
SUPPLEMENTAL NARRATIVE

DATE: SEPTEMBER 29, 2023

TO: BOBBY WEIDEMAN
ASSOCIATE PLANNER
CITY OF LONE TREE

FROM: KELLAN BLACK, PE

RE: CFA 470 & YOSEMITE #5190

Site Description

The proposed development is 1.33 acres, with a total disturbance area of 1.80 acres, more or less. The Site lies within Lot 1A-1 Block 2 (16.06 acres +/-) which is to be re-platted to divide the Lot into Lot 1A-1 (14.728 acres +/-) and Lot 1A-2 (1.333 acres +/-). The development resides within an existing parking lot for the At Home – Home Goods store consisting of parking islands, drive aisles, and landscaping.

The proposed Site will include a commercial drive-thru Chick-fil-A restaurant located at the southeast corner of the Existing At Home-Home Good store parking lot. The proposed structure will be 5,380 square feet more or less containing 140 interior seats and 12 exterior. The drive-thru entrance will be at the southwest corner of the building wrapping around the south and along the eastern side of the building containing two lanes, an order point canopy, and a meal delivery canopy attached to the building. There will be landscaping along the South Yosemite Street and C-470 on-ramp street frontages, as well as landscaping within the parking islands and screening the trash enclosure.

Traffic Circulation – Yosemite Intersection

The Site will, for the most part, maintain a similar traffic circulation pattern to that which currently exists. Vehicular traffic will continue to use the existing entrance located northeast of the Site through the signalized intersection at Yosemite Street. Per the traffic study completed by Kimley-Horn and Associates, Inc, dated 8/16/2023 (hereinafter referred to as the Traffic Study), comparing the previous Sears Outlet Store to the existing furniture/décor superstore with the addition of a Chick-fil-A and Floor and Décor to the site at the 8585 Yosemite Street parcel, the anticipated traffic volumes remain relatively unchanged. The proposed change in use of the Site is anticipated to reduce the amount of traffic during the controlling higher afternoon peak hour. The morning peak hour, not the controlling hour, does indicate an increase but it is not anticipated that it will significantly impact the operations of the surrounding street intersections. However, as requested

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by the City, a protected left turn arrow will be provided on the eastbound approach, exiting the Site onto Yosemite Street.

Traffic Circulation – Drive-Through

The Site is proposing a dual drive-through lane with the entrance located at the southwest corner of the building and wrapping around to the east and exiting northeast of the building. Per the Traffic Study the 95th-percentile queue of up to 20 vehicles could be anticipated to be exceeded five (5) percent of the time with two service drive-through lanes. The primary location of queuing occurs at the pickup window. The Site as proposed can accommodate 28 vehicles within its drive-through queue. It is believed that the Site will accommodate maximum drive-through queues onsite without spilling onto adjacent roadways. With peak hour drive-through traffic contained within the drive-through lanes it is not anticipated any vehicles within the parking lot should be negatively impacted or restricted in their movements due to vehicle queuing. The same goes for the trash enclosure access by the refuse truck. Once the vehicles have made their way through the drive-through lane they will exit at the northeast corner in their respective left or right turn movement into the drive north of the building. A left and right turn pavement marking will be placed indicating the required exit direction along with the pavement marking “ONLY”. A stop bar pavement marking along with stop signs will be placed to ensure vehicles avoid conflicts with vehicular and pedestrian traffic.

Parking

In an effort to maintain similar aesthetics to the parking design as that which already exists within the parcel, as well as keep the most amount of pervious surface as possible, the parking stalls along the parking island west of the building are dimensioned out as 17-foot by 9-foot parking stalls. The existing parking lot to remain, located to the north of the site include 16-foot by 9-foot parking stalls providing a wider landscape island with 2-foot vehicle overhang. It is anticipated that with the island adjacent to proposed Site parking stalls that a 1-foot vehicle overhang is possible for the larger vehicles when needed. By providing the additional landscape within this island it will also help reduce the amount of runoff to the existing detention pond.

In addition, two parking stalls, located southwest of the building have been marked as potential future commercial parking stalls. This location has been provided per the request of Chick-fil-A and after coordination with City staff.

Parking – Loading & Delivery Area

All loading and delivery operations is to occur during restaurant closure hours so as not to impede/impact customer traffic.

Conclusion

The proposed Site improvements provide adequate capacity for customer vehicle queuing within the drive-through lanes, providing parking lot vehicular traffic and pedestrian traffic the full range of typical parking lot movements. Pavement markings, signage, and striping will be located as necessary to ensure the safety of vehicles and pedestrians accessing the restaurant. Efforts have also been made to ensure more pervious area is provided than impervious, decreasing the amount of storm runoff that needs to be treated for water quality and detained.

