

CITY OF COCONUT CREEK
DEVELOPMENT REVIEW COMMITTEE (DRC) REVIEW #6
05/23/19

PROJECT NAME:	Chick-Fil-A Site		
PROJECT NUMBER:	17110005		
LOCATION:	Village Shoppes		
REVIEW/APPLICATION	Site Plan		
DISCIPLINE	REVIEWER	EMAIL	TELEPHONE
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DEPARTMENTAL COMMENTS

BUILDING

APPROVED

This approval shall not imply full compliance with the Florida Building Code. Submittal of a building permit application and plans are required for review for a building permit.

ENGINEERING

HOLD

1. Additional comments may be provided and/or required upon review of any revised plans.

Response: noted.

2. The designated stacking for drive-thru cars may potentially block other parking on site including accessible parking, shared parking on the east side and northern parking spaces.

Response: the shared parking location on the east of the site was situated in coordination with staff to allow better accessibility by other users in the plaza. When it was originally situated “inwards” to the site, Staff perceived their locations as exclusive to Chick-fil-A. The new location addresses the concern that these were too isolated from the rest of the plaza. The new drive thru design allows for 24+ stacking on site. Chick-fil-A will also have an onsite operator and attendants to guide traffic circulation as needed.

3. The proposed two-way lanes by the drive thru entrance creates multiple traffic conflict points.

Response: the drive thru lanes were designed to be more efficient than a single lane drive thru, and it was channelized in the new design to exit east instead of circling back within the site – which avoids conflicts.

4. The distance from the SW stop sign to the edge of pavement is hindering the visibility from approaching cars. Ensure the proposed distance meets design guidelines.

Response: noted, applicant will ensure sight distance visibility.

FIRE

APPROVED

This approval shall not imply full compliance with the Florida Fire Prevention Code. Submittal of a building permit application and plans are required for review for a Fire permit.

GREEN / SUSTAINABLE

APPROVED

LANDSCAPE ARCHITECTURE

HOLD

1. Recommend shifting bike rack location to the south side of the sidewalk to allow more space for the proposed canopy tree in the terminal parking island. Use proposed shrubs to help screen the bike rack.

Response: noted, applicant will make this revision in the final submittal to the City for approval.

2. Additional landscape is needed on the north side of the building to provide the required tiered landscape. A canopy tree, in addition to the shrubs, is preferred in this area.

Response: the area north of the building has a combination of Simpson stoppers and coco plums. Due to multiple utility lines in this area, the applicant selected these species.

3. The further reduction to the landscape area on the west side of the building, due to the revised handicap access ramps, is not supported by staff. This depth reduction creates an area that is not feasible for required plant material installation. Further, the statement provided in the PCD document allowing the separate parallel parking planting areas as building foundation plantings is not permitted as this is a parking requirement.

Response: the language in the PCD mentioning other landscape in lieu of foundation plantings was removed.

4. Foundation planting totals are to be met under the landscape requirement tables regardless of the proposed layout. Provide additional plant material as required. Recommend additional planting to the north side of the building as previously commented on.

Response: the PCD document is requesting a reduction in the foundation planting requirement.

PLANNING AND ZONING

HOLD

General Comments

1. Pending payment of all outstanding fees associated with professional services to conduct landscape review of all Development Review Applications.

Response: noted.

Plat

2. Pending Plat note amendment approval to allow the proposed use.

Response: this application was submitted to the County, and on hold until site plan approval is obtained.

Impact Fees

3. Pending payment of Police and Fire Impact Fees.

Response: noted.

4. Pending payment of Affordable Housing Linkage Fee.

Response: noted.

Site Plan Comments

5. The reduction of parking proposed on the plan is below the peak required parking noted in the Parking Analysis Study provided by the applicant's consultant, KBP Consulting, Inc., and dated July 28, 2018. This study was used in various sections of the justification statement of the Special Land Use application which was approved by the City Commission on December 13, 2018 and has not been considered for second reading.

Response: the parking analysis was revised using the number of seats in comparison to other larger stores with more seats, assuming than more seats triggers more parking needs. Using this analysis, the reduction in parking in the latest layout does not compromise the overall parking for the plaza.

6. Five (5) parking stalls have been removed from the site plan in this latest iteration, which due to shared parking per PCD, also affects the plaza parking overall. The parking ratio on the site plan for CFA remains shown as 1/235. However, this parking ratio was removed from the PCD (see PCD comments) and left the plaza with no parking requirements, which is not an acceptable condition. Maintaining this ratio as shown on the site plan, together with the reduction of the 5 parking stalls on the CFA site plan creates a parking deficit for the plaza of 11 spaces.

Response: : the parking analysis was revised using the number of seats in comparison to other larger stores with more seats. The previous analysis determined the plaza had one surplus parking space, which means the reduction in parking on the new layout would not render the plaza deficit by 11 spaces per se. The most recent analysis based

on number of seats determined the plaza's parking ratio would not be compromised. The applicant hopes to update the calculations through the PCD documents.

7. Staff is concerned about the site plan layout and drive-thru queue located in the parking drive isles. At peak use, the stacked vehicles will block all the parking proposed for not only CFA but also the shared parking designated to serve other plaza tenants.

Response: the parking at the east of the plaza was located to make accessibility by any customer entering the plaza. The Chick fil A has adequate stacking capacity for 24+ cars on site.

8. The current layout is incompatible with the Day Care as the drive-thru vehicle queue will place idling cars 5.5 feet from the children's playground creating a concern relating to air quality.

Response: the additional green space and vegetation improve the screening and mitigate for the proximity to the playground. Current conditions consist of a drive aisle with bollards and a thin fence screen.

9. Queueing for the drive-thru lane approaches from the east and west, creating a potential for confusion and accidents at the entry to the drive-thru. Although signage is planned to direct patrons to the west entry, no physical barrier prevents users of the site from entering from both locations.

Response: the Chick-fil-A operator will be equipped to facilitate circulation around the site, but the site layout was also revised to channel vehicles out of the drive thru and out of the site more safely.

10. All three handicapped accessible spaces are located such that a user must cross over two drive-thru lanes to access the building.

Response: any pedestrian entering the building for indoor dining must cross the drive thru at one point. This condition can be mitigated with signage. These parking spaces were located as such because it is the closest location to the principal door as federally mandated.

11. The drive into the parking on the southwest side of CFA creates a probability that drive-thru stacking will back up onto State Road 7, blocking traffic. Although signage is planned to direct patrons to the west entry, users of the site may enter from both locations.

Response: the new site layout was entirely redesign to reduce the possibility of vehicles overflowing onto the outer drive aisles of the shopping center.

12. Pursuant to Sec.13-399(r) - No parking lot designs which create traffic hazards shall be approved. The turning radius provided by the applicant on Sheet C-7.0 indicates a patron exiting the drive-thru in a PASSENGER car would need to swing into oncoming traffic approaching the drive-thru stacking queue. In a vehicle larger than a passenger car, the driver would be trapped in the drive-thru exit, waiting for room to make this very tight maneuver, creating a back-up of the entire drive-thru process.

Response: the channelized driveway provides for spaces for two vehicle to enter/exit the design without conflict.

13. When the turning radius provided for passenger vehicles exiting the drive-thru lane is applied to vehicles approaching from the west parking lot into the drive-thru lane, it appears that this turning movement cannot be achieved without the vehicle encroaching into oncoming traffic.

Response: the channelized driveway provides for spaces for two vehicle to enter/exit the design without conflict.

14. Newly created green space (from 4 parking stalls adjacent to the north side of the building) should not be sod. See landscape comments regarding this location.

Response: the applicant will revise this sodded area in the resubmittal to the city.

Photometrics

15. Lighting fixture "OC" (flag pole uplighting) should face the least obtrusive direction to avoid glare for adjacent oncoming drivers.

Response: noted.

POLICE

APPROVED

If you have any questions or require additional information, please do not hesitate to contact us.



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