT CONNECTION (TO SITE DRAINAGE SYSTEM) (C-403)
- 38 SCREENED REFUSE ENCLOSURE (REFER TO ARCH PLANS FOR ADDITIONAL DETAILS) (C-403)
- 39 CLEAN-OUT (OUTSIDE OF BUILDING) (C-403)
- 40 THICKENED PAVEMENT @ STRUCTURES (C-403)
- 41 STORM STRUCTURE WEEP HOLE DETAILS (C-403)
- 42 ALUMINUM HANDRAIL (REFER TO ARCH PLANS)
- 43 DRIVE-THRU CLEARANCE BAR (REFER TO SIGNAGE PACKAGE)
- 44 GREASE TRAP
- 45 PROPOSED TRANSFORMER
- 46 BIKE RACK
- 47 LANDSCAPED AREA
- 48 TYPICAL LOCATION FOR OUTDOOR TABLES (REFER TO ARCH PLANS)
- 49 CONCRETE PAD FOR OPTIONAL CASH STATION
- 50 FREE-STANDING ORDER POINT CANOPY
- 51 FREE-STANDING OUTSIDE MEAL DELIVERY CANOPY

PROJECT NOTES:

- ALL CONSTRUCTION WITHIN PUBLIC R.O.W./ EASEMENTS AND OR CONNECTION TO PUBLIC SEWERS AND STREETS SHALL COMPLY WITH THE CITY OF RAYMORE STANDARD CONSTRUCTION SPECIFICATIONS.
- AT LEAST ONE WEEK PRIOR TO ANY CONSTRUCTION WITHIN PUBLIC R.O.W./ EASEMENTS AND/OR ANY CONNECTION TO PUBLIC SEWERS AND STREETS, THE CONTRACTOR SHALL CONTACT THE CITY TO OBTAIN APPLICABLE CITY PERMITS.
- INGRESS/EGRESS WILL BE PROVIDED INTERNAL AND EXTERNAL TO THIS SITE.
- ALL CONCRETE CURB & GUTTER SHALL BE 24" (B6.18) UNLESS OTHERWISE NOTED ON THE PLANS.
- ALL PAVEMENT DIMENSIONS ARE MEASURED TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
- ALL CONSTRUCTION MATERIALS, DUMPSTER, DETACHED TRAILERS OR SIMILAR ITEMS ARE PROHIBITED ON PUBLIC STREETS OR WITHIN THE PUBLIC RIGHT-OF-WAY.

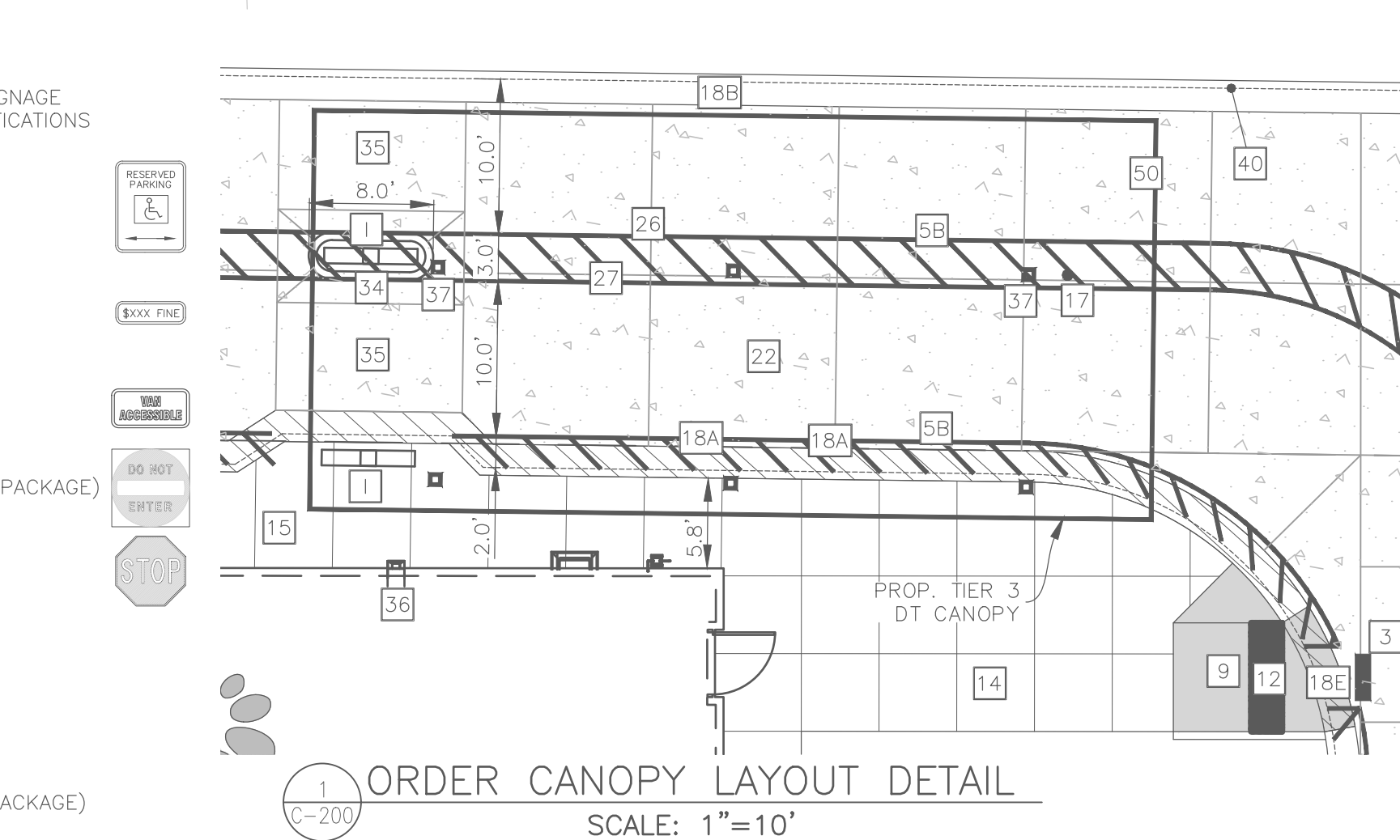
DEVELOPER INFORMATION:
 CHICK-FIL-A, INC.
 5200 BUFFINGTON ROAD
 ATLANTA, GEORGIA 30349-2998
 CONTACT: JUSTIN LURK
 (573) 268-0957

PROPERTY OWNER:
 REALTY INCOME CORPORATION
 11995 EL CAMINO REAL
 SAN DIEGO, CA 92130
 CONTACT: JANEEN BEDARD
 PHONE: (858) 284-5175



- HATCH LEGEND**
- 20 DENOTES STANDARD PAVEMENT SECTION
 - 22 DENOTES CONCRETE SECTION
 - 25 DENOTES PROP. SIDEWALK
 - 14 DENOTES AREA OF DEPRESSED SIDEWALK
 - 15 DENOTES AREA OF DEPRESSED CURB AND GUTTER WITH LENGTH NOTED ON PLANS.
 - 18 DENOTES REVERSE CURB & GUTTER

- SIGN LEGEND**
- ** CONTRACTOR TO REFER TO THE SIGNAGE PACKAGE FOR PLACEMENT AND SPECIFICATIONS OF ALL SIGNS **
 - A HANDICAP PARKING SIGN (SEE SIGNAGE PACKAGE) R7-8; 12" X 18" (TYP.)
 - B HANDICAP PARKING FINE SIGN (SEE SIGNAGE PACKAGE) 6" X 12" (TYP.)
 - C "VAN ACCESSIBLE" SIGN (SEE SIGNAGE PACKAGE) R7-8P; 6" X 12" (TYP.)
 - D "DO NOT ENTER" SIGN (SEE SIGNAGE PACKAGE) R5-1; 24" X 24" (TYP.)
 - E STOP SIGN (SEE SIGNAGE PACKAGE) R1-1; 30" X 30" (TYP.)
 - F CFA PEDESTRIAN CROSSING SIGN (SEE SIGNAGE PACKAGE)
 - G FLAG POLE (SEE SIGNAGE PACKAGE)
 - H CFA MONUMENT OR PYLON SIGN
 - I DIGITAL MENU BOARD (SEE SIGNAGE PACKAGE)



SITE DATA:

- PARCEL ID #: 04-03-08-300-002-005.000
- ZONING: C-2 (GENERAL COMMERCIAL DISTRICT)
- CFA LEASE LOT: 67,787± SQ. FT. (1.56 ACRES)
- EXISTING IMPERVIOUS: 62,049 SQ. FT. (91.5%)
- PROPOSED IMPERVIOUS: 57,192 SQ. FT. (84.4%)
- EAST LEASE LOT: 28,964± SQ. FT. (0.66 ACRES)
- EXISTING IMPERVIOUS: 24,940 SQ. FT. (86.1%)
- PROPOSED IMPERVIOUS: 2,802 SQ. FT. (9.7%)
- LOT TO REMAIN VACANT FOR FUTURE DEVELOPMENT BY OTHERS

PARKING DATA:

- NUMBER OF REGULAR PARKING SPACES: 77
- NUMBER OF ADA SPACES: 4
- TOTAL NUMBER OF SPACES PROVIDED: 81
- TOTAL NUMBER OF SPACES REQUIRED: 31
- TYPICAL PARKING WIDTH: 9.0'
- TYPICAL 90° PARKING LENGTH: 18.0'
- MINIMUM ISLE WIDTH: 24.0' (90°)

BUILDING DATA:

- BUILDING FLOOR AREA: 5,177± SQ. FT.
- PATRON USE DINING AREA: 1,570± SQ. FT.
- NUMBER OF EMPLOYEES DURING LARGEST SHIFT = 15 EMPLOYEES
- TOTAL NUMBER OF SEATS = 106
- INDOOR SEATS = 70
- OUTDOOR SEATS = 16

PARKING FORMULA:

- 1 SPACES PER 4 SEATS OR 1 SPACE PER 50 SQ. FT. OF CUSTOMER SERVICE AREA, WHICHEVER IS GREATER.
- REQUIRED PARKING PER SEATING: (86/4) = 22 SPACES
- REQUIRED PARKING PER DINING AREA: (1,570/50) = 31 SPACES

ORDER CANOPY LAYOUT DETAIL
 SCALE: 1"=10'



Chick-fil-A
 5200 Buffington Road
 Atlanta, Georgia
 30349-2998

HRGreen
 1391 CORPORATE DRIVE, SUITE 2C
 McHENRY, IL 60050
 PHONE: 815.385.1778
 FAX: 815.385.1781

CHICK-FIL-A
RAYMORE (MO) FSU
 1918 W. FOXWOOD DRIVE
 RAYMORE, MO 64083

FSR# 04604

REVISION SCHEDULE NO.	DATE	DESCRIPTION

PRELIMINARY

ENGINEER'S PROJECT # 191050
 PRINTED FOR PRELIMINARY
 DATE 02/16/2024
 DRAWN BY: ERN
 CHECKED BY: JVF

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SHEET
SITE PLAN

SHEET NUMBER
C-200

PRELIMINARY
 NOT FOR CONSTRUCTION



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Project Narrative

Site Summary

Chick-fil-A (CFA) is proposing to redevelop a 2.22-acre site located at 1918 W. Foxwood Drive in the City of Raymore. The project is more generally located at the northeast corner of the W. Foxwood Drive and Kentucky Road intersection. The project site is currently comprised of an existing China Start restaurant and associated parking lot. The existing building and parking lot are proposed to be demolished. It should be noted that the subject property will be divided into two lease parcels. The CFA development will be located on the western lease parcel (1.56 acres) and the eastern lease parcel (0.66 acres) will be left vacant for a future commercial user. CFA is proposing to construct a new single story 5,222 square foot free-standing restaurant, dual drive-thru facility with free-standing canopies, 82 stall parking lot, and associated utilities. The property is currently zoned C-2 (General Commercial District). Although operating hours have not yet been defined, many CFA restaurants are generally open Monday thru Saturday, between 6:00 AM to 10:30 PM, closed on Sundays. CFA is anticipating that a total of 15-20 employees will be at the restaurant during the largest shift.

Lot Layout/Configuration

The CFA building has been situated near the southwest corner of the lease parcel in order to achieve the following: provide the maximum number of parking stalls; provide a sufficiently long drive-thru lane to promote efficient restaurant operations; and to provide adequate visibility to the new store. Providing ample vision will be key to the success of the CFA restaurant as it will attract potential new customers that are traveling along the adjacent roadways. Positioning the building in this location & orientation allows an outdoor patio to be located near the northeast corner of the building which will feature 4 tables for a total of 16 outdoor seats. An ornamental aluminum fence will be installed around the perimeter to create a barrier between the patio and the adjacent greenspace & drive-thru lane/parking lot. The proposed site layout also provides direct pedestrian connectivity to the sidewalk along the north side of Foxwood Drive.

Per City Code, the proposed CFA use will require a total of 31 spaces. The CFA parking lot will be located east of the building and will feature 81 total spaces. The parking lot has been configured to maximize circulation and minimize backups onto adjacent access drives. Access to the parking lot will be provided via a shared access drive along the north side of the site. This drive will provide access to the site from Kentucky Road and Westgate Drive.

A sufficiently long CFA dual drive-thru lane is proposed to begin near the northeast corner of the CFA lease parcel. The drive-thru lane will then run along the north, west, and south sides of the site and ultimately exit near the southeast corner of the restaurant building. The drive-thru lane has been positioned in a way to create a separation between dine-in & drive-thru traffic in order to prevent congestion within the parking lot. CFA is proposing to install two free-standing canopies over the drive-thru lane: An order point canopy to be located just northwest of the CFA building; and an order meal delivery canopy to be located on the south side of the CFA building, over the



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pick-up window.

CFA's drive-thru operation consists of two lanes of customer ordering and two lanes of meal fulfillment. This dual flex lane concept allows the restaurant operator to use the outer lane as either a second meal fulfillment lane or as a by-pass lane at their discretion to properly support the operational needs of his or her business. If/when the outer lane is not in use, a series of magnetic delineators will be used to merge cars back into one lane for meal fulfillment at the window. Providing the two full lanes gives the operator the most flexibility to service their guests effectively and efficiently. Additionally, Chick-fil-a has a philosophy of encouraging a team member forward drive-thru operation to provide a personal guest experience and increase overall efficiency. CFA has achieved this through incorporating the ability for team members to take meal orders & payment face-to-face prior to guests arriving at the meal fulfillment area and through team members executing outdoor meal delivery in the meal fulfillment area. Enhancements have also been made at the pick-up window through implementation of a drive thru door. The enhancement constitutes replacing the typical window with a multi-function door, that also can function as a window. The purpose of the drive thru door is to allow team members to stage more meals and beverages indoors while they are delivering meals outside, directly to vehicle windows. The door allows easier access to the meals without passing them through a small window. This change helps to create an efficient drive-thru operation and improve the overall guest experience. During non-peak times or periods of inclement weather, the door can be closed and will function as a standard pickup window. Innovative features such as these are what have earned Chick-fil-A best drive-thru in America for ten consecutive years as determined by a nationally recognized quick service authority. Out of all the quick service restaurants surveyed, Chick-fil-A scored the highest in order accuracy, friendliness of the order takers, and speed of service.

Deliveries to the site will occur both after operating hours via key drops and during non-peak hours of operating days. The semi-truck deliveries will be made overnight and would occur 1-2 times a week with the smaller box truck type deliveries occur daily.

A dual bin trash enclosure has been situated near the northwest corner of the site and will be constructed utilizing materials to compliment the principal building.

The Chick-fil-A site will be attractively landscaped to provide year-round interest and to meet the intent of the City Code.

Signage

Signage for the CFA restaurant will be paramount and has been designed to notify potential customers that are approaching the site from multiple directions. In an effort to assist them in locating the restaurant, signage is proposed on three elevations (west, south, & east). Additionally, CFA is proposing the installation of two monument signs: one located at the southwest corner of the property; and one on the south side of the entrance along Kentucky Road. Appropriate signage will be key to the success of the restaurant.



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Building Elevations

The Chick-fil-A building has been designed with a mixture of brick veneer, prefinished metal, and glass. The mechanical units for heating/cooling will be located on the roof and will be screened via a parapet wall to meet City Code requirements. Accent light via wall sconces are proposed around the building to provide nighttime interest. The trash enclosure will incorporate the same colored brick veneer as the building to maintain consistency. The dumpsters inside of the enclosure will be screened from the front by durable double gates with prefinished plastic lumber (weathered wood).

The Chick-fil-A Story

It's a story that began when a man named Truett Cathy was born in 1921 in the small town of Eatonton, Georgia, about 80 miles from Atlanta, where he grew up. Truett's mom ran a boarding house, which meant she had to cook a lot of meals – but Truett helped, and he paid close attention, and picked up cooking and serving tips that would come in quite handy later. Along the way, he also learned to be quite the entrepreneur. He sold magazines door to door, delivered newspapers all over the neighborhood, and sold Coca-Colas from a stand in his front yard and all the while he was learning the importance of good customer service.

After serving his country in World War II, in 1946 Truett used the business experience he gained growing up and opened his first restaurant with his brother, Ben, calling it the Dwarf Grill (later renamed the Dwarf House). Hamburgers were on the menu but, ironically, no chicken because he said it took too long to cook. Truett worked hard with that first venture, but considered Sunday to be a day of rest, for himself and his employees and as you know, that's a practice that Chick-fil-A honors to this day.

The early 60s would be a pivotal time in Truett's life. That's when he first took a boneless breast of chicken and spent the next few years experimenting until he found the perfect mix of seasonings. He breaded and cooked the filet so that it stayed juicy, put it between two buttered buns and added two pickles for extra measure and in 1963 unveiled what we now know as the Chick-fil-A Chicken Sandwich. As far as the name, Truett says it just came to him. He had it registered that year in 1963 and created a logo that has been updated but is still very similar to the original designed 50 years ago.

The Chick-fil-A sandwich was a huge hit, and in 1967 Truett opened his first Chick-fil-A restaurant in an enclosed shopping mall where, up to that point, food normally wasn't sold. Frankly, the developer of the Greenbriar Shopping Center in Atlanta wasn't too keen on serving food inside his mall, but as we know that turned out to be a very smart decision on his part, and especially Truett's. Today, Truett is recognized as the pioneer in quick-service mall food. It wasn't until 1986 that Chick-fil-A opened its first "freestanding" restaurant on North Druid Hills Road in Atlanta. Today there are over 2,300 restaurant locations in 47 states.



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Chick-fil-A is now the largest quick-service chicken restaurant and one of the largest that's privately-held. Three generations of Cathy family members are involved in the business, including Truett's sons Dan (the president and CEO) and Bubba (senior VP) and also, his grandchildren.

Our Food

There are a lot of things people say they like about Chick-fil-A, but it all begins with the food, and especially the Original Chick-fil-A Chicken Sandwich. It was a significant product innovation, and it remains our best-selling item on the menu. Our innovations didn't stop with the chicken sandwich. In 1982, we were the first restaurant to sell chicken nuggets nationally, and three years later added our trademark Waffle Potato Fries to the menu, and we still use 100% fully refined peanut oil, which is cholesterol and trans fat free. In 2010, we introduced the Chick-fil-A Spicy Chicken Sandwich. With its special blend of peppers and other seasonings, it became such a "hot" selling item that we soon after introduced the Spicy Chicken Biscuit. More recently and within the last couple years we introduced to our menu a new grilled chicken sandwich and grilled chicken nuggets along with the most recent addition of mac & cheese. People also like the fact that we offer a variety of menu options for those wanting foods that are lower in calories, carbs or fats, such as the Chick-fil-A Chargrilled Chicken Sandwich, entrée salads and fruit cups and by the way, fruit cups are an option with our kid's meals these days. In fact, Men's Health magazine named us "America's Healthiest Chain Restaurant for Kids." The high quality of our food is the number one reason people keep coming back to Chick-fil-A but there are a few more reasons – and one has four legs and is a terrible speller.

Serving our Customers

Whenever you ask people what they like about Chick-fil-A, one of first things they say is "the service" and it's an important part of our story, because it goes back to Truett's experience as a young businessman and to the values he instilled in Chick-fil-A. We call it Second Mile Service, and it's based on the belief that if someone asks you to carry something for them one mile, you do one better and carry it for them two. Its doing those unexpected things that make people feel special. Our drive-thru has been voted "America's #1 drive-thru" for six years in a row. We do our best to ensure a quick and pleasurable experience, and might even have a nugget for the family pet when you arrive at the window. But no matter if you're being served in our restaurants, at our drive-thrus, or with an outside delivery, you can always count on our team members responding to your words of thanks with two special words of their own – "My pleasure."

Chick-fil-A Philosophy & Operator/Employment Model

The Company's philosophy is that their restaurants become integral parts of the communities in which they are located. Chick-fil-A makes scholarships available to store employees and sponsors the Winshape Foundation which supports a family of programs designed to encourage outstanding young people nationwide. The Foundation has a college program and operates a series of camps, homes, and retreats. On the local level, individual restaurant operators typically engage in community support activities such as sponsoring youth sports teams, supporting educational activities, and leadership initiatives. Finally, and in accordance with company policy, the operators



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and employees in each Chick fil A Restaurant strive for a level of customer service unequaled in the quick-service food industry. It is quite common to go into a Chick-fil-A and have your tray carried to your table, have people clear your table, and ask if they can come and refresh your beverage.

Beyond the above, Chick-fil-A's operator's model is very unique in the fast food industry. In their situation, the operator is part owner with Chick-fil-A. It's similar to a franchise except they usually have one location. Sometimes they have two but for the most part they have one location and what that provides is a situation where they have very competent partners with great character in the restaurants who are deeply involved in the community. What Chick-fil-A likes to say is that their operators are in business for themselves, but not by themselves. It is very unusual for an operator to shut down and the retention rate for operators is about 98%. A typical Chick-fil-A store will employ approximately 60 - 80 jobs with approximately 120 jobs created for temporary construction employment. A typical store will operate between the hours of 6:30am to 10:00pm; Monday thru Saturday and are always closed on Sundays.



City of Raymore – Variance Findings of Fact

** Chick-fil-A is formally requesting a variance to allow drive-thru canopy structures to be located within the required 30 foot front setback per Section 410.030(B)(1) – Exceptions to Dimensional Standards Table.*

1. The variance requested arises from such condition which is unique to the property in question and which is not ordinarily found in the same zone or district; and is not created by an action or actions of the property owner, applicant, or their agent, employee or contractor. **The proposed variance is being requested due to site constraints. The CFA building has been situated near the southwest corner of the property in order to achieve the following: provide the maximum number of parking stalls; provide a sufficiently long drive-thru lane to promote efficient restaurant operations; and to provide adequate visibility to the new store. The site has also been designed to maximize development on the subject property in order to create an additional commercial lease parcel to the east of the CFA parcel. If the CFA site was shifted in order to meet the 30' building setback requirement for the drive-thru canopies, it would result in the following: a significant loss of parking within the CFA lot; the CFA drive-thru would be shortened resulting in a loss of stack; and the eastern lease parcel could not be created.**
2. The strict application of the provisions of the Unified Development Code of which the variance is requested will constitute an unnecessary hardship or practical difficulty upon the property owner represented in the application and that such unnecessary hardships or practical difficulties are not generally applicable to other property in the same district. **Per the Unified Development Code, the subject property must meet a 30' front yard building setback for all principal buildings and canopies. The CFA site has been designed to meet this setback requirement for the principal building, but the drive-thru canopies will need to encroach into the setback due to site constraints. In order to maximize development within the subject property, the property is proposed to be divided into two lease parcels. If the CFA site was shifted in order to meet the 30' building setback requirement for the drive-thru canopies, it would result in the following: a significant loss of parking within the CFA lot; the CFA drive-thru would be shortened resulting in a loss of stack; and the eastern lease parcel could not be created.**
3. The granting of the permit for the variance will not adversely affect the rights of adjacent property owners or residents. **CFA believes that granting the building setback variance request will not adversely affect the rights of adjacent property owners or residents. The proposed variance would allow the proposed drive-thru canopies to be located within 30' of the property line which will not affect adjacent property owners or residents. It should also be noted that the subject property lies adjacent to commercial uses on the east and west.**



4. The granting of the variance will not result in advantages or special privileges to the applicant or property owner that this code denies to other land, structures or uses in the same district. **Granting the requested building setback variance would not result in advantages or special privileges. Granting the variance would ensure that there will be sufficient parking and drive-thru lane stack for the proposed CFA use. Providing ample parking and drive-thru lane stack will benefit the general public and reduce any impacts to traffic and adjacent roadways.**

5. Whether the requested variance is the minimum variance necessary to provide relief. **CFA believes that the variance being requested is the minimum variance necessary to provide relief. The proposed drive-thru lane canopies have been offset from the property lines in order to do the following: maximize development area on the subject property; provide a sufficient amount of parking for the CFA use; and provide a sufficiently long drive-thru lane in order to reduce impacts to adjacent access drives & roadways.**

6. The variance desired will not adversely affect the public health, safety, morals, order, convenience, prosperity or general welfare. **The requested building setback variance will not adversely affect the public health, safety, morals, order, convenience, prosperity or general welfare. The proposed variance would allow the proposed drive-thru canopies to be located within 30' of the property line which will not adversely affect the sight distance of motorists along the adjacent roadways.**

7. The granting of the variance desired will not be opposed to the relevant purposes and intents of this Unified Development Code. **CFA believes that the requested variance will not be opposed to the relevant purposes and intents of the Unified Development Code. The CFA site has been designed to maximize development on the subject property while meeting the requirements of the Unified Development Code to the maximum extent practicable. In order to reduce undevelopable space within the subject property, the drive-thru canopies will need to be positioned within the 30' building setback. If the CFA site was shifted in order to meet the 30' building setback requirement for the drive-thru canopies, it would result in the following: a significant loss of parking within the CFA lot; the CFA drive-thru would be shortened resulting in a loss of stack; and the eastern lease parcel could not be created.**



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8. The variance will result in substantial justice being done, considering both the public benefits intended to be secured by this code and the individual hardships or practical difficulties that will be suffered if the variance request is denied.

CFA believes that the requested building setback variance will result in substantial justice being done. Allowing the canopies to encroach into the front yard building setbacks will allow the maximization of development on the subject property, thus providing multiple commercial uses/options for the general public.

MONTHLY DEPARTMENT REPORT FEBRUARY 2024

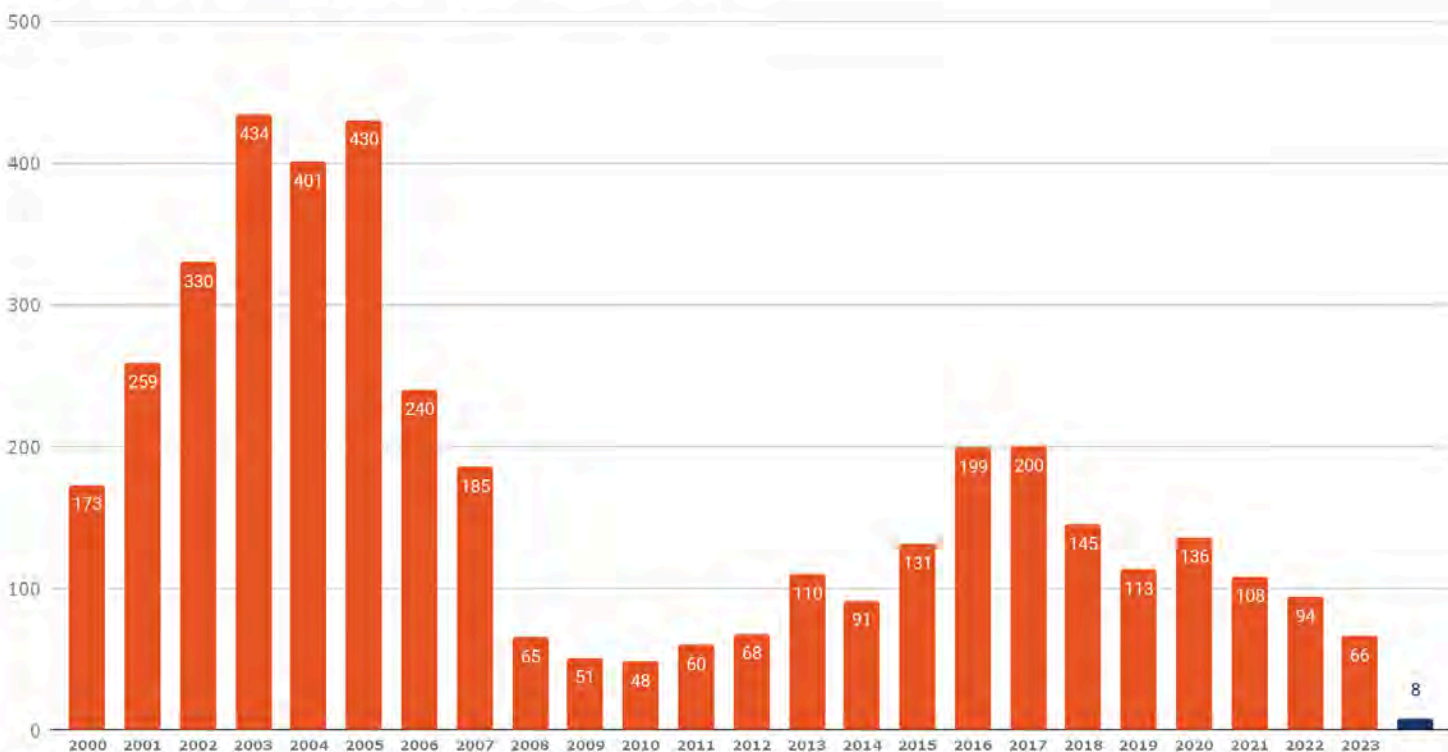
BUILDING PERMIT & INSPECTION ACTIVITY -

TYPE OF PERMIT	FEB 2024	2024 YTD	2023 YTD	2023 TOTAL
Detached Single-Family Residential	6	8	2	71
Attached Single-Family Residential	0	0	0	110
Multi-Family Residential (apartment)	0	0	0	0
Miscellaneous Residential (deck; roof)	58	98	72	753
Commercial - New, Additions, Alterations	2	3	5	27
Sign Permits	19	21	3	64
BUILDING INSPECTIONS	FEB 2024	2024 YTD	2023 YTD	2023 TOTAL
Total No. of Inspections	557	939	924	5,514
Residential Inspections	329	507	431	2,836
Commercial Inspections	228	432	493	2,678
INVESTMENT	FEB 2024	2024 YTD	2023 YTD	2023 TOTAL
Total Residential Permit Valuation	\$2,546,180	\$3,253,490	\$468,900	\$47,930,930
Total Commercial Permit Valuation	\$1,830,950	\$2,695,260	\$2,216,900	\$40,675,232

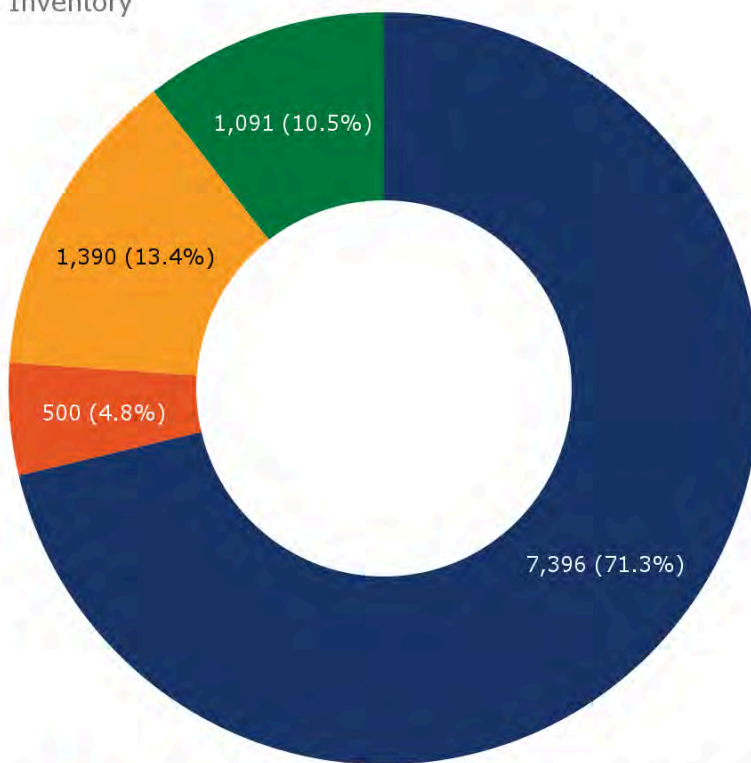
BUILDING CONSTRUCTION ACTIVITY -

- Staff issued a Certificate of Occupancy for the A4 Apparel, located in Building 2 of the Raymore Commerce Center.
- Staff issued a building permit for the retail multi-tenant building located at [1830-1832 W. Foxwood Drive](#)
- Tenant finish work continues at the Sano Orthopedic Office located at 121 N. Dean Avenue.
- Site work and vertical construction continues at HTeaO, including framing and sheathing, as well as site work for the commercial drive from Sunset Lane.

Single Family Housing Permit Trends 2000-2024



Existing Housing Unit Inventory



● Single-Family Units
 ● Two-Family Units (Duplex)
 ● Multi-Family Units (4+ Plex)
 ● Apartment Units

CODE ENFORCEMENT ACTIVITY -

CODE ENFORCEMENT	FEB 2024	2024 YTD	2023 YTD	2023 TOTAL
Code Enforcement Cases Opened	51	101	88	682
<i>Notices Mailed</i>		0		
-Tall Grass/Weeds	0	0	1	131
- Inoperable Vehicles	27	59	50	230
- Junk/Trash/Debris in Yard	9	14	12	125
- Object placed in right-of-way	0	0	1	19
- Parking of vehicles in front yard	2	3	2	31
- Exterior home maintenance	4	12	9	76
- Other (trash at curb early; signs; etc)	0	0	0	0
Properties mowed by City Contractor	0	0	0	59
Abatement of violations (silt fence repaired; trees removed; stagnant pools emptied; debris removed)	0	0	0	5
Signs in right-of-way removed	71	113	110	628
Violations abated by Code Officer	3	7	9	55

PLANNING AND ZONING ACTIVITY -

CURRENT PROJECTS -

- Comprehensive Plan
- Chick-Fil-A Site Development Review
- Sign Code Research and Review

ACTIONS OF BOARDS, COMMISSIONS & CITY COUNCIL -

FEBRUARY 6, 2024 PLANNING AND ZONING COMMISSION -

- Not items currently scheduled

FEBRUARY 12, 2024 CITY COUNCIL MEETING -

- 1st Reading - Voluntary Annexation - Creekside Ranch - NE Corner of Gore & Kurzweil, approved 1st reading
- 1st Reading - Rezoning "A" Agricultural District to "RE" Rural Estate District - Creekside Ranch (public hearing), approved 1st reading
- 1st Reading - Preliminary Plat - Creekside Ranch (public hearing), approved

FEBRUARY 20, 2024 PLANNING AND ZONING COMMISSION -

- Not items currently scheduled\

FEBRUARY 26, 2024 CITY COUNCIL MEETING -

- 2nd Reading - Voluntary Annexation - Creekside Ranch - NE Corner of Gore & Kurzweil, approved
- 2nd Reading - Rezoning “A” Agricultural District to “RE” Rural Estate District - Creekside Ranch (public hearing), approved

UPCOMING MEETINGS - MARCH

MARCH 5, 2024 PLANNING AND ZONING COMMISSION

- Meeting canceled, lack of business items

MARCH 11, 2024 CITY COUNCIL MEETING -

- No items currently scheduled

MARCH 13, 2024 BOARD OF ADJUSTMENT MEETING -

- Front-Yard Setback Variance Request, Chick-Fil-A, 1920 W. Foxwood Drive (public hearing)

MARCH 19, 2024 PLANNING AND ZONING COMMISSION -

- Site Plan, Chick-Fil-A, 1920 W. Foxwood Drive

MARCH 25, 2024 CITY COUNCIL MEETING -

- No items currently scheduled

FEBRUARY DEPARTMENT ACTIVITY & EVENTS -

- Development Services Director David Gress and City Planner Dylan Eppert attended a webinar hosted by AARP regarding 2024 Community Challenge Grant opportunities.
- City Staff met internally to discuss the Comprehensive Plan.
- Development Service Director David Gress and City Planner Dylan Eppert attended the South Kansas City Planners meeting.
- Economic Development Director Jordan Lea and Human Resources Director Shawn Aulgur attended a luncheon hosted by Real World Learning, Kauffman Center Foundation.
- Economic Development Director Jordan Lea completed the Strategic Planning class through the University of Oklahoma’s Economic Development Institute.
- Development Services Director David Gress attended the Cass County Coalition of Chambers (CCCC) luncheon meeting, hosted by the Raymore Chamber of Commerce.
- Development Services Director David Gress monthly morning Raymore Chamber Coffee and Connections, hosted by [Graphic Arts Print Shop](#).

- The Development Review Committee met with a residential developer to discuss potential investment opportunities.
- Economic Development Director Jordan Lea judged Future Business Leaders of America (FBLA) districts and DECA districts for local high schools.
- Economic Development Director Jordan Lea attended the Cass County Coalition of Chambers (CCCC) luncheon meeting, hosted by the Raymore Chamber of Commerce.
- Economic Development Director Jordan Lea attended the Kansas City Area Development Council's Q1 Investor Access Event.
- City staff met with Olsson Studio for a monthly check-in to discuss the Comprehensive Plan.
- Economic Development Director Jordan Lea attended Heartland Certified Public Manager Program presented by the University of Kansas Public Management Center.
- Economic Development Director Jordan Lea attended the International Economic Development Council's marketing advisory committee meeting.
- Development Services Director David Gress attended the Raymore Chamber of Commerce monthly board meeting.
- Development Services Director David Gress participated in the Planning Directors Lunch hosted by the Mid-America Regional Council (MARC).
- Development Services Director David Gress participated in a speed networking and resume workshop hosted by the KC Chapter of the American Planning Association and UMKC.
- Development Services Director David Gress attended the first meeting of the Climate Environment Council, hosted by Mid-America Regional Council.
- Council Member Reginald Townsend, City Manager Jim Feuerborn, Economic Development Director Jordan Lea and Development Services Director David Gress attended the Go Live celebration for Southern Glazer's Wine and Spirits. Southern Glazer's Wine and Spirits is located in the first building of the Raymore Commerce Center.
- Council Member Sonja Abdelgawad, Council Member Joseph Burke, Police Chief Wilson, Economic Development Director Jordan Lea, Development Services Director David Gress, Communications Manager Melissa Harmer and Marketing and Communications Assistant Alex Garcia celebrated Harmar's grand opening and ribbon cutting ceremony. Harmar is located in the second building of the Raymore Commerce Center.
- Councilmembers and City staff celebrated Nuuly's ribbon cutting ceremony. [Click here to learn more!](#)



- Economic Development Director Jordan Lea attended the Raymore Chamber of Commerce monthly board meeting.
- Councilmembers Reginald Townsend and Kevin Barber, Economic Development Director Jordan Lea and Development Services Director David Gress toured the KD Academy facility.
- Economic Development Director Jordan Lea attended the Regional Association of Public Information Officers meeting hosted by Mid-America Regional Council.
- Economic Development Director Jordan Lea was awarded the Michael P Hickey Scholarship for the Spring 2024 session of the University of Oklahoma's Economic Development Institute.
- City staff received a site plan and variance application for a proposed [Chick-Fil-A](#) to be located at 1920 W. Foxwood Drive, at the northeast corner of 58 Highway and Kentucky Road. The Board of Zoning adjustment will review a setback variance request at their March 13, 2024 meeting, and the Planning and Zoning Commission will review a site plan request at their March 19, 2024 meeting.
- City Planner Dylan Eppert attended the Missouri Master Plan on Aging town hall hosted by the Mid-America Regional Council.
- City Planner Dylan Eppert attended the Emerging Leader Academy program presented by University of Kansas Public Management Center.
- Development Services Director David Gress attended a planning meeting to discuss utilities with VanTrust Real Estate for the Raymore Commerce Center South project.
- Development Services Director David Gress and City Planner Dylan Eppert reviewed the City's Sign Code in preparation for a work session with the City Council.
- Economic Development Director Jordan Lea and Development Services Director David Gress attending a luncheon about Workforce YOU hosted by West Central Missouri Community Actions Agency.

