

CITY OF GREEN
Planning Department Review
DESIGN REVIEW BOARD

November 5, 2025

Item 25-39

Chick-fil-A

(S. Walker, CFA Corporation)

Location: 790 Arlington Ridge

Site Plan Review

Zoning: B-1

PLANNING DEPARTMENT

Applicant is presenting plans for a Chick-fil-A facility at 790 Arlington Ridge. The proposed use is permitted in the B-1 District and the associated drive-through facility is conditionally permitted, which will require a public hearing by the Planning & Zoning Commission and issuance of a Conditional Use Certificate.

The overall 10.24-acre parcel is situated at the southwest corner of S. Arlington Road and Arlington Ridge and also fronts on Moore Road on the south side. It currently contains the Arlington Ridge Marketplace plaza (two separate buildings) and the vacant building that formerly housed the Crazy Chicken operation (and others before that). The adjacent Target facility is situated on its own separate parcel. The project would involve the demolition of the vacant structure, which is located in the northeast corner of the site, and construction of a new 4,847 SF building for Chick-fil-A and its associated drive-through service.

The existing lot meets zoning requirements for area, width, and frontage and would remain unchanged. Setbacks for the principal building would comply and building coverage of the lot would remain in compliance. As a redevelopment project, green space area (pervious surface) would increase from the current condition.

Building elevations/color renderings are provided. The overall height of 22' to the top of parapet would comply (48' maximum). The building would feature a four-sided façade of modular brick in two complementary colors; an upper half of Light Brown and lower portion of Dark Brown. Brick soldier course accent bands at the top of parapet and middle/lower portions of the building would be provided on all sides. Midnight Bronze metal coping and Dark Bronze window trim would be provided. A total of 14 exterior canopies ranging in width from 5'-4" to 28'-4" would be installed above storefront windows and doorways in dark bronze color. Overall brick coverage would be 100% on all four sides. Roof drainage would be via two scupper boxes/downspouts in a bronze color on the west elevation.

The drive-through operation would feature a 25' x 54' order point canopy and a 33' x 60' outside meal delivery canopy. The order point canopy would be a free-standing structure north of the building and set back 18.5' from the Arlington Ridge right-of-way. This location would require variances from the Board of Zoning Appeals for front setback (50' minimum) and for an accessory structure in a front yard. The delivery canopy would be adjacent to the west elevation of the building (a 2" gap is shown) to shelter the area where customers pick up their orders. Canopies would be a matching dark bronze color. Fans and infrared heaters would be provided on the underside of the canopies for employees (order taking and delivery).

The drive-through itself would consist of dual 10' wide concrete lanes beginning on the east side of the building and looping around the north side to the pick-up area on the west. The lanes would be separated by 3' wide painted hatching and other painted pavement markings would assist with navigation. Lanes would accommodate a total of approximately 40 stacking spaces for customers, which complies (8 minimum). This will need to be confirmed. As there has been a recent desire within the County to ensure there are "escape" or

bypass lanes associated with drive-through facilities, the applicant has been directed to incorporate this feature or address the issue. (One suggestion was to provide a roll or mountable curb and some pavement along the edge of the outer lane and outlet into the adjacent Target parking spaces to the west to allow a customer to escape the lane for whatever reason). This will need to be addressed.

An exhibit is provided showing the location of rooftop HVAC units and sightlines, which appears to indicate screening behind the parapet. Since this site sits lower than S. Arlington Road, (there is a significant retaining wall along this frontage) the applicant should agree to provide additional screening as necessary if units are still visible.

A dumpster with enclosure would be positioned near the S. Arlington Road retaining wall on the southeast side of the building. The enclosure would house two dumpsters with an attached but separate 6'-8" x 8'-8" covered storage area with roof ventilation turbine. The enclosure would feature 8'-8" high walls of Dark Brown brick to match the building and two sets of metal/deck panel gates in a matching dark bronze color. A single man-door in a matching bronze color would provide access to the storage area. This location is in a front yard and also requires a variance.

A cart corral enclosure in a dark bronze color is proposed on the north elevation. This would consist of an "L"-shaped, 6'-8" tall wall of carbon steel sheeting. Use of this area will need to be clarified.

The 4,847 SF facility would accommodate 90 interior seats and 16 seats (four tables of four seats) on a concrete patio area on the east side of the building. The patio would be enclosed by a 3' high dark bronze aluminum rail fence (details are provided). A bike rack would also be provided within the fenced area.

Using the overall floor area of the facility, required parking would total 74 spaces. The plan calls for seven (7) new spaces (including three handicap) to be installed on the south side of the building for access to customer entry points along with 70 additional spaces that are existing as part of the plaza's parking field and are also located on this parcel (see attached aerial). Note that there is also a cross-access and parking easement in place that permits parking on either side of the property line (that applies for both properties). As such, parking would be compliant/adequate for the facility. Striped crosswalks for pedestrian access from the existing parking area would be provided across the drive-through access aisle.

The applicant has submitted a Transportation Impact Study. The City has had a number of meetings to discuss the study and proposed improvements.

There are two improvements that are being proposed for the redevelopment. The first is the removal of the westbound (towards plaza) stop sign on Arlington Ridge (a public roadway). This will require modifications to the stop signs on Jarvis Road, the Target access point and the plaza service road entering the intersection from the south notifying drivers that the inbound traffic does not stop. The City's Engineering Department has agreed with this "improvement".

The second improvement is the addition of a dedicated right turn lane on Arlington Ridge going eastbound (outbound) to Arlington Road and changes to the traffic signal phasing. This improvement will require an additional 6' of Right-of-Way either via dedication of roadway or an easement for highway and utility purposes. Minor changes to the traffic signal will also be required. These improvements will be at the expense of the applicant.

As the project progresses the City will evaluate other possible improvements that may arise or need to be implemented. One potential change is the removal of the Target access point at the intersection of Arlington Ridge/Jarvis Road and the plaza service road. Another potential modification is the possibility of removing the parking spaces along the east side of the service road adjacent to Chick-Fil-A, as these are on Target owned property. If this is implemented, Target will need to agree.

One additional comment during review of the Traffic Impact Study was in regard to the current traffic pattern on Arlington Road. The discussion as in regard to the flow of traffic and the need for all northbound traffic to be in the inside (curb lane) to access either north or southbound I-77 on ramps. Note: At one time a left turn lane option to access the northbound I-77 lane was available, this has since been removed.

The traffic improvements will be evaluated and reviewed to determine if they are providing adequate traffic movement for not just Chick-Fil-A, but also Target and all the businesses within the retail plaza.

Pedestrian access to the site would be enhanced via the installation of a 7' wide concrete sidewalk that would connect to the existing sidewalk at the corner of S. Arlington Rd/Arlington Ridge. The walk would extend along the east side of the drive-through lanes to a curb ramp/crosswalk for access to the facility. The walk would also continue to the storage area next to the dumpsters for employee access to that area.

A signage package has been submitted that includes wall and traffic control signs. A copy of the package has been forwarded to the Zoning office for review of these signs prior to permitting. There is no need for a freestanding identification sign due to the use of a new tenant panel on the main high-rise sign for the plaza (see attached). This would utilize the new tenant sign space that was recently added to the bottom of the existing sign (and reviewed by the DRB this past January). A 20' tall flag pole is proposed near the northeast corner of the building.

A site landscape plan is provided. The plan includes a mix of trees, evergreen shrubs, grasses, and perennials within mulched landscape islands on the south side of the building and Armstrong Maple/Scarlet Oak trees in the lawn area east of the drive-through. A lawn area between the building and drive-through lanes on the north side would also be provided, which would also include a boxwood hedge for buffering of utility meters. A row of boxwoods would be provided to buffer the proposed transformer.

Site lighting would consist of two pole lights, wall-mount fixtures, and recessed lights underneath the canopies. Dark bronze pole lights would have cut-off style LED fixtures and mounted on 24" high concrete bases. If using the 24" base, the light pole length should be confirmed at 18' maximum to comply with code (20' maximum for cut-off style lights). Wall-mount fixtures would be installed on the north, south, and east elevations (with the canopy lighting on the west side). A photometric plan is provided that indicates light containment within the site. Light fixture specs are provided for reference.

A site utility plan is provided showing existing water, sanitary sewer, gas, and underground electric services at the site and proposed connections to the building. A sanitary grease trap is also shown. Electric service would require the setting of a new transformer directly north of the dumpster enclosure. Also, a water line would be extended to a dumpster post hydrant on the enclosure. It appears that all connections can be made on site. A right-of-way permit will be required for any work that would be performed within the public right-of-way (i.e. the new right-turn lane).

As a redevelopment project, existing storm sewer would be removed and replaced with new piping, downspout connections, catch basins, and manholes. The system would outlet into the existing storm sewer on Arlington Ridge. Storm sewer calculations will need to be submitted for Engineering review.

Overall grading would be minimal, per the proposed grading plan. The area of disturbance would be approximately one acre and the site SWPPP will need to be submitted to the Summit Soil & Water Conservation District for review. A Land Disturbance permit is required prior to commencement of earthmoving activities on site.

DESIGN REVIEW BOARD

ENGINEERING

Currently reviewing site improvement plans.

FIRE

Currently reviewing site/architectural plans.

ZONING

Demolition, right-of-way, sewer, zoning, and building permits are required. A Certificate of Use and Compliance is required prior to operation of the facility. Permits are required for all proposed signage.

STAFF RECOMMENDATION

Staff would recommend a favorable recommendation to the Planning and Zoning Commission with the following conditions:

- 1. Address the bypass lane issue.*
- 2. Ensure that screening of rooftop equipment will be provided if still visible (i.e. not screened by parapets due to change in elevation between the site and S. Arlington Road).*
- 3. Confirm the number of vehicle stacking spaces in drive-through lanes.*
- 4. Confirm the overall height of pole lights (20' maximum).*
- 5. Clarify the use of the cart corral area.*

A bond will be required for the new turn lane via the right-of-way permit process. Construction details will need to be submitted for review.