

RAYMORE BOARD OF ADJUSTMENT AGENDA

Wednesday, April 10, 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. Personal Appearances
5. Consent Agenda - Approval of Minutes from March 13, 2024 meeting
6. Unfinished Business - None
7. New Business
 - a. Case # 24003 Chick-Fil-A - Development Standard Variances (*Public Hearing*)
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.

THE **BOARD OF ZONING ADJUSTMENT** OF THE CITY OF RAYMORE, MISSOURI, MET IN REGULAR SESSION **WEDNESDAY, MARCH 13, 2024** IN THE COUNCIL CHAMBERS AT RAYMORE CITY HALL, 100 MUNICIPAL CIRCLE, RAYMORE, MISSOURI WITH THE FOLLOWING BOARD MEMBERS PRESENT: STEPHANIE VELSASCO, TERRI WOODS, BEN BAILEY, PAM HATCHER, AARON HARRISON, AND JERRY MARTIN. ALSO PRESENT WERE CITY PLANNER DYLAN EPPERT, DEVELOPMENT SERVICES DIRECTOR DAVID GRESS, ECONOMIC DEVELOPMENT DIRECTOR JORDAN LEA, COMMUNICATIONS MANAGER MELISSA HARMER, AND ADMINISTRATIVE ASSISTANT EMILY JORDAN.

1. Call to Order – Chairman Hatcher called the meeting to order at 6:00 p.m.

2. Roll Call – Roll was taken and Chairman Hatcher declared there was a quorum present to conduct business.

3. Pledge of Allegiance

4. Consent Agenda – Approval of Minutes from the November 8, 2023 meeting

Motion by Board Member Woods Seconded by Board Member Velasco to approve the November 8, 2023 minutes.

Vote on Motion:

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

Motion passed 6-0-0

5. Unfinished Business – None

6. New Business

a. Approval of the 2024 Meeting Calendar

City Planner Dylan Eppert gave an overview of the 2024 meeting calendar.

Motion by Board Member Woods, Seconded by Board Member Bailey to accept the 2024 Meeting Calendar.

Vote on Motion:

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

Board Member Velasco Aye

Motion passed 6-0-0

b. Case #24001 - Chick-Fil-A Drive-Thru Canopy Variance (*public hearing*)

Public hearing opened at 6:03pm.

Justin Lurk, 5200 Buffington Rd., Atlanta GA, came to the podium to give an overview of the request.

Mr. Eppert gave the Staff report, including the project narrative, existing and surrounding zonings, public hearing notices, past planning actions, staff comments, and Staff recommendation. The applicant is requesting a variance to allow for a drive-thru canopy to encroach into the required front-yard area. The proposed vehicle stacking allows for far more than the Code requires. The Capital Improvement Program will be constructing a median along 58 Highway that would prevent vehicle traffic coming south on Kentucky Road from turning left onto 58 Highway, heading east. City Staff recommend approval of the case.

Chairman Hatcher noted that the current allowance is 30% variance of the setback allowance to be used for the canopy, and asked what the additional 12' would bring the total percentage to.

Mr. Eppert noted that the additional 12' would bring the total to approximately 70% variance of the setback allowance, though it is designed for worker safety and aesthetic for the building, since it will include lighting and sidewalks for employees.

Chairman Hatcher asked for clarification on where the median will be going, and how it will alter traffic patterns.

Development Services Director David Gress provided clarification, along with details of locations and construction purposes. The project is currently under design as a Capital Improvement Project, and will be under construction later this year.

Chairman Hatcher asked about what will happen to the current business on the property, China Star.

Mr. Gress noted that there was a blight study completed and it was a private conversation between China Star, the property owners, and Chick-Fil-A. China Star will be moving to a different location.

Board Member Velasco asked if the median will be done before or after construction of Chick-Fil-A.

Mr. Eppert noted that it will hopefully be completed before the opening of Chick-Fil-A.

Board Member Woods asked if the new Chick-Fil-A development is the same size as the average restaurants.

Mr. Lurk noted that yes, it is the same standard size.

Board Member Woods asked where the median will be going, and if it will be intrusive for 58 Highway traffic.

Mr. Gress noted that it should be built at the same time, if not before, Chick-Fil-A goes in, and that it will be narrow and raised, so it won't take up too much space on 58.

Board Member Woods asked why the drive-thru and canopy are so close to 58 Highway, and had concerns about blocking the view for traffic.

Mr. Lurk noted that the Code allows the drive-thru into the setbacks, and that moving it to the north on the property would not allow for the vehicle stacking Chick-Fil-A requires for business.

Board Member Velasco asked when Chick-Fil-A plans to open.

Mr. Lurk noted that there is still a tenant on site, but the developers hope to open the location by the end of the year.

Public hearing closed at 6:21pm.

Motion by Board Member Woods, Seconded by Board Member Velasco, to accept the Staff proposed Findings of Fact and approve Case #24001, Chick-Fil-A Drive-Thru canopy variance.

Vote on Motion:

Board Member Woods	Aye
Board Member Bailey	Aye
Chairman Hatcher	Abstain
Board Member Harrison	Aye
Board Member Martin	Aye
Board Member Velasco	N/A

Motion passed 4-0-1

7. Public Appearances - Melissa Harmer, Communications Manager - Question P Update

Melissa Harmer, Raymore Communications Manager, came to the podium to give an overview of Question P that will be on the April 2nd Ballot regarding a use tax for Raymore. Mrs. Harmer answered questions asked by the Board.

8. Staff Comments -

Mr. Eppert noted that Chick-Fil-A will be back before the Board in a few weeks for a variance regarding the brightness of the lights for the canopy as well as a couple additional items regarding Chick-Fil-A.

Mr. Gress covered Development Services monthly activity and new permits.

9. Board Member Comment - none

10. Adjournment

Motion by Board Member Velasco, Seconded by Board Member Woods to adjourn.

Vote on Motion:

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

Motion passed 6-0-0

The Board of Adjustment meeting for March 13, 2024 adjourned at 6:37 p.m.

Respectfully submitted,
Emily Jordan

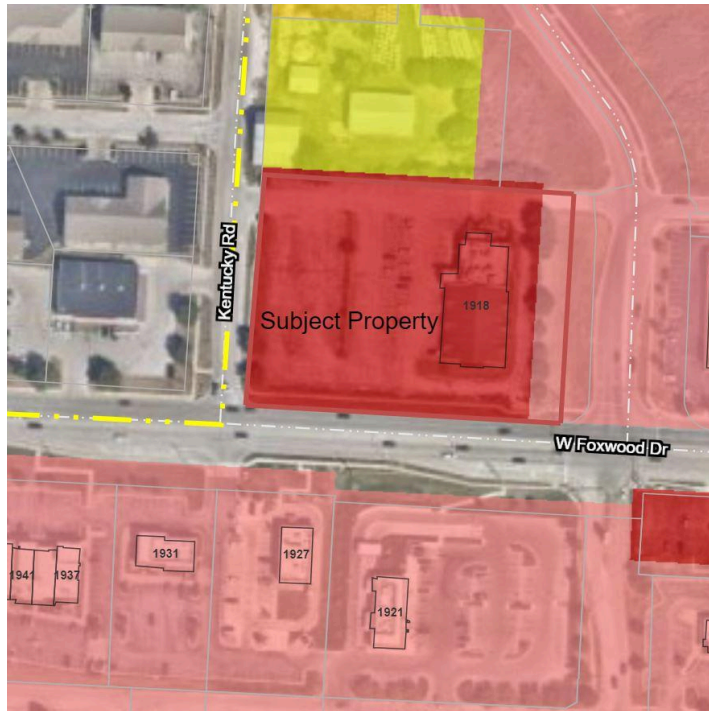
Chick-Fil-A Development Standard Variance

APPLICANT - Chick-Fil-A	
Property Owner:	Realty Income Corporation
Engineering/Arch. Firm	HR Green, Inc.

PROJECT LOCATION	REQUESTED ACTION
1920 W. Foxwood Dr. NE Corner of 58 Highway & Kentucky Road	Variance of Development Standard: Section 420.050(A)(5), 440.020(F)(7)(a)(3) and 430.020(A)

PROJECT NARRATIVE

An application was filed requesting a variance to Unified Development Code Sections 420.050(A)(5) allowing for a trash enclosure to be located within the required 5' rear yard setback, 440.020(F)(7)(a)(3) allowing light levels underneath a drive-thru canopy to exceed 30.0 footcandles and 430.020(A) allowing for the proposed site landscape area to be less than the minimum 20% for Commercial and Industrial uses.



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	• March 20, 2024 (North Cass Herald)
Public Hearing Notice	• April 10, 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.
9. On March 13, 2024, the Board of Zoning Adjustment unanimously approved a variance request to allow for two (2) drive-thru canopies to project into the 30' front yard setback, on both Kentucky Road and 58 Highway.
10. On March 19, 2024, the Planning and Zoning Commission unanimously approved the Chick-Fil-A Site Plan subject to the approval to the requested variances being requested.

STAFF COMMENTS -

1. **Section 420.050(A)(5) Accessory Uses and Structures** states "In the rear yard area an accessory structure must provide a minimum side and rear yard setback of five (5) feet, except that if a detached garage or carport has a vehicular alley entrance, the setback of the structure from the alley shall not be less than twenty (20) feet."

A. The applicant is proposing an enclosed trash receptacle (northwest corner of the subject property) to be located 1.9' from the north property line. This is a 3'3" difference (66%) from the 5' rear yard setback requirement. Per **Section 470.210 Administrative Adjustments**, staff could administratively approve a 10% reduction of the 5' rear yard setback requirement which is 6". The applicant is also proposing a storage room for supplies and access to water for their employees to be able to wash out the trash can area in an effort to keep the trash enclosure area clean and presentable to the public.
2. **Section 440.020(F)(7)(a)(3) Performance Standards** states "Canopy Lighting, Maximum illumination under the canopy structure shall be thirty (30.0) footcandles."

A. The applicant is requesting slight relief from the 30.0 footcandle requirement as they are proposing to add an additional 6.3 footcandles, an increase of (21%). The reasoning behind the request is due to visibility and safety concerns for their team members as well as their customers while in the drive-thru area.

3. **Section 430.020(A) Landscaped Area Requirements** states "All uses must provide and maintain a landscaped area as provided in this section. Landscaped areas may not include rights-of-way and accessory uses, and must be maintained as a permeable and uncovered surface that contains living material. No more than twenty percent (20%) of the required landscaped area may consist of porous non-living materials. With regards to Commercial and Industrial Uses 20% of the lot area must be landscaped.
 - A. The applicant is proposing to reduce the requirement of the lot area to be landscaped from 20% to 15%. Per **Section 470.210 Administrative Adjustments**, Staff can administratively approve a 10% reduction to landscaping requirements which would reduce the requirements from 20% to 18%. Making the proposed reduction totaling 3%.
4. The Chick-Fil-A Site Plan was approved by the Planning and Zoning Commission subject to the conditions that the three variance requests be approved by the Board of Zoning Adjustments.
5. 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.

With the three variance requests being proposed the need arises from the result of the subject property being redeveloped with an existing building. The applicant's intent has been to redevelop the subject property creating two parcels which would allow for a future commercial user to be located on the eastern portion of the property. Given the site layout and the outlined constraints the applicant has been thoughtful with regards to maximizing on-site parking and drive-thru operations while trying to reduce on-site

traffic concerns.

The principal structure has been located in a manner that ensures all setbacks have been met while also providing for logical circulation of vehicle traffic. This underutilized property has been designed to maximize the overall subject property to benefit the community for years to come.

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.

Strict application of the provisions of the Unified Development Code would in this case cause unnecessary hardship to the redevelopment of the subject property. The applicants approved site plan calls for the subject property to be split into two parcels which would maximize the otherwise underutilized property. If the requested variances are not approved the applicant would have to bring the requested items into compliance with the code. Unfortunately, this could potentially cause items that were originally code compliant the need for a variance request because of the existing constraints of the subject property.

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. The requested variance items are already contemplated within the Unified Development Code for providing slight relief through the administrative adjustments process except for the lighting underneath drive-thru canopies. However, no other commercial user within the City of Raymore utilizes their drive-thru canopies like the applicant is proposing. The drive-thru canopies provide both employees and customers relief from both the sun and adequate lighting to address safety concerns.

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 requested variances will not result in advantages over other property owners. Granting the variances will allow for efficient use of the proposed redeveloped site. The current use of the subject property is highly underutilized mainly for parking spaces that are never used. The proposed redevelopment of the subject site proposes bisecting the site into two parcels and leaving the remaining eastern portion

viable for a future commercial user.

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

The requested variances are the minimum necessary to provide relief. The site has been laid out to provide for additional vehicle stacking spaces in the drive-thru as well as additional parking that goes above and beyond the required number of parking spaces while still allowing the principal structure to be located in a manner that complies with the setback as required by Section 410.030

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

The requested variances would allow for the applicant to provide a well throughout plan for expected high vehicle traffic volumes. With regards to the trash enclosure the applicant is going above and beyond as they are providing additional space for storage of access to water to be able to keep the trash enclosure area clean. The lighting request is for the overarching concern for customer and employee safety while in the drive-thru area and finally the reduction of landscaping is requested due to the constraints of the redevelopment of the overall site.

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 trash enclosure, the additional brightness of lighting and reduction in overall site landscaping will not adversely affect the character of the surrounding area of 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 adequate landscaping and additional items being proposed with the trash enclosure justifies the reduction of the rear yard setback requirement. Additionally, staff also finds that providing brighter lighting under the drive-thru area is a justifiable request with regards to customer and employee safety. Finally, due to the constraints of the proposed redevelopment of the site, reducing the 20% landscape requirement for commercial uses, would relieve the applicant of substantial hardship/difficulty.

PROJECT REVIEW SCHEDULE

COUNCIL, COMMISSION OR BOARD	ACTION	DATE
Board of Zoning Adjustment	Review & Recommendation	April 10, 2024

STAFF RECOMMENDATIONS -

City staff supports the applicant’s request for variances regarding the enclosed trash receptacle being located closer than 5’ to the rear property line, for the lighting underneath the drive-thru canopies to exceed 30.0 footcandles and finally for a Commercial use to have less than 20% of the lot area to be landscaped. Given the site constraints of the proposed redevelopment of the subject property, the requested variances do meet the intent of the provisions as outlined within the Unified Development Code.

Staff recommends the Board of Adjustments **accept the staff proposed findings of fact and approved Case #24003 - Chick-Fil-A - Development Standard Variances**

PROJECT ATTACHMENTS -

1. Site Photographs
2. Chick-Fil-A Site Layout
3. Project Narrative (Applicant's Submittal)
4. Findings of Fact (Applicant's Submittal)

CHICK-FIL-A - Site Plan



View looking north from Panda Express.



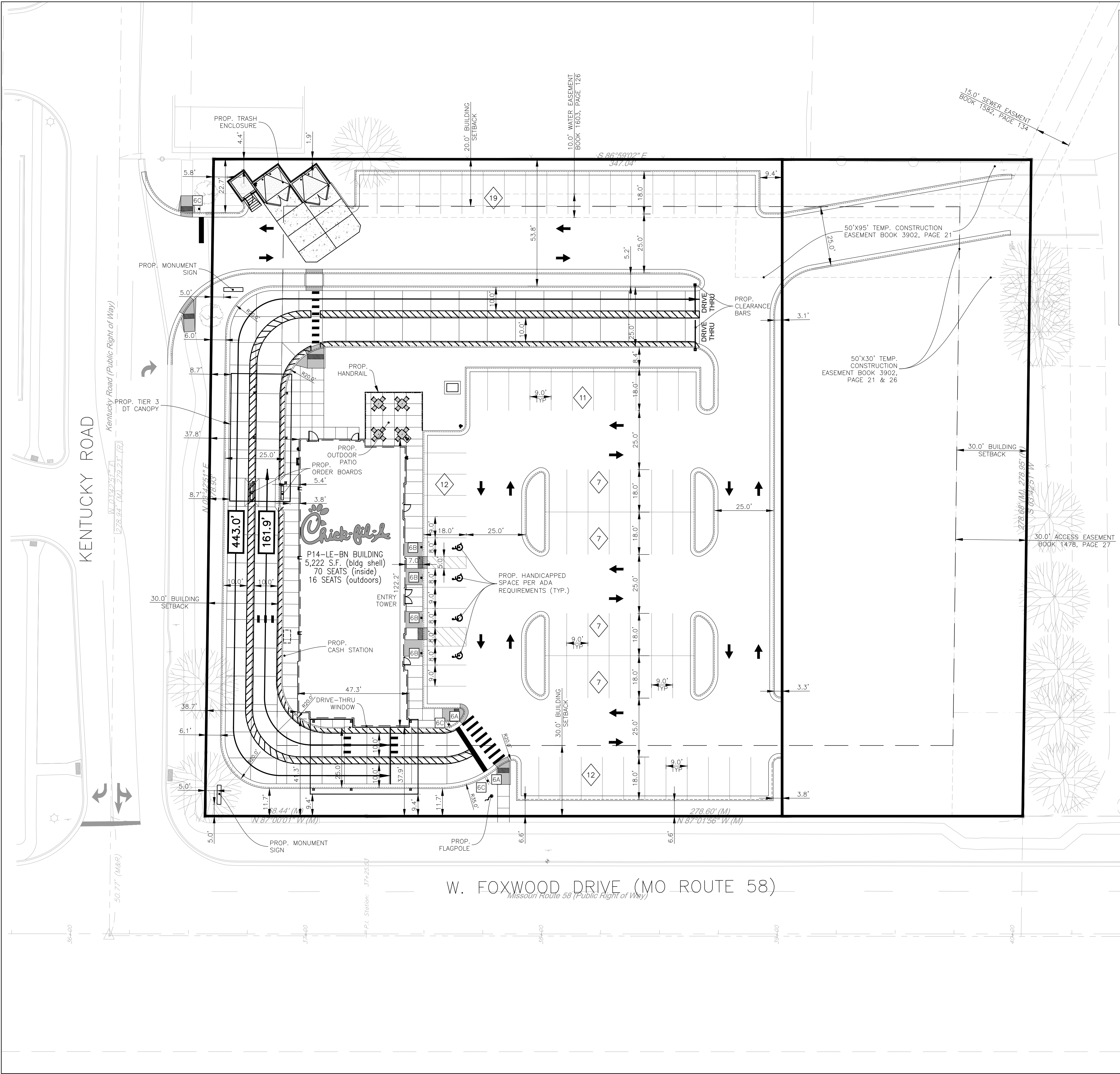
View looking west from Firestone.



View looking south from the north property line.



View looking east from Advanced Auto Parts (Belton)



SITE DATA:

- PARCEL ID #: 04-03-08-300-002-005.000
- ZONING: C-2 (GENERAL COMMERCIAL DISTRICT)
- PROPERTY SIZE: 96,754± SQ. FT. (2.22 ACRES)
- PROP. WEST LEASE PARCEL SIZE: 67,790± SQ. FT. (1.56 ACRES)
- PROP. EAST LEASE PARCEL SIZE: 28,964± SQ. FT. (0.67 ACRES)

BUILDING DATA:

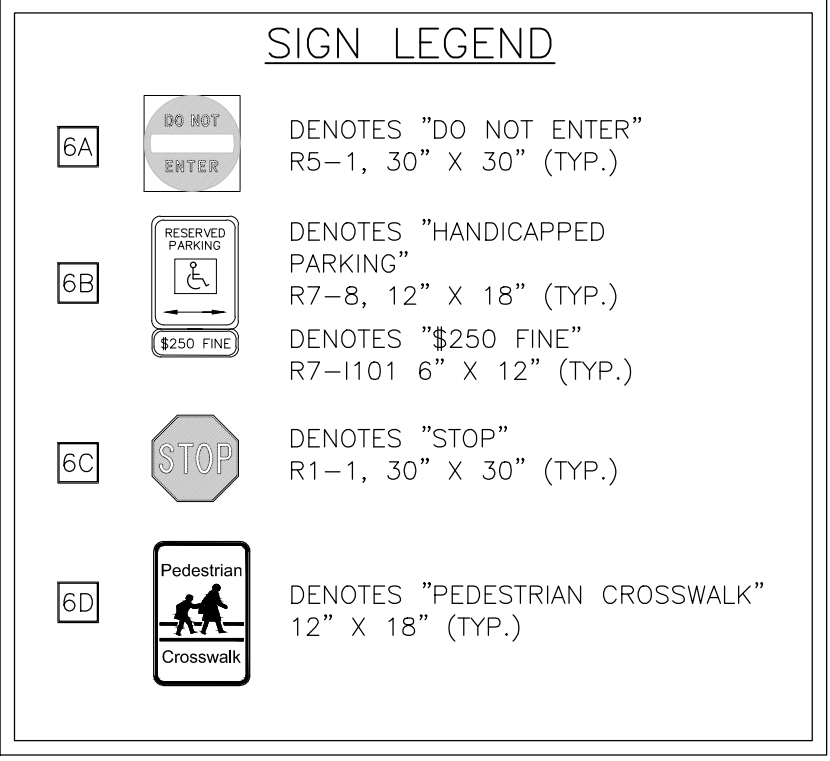
- BUILDING FLOOR AREA: 5,222± SQ. FT.
- PATRON USE DINING AREA: 1,570± SQ. FT.
- NUMBER OF EMPLOYEES DURING LARGEST SHIFT = 15 EMPLOYEES
- TOTAL NUMBER OF SEATS = 86
- INDOOR SEATS = 70
- OUTDOOR SEATS = 16

PARKING DATA:

- NUMBER OF REGULAR PARKING SPACES: 78
- NUMBER OF ADA SPACES: 4
- TOTAL NUMBER OF SPACES PROVIDED: 82
- TOTAL NUMBER OF SPACES REQUIRED: 31
- TYPICAL PARKING WIDTH: 9.0'
- TYPICAL 90° PARKING LENGTH: 18.0'
- MINIMUM ISLE WIDTH: 24.0' (90°)

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



Chick-fil-A

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



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	DESCRIPTION
NO.	DATE



0 20'
 1" = 20'

BAR IS ONE INCH ON OFFICIAL DRAWINGS
 IF NOT ONE INCH, ADJUST SCALE ACCORDINGLY

PRELIMINARY
 NOT FOR CONSTRUCTION

PRELIMINARY

ENGINEER'S PROJECT #	191050
PRINTED FOR	PRELIMINARY
DATE	01/15/2024
DRAWN BY:	MRJ
CHECKED BY:	JFV
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	SITE PLAN
SHEET NUMBER	C-200



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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.



** Chick-fil-A is formally requesting a variance to allow the trash enclosure to be located within the required 5 foot rear yard setback per Section 420.050(A)(5) – Accessory Uses and Structures.*

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 trash enclosure has been situated in the rear yard near the northwest corner of the property in order to: keep it as far away as possible from the prominent arterial roadway of Foxwood Drive; ensure that it does not impact any sight corridors of drivers within the parking lot; provide the most efficient site layout to maximize parking & drive-thru stack; and maintain the existing access location along Kentucky Road.**
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 trash enclosure structure must be setback from the rear property line by 5 feet. An approximate 2 foot setback is proposed with the current site plan. This reduced setback is directly related to maximizing development within the subject property while keeping the enclosure as far away as possible from the main property frontage along Foxwood Drive and positioning it in a location where it does not impede on the sight corridors of drivers withing the site.**
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 trash enclosure setback variance request will not adversely affect the rights of adjacent property owners or residents. The proposed variance would allow the proposed enclosure to be located within 5' of the rear property line which will not affect adjacent property owners or residents. There will be adequate space in between the enclosure and property line to install landscape which will screen the enclosure from adjacent properties.**
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 trash enclosure setback variance would not result in advantages or special privileges. Granting the variance would ensure that the enclosure is not placed in a location within the parking lot that would cause safety concerns with vision corridors of drivers.**



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 trash enclosure has been offset from the rear property line to the maximum extent practicable. The enclosure cannot be shifted any further south as the enclosure gates would start to impede into the adjacent access drive causing a safety hazard.

6. The variance desired will not adversely affect the public health, safety, morals, order, convenience, prosperity or general welfare.
The requested trash enclosure setback variance will not adversely affect the public health, safety, morals, order, convenience, prosperity or general welfare. The requested variance would ensure the enclosure is positioned in a location that will not affect the sight corridors of drivers within the parking lot thus increasing safety.

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 proposed trash enclosure has been offset from the rear property line as much as possible without impeding into the adjacent access drive. Although the setback is a few feet short of Code requirements, CFA believes that its' location and design meets the purpose and intent of the Unified Development Code to the maximum extent practicable.

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 trash enclosure setback variance will result in substantial justice being done. Allowing the enclosure to be positioned in the proposed location will ensure that it will not be placed somewhere within the parking lot which would cause safety concerns with vision corridors of drivers.



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** Chick-fil-A is formally requesting a variance to allow the light levels underneath the drive-thru canopies to exceed 30.0 foot candles per Section 440.020(F)(7)(a)(3) – Performance Standards (Canopy Lighting).*

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 safety concerns. CFA is proposing to install two drive-thru canopies: along the west and south sides of the site. The drive-thru lane and associated canopies need to be positioned in these locations in order to maximize development on the subject property. The light levels underneath the canopy need to exceed the 30.0 fc limit so that there is sufficient visibility for team members and customers. CFA team members will be maneuvering under the canopies to take orders and deliver food. Insufficient light levels would pose a major safety concern.**
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 light levels underneath the canopy cannot exceed 30.0 fc. In order to provide sufficient visibility & safety for CFA team members and customers, the light levels underneath the canopy will need to exceed Code requirements. CFA provides these canopies over the drive-thru lane in order to protect their team members and customers from the elements which is an added amenity that most quick service restaurants do not provide.**
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 canopy light level variance request will not adversely affect the rights of adjacent property owners or residents. The proposed canopies are located along property lines that abut street right-of-way. The increased light levels will have no impact to adjacent property owners or residents.**
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 canopy light level variance would not result in advantages or special privileges. Granting the variance would simply ensure the safety of team members and customers by providing adequate visibility.**



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. In order to provide sufficient visibility underneath the canopies for CFA team members and customers, the proposed light levels will need to exceed the Code maximum of 30.0 fc.

6. The variance desired will not adversely affect the public health, safety, morals, order, convenience, prosperity or general welfare.
The requested canopy light level variance will not adversely affect the public health, safety, morals, order, convenience, prosperity or general welfare. The requested variance would only increase the safety of the CFA team members and residents of the community who utilize the drive-thru facility.

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 canopies have been designed to utilize light levels that are close as practicable to Code maximums. The specified light levels are necessary to provide adequate visibility and safety for team members and customers.

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 canopy light level variance will result in substantial justice being done. Without this variance, the safety of CFA employees and the public could be put at risk. CFA is proposing minimum light levels needed to ensure adequate visibility.



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** Chick-fil-A is formally requesting a variance to allow their proposed site landscape area to be less than the minimum 20% for commercial uses per Section 430.020(A) – Landscape Area Requirements.*

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 subject property will be subdivided into two parcels in order to maximize the developable area and provide multiple commercial uses for residents of the community. The CFA site has been designed to provide an adequately sized parking lot and sufficiently long drive-thru lane to promote efficient restaurant operations. Doing so results in a total landscaped area within the CFA that is just under Code minimum. However it should be noted that the proposed CFA development will be increasing the amount of landscape area as compared to existing conditions.**
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 minimum 20% landscape area requirement. The variance is being requested due to the subject parcel being subdivided into two lots. The subject property is being developed to maximum extent practicable in order to provide multiple commercial uses for the community. The CFA lot has been designed in order to promote efficient operations to eliminate impact to surrounding roadways. Doing so results in a total landscape area just less than Code minimum.**
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 landscape area variance request will not adversely affect the rights of adjacent property owners or residents. The CFA lot will be attractively landscaped and the slight deficiency in landscape area will not affect adjacent property owners.**
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 landscape area variance would not result in advantages or special privileges. The requested variance allows for a sufficiently large parking lot and sufficiently long drive-thru lane that will promote efficient operations for customers, thus reducing any potential impact to adjacent roadways or properties. It should be noted that the CFA development will be increasing the amount of landscape area within the property as compared to existing conditions.**



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. In order to provide an efficient layout for the restaurant, an approximate 4% deviation from Code requirement will be required. The CFA site will still be attractively landscaped and more landscape will be provided as compared to the existing condition.

6. The variance desired will not adversely affect the public health, safety, morals, order, convenience, prosperity or general welfare.
CFA believes that granting the landscape area variance request will not adversely affect the public health, safety, morals, order, convenience, prosperity or general welfare. The CFA lot will be attractively landscaped and the slight deficiency in landscape area will not affect the public.

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 proposed landscape has been designed to meet the intent of Code and the site has been designed to maximum landscape area to the greatest extent practicable.

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 landscape area variance will result in substantial justice being done. Without this variance, either the parking lot or drive-thru lane would need to be reduced in size which would result in an inefficient site design. This would result in reduced restaurant efficiency and could result in impacts to adjacent roadways and properties.

MONTHLY DEPARTMENT REPORT MARCH 2024

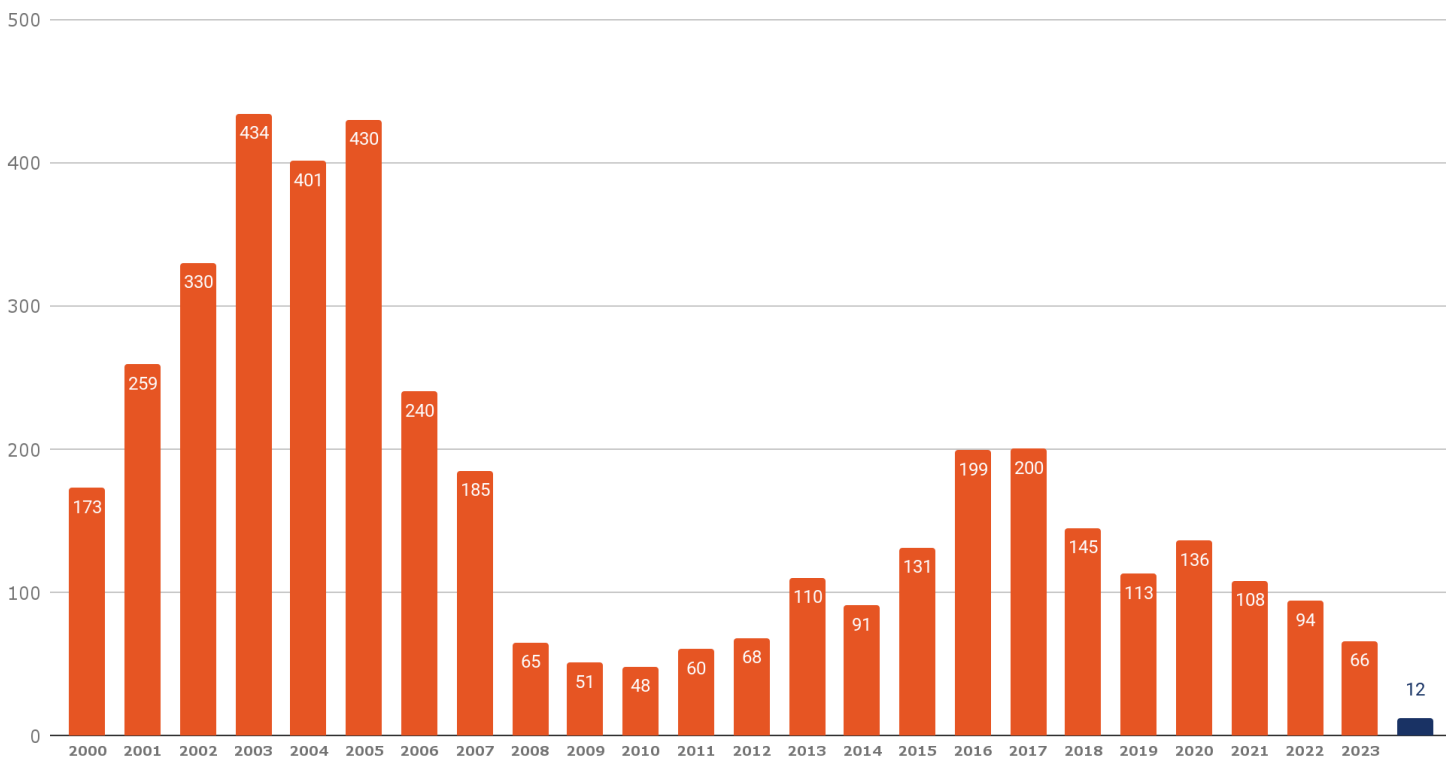
BUILDING PERMIT & INSPECTION ACTIVITY -

TYPE OF PERMIT	MAR 2024	2024 YTD	2023 YTD	2023 TOTAL
Detached Single-Family Residential	4	12	4	71
Attached Single-Family Residential	32	32	0	110
Multi-Family Residential (apartment)	0	0	0	0
Miscellaneous Residential (deck; roof)	82	180	122	753
Commercial - New, Additions, Alterations	4	7	12	27
Sign Permits	3	24	9	64
BUILDING INSPECTIONS	MAR 2024	2024 YTD	2023 YTD	2023 TOTAL
Total No. of Inspections	376	1,315	1,374	5,514
Residential Inspections	288	795	685	2,836
Commercial Inspections	88	520	689	2,678
INVESTMENT	MAR 2024	2024 YTD	2023 YTD	2023 TOTAL
Total Residential Permit Valuation	\$7,365,760	\$10,619,250.00	\$981,900	\$47,930,930
Total Commercial Permit Valuation	\$1,397,430	\$4,092,690.00	\$17,326,900	\$40,675,232

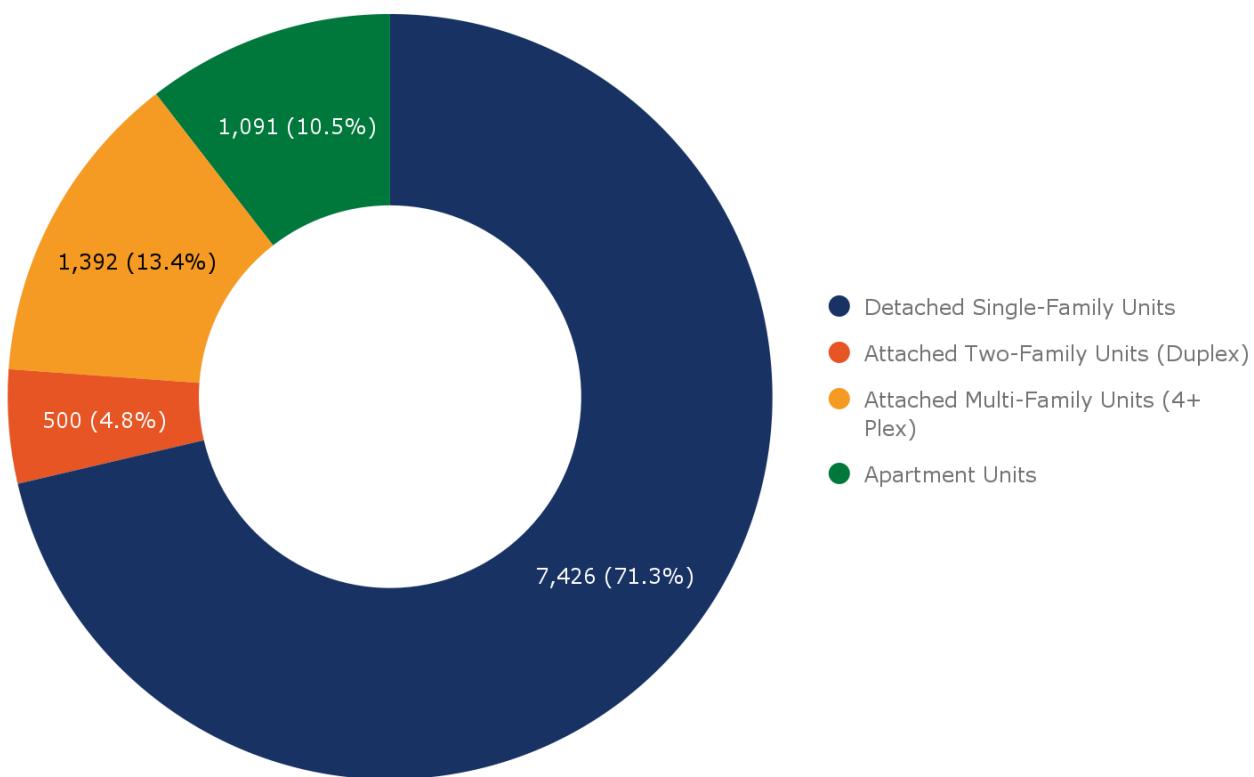
BUILDING CONSTRUCTION ACTIVITY -

- 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.
- Exterior finishes and site work continue at the [HteaO project](#).
- Site work commenced on the Park Side community pool and clubhouse, located south of 163rd Street and Reed Drive.
- Site grading commenced for the extension of 163rd Street to N. Madison Street.
- Building permits were issued for the first group of buildings (32 units) within the [Ascend at Raymore](#) project.

Single Family Housing Permit Trends 2000-2024



Existing Housing Unit Inventory



CODE ENFORCEMENT ACTIVITY -

CODE ENFORCEMENT	MAR 2024	2024 YTD	2023 YTD	2023 TOTAL
Code Enforcement Cases Opened	66	167	143	682
<i>Notices Mailed</i>				
-Tall Grass/Weeds	0	0	1	131
- Inoperable Vehicles	30	89	78	230
- Junk/Trash/Debris in Yard	13	27	26	125
- Object placed in right-of-way	2	2	3	19
- Parking of vehicles in front yard	3	6	4	31
- Exterior home maintenance	9	21	13	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)	1	1	0	5
Signs in right-of-way removed	57	170	162	628
Violations abated by Code Officer	4	11	13	55

PLANNING AND ZONING ACTIVITY -

CURRENT PROJECTS -

- Comprehensive Plan
- Chick-Fil-A Site Development Review
- Sign Code Research and Review
- Development Guide Update
- Informational Brochure Updates

ACTIONS OF BOARDS, COMMISSIONS & CITY COUNCIL -

MARCH 5, 2024 PLANNING AND ZONING COMMISSION -

- Meeting canceled, lack of business items

MARCH 11, 2024 CITY COUNCIL MEETING -

- No Development Services Items

MARCH 13, 2024 BOARD OF ADJUSTMENT MEETING -

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

MARCH 19, 2024 PLANNING AND ZONING COMMISSION -

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

MARCH 25, 2024 CITY COUNCIL MEETING -

- 163rd Street Reimbursement Agreement, Park Side Subdivision, approved

UPCOMING MEETINGS - APRIL

APRIL 2, 2024 PLANNING AND ZONING COMMISSION -

- Meeting canceled, lack of business items

APRIL 8 2024 CITY COUNCIL MEETING -

- No items currently scheduled

APRIL 10, 2024 BOARD OF ADJUSTMENT MEETING -

- Misc. Development Standards Variance, Chick-Fil-A, 1920 W. Foxwood Drive (public hearing)

APRIL 16, 2024 PLANNING AND ZONING COMMISSION -

- Meeting Canceled, 2024 APA National Conference, Minneapolis, MN

APRIL 22, 2024 CITY COUNCIL MEETING -

- No items currently scheduled

MARCH DEPARTMENT ACTIVITY & EVENTS -

- 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.
- City Planner Dylan Eppert applied for a grant through the American Association of Retired Persons (AARP) to assist in funding the pickleball courts to be constructed at Recreation Park.
- Director of Development Services David Gress and City Planner Dylan Eppert attended the South KC Planner's meeting hosted by the City of Lee's Summit.
- Economic Development Director Jordan Lea judged the Missouri State DECA competition.

- Economic Development Director Jordan Lea attended the Raymore Chamber of Commerce's monthly Coffee and Conversation.
- Development Services Director David Gress and City Planner Dylan Eppert met with the Raymore-Peculiar School District to discuss residential growth.
- The Development Review Committee met with Olsson Studio for our monthly check-in regarding the Comprehensive Plan.
- City Planner Dylan Eppert attended a webinar hosted by the American Planning Association regarding "Digital Twins 101."
- Development Services Director David Gress and City Planner Dylan Eppert met with the newest member of the Planning and Zoning Commission. Welcome to the commission, Loren Shanks!
- City Planner Dylan Eppert conducted a final walk through of The Venue at the Good Ranch as this project is nearing completion.
- Economic Development Director Jordan Lea attended the Raymore Chamber of Commerce's Events Committee meeting.
- Economic Development Director Jordan Lea attended the Raymore Chamber of Commerce's Spring After Hours event.
- Economic Development Director Jordan Lea attended Find Best-Fit Tenants webinar hosted by Placer.AI.
- Development Services staff met with representatives of the School District and Fire District to review plans for the Dean Avenue South extension, and the improvements to 195th Street.
- Development Services Director David Gress and Economic Development Director Jordan Lea attended the March Raymore Chamber of Commerce Board Meeting.
- 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.