



MEMORANDUM

To: Curtis Cherne, P.E.
Senior Engineer, Planning Depart.
Development Review Services

From: Elizabeth Willmot, P.E.
Kimley-Horn and Associates, Inc.
1201 3rd Ave, Suite 2800
Seattle, WA 98101

Date: April 17, 2024

Subject: Raising Cane's Restaurant SWC of St. Joseph and Coors Site Plan

Dear Mr. Cherne,

The following are responses to your comment letter for the above referenced project:

Comment 1: The entrance/exit at the private circulation road appears to have vehicles entering and exiting from three businesses with the Raising Cane's entering/exiting on a 45 degree angle at a 90 degree bend in the road. It is not clear how this intersection will function. The 2024 02 06 Oxbow Composite Plan Model (1)-Developer.pdf shows a better intersection as the Lot 6 entrance is 100 feet or more south of the 90 degree bend. This issue was discussed with Sydney (sp?) at Kimley Horn and we discussed showing the curb line across Lot 6 per the 2024 02 06 Oxbow Composite Plan Model (1)-Developer.pdf.

Response: *The entrance/exit at the private circulation road has been revised to remove the additional driveway stub on the east side to lot 6. What is currently shown better aligns with the Oxbow Composite Plan Model.*

Comment 2: If this project is constructed before the bank to the west, a minimum of 24' wide asphalt will need to be constructed from the site out to the internal circulation road.

Response: *Comment noted. This condition has been relayed to Raising Cane's for awareness and is recognized as a condition of occupancy.*

Comment 3: It appears you are proposing ½ or so of a landscape area along the southern boundary. The 2024 02 06 Oxbow Composite Plan Model (1)-Developer.pdf shows parking spaces in this location. Please coordinate with the project on Lot 6 or the Developer to figure out what is to be built in this area.

Response: *At this time, it is Raising Cane's understanding that the future layout of Lot 6 is not yet determined. The proposed curb line on the south side lines up with the current composite plan for*

potential parking addition by others. Raising Cane's will continue to coordinate with the overall developer regarding site layout.

Comment 4: Please revise the Parking/Site Data table to coincide with local and state regulations:

- a. Required parking is 17 spaces
- b. Required accessible is 2 spaces, one Van space (add the van space)
- c. Required Motorcycle is 1 space
- d. Required bicycle is 3 spaces
- e. There is no parking requirement for the drive-thru.

Response: The Parking/Site Data table has been revised accordingly.

Comment 5: Provide a detail/keyed note for the bicycle racks. Contractors regularly install racks that don't meet City code. The inverted-U style meet our code as an example. Please let me know if you like more information on rack requirements.

Response: Keynote T on sheet C5.0 has been updated to read "proposed inverted-U style bike rack."

Comment 6: The drive-thru lanes are to be a minimum of 12' wide. The minimum inside diameter radius is required to be 25 feet. Provide the three radii at the bend in the drive-thru. The radii can be reduced to 15', if the lanes are 14' wide.

Response: The drive-thru lanes have been revised to be 12' wide. The radius at the bend in the drive-thru has been revised to be 25' and has been annotated accordingly.

Comment 7: The minimum stacking requirement is 12 cars at 20' each. It appears the stacking is 10 cars in the drive-thru lane. The length of a car is not provided. It appears the bypass lane is a drive-thru lane due to the location of the order board. How does the bypass lane function?

Response: The second drive-thru lane after the bend will be used daily. Queuing cars can select either drive-thru lane at the bend to order and pick up their food. The vehicles shown on sheet C5.0 using the single drive-thru lane at the entrance and then breaking into two lanes are considered to be Raising Cane's standard queuing operations that will be utilized daily. The total number of vehicles able to successfully queue is 18.

A dimension has been added to a vehicle block immediately south of the building, 20' per vehicle is utilized for design.

The bypass lane can be used by customers if 18 cars have already queued and will function as a second full-length drive-thru lane. The curb cut at the southeast corner allows customers to exit the drive-thru lane before ordering if they choose.

Comment 8: The broken white lines in the drive-thru and stacking lanes may be confusing to drivers, but if can show you have stacking for 12 cars at 20' each, it meets out regs.

Response: *The broken white lines are Raising Cane's operational standard and are utilized if employees need to direct traffic towards one menu board or one pick-up aisle during low volume times.*

Comment 9: Please add a note "Broken or cracked sidewalk in the ROW is to be replaced". Landscapers can get carried-away with the skid-steer.

Response: *Site note #8 has been added.*

Comment 10: Accessible aisle stripes should be blue rather than white.

Response: *The accessible parking detail on sheet C5.2 has been updated to call out 4" solid blue latex painted stripes. The accessible parking symbol detail is still specifying white.*

Comment 11: The accessible aisle detail has the non-van space as 9.0' wide, whereas the site plan shows it as 8.5 feet wide.

Response: *The accessible parking detail on sheet C5.2 has been updated to reflect the 8.5' dimension shown in plan view.*

Comment 12: The arrow on the concrete (dumpster pad) should be black rather than white so it is visible. It may help the Contractor to shift the arrows east, so they are both on asphalt.

Response: *The arrows have been shifted to the west so they are not painted across two different pavement types.*

Comment 13: Provide Solid Waste Dept. approval.

Response: *Solid Waste Department approval has been included with the resubmittal package.*