



LEE'S SUMMIT
MISSOURI
Development Services Department

Development Services Staff Report

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| File Number | PL2023-236 |
| File Name | PRELIMINARY DEVELOPMENT PLAN – Lee's Summit Flex Space |
| Applicant | Kimley-Horn |
| Location | 60 SE Thompson Dr |
| Planning Commission Date Heard by | October 12, 2023 Planning Commission and City Council |
| Analyst | Hector Soto, Jr., AICP, Senior Planner |

Public Notification

Pre-application held: June 20, 2023
Neighborhood meeting conducted: August 7, 2023
Newspaper notification published on: September 23, 2023
Radius notices mailed to properties within 300 feet on: September 22, 2023
Site posted notice on: September 23, 2023

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Attachments

Transportation Impact Analysis prepared by Erin Ralovo, P.E., dated October 5, 2023 – 2 pages
Preliminary Development Plan, dated September 12, 2023 – 10 pages
Use Narrative, dated August 15, 2023
Architectural Photo Examples of an Existing Facility – 3 pages
Metal Panel Technical Sheet

Composite Wood Panel Technical Sheets – 4 pages

Photos of Existing Property Line Vegetation – 5 pages

Location Map


1. Project Data and Facts

| Project Data | |
|--------------------------------|---|
| Applicant/Status | Kimley-Horn / Applicant |
| Applicant’s Representative | Patrick Joyce, P.E. |
| Location of Property | 60 SE Thompson Dr |
| Size of Property | ±2.13 acres (92,666 sq. ft.) |
| Number of Lots | 1 |
| Building Area | 24,000 sq. ft. |
| Floor Area Ratio (FAR) | 0.26 (1.0 max FAR in PI district) |
| Zoning | PI (Planned Industrial) |
| Comprehensive Plan Designation | Industrial |
| Procedure | <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>Duration of Validity: 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 |
|--|
| The subject property is an undeveloped lot at the northeast corner of SE Thompson Dr and SE Decker St. |

| Description of Applicant’s Request |
|---|
| <p>The applicant proposes to develop the subject 2.13-acre site as a contractor’s garage facility composed of two (2) single-story buildings totaling 24,000 sq. ft. Each building houses ten (10) individual tenant spaces—eight (8) 25’ x 40’ (1,000 sq. ft.) units and two (2) 50’ x 40’ (2,000 sq. ft.) units.</p> <p>The applicant requests a modification to the four-sided architecture requirement, so as not to require the extension of architectural features onto the north elevation of the north building where it backs up to a heavily treed natural drainage area where there is no effective visibility of said elevation. The applicant also seeks approval of the use of smooth-finished corrugated metal panel as a conditional material to be used as the primary exterior building material.</p> |

2. Land Use

| Description and Character of Surrounding Area | |
|---|---|
|  | <p>The subject property is located at the northeast corner of SE Thompson Dr and SE Decker St. The site sits east of the M-291 Hwy and SE Thompson Dr intersection that serves as the gateway to the SE Thompson Dr industrial corridor. Across the street to the south are 101 acres of undeveloped land zoned for industrial use.</p> |

Adjacent Land Uses and Zoning

| | |
|--------------------------------------|--------------------------------------|
| North: | Industrial / PI (Planned Industrial) |
| South (across SE Thompson Dr) | Undeveloped acreage / PI |
| East: | Industrial / PI |
| West (across SE Decker St): | Undeveloped industrial site / PI |

| Site Characteristics |
|---|
| <p>The overall site is fairly flat, with the northern and eastern edges sloping toward natural drainage areas along the northern and eastern property lines. While the natural drainage areas are heavily treed, the rest of the site is devoid of any significant vegetation. The site has access from both SE Thompson Dr and SE Decker St.</p> |

| Special Considerations |
|------------------------|
| None. |

3. Project Proposal

Site Design

| Land Use | |
|----------------------|-------------|
| Impervious Coverage: | 55.9% |
| Pervious: | 44.1% |
| TOTAL | 100% |

Parking for the proposed project

| Proposed | | Required | |
|--------------------------------|----|--------------------------------|----|
| Total parking spaces proposed: | 50 | Total parking spaces required: | 25 |
| Parking Reduction requested? | No | | |
| Off-site Parking requested? | No | | |

Required parking for the proposed contractor garage was calculated based on the UDO standard of 1 parking space per 1,000 sq. ft. of gross floor area for a “warehouse, transfer and storage” use, which results in a minimum of 25 parking spaces. The first iteration of the plan proposed one (1) ADA parking space plus twenty-four (24) parallel parking spaces (one space in front of each tenant space) to meet the minimum requirement of 25 parking spaces. Staff was concerned that a single parallel space in front of each tenant would require overflow from a second vehicle for any tenant to use the parallel space in front of another tenant space and thus block access to both the overhead and man doors of another space. With the site layout having 60’ of separation between the north and south buildings, staff suggested changing the parking space orientation from parallel to 90 degrees to provide two (2) striped parking spaces in front of each individual tenant space and thus accommodate a second vehicle per tenant space without blocking access to another tenant space. The change in parking space orientation within the same site layout did not increase the amount of impervious coverage from the first plan iteration, but rather simply reduced the width of the one-way travel lane through the facility from a clearance of 40’ wide to 22’ wide. The 22’ wide travel lane meets the UDO’s minimum width for one-way circulation and meets the minimum width for Fire Department access.

Building Setbacks (Perimeter)

| Yard | PI zoning standard | Proposed Building |
|--------------------|--------------------|---|
| Front ¹ | 20’ | 33.7’ (along SE Decker St); 20’ (along SE Thompson Dr) |
| Side ¹ | 10’ | 43.4’ (north); 67.7’ (east) |

¹ – Under the UDO, each street frontage of a corner lot is considered to be a front property line. The remaining interior lot lines are considered to be side property lines.

Parking Setbacks (Perimeter)

| Yard | Parking | Parking Proposed |
|-------|---------|---|
| Front | 20’ | 37.5’ (along SE Decker St); 59’ (along SE Thompson Dr) |
| Side | 6’ | 51’ (north); 68’ (east) |

Structure(s) Design

| |
|---|
| Number and Proposed Use of Buildings |
| 2 buildings /contractor garage buildings |
| Building Height |
| 17'-6" |
| Number of Stories |
| 1 story |

4. Unified Development Ordinance (UDO)

| Section | Description |
|-------------------------------|-------------------------------|
| 4.220 | Zoning District (PI) |
| 2.040,2.260,2.300,2.310,2.320 | Preliminary Development Plans |
| 7.060 | Modifications |
| 8.170 | Building Materials |
| 8.180 | Architectural Characteristics |

The applicant proposes a contractor garage facility in the PI district. The intent of the PI district is to provide for industrial uses that are fully indoor operations with outside storage only permitted within fully-screened enclosures to the rear or side lot areas. The PI District is intended to provide areas for light manufacturing uses that primarily involve finishing or assembly of previously manufactured goods, as well as wholesaling, distribution and warehousing uses with associated office space.

The concept of a contractor garage development is to offer functional space for smaller scale users to lease tenant spaces to office out of and to store supplies, tools and equipment as their base of operations. The proposed use has parallels to an office incubator space for new or smaller users that don't yet have a need or a desire for a larger physical space out of which to operate. All units are designed to have office and storage/inventory space with electric service. The facility will have a central bathroom location for all users in the north building. The proposed contractor garage facility aligns with the intent of the PI district to accommodate office and warehousing opportunities for industrial-related users.

| |
|---|
| Neighborhood Meeting |
| The applicant hosted a neighborhood meeting on August 7, 2023. Two (2) members of the public attended. |
| The applicant reported that the topics covered and questions answered related to the following: |
| <ul style="list-style-type: none"> • Proposed use • Access points • Stormwater • Building elevations and materials • Landscaping |

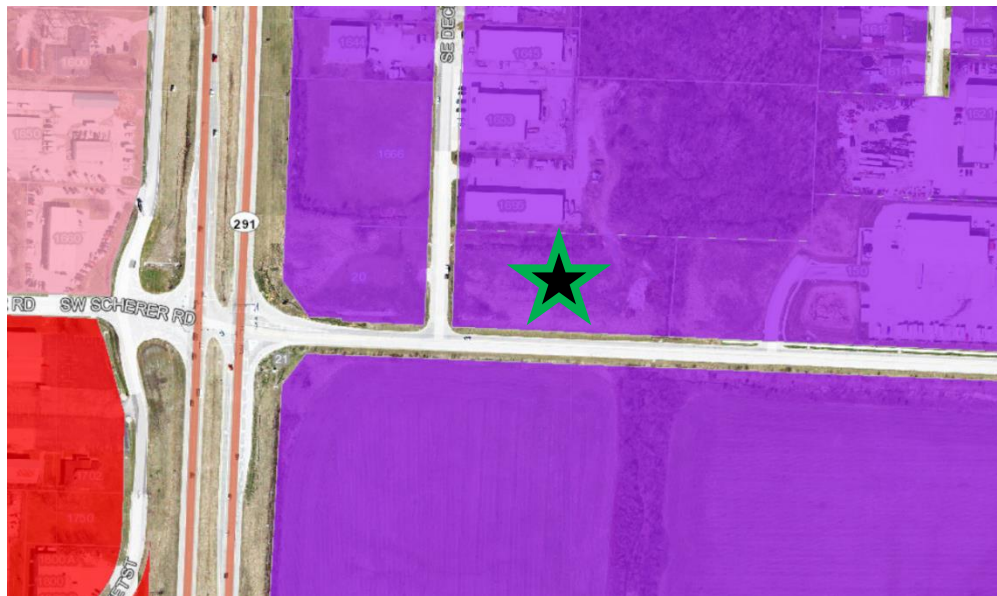
5. Comprehensive Plan

| Focus Areas | Goals, Objectives & Policies |
|-------------------|---|
| Resilient Economy | Goal 3.3. A – Build an adaptable framework for continued growth in a changing [economic] environment. |

Ignite! Comprehensive Plan

The future land use map identifies the area as Industrial. The Industrial category is for light and heavy industrial uses, distribution and warehouse developments. As previously mentioned, the subject property is located along the SE Thompson Dr industrial corridor and is surrounded on all sides by existing industrial uses and land zoned and identified as best suited for industrial uses.

The proposed contractor garage use provides opportunities for contractors and other smaller similar industrial-type users to scale up operations in smaller spaces before needing larger office/warehouse to accommodate growth, but also provides space for users that simply don't require a large physical footprint for their operations.



- Commercial
- Industrial
- Infrastructure
- Mixed Use

6. Analysis

Background and History

- October 13, 2004 – The minor plat (Appl. #2004-223) titled *Lemone-Smith Business & Rail Center, Plat 8, Lots 11-13*, was recorded by the Jackson County Recorder of Deeds office by Instrument #2004-I-0096977.

- October 17, 2019 – The minor plat (Appl. #PL2019-294) titled *Decker Street Minor Plat, Lots 1 thru 3*, was recorded by the Jackson County Recorder of Deeds office by Instrument #2019-E-0084766.
- August 5, 2021 – The minor plat (Appl. #PL2021-242) titled *Decker Street Minor Plat, Lots 2A and 3A*, was recorded by the Jackson County Recorder of Deeds office by Instrument #2021-E-0086304.

Compatibility

Uses. The proposed contractor garage is of a similar nature as other industrial land uses in the area, which include office, office-warehouse, warehousing and distribution centers. The only difference in the operation of the proposed contractor garage compared to other area users is the availability of smaller tenant spaces made to accommodate users operating at various scales to better respond to client needs for smaller physical spaces. At its core, the proposed development will serve the same or similar types of office-warehouse, warehouse and distribution users as what current exist in the immediate area, but will be housed in what can be generally referred to as micro tenant spaces within a 25,000 sq. ft. facility.

Architecture. From an architectural standpoint, the building elevations call for the use of black, smooth-finished, corrugated metal panel and composite wood panel on all sides of the building visible from off the property. The two materials provide chromatic and textural contrast to provide architectural interest in accordance with ordinance requirements.

The proposed contractor garage facility uses the smooth-finished, corrugated architectural metal panel as the primary building material on both buildings. The UDO limits the use of metal to an incidental role (i.e. trim, architectural features and standing seam metal roofing), or as approved by the Planning Commission and/or City Council as a conditional primary material (UDO Section 8.170). The frequency in use of architectural metal panel systems as a primary building material has increased in newer developments throughout the city for uses that include restaurants, banks, offices, auto dealerships, churches and schools. Smooth-finished, corrugated metal panel systems as a primary exterior building material are ubiquitous along the SE Thompson Dr industrial corridor. Staff believes the proposed use of smooth-finished, corrugated metal on the proposed contractor garage facility to be compatible with surrounding development.



Figure 1 – Building A perspectives.

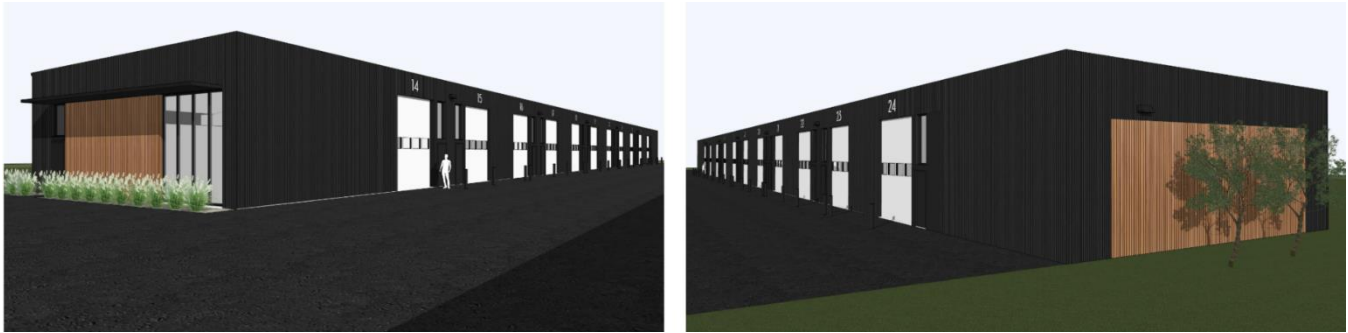


Figure 2 – Building B perspectives.

Adverse Impacts

The proposed preliminary development plan for the contractor garage development is not expected to injure or detrimentally affect the surrounding properties. The proposed use is compatible with existing area industrial uses along SE Thompson Dr and SE Decker Street. The proposed building aesthetic provides architectural interest at the industrial corridor’s gateway at M-291 Hwy.

The proposed development is not expected to negatively impact the area through the creation of excessive storm water runoff. The development will be served by an underground detention system that releases into the adjacent natural drainage area to the east.

Public Services

The proposed development will tie into existing area public infrastructure. Sanitary sewer service will be provided by the existing 8” sewer main along the north property boundary. Water service will be provided by an 8” water main extension along the west side of SE Decker St. A required stream buffer has been provided for the adjacent natural drainage area to the east for enhanced stream preservation.

The existing street network provides adequate capacity to accommodate the proposed development. The proposed development will have one-way traffic circulation from the entrance along SE Decker St to the exit onto SE Thompson Dr.

Sidewalks.

The City did not require the construction of sidewalks along either SE Decker St and SE Thompson Dr at the time the subject property was platted. Current development standards require that sidewalks be constructed along both sides of industrial streets. The requirement for sidewalks is triggered at the time the property is platted. This development will not require the re-platting of the subject property as currently proposed, therefore the provision of sidewalks is not triggered under the UDO as it is currently written. However, the subject preliminary development plan process allows staff the opportunity to include the requirement for the construction of sidewalks as a condition of approval for the subject development, which staff has included in the recommendation section further below.

The basis for staff’s recommendation for the construction of a sidewalk along SE Thompson Dr is tied to current UDO requirements and recommendations contained within the Ignite! Comprehensive Plan for the expansion of the City’s sidewalk network. The Ignite! Comprehensive Plan set sidewalk-related goals and targets to expand connectivity of well-maintained, accessible sidewalks, trails and streets by 2040 and to reduce the number of sidewalk gaps by 50%. The sidewalk network along SE Thompson Dr is at its nascent stage, with only the abutting development to the east having the only segment of sidewalk along the corridor. The segment of sidewalk recommended with this application will tie into the existing sidewalk and extend connectivity westward toward the signalized intersection at M-291 Hwy. With the Rock Island Trail located less than ½ mile to the west of the subject property, the expansion of sidewalks in the area provides multi-modal bike/pedestrian opportunities for area employees. The reduction of barriers for multi-modal connectivity between residential areas to areas of commerce and areas of employment strengthens neighborhoods and provides for a more equitable system of public infrastructure.

Modifications

Four-sided Architecture. Modification requested.

- Required – All sides of a building shall include similar architectural details materials and colors to avoid a back side or at least to minimize a back side presentation to other buildings or residential neighborhoods (UDO Section 8.180.B).
- Proposed – The north side of the north building (Building B) is proposed to only use a black, smooth-finished corrugated metal panel system with no other contrasting building material.

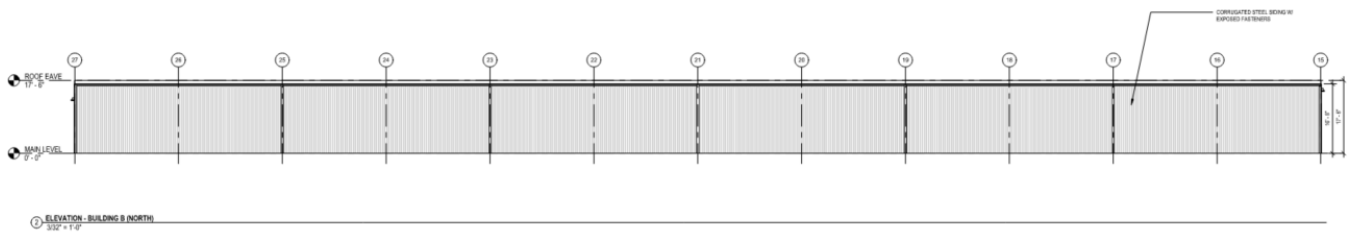


Figure 3 - Rear elevation of north building (Building B).



Figure 4 - Photo of same proposed rear elevation from an existing development not located in Lee's Summit.

- Recommended – The north side of the north building (Building B) backs up to a heavily treed natural drainage area that will remain largely intact. The abutting site to the north is developed with an office-warehouse building whose back side faces the subject property. The rear of Building B will have limited visibility from off the property and will be effectively screened from the north by the existing vegetation along the drainageway. Based on the limited visibility of the north side of Building B due to the presence of the abutting heavily treed natural drainageway, staff supports the modification request.



Figure 5 - View from SE Decker St of existing vegetation along north property line.

Recommendation

With the conditions of approval on the following page, the application meets the goals of the Ignite! Comprehensive Plan and the requirements of both the UDO and DCM (Design and Construction Manual).

7. Recommended Conditions of Approval

Site Specific

1. A modification shall be granted to the requirement for four-sided building architecture, to allow only the

use of a metal panel system on the north elevation of the north building (Building B) as depicted on the building elevations included in the preliminary development plan dated September 12, 2023.

2. Development shall be in accordance with the preliminary development dated September 12, 2023, inclusive of the allowance of smooth-finished, corrugated architectural metal panel as a primary exterior building material as depicted on the building elevations contained therein.
3. A 5' sidewalk shall be constructed along the SE Thompson Dr frontage of the subject development. The City shall not issue any occupancy for the subject development until such time as the sidewalk is constructed and accepted by the City.

Standard Conditions of Approval

4. 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.
5. 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).
6. 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.
7. Certain aspects of the development plan will be further reviewed during the Final Development Plan phase of the project. This includes detailed aspects of the design to help ensure that the plan meets the design criteria and specifications contained in the Design and Construction Manual.
8. The existing water main on the west side of SE Decker Street must be extended south to connect to the existing 16" water main on the south side of SE Thompson Drive. Issuance of a Certificate of Substantial completion for this extension is required prior to issuance of any type of Certificate of Occupancy for this project.
9. Show the location of the FDC.
10. Provide Knox key switch on the gates and a Knox Box.
11. All exterior mechanical equipment, whether roof mounted or ground mounted, shall be entirely screened from view. Roof mounted equipment shall be screened by the parapet equal to the height of the mechanical equipment. Ground mounted equipment shall be screened by masonry wall or landscaping equal to the height of the units.
12. Accessible parking signs shall meet the requirements set forth in the **Manual on Uniform Traffic Devices (R7-8)**. Each accessible parking space shall be identified by a sign, mounted on a pole or other structure, located 60 inches (5 feet) above the ground measured from the bottom of the sign, at the head of the parking space.
13. 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.