



**LEE'S SUMMIT**  
MISSOURI  
Development Services Department

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## Development Services Staff Report

<b>File Number</b>	PL2024-134
<b>File Name</b>	PRELIMINARY DEVELOPMENT PLAN – QuikTrip
<b>Applicant</b>	QuikTrip Corporation
<b>Property Address</b>	801 SE M-291 Hwy and 702 SE Blue Pkwy
<b>Planning Commission Date Heard by</b>	July 25, 2024 Planning Commission and City Council
<b>Analyst</b>	Hector Soto, Jr., AICP, Senior Planner

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### Public Notification

Pre-application held: January 12, 2024 and April 30, 2024  
Neighborhood meeting conducted: June 18, 2024  
Newspaper notification published on: July 6, 2024  
Radius notices mailed to properties within 300 feet on: July 8, 2024  
Site posted notice on: July 9, 2024

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### Attachments

Transportation Impact Analysis prepared by Erin Ralovo, dated July 12, 2024 – 2 pages  
Preliminary Development Plan, received July 8, 2024 – 18 pages  
Modification Request Narrative prepared by QuikTrip, dated June 25, 2024 – 4 pages  
Neighborhood Meeting Minutes  
Location Map

## 1. Project Data and Facts

Project Data	
<b>Applicant/Status</b>	QuikTrip Corporation/Property Owner
<b>Applicant's Representative</b>	Tara Limbach
<b>Location of Property</b>	801 SE M-291 Hwy and 702 SE Blue Pkwy
<b>Size of Property</b>	2.57 acres (112,086 sq. ft.)
<b>Number of Lots (existing)</b>	2
<b>Number of Lots (proposed)</b>	1
<b>Building Area (existing)</b>	3,990 sq. ft. – Lot 1 (QuikTrip c-store building) 4,203 sq. ft. – Lot 2 (vacant building – 702 SE Blue Pkwy) <b>8,193 total sq. ft.</b>
<b>Building Area (proposed)</b>	5,312 sq. ft.
<b>FAR</b>	0.05 FAR
<b>Zoning</b>	CP-2 (Planned Community Commercial)
<b>Comprehensive Plan Designation</b>	Commercial
<b>Procedure</b>	<p>The Planning Commission makes a recommendation to the City Council on the proposed preliminary development plan. The City Council takes final action on the preliminary development plan in the form of an ordinance.</p> <p><b>Duration of Validity:</b> Preliminary development plan approval by the City Council shall not be valid for a period longer than twenty-four (24) months from the date of such approval, unless within such period a final development plan application is submitted. The City Council may grant one extension not exceeding twelve (12) months upon written request.</p>

Current Land Use
<p>The subject 2.6-acre property is currently composed of portions of three (3) parcels that are the sites of an existing QuikTrip, a vacant commercial site and current MoDOT right-of-way that will be vacated. The northeast corner of M-291 Hwy and SE Blue Pkwy is the site of an existing 3,990 sq. ft. QuikTrip with 16 fueling stations. The abutting commercial site to the east is the site of a vacant 4,203 sq. ft. building. The portion of MoDOT right-of-way makes up the open area between the US 50 Hwy travel lanes and the westbound off-ramp at M-291 Hwy.</p>

Description of Applicant's Request
<p>The applicant proposes to redevelop the subject 2.6-acre property with a 5,312 sq. ft. QuikTrip with 16 fueling stations. The building's exterior will primarily be brick with EIFS accents and an incidental use of metal in the form of a canopy, fascia cornice and standing seam metal awnings. The new QuikTrip facility will move approximately 100' south of its current location. The redevelopment and relocation of the site stems from future roadway improvements around the US 50 Hwy/M-291 Hwy intersection, which will include the realignment of a portion of SE Blue Pkwy that will result in the SE Blue Pkwy/M-291 Hwy intersection shifting approximately 250' to the north. The realigned portion of SE Blue Pkwy conflicts</p>

with the existing QuikTrip and the abutting vacant commercial building site to the east. A new connection between the realigned SE Blue Pkwy and SE 7<sup>th</sup> Terr will be required, as well as reconstructed driveways for Lawn and Leisure onto both SE Blue Pkwy and SE 7<sup>th</sup> Terr. Lawn and Leisure is otherwise unaffected by area improvements. The City has maintained contact with Lawn and Leisure since the inception of the adjacent interchange improvement project to keep them apprised of the project and how it will impact their property. Lawn and Leisure has not expressed any concerns regarding the interchange project improvements as long their property is kept secure during the construction process.

There are two modification requests associated with this application. A modification is requested to the 20' parking lot setback from the public right-of-way, to allow a reduced parking lot setback in certain areas along the highway rights-of-way. A modification is also requested to the requirement for straight-back curbs along the driveway and parking lot boundaries, to allow the use of roll-back/mountable curbs in certain areas.

The applicant also seeks approval of an allowance for four (4) wall signs versus three (3) wall signs that are permitted by right in the CP-2 zoning district.

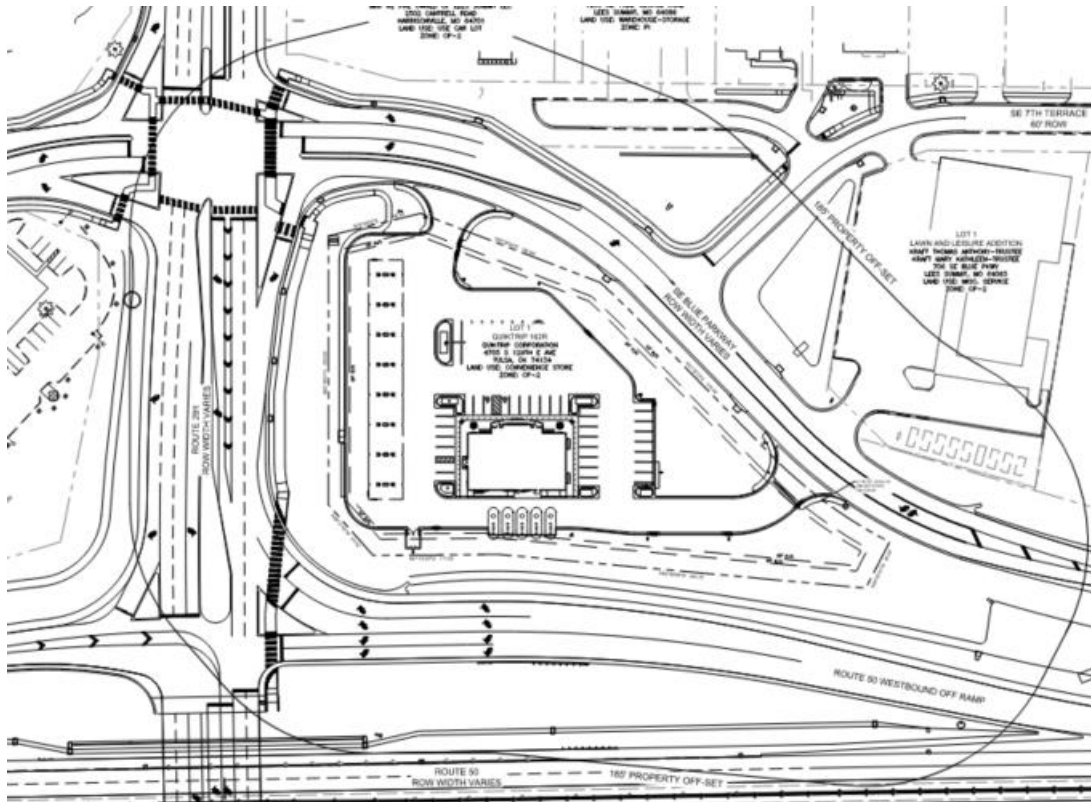


Figure 1 - Proposed site plan

## 2. Land Use

### Description and Character of Surrounding Area

The subject site is located at the northeast corner of the intersection of US 50 Hwy and M-291 Hwy. The area surrounding the intersection is primarily by characterized by commercial and industrial

development, including public facilities in the form of Lee’s Summit High School and Missouri State Highway Patrol Troop A Headquarters across M-291 Hwy to the west.

**Adjacent Land Uses and Zoning**

<b>North (across SE 7<sup>th</sup> Terr):</b>	Commercial / CP-2; and Industrial / PI (Planned Industrial)
<b>South (across SE Blue Pkwy):</b>	US-50 Hwy
<b>East:</b>	Commercial / CP-2
<b>West (across M-291 Hwy):</b>	Missouri State Highway Patrol / AG (Agricultural); Lee’s Summit High School / RP-2 (Planned Two-family Residential) and CP-1 (Planned Neighborhood Commercial)

**Site Characteristics**

The site is bordered by SE 7<sup>th</sup> Terr, SE M-291 Hwy and SE Blue Pkwy/US 50 Hwy to the north, west and south, respectively. The site is bordered by commercial development to the east. Access to the existing QuikTrip site is provided by SE 7<sup>th</sup> Terr to the north and SE Blue Pkwy the south. Topographically, the project site generally slopes from west to east.

**Special Considerations**

None.

**3. Project Proposal**

**Site Design**

Land Use	
Impervious Coverage:	65.3%
Pervious:	34.7%
<b>TOTAL</b>	<b>100%</b>

**Parking**

Proposed		Required	
Total parking spaces proposed:	50	Total parking spaces required:	27
Parking Reduction requested?	No	Off-site Parking requested?	No

**Setbacks (Perimeter)**

Yard	Building / Parking - Proposed	Building / Parking - Required
Front (north)	144’ (Building); 28’ (Fueling Station Canopy) / 6’ (Parking)	15’ (Building) / 20’ (Parking)

Side	124' (Building); 37' (Fueling Station Canopy) / 15' (Parking) – West; and 124' (Building); 170' (Fueling Station Canopy) / 40' (Parking) – East	10' (Building) / 20' (Parking)
Rear (west)	59' (Building) / 24' (Parking)	20' (Building) / 20' (Parking)

**Structure(s) Design**

<b>Number and Proposed Use of Buildings</b>
1 – Convenience store
<b>Building Height</b>
20'
<b>Number of Stories</b>
1

**4. Unified Development Ordinance (UDO)**

Section	Description
2.040,2.260,2.300,2.320	Preliminary Development Plans
4.190	Zoning Districts (CP-2)
8.620	Parking Lot Design
9.160, 9.260	Signs

**Unified Development Ordinance**

The CP-2 Community Commercial District is established to provide a location for a full-range of retail and office development serving the general needs of the community. Convenience stores are a use permitted by right with conditions in the CP-2 zoning district. The conditions associated with the use are the employment of certain CPTED (Crime Prevention Through Environmental Design) safety-related measures outlined in the UDO that were modeled after QuikTrip practices.

<b>Neighborhood Meeting</b>
The applicant hosted a neighborhood meeting on June 18, 2024, at 6:30 pm at First Baptist Church (2 NE Douglas St). Three (3) members of the public attended the meeting. Questions/topics of discussion included: <ul style="list-style-type: none"> <li>• Site layout, architecture and stormwater detention;</li> <li>• Vehicular access;</li> <li>• Modification requests;</li> <li>• Signage; and</li> <li>• Planned construction timeframe</li> </ul>





## 6. Analysis

### Background and History

- December 20, 1994 – The City Council approved a rezoning (Appl. #1994-043) from M-1 (now PI) to C-1 (now CP-2) for the currently vacant commercial building site at 702 SE Blue Pkwy by Ordinance No. 4073.
- April 15, 1997 – The City Council approved the final development plan (Appl. #1995-088) for the currently vacant commercial building on property located at 702 SE Blue Pkwy.
- August 11, 1997 – The Planning Commission approved the preliminary plat (Appl. #1997-283) for *QuikTrip 162R*.
- September 2, 1997 – The City Council approved the final plat (Appl. #1997-284) for *QuikTrip 162R* by Ordinance No. 4505.
- September 9, 1997 – The City Council approved a special use permit (SUP) and final development plan (Appl. #1997-113) to allow the operation of a QuikTrip filling station for a period of 20 years (to expire on September 9, 2017) on property located at 801 SE M-291 Hwy by Ordinance No. 4508. Upon the UDO going into effect on November 1, 2001, automotive convenience stores became a use permitted by right and no longer required an SUP for their operation.

### Compatibility

Redevelopment of the existing QuikTrip and abutting vacant commercial building sites with a new QuikTrip is compatible with the area. The project site is located at the intersection of US 50 Hwy and SE M-291 Hwy. Typical of a major highway intersection, commercial development anchors the intersection's four quadrants. QuikTrip serves as an anchor for the northeast quadrant. The location provides convenient service access at a major highway interchange to area travelers and residents.

North and east of the project site is a mix of commercial and industrial uses typical to major commercial corridors and highway frontage roads. West of the project site is Lee's Summit High School and the current location of the Missouri State Highway Patrol. South of the project site across US 50 Hwy is a mix of commercial and industrial uses.

From an aesthetic standpoint, the proposed QuikTrip building is compatible with existing area commercial development. The proposed building will be QuikTrip's Generation 3 model, which is the latest design seen throughout the KC metro, including the existing Lee's Summit locations at NE Woods Chapel Rd, NE Mulberry St and SW M-150 Hwy. The exterior material palette for the building is composed of brick, EIFS and the incidental use of metal for architectural accent features. All of the proposed exterior materials comply with the UDO's list of approved materials for commercial development.



*Figure 5 – Proposed QuikTrip building (front elevation)*

### **Adverse Impacts**

The proposed development is not expected to detrimentally impact the surrounding area. The proposed redevelopment project replaces an older QuikTrip location and removes an abutting underutilized, long-vacant commercial building from the area.

### **Public and Private Infrastructure Services**

The proposed redevelopment will not impede the normal and orderly development and improvement of the surrounding property. Save for one undeveloped lot immediate to the east of the existing Lawn and Leisure site, the area immediately surrounding the project site is fully built out with commercial and industrial development to the north and east. The proposed redevelopment of the site does not negatively impact the provision of infrastructure services to surrounding existing development. As previously stated, redevelopment of the site stems from future interchange improvements at US 50 Hwy/M-291 Hwy to improve road network function.

Existing area development will maintain their respective water, sanitary sewer and storm sewer connections to existing infrastructure and thus will not be impacted. The proposed redevelopment will require the extension of water, sanitary sewer and stormwater sewer infrastructure to serve the project site. Stormwater will be managed off-site by a detention area across SE Blue Pkwy at the northwest corner of the future SE Blue Pkwy/SE 7<sup>th</sup> Terr intersection.

### **Traffic**

Access to the site will be provided by two (2) driveways along SE Blue Pkwy. No traffic impact study was required of the applicant due to the scope of the project being redevelopment of the site with a like use plus the elimination of the abutting commercial building, therefore there is no net increase in traffic generation. Staff is not recommending any improvements to the existing street network as part of the proposed redevelopment.

While no road improvements are required at this time, Staff has been working with MoDOT and meets with them on a regular basis to coordinate future roadway projects MoDOT will be performing in the future. Improvements to the area street network will be undertaken as part of MoDOT's M-291 Hwy/US 50 Hwy interchange project and staff will remain in contact with MoDOT throughout that process. The City meets with MoDOT on an as needed basis and has been meeting with the project design consultant approximately every two weeks.

### **Signage.**

- Required – a maximum of three (3) wall signs are allowed by right for a single-tenant building in the CP-2 zoning district
- Proposed – four (4) wall signs are proposed for the convenience store building



**Wall Sign Standards**

	Copy & Location	Letter Height	Sign Area	Number of Signs	Lighting
<b>UDO Standards (CP-2)</b>	--	6' (72") max.	10% of façade area – max. allowable sign area	3 by right per single-tenant building	External indirect, halo, or internal lighting

**Proposed Wall Signs**

<b>North Elevation</b>					
	Copy & Location	Letter Height	Sign Area	Number of Signs	Lighting
<b>Wall Sign #1</b>	QuikTrip – north elevation	3'-3"	59.4 sq. ft. (3.6% of façade)	1	Internal
<b>Wall Sign #2</b>	QT logo – north elevation	2'-8"	19.5 sq. ft. (1.2% of façade)	1	Internal
<b>Wall Sign #3</b>	QT logo – north elevation	2'-8"	19.5 sq. ft. (1.2% of façade)	1	Internal
<b>Wall Sign #4</b>	QuikTrip – north elevation	3'	55 sq. ft. (3.6% of façade)	1	Internal

- Recommended – The request for additional wall signage is not out of place for single-tenant buildings, particularly in cases such as the subject development with exposure of all four sides of the building toward adjacent streets. This increase to the number of permitted wall signs is mitigated by the fact that the total proposed sign area remains under the 10% maximum allowable wall sign area for the CP-2 district. The proposed wall signs on the north building elevation facing SE Blue Pkwy constitute 6% of the façade area. The proposed wall sign on the south building elevation facing US 50 Hwy constitutes 3.6% of the façade area.

UDO Section 9.160 grants the Planning Commission the authority to consider approval for permitted permanent sign types listed in Table 9-1 which exceed the maximum number of signs, maximum sign area, or maximum height. In this case, staff believes that the four (4) proposed wall signs are compatible for the area, proportional for the building, and provide a reasonable means of identification. Staff supports the request for an additional wall sign on the convenience store building.

**Modifications**

**Parking Lot Setback (UDO Section 8.620.B.1).** Modification requested. **Staff supports modification request.**

- Required – minimum 20’ setback from the right-of-way
- Proposed – 6’ setback from the northern right-of-way along SE Blue Pkwy; and 15’ setback from the western right-of-way along the M-291 Hwy
- Recommended – The two areas with proposed reduced parking lot setbacks from the right-of-way are along M-291 Hwy and its intersection with SE Blue Pkwy where there is an abundance of right-of-way width that provides ample separation between the parking lot boundaries and the nearest M-291 Hwy and SE Blue Pkwy travel lanes. More specifically, the parking lot boundaries will maintain 50’ and 45’ of separation to the nearest M-291 Hwy and SE Blue Pkwy travel lanes, respectively. For comparison, a parking lot set back 20’ from the right-of-way along a typical commercial collector street has approximately 35’ of separation between the parking lot boundary and the nearest edge of street pavement. So the proposed parking lot with reduced setback along the west project boundary will maintain greater separation from the adjacent street travel lanes than a typical commercial site. Staff supports the modification request.

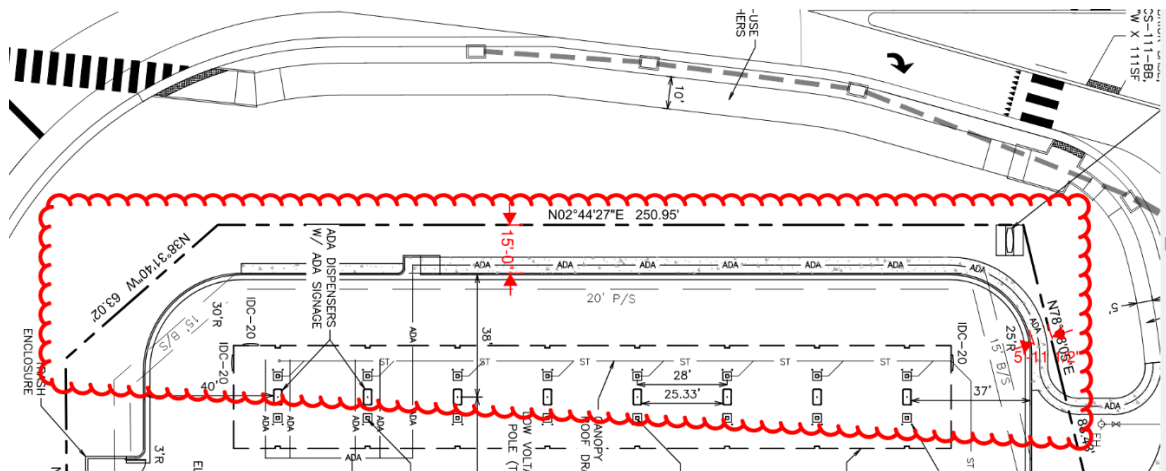


Figure 2 –Proposed reduced parking lot setback areas (plan north to the right).

**Parking Lot Curbing (UDO Section 8.620.F.2).** Modification requested. **Staff supports modification request.**

- Required – all vehicle parking lot areas and access drives in all zoning districts shall have a boundary constructed of straight-back Portland cement curbing (CG-1) or an integral Portland cement concrete sidewalk and curb with vertical face
- Proposed – mountable roll-back curbing (CG-2) is proposed at all three driveways and the ends of all landscape islands/areas adjacent to a drive aisle





Figure 4 - Examples of proposed roll-over curbing for driveway radius (top) and landscape islands (bottom).

**Recommendation**

With the conditions of approval below, the application meets the requirements of the UDO and Design & Construction Manual.

**7. Recommended Conditions of Approval**

**Site Specific**

1. Development shall be in accordance with the preliminary development plan received July 8, 2024.
2. A modification to the minimum 20' parking lot setback requirement from the public right-of-way shall be granted, to allow a 6' parking lot setback along the SE Blue Pkwy right-of-way and a 15' parking lot setback along the M-291 Hwy right-of-way as depicted on the preliminary development plan received July 8, 2024.
3. A modification to the requirement for straight-back (CG-1) curbing along all parking lot and driveway boundaries shall be granted, to allow roll-back (CG-2) curbing at the three driveway entrances and the

ends of landscape areas abutting parking lot drive aisles as depicted on the preliminary development plan received July 8, 2024.

4. Four (4) total attached wall signs shall be approved for the convenience store building as shown on the preliminary development plan, received July 8, 2024.

### **Standard Conditions of Approval**

5. All required engineering plans and studies, including water lines, sanitary sewers, storm drainage, streets and erosion and sediment control shall be submitted along with the final development plan. All public infrastructure must be substantially complete, prior to the issuance of any certificates of occupancy.
6. All Engineering Plan Review and Inspection Fees shall be paid prior to approval of the associated engineering plans and prior to the issuance of any site development permits or the start of construction (excluding land disturbance permit).
7. All subdivision-related public improvements must have a Certificate of Final Acceptance prior to approval of the final plat, unless security is provided in the manner set forth in the City's Unified Development Ordinance (UDO) Section 7.340. If security is provided, building permits may be issued upon issuance of a Certificate of Substantial Completion of the public infrastructure as outlined in Article 3, Division V, Sections 3.540 and 3.550 and Article 3, Division IV, Section 3.475 of the UDO, respectively.
8. A Land Disturbance Permit shall be obtained from the City if groundbreaking will take place prior to the issuance of a site development permit, building permit, or prior to the approval of the Final Development Plan / Engineering Plans.
9. All permanent off-site easements, in a form acceptable to the City, shall be executed and recorded with the Jackson County Recorder of Deeds prior to the issuance of a Certificate of Substantial Completion or approval of the final plat. A certified copy shall be submitted to the City for verification.
10. Any cut and / or fill operations, which cause public infrastructure to exceed the maximum / minimum depths of cover shall be mitigated by relocating the infrastructure vertically and / or horizontally to meet the specifications contained within the City's Design and Construction Manual.
11. All issues pertaining to life safety and property protection from the hazards of fire, explosion or dangerous conditions in new and existing buildings, structures and premises, and to the safety to fire fighters and emergency responders during emergency operations, shall be in accordance with the 2018 International Fire Code.
12. IFC 105.6.20 - A Hazardous materials permit is required for the using, dispensing, transporting, handling, and/or storing of extremely hazardous substances. "Extremely Hazardous Substances (EHS) Facilities" are defined as facilities subject to the provisions of Superfund Amendments and Reauthorization Act of 1986 (SARA TITLE III), Section 302, for storing, dispensing, using, or handling of listed chemicals in excess of their threshold planning quantities (TPQ). See amended Section 5001.4 of the 2018 International Fire Code.

A Hazmat Permit may be required if the quantity of gasoline and diesel exceeds TPQ.

13. The installation of underground fuel storage tanks (UST's) shall comply with the 2018 International Fire Code and the requirements of the Missouri Department of Natural Resources.

14. The sidewalk along the site's eastern SW Blue Pkwy street frontage shall be extended another 20' to the south to align with the site's southern property line.
15. The Yield sign and Crosswalk sign cannot be on the same post. The Yield sign shall be used in place if possible. The pedestrian sign shall be placed at the crosswalk.
16. Sign permits shall be obtained prior to installation of any signs through the Development Services Department. All signs proposed must comply with the sign requirements as outlined in the sign section of the Unified Development Ordinance.