



LEE'S SUMMIT
MISSOURI
Development Services Department

Development Services Staff Report

File Number	PL2024-135
File Name	PRELIMINARY DEVELOPMENT PLAN – QuikTrip
Applicant	QuikTrip Corporation
Property Address	1001 and 1005 SW Blue Pkwy
Planning Commission Date	July 25, 2024
Heard by	Planning Commission and City Council
Analyst	Hector Soto, Jr., AICP, Senior Planner

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
Storm Drainage Letter prepared by Midwest Design Group, dated July 2, 2024
Modification Request Narrative prepared by QuikTrip, dated June 19, 2024 – 3 pages
Neighborhood Meeting Minutes

Location Map

1. Project Data and Facts

Project Data	
Applicant/Status	QuikTrip Corporation/Property Owner
Applicant's Representative	Tara Limbach
Location of Property	1001 and 1005 SW Blue Pkwy
Size of Property	2.63 acres (114,748 sq. ft.)
Number of Lots (existing)	2
Number of Lots (proposed)	1
Building Area (existing)	3,990 sq. ft. – Lot 1 (QuikTrip c-store building) 5,250 sq. ft. – Lot 2 (carwash) 9,240 total sq. ft.
Building Area (proposed)	5,312 sq. ft.
FAR	0.05 FAR
Zoning	CP-2 (Planned Community Commercial)
Comprehensive Plan Designation	Downtown Activity Center
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
<p>The subject 2.6-acre property is currently composed of two (2) lots that are the sites of an existing QuikTrip and a car wash that is no longer in operation. The southern lot with frontage along SW 3rd St is the site of an existing 3,990 sq. ft. QuikTrip with 20 fueling stations. The northern lot with frontage along SW 2nd St is the site of a 6-bay, 5,250 sq. ft. car wash facility.</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 building and fuel stations will be located on the northern portion of the site currently occupied by the car wash facility. This will facilitate a planned phased redevelopment of the site that will allow the car wash facility to be razed and the new convenience store and fuel stations to be constructed in its place while the existing</p>

convenience store and fuel stations continue to operate. The existing convenience store and fuel stations will be razed once the new facilities come online.

There is no imminent plan for re-use of the southern portion of the site. As such, the area is currently shown as open space that will be taken back to grass. Future development of the southern portion of the site will be considered under a future application.

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 a certain area in order to match existing parking lot curb lines. 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.

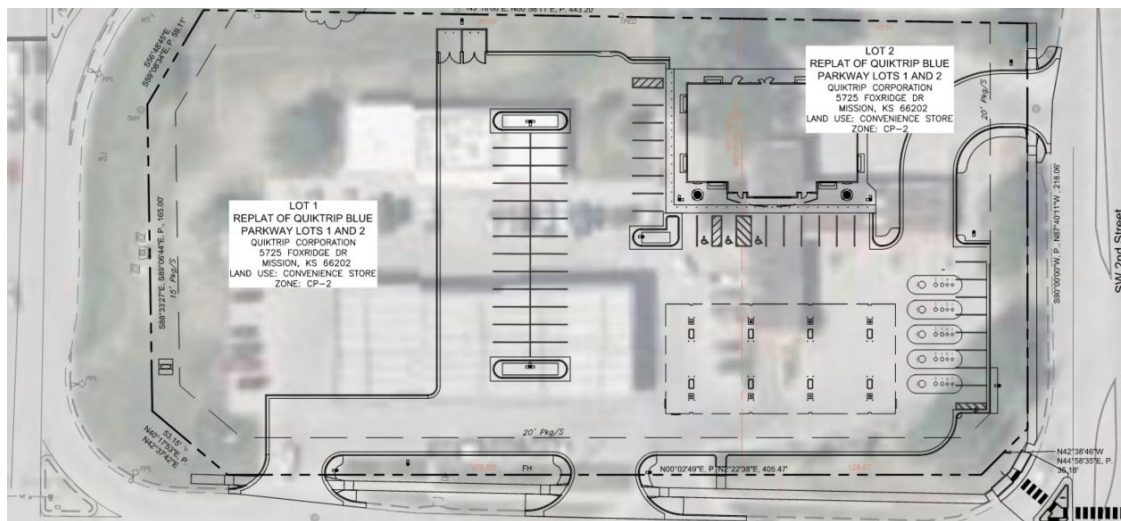


Figure 1 - Proposed site plan overlaid on aerial of existing conditions (plan north to the right)

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 SW 3rd St, which is the western gateway of the SW 3rd St corridor that leads to the city's Central Business District. The area to the east and southeast of the site is characterized by commercial development. The SW Blue Pkwy/SW 2nd St corridor that borders the subject site along the north serves as a transition point between commercial development to the south and a mix of single-family, two-family and four-family residential to the north.

Adjacent Land Uses and Zoning

North (across SW Blue Pkwy/SW 2nd St):	Single-family residential / R-1 (Single-family Residential); Two-family residential / RP-4 (Planned Apartment Residential); and Four-family residential / RP-3 (Planned Residential Mixed Use)
South:	SW 3 rd St and US-50 Hwy

East (across SW Blue Pkwy):	Commercial / CP-2 (Planned Community Commercial)
West:	Commercial / CP-2 and PI (Planned Industrial)

Site Characteristics
The site is bordered by SW Blue Pkwy/SW 2 nd St, SW Blue Pkwy and SW 3 rd St to the north, east and south, respectively. Access to the site is provided by a total of three (3) driveways. One (1) driveway provides access from SW Blue Pkwy to the north. Two (2) driveways provide access from SW Blue Pkwy to the east. Topographically, the project site generally slopes from south to north.

Special Considerations
None.

3. Project Proposal

Site Design

Land Use	
Impervious Coverage:	56.4%
Pervious:	43.6%
TOTAL	100%

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 (east)	144' (Building); 32' (Fueling Station Canopy) / 10' (Parking)	15' (Building) / 20' (Parking)
Side	91' (Building); 71' (Fueling Station Canopy) / 20' (Parking) – North; and 290' (Building); 277' (Fueling Station Canopy) / 155' (Parking) – South	10' (Building) / 20' (Parking)
Rear (west)	27' (Building) / 18' (Parking)	20' (Building) / 6' (Parking)

Structure(s) Design

Number and Proposed Use of Buildings

1 – Convenience store
Building Height
20'
Number of Stories
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

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.

Neighborhood Meeting
<p>The applicant hosted a neighborhood meeting on June 18, 2024, at 6pm at First Baptist Church (2 NE Douglas St). Four (4) members of the public attended the meeting.</p> <p>Question/topics of discussion included:</p> <ul style="list-style-type: none"> • Site layout and future potential use of open space; • Vehicular and pedestrian access; • Whether road improvements are triggered by the redevelopment; • Landscaping; and • Planned construction timeframe

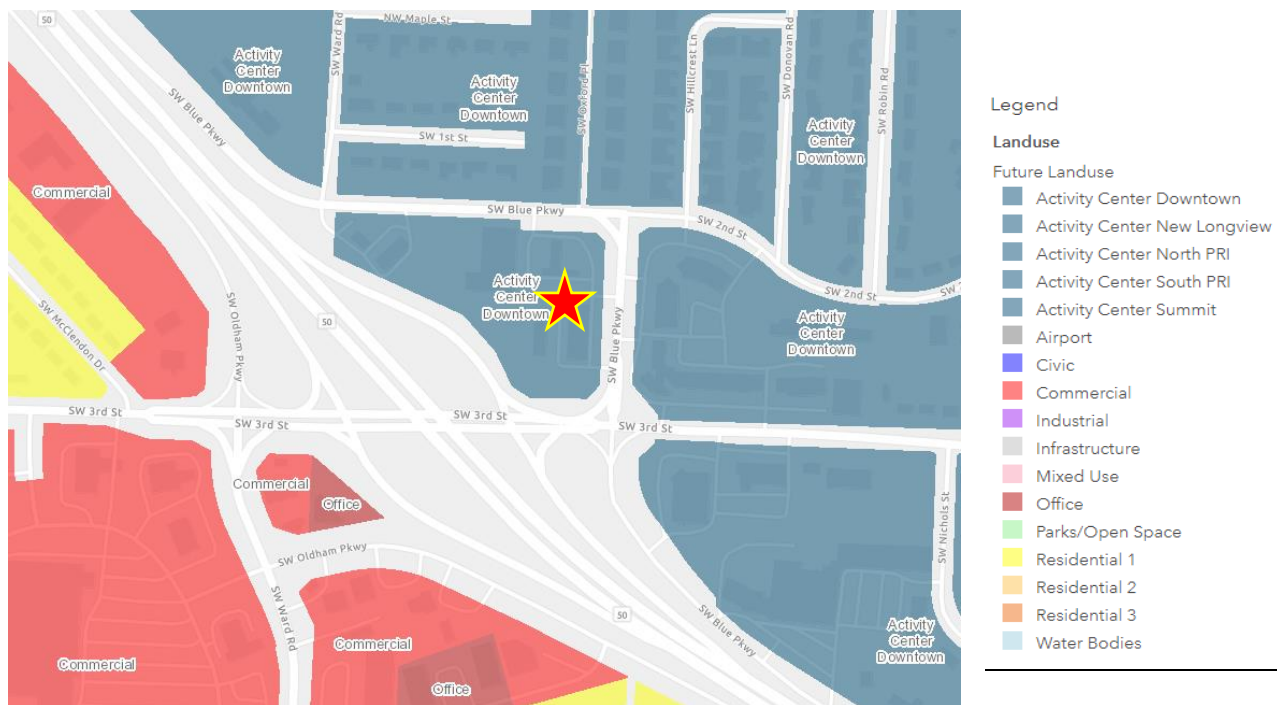
5. Comprehensive Plan

Focus Areas	Goals, Objectives & Policies
Resilient Economy	Objective: Diversify Lee’s Summit economy. Objective: Increase business retention and grow business activity.
Land Use & Community Design	Objective: Plan for purposeful growth, revitalization and redevelopment.

Comprehensive Plan

Redevelopment of the subject project site is consistent with the Downtown Activity Center land use designation under the Ignite Comprehensive Plan. Downtown Lee’s Summit is the traditional core and heart of the community primarily characterized by established residential neighborhoods and its many small, local businesses located in the traditional Central Business District. But because Downtown Lee’s Summit is bordered by major roadway corridors in the form of US 50 Hwy, M-291 Hwy and NE/NW Chipman Rd, Downtown Lee’s Summit is also characterized by auto-oriented, single-use, standalone commercial development along its periphery like the subject project site. Redevelopment of the site supports a healthy economic environment at a major commercial node by continuing to provide a needed service by area residents and travelers where the historic downtown area interfaces with the abutting highway corridor.

Redevelopment opportunities also support stated Ignite Comprehensive Plan goals and objectives that call for maximizing the use of existing infrastructure, services and amenities to increase efficiencies in said systems. The proposed redevelopment will continue to use existing area public infrastructure with some alterations that will result in the abandonment of certain water line and sanitary sewer line segments that will no longer serve a public purpose.



6. Analysis

Background and History

- January 22, 1996 – The Planning Commission approved the preliminary plat (Appl. #1995-226) for QuikTrip Blue Parkway.

- February 6, 1996 – The City Council approved a special use permit (SUP) and final development plan (Appl. #1995-048) to allow the operation of a QuikTrip filling station for a period of 20 years (to expire on February 6, 2016) on property located at 1001 SW Blue Pkwy by Ordinance No. 4235. 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.
- April 9, 1996 – The City Council approved the final plat (Appl. #1995-229) for *QuikTrip Blue Parkway* by Ordinance No. 4264.
- May 29, 1996 – Staff administratively approved the final development plan (Appl. #1995-093) for construction of QuikTrip.
- April 15, 1997 – The City Council approved the final development plan (Appl. #1997-125) for Squeaky Clean Car Wash on property located at 1005 SW Blue Pkwy.
- August 14, 1997 – Staff administratively approved the minor plat (Appl. #1997-287) for *Replat of QuikTrip Blue Parkway, Lots 1 and 2*.

Compatibility

Redevelopment of the existing QuikTrip and former car wash sites with a new QuikTrip is compatible with the area. The project site is located at the intersection of US 50 Hwy and SW 3rd St. Typical of a major 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 intersection to area travelers and residents.

North of the project site is a mix of residential uses ranging from single-family to four-plexes. Separating the subject commercial site from the residential uses is SW Blue Pkwy/SW 2nd St. In conjunction with required landscaping that will be provided along the north project boundary abutting SW Blue Pkwy/SW 2nd St, the landscaping and street provide a visual, physical and spatial buffer between the commercial and residential uses that help mitigate and soften the transition between said 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 two long-established auto-centric uses, in the form of an existing QuikTrip with 20 fueling stations and a former car wash, with a new QuikTrip with 16 fueling stations. The nature of the future use of the open space at the south end of the redevelopment site is unknown at this time, but will be evaluated at a future time under separate application once a use is identified.

Public and Private Infrastructure Services

The proposed redevelopment will not impede the normal and orderly development and improvement of the surrounding property. The area surrounding the project site is fully built out with residential development to the north and commercial development to the east and southeast. The proposed redevelopment of the site does not negatively impact the provision of infrastructure services to surrounding existing development.

With some alterations, existing area water, sanitary sewer and storm sewer infrastructure will continue to serve the project site. An existing water line segment feeding a fire hydrant at the southeast corner of the project site will be abandoned so the fire hydrant can be relocated to a more central position along the site's eastern frontage along SW Blue Pkwy. Two existing sanitary sewer line segments along the site's southern and western boundaries will be abandoned. An existing sewer line segment that bisects the site from east to west will be realigned so as not to conflict with the location of the new pump island canopy area. The realigned sanitary sewer line will provide service to both the new QuikTrip building and the future use of the open space at the south end of the redevelopment site.

Existing stormwater infrastructure will continue to serve the redeveloped QuikTrip site with no changes due to the project resulting in a reduction in impervious surface area by 9,337 sq. ft., thereby generating less runoff volume than existing conditions. The need for stormwater management improvements for the future development of the southern portion of the site will be evaluated at the time a use is identified.

Traffic

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 car wash facility, therefore there is no net increase in traffic generation. The need for a traffic study for the future development of the southern portion of the site will be evaluated at the time a use is identified.

Access to the site will continue to be provided by a total of three (3) driveways, comprised of one (1) along the site's northern boundary and two (2) along the site's eastern boundary. It should be noted that the northernmost driveway along the eastern boundary will be shifted approximately 35' to the south in order to avoid a conflict with the new pump island canopy and to provide better internal circulation.

Staff is not recommending any improvements to the existing street network as part of the proposed redevelopment.

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 – 10' setback from the right-of-way

- Recommended – Most of the existing parking lot boundaries along the two SW Blue Pkwy street frontages on the north and east sides of the site will be retained. The existing parking lot boundary along the north side of the site is set back 14' from the right-of-way. The existing parking lot boundary along the east side of the site has two areas with different setbacks from the right-of-way. The parking lot boundary in front of the existing QuikTrip is set back 10' from the right-of-way; the parking lot boundary in front of the car wash facility is set back 16' from the right-of-way. The minimum parking lot setback from the right-of-way in effect at the time the existing QuikTrip and car wash were developed was 10', so both sites were developed in compliance with the setback requirement.

As previously stated, the majority of the existing parking lot boundaries along the two SW Blue Pkwy street frontages will be retained. However, there is one area near the northeast corner of the site where the applicant proposes to push the parking lot boundary closer to the right-of-way. More specifically, the applicant proposes to reduce the parking lot setback along the east frontage of the former car wash site from the existing 16' to 10'. The reduced setback will match the existing 10' parking lot setback that will be retained along the east frontage of the existing QuikTrip (see image below). The reduced setback also creates more room to accommodate the location of new parking spaces at the northeast corner of the site, plus creates more room to accommodate adequate circulation around the northeast corner of the pump island canopy. Staff supports the modification request.

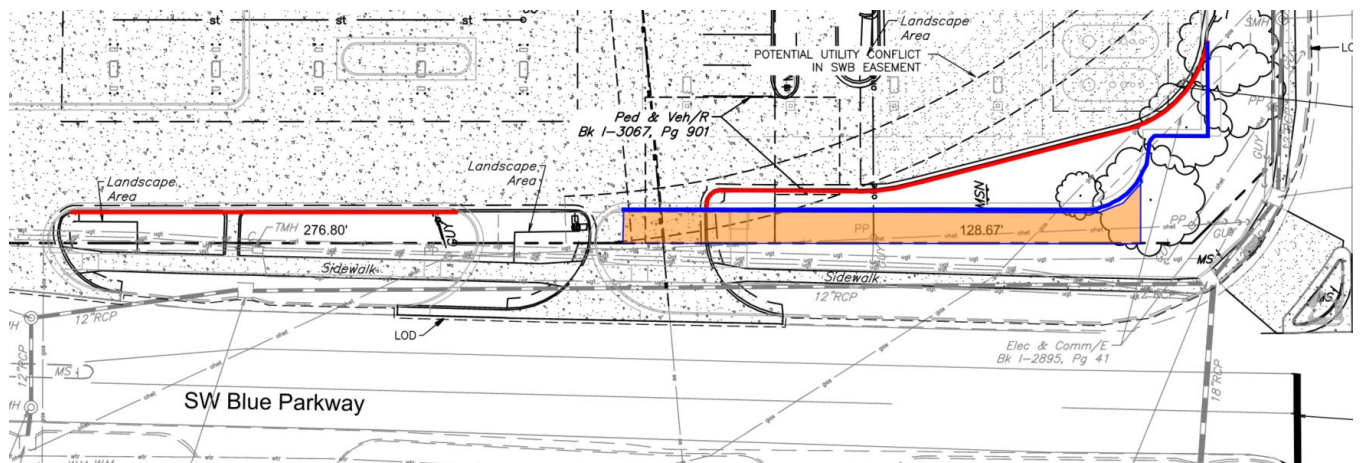


Figure 2 – Existing curb line shown in red. Proposed curb line shown in blue. Proposed parking setback reduction area shaded orange.

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

- Recommended – QuikTrip prefers to use roll over curbs on any radius inclined to be run over by a vehicle. This is meant to prevent repeated damage and repair to the curb and landscaping. With daily gas deliveries and warehouse deliveries via large vehicles with larger turning radii, the roll over curbs at the driveway entrances help sustain the parking lot’s lifespan. Additionally, the islands shown by the floating parks around the building see a lot of customer traffic that includes the use of larger commercial vehicles. Allowing roll over curbs on the select locations shown on the plans help prevent the wear and tear of the parking lot areas and grass and thereby help maintain a clean and desirable look. The use of roll over curbs was approved for similar areas at the NE Woods Chapel Rd, NE Mulberry St and SW M-150 Hwy QuikTrip locations. Staff supports the modification request.

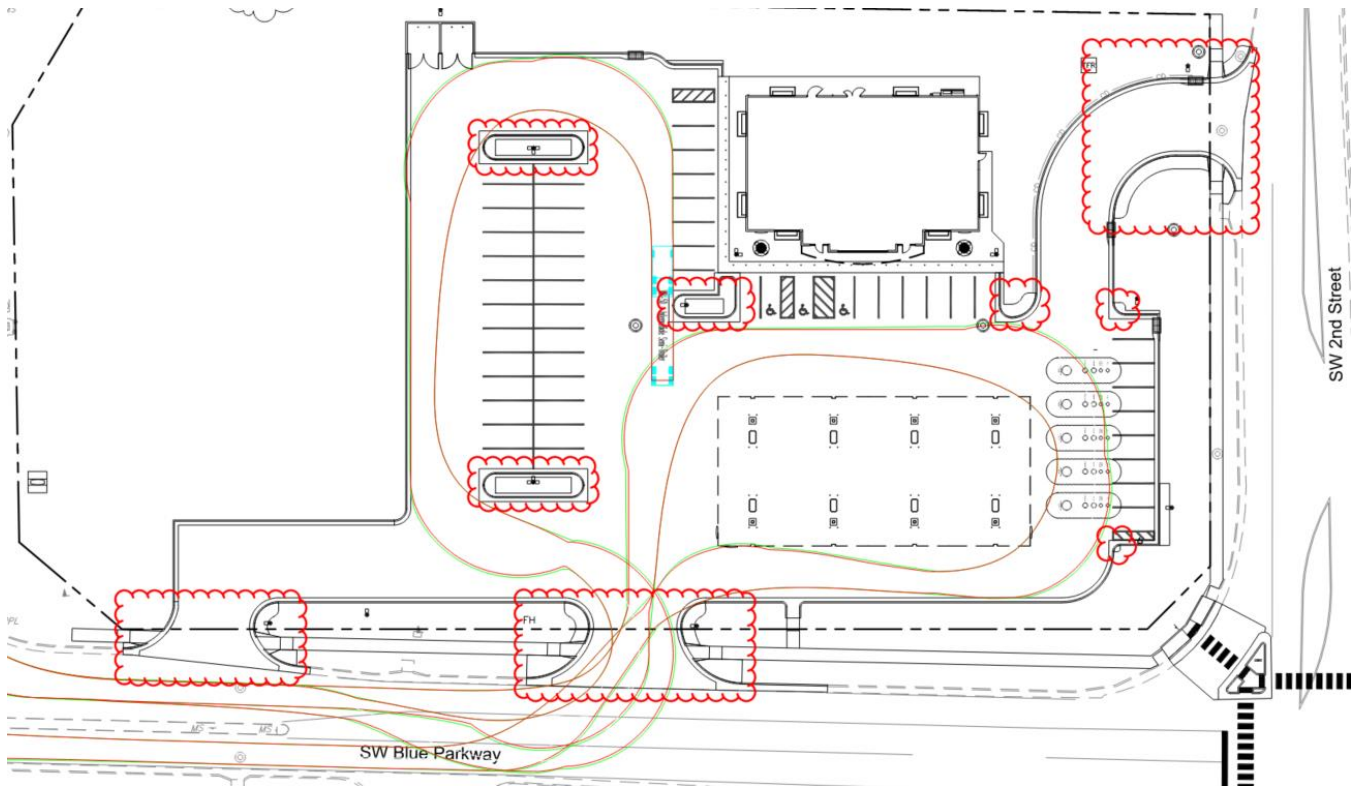


Figure 3 - Roll-back curb locations clouded in red.



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 10' parking lot setback along the east parking lot boundary fronting SW Blue Pkwy 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.

Standard Conditions of Approval

4. Construction of a 5' sidewalk shall be required along the entire SW 3rd St project site frontage, or payment in lieu of sidewalk construction shall be made to the City as outlined in UDO Section 7.370.
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. 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.
10. Private parking lots shall follow Article 8 of the Unified Development Ordinance for pavement thickness and base requirements.
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 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.

15. 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.