



LEE'S SUMMIT
MISSOURI
Development Services Department

Development Services Staff Report

File Number	PL2026-078
File Name	PRELIMINARY DEVELOPMENT PLAN – Blackwell Convenience Store
Applicant	KDP Hospitality, LLC, applicant
Property Address	2661 SE Blue Pkwy
Planning Commission Date	July 9, 2026
Heard by	Planning Commission and City Council
Analyst	Hector Soto, Jr., AICP, Senior Planner

Public Notification

Pre-application held: August 19, 2025, December 2, 2025, and February 17, 2026
Neighborhood meeting conducted: April 16, 2026
Newspaper notification published on: June 20, 2026
Radius notices mailed to properties within 300 feet on: June 18, 2026
Site posted notice on: June 22, 2026

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Attachments

Transportation Impact Analysis prepared by Erin Ralovo, P.E., dated June 30, 2026 – 3 pages
Traffic Impact Study prepared by McCurdy Engineers, dated May 11, 2026 – 89 pages
Preliminary Development Plan, uploaded June 9, 2026 – 10 pages
Architectural Renderings and Elevations, uploaded June 9, 2026 – 6 pages

Variance Request Narrative, dated May 27, 2027

Preliminary Drainage Report prepared by Laine Consulting, LLC, dated May 27, 2026 – 28 pages

Criteria for Rezoning, Preliminary Development Plan and Conceptual Development Plans – 2 pages

Neighborhood Meeting Notes, dated April 16, 2026

Correspondence Submitted by Area Residents – 13 pages

Location Map

1. Project Data and Facts

Project Data	
Applicant/Status	KDP Hospitality, LLC / Developer
Applicant's Representative	Priti Bhakta
Location of Property	2661 SE Blue Pkwy
Size of Property	Lot 1 – 2.71 acres (118,107 sq. ft.) – concept only Lot 2 – 3.46 acres (150,630 sq. ft.) – concept only <u>Lot 3 – 4.70 acres (204,630 sq. ft.) – gas station/C-store</u> ±10.87 total gross acres (473,367 sq. ft.)
Number of Lots	3 total lots
Building Area	Lot 1 – 15,000 sq. ft. – concept commercial only Lot 2 – 15,000 sq. ft. – concept office only Lot 3 – 5,000 sq. ft. – concept commercial; and <u>7,936 sq. ft. – gas station/C-store + restaurant</u> 42,936 total sq. ft.
Floor Area Ratio (FAR)	Lot 1 – 0.13 FAR Lot 2 – 0.10 FAR <u>Lot 3 – 0.06 FAR – concept commercial + gas station/C-store</u> 0.09 total FAR
Zoning (Existing)	CP-2 (Planned Community Commercial)
Comprehensive Plan Designation	Commercial
Procedure	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. <i>Duration of Validity:</i> 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.

Current Land Use

The approximately 11-acre parent parcels are undeveloped properties that anchor the northwest quadrant of the intersection of SE Blackwell Rd and US 50 Hwy.

Description of Applicant's Request

The applicant proposes a preliminary development plan (PDP) for a 7,936 sq. ft. building to house a gas station/C-store and drive-through restaurant tenant space on a 4.7-acre lot (Lot 3). The preliminary development plan also depicts a 5,000 sq. ft. commercial building on Lot 3 that is a concept for illustrative purposes only. The preliminary development plan similarly depicts a combined 30,000 sq. ft. of concept commercial and office buildings on Lots 1 and 2, respectively, for illustrative purposes only. The applicant only seeks approval of entitlements for the 7,936 sq. ft. building on Lot 3 for the gas station/C-store and drive-through restaurant space. There is no identified user for the drive-through restaurant space at this time. Approval to develop all of Lot 1, all of Lot 2, and the concept 5,000 sq. ft. commercial building on Lot 3 shall require separate preliminary development plan approval under separate future application.

The proposed 7,936 sq. ft. C-store building is a 1-story structure designed to have two primary facades with building entrances facing both north and south. The primary parking lot is located on the north side of the building, while the pump canopy and smaller parking area is located on the south side of the building. The proposed exterior material palette includes stone, cementitious wall panels, clear glass and metal roof. The combination of materials, facade articulation and variable rooflines is equally employed on the north and south facades to reflect their functions as dual primary facades—neither facade presents as the rear of the building.

The applicant requests one (1) modification as part of the application. The modification request is to the fenestration requirement for the street-facing façade (the east façade facing SE Blackwell Rd) of the C-store building on Lot 3.

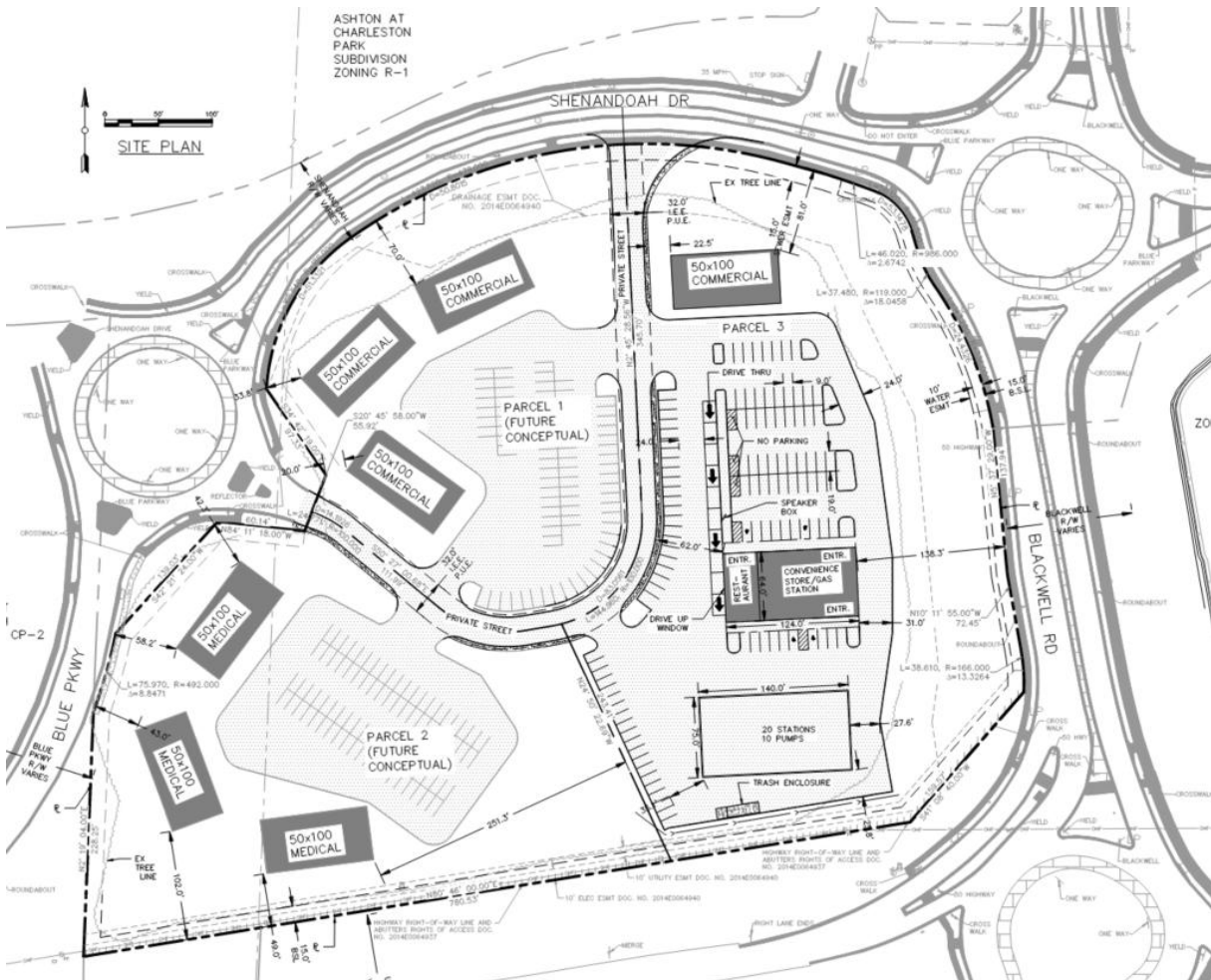


Figure 1 - Site Plan

2. Land Use

Description and Character of Surrounding Area

The subject property constitutes the northwest quadrant of the intersection of SE Blackwell Rd and US 50 Hwy. The character of development north of SE Shenandoah Dr/SE Blue Pkwy that merge at the subject property is single-family residential in nature.

The character of development fronting the US 50 Hwy corridor through the city is primarily commercial in nature with an interspersing of residential and public/semi-public uses. More specific to the area surrounding the subject property between SE Todd George Pkwy to the west and SE Blackwell Rd to the east, development along US 50 Hwy includes a drive-through restaurant, a bank, a hospital, medical offices, senior living facilities, a daycare facility, a library and churches. There is no cohesive architectural style that defines the existing buildings that house the full range of uses that front the highway. Buildings

in the area range from traditional to contemporary designs. What commonality exists in the area only exists in the broadest sense that the general building forms used in the area are typical to the use of the buildings as commercial, office, residential, churches, etc. For example, the senior living facilities employ design elements and pitched roofs typical to single- and multi-story multi-family residential buildings; the commercial, office, hospital and library buildings are rectilinear buildings with flat roofs; and the churches use variations of traditional church architecture with pitched roofs. Each building expresses itself individually with no unifying design theme.

Adjacent Land Uses and Zoning

North (across SE Shenandoah Dr/SE Blue Pkwy):	Single-family residential/R-1 (Single-family Residential)
South:	US 50 Hwy
East (across SE Blackwell Rd):	Undeveloped acreage/CP-2
West (across SE Blue Pkwy):	Church/CP-2

Site Characteristics

The site is bordered on four sides by streets or highway. SE Shenandoah Dr/SE Blue Pkwy converge at the northwest corner of the site. SE Blue Pkwy runs along the north and west sides of the site. SE Blackwell Rd runs along the east side of the site. US 50 Hwy runs along the south side of the site. Access to the site will only come from SE Blue Pkwy along the north and west. Topographically, the site generally slopes from west to east.

Special Considerations

None

3. Project Proposal

Site Design

Land Use ¹	
Impervious Coverage:	51%
Pervious:	49%
TOTAL	100%

¹ – Impervious and pervious percentages are reflective of the overall plan depicting both proposed and conceptual uses on Lots 1-3.

Parking²

Proposed		Required	
Total parking spaces proposed:	270	Total parking spaces required:	229
Accessible spaces proposed:	13	Accessible spaces required:	13
Parking Reduction requested?	No	Off-site Parking requested?	No

² – Parking information is reflective of the overall plan depicting both proposed and conceptual uses on Lots 1-3.

Structure(s) Design

Lot #	Use	Square Footage	FAR/Density	Height
1	Commercial (concept only) ³	15,000	0.13	1 story
2	Medical office (concept only) ³	15,000	0.10	1 story
3	C-store/Restaurant	7,936	0.04	1 story
3	Commercial (concept only) ³	5,000	0.03	1 story

³ – Lot 1, Lot 2 and Lot 3 (Commercial – concept only) are for illustrative purposes only, to be considered under a separate future application.

4. Unified Development Ordinance (UDO)

Section	Description
2.040,2.260,2.300,2.320	Preliminary Development Plans
4.190	Zoning Districts (CP-2)
2.320	Modifications

The CP-2 district was established to provide a location for a full-range of retail and office development serving the general needs of the community. The proposed C-store/drive-through restaurant building is compatible with the existing commercial zoning of the property and allows the subject site to maximize its economic potential by providing a service-oriented use that serves area residents and travelers at a highway intersection.

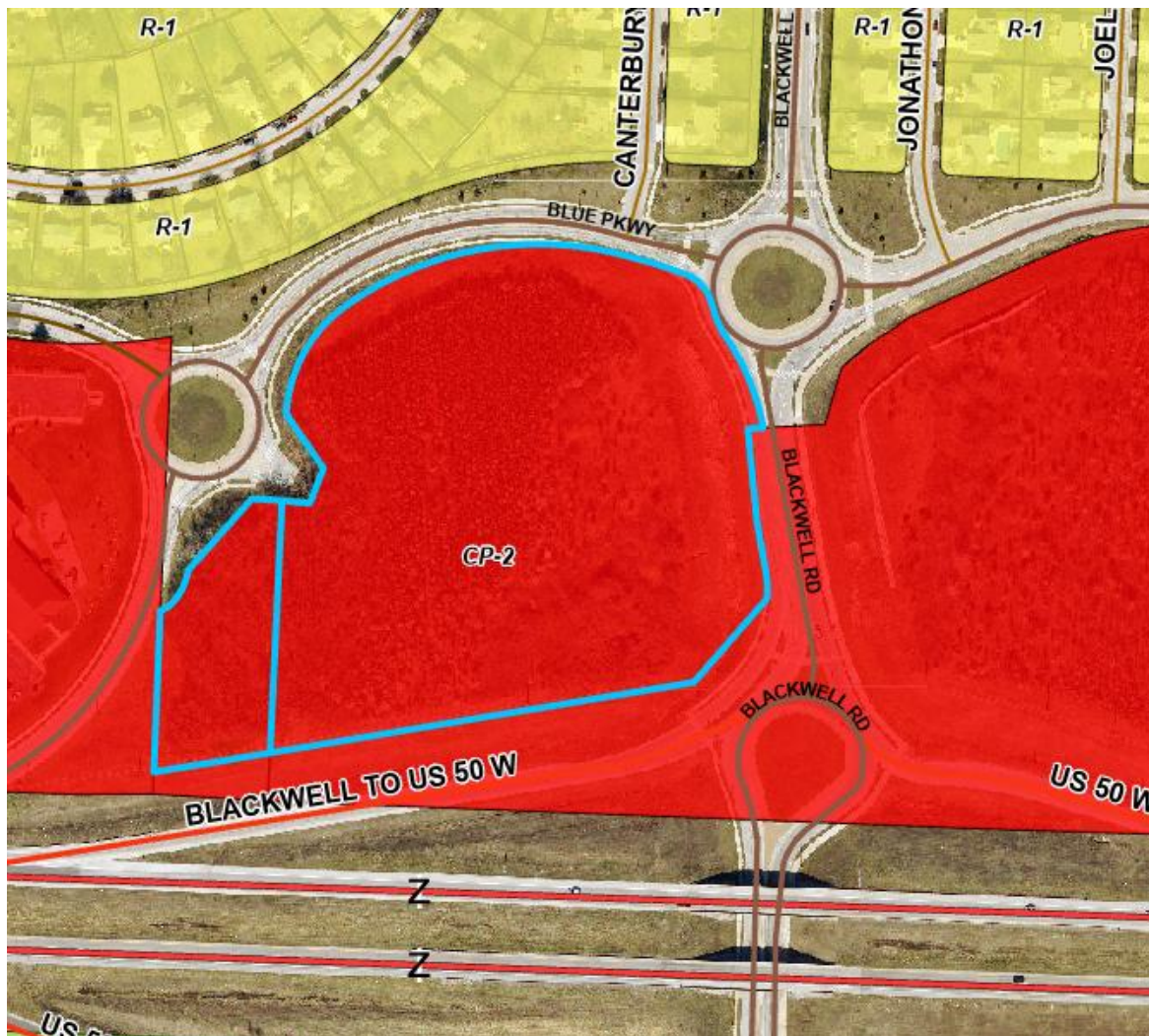


Figure 2 - Existing Area Zoning (subject site outlined in cyan).

Neighborhood Meeting

The applicant hosted a neighborhood meeting on April 16, 2026. Eleven (11) members of the public attended the meeting.

Questions/topics of discussion included:

- Concerns regarding proposed convenience store;
- Noise;
- Traffic;
- Impact on area property taxes and home values.

5. Comprehensive Plan

Focus Areas	Goals, Objectives & Policies
Strong Neighborhoods and Housing Choices	Objective: Increase business activity by designing mutually supportive neighborhoods.
Resilient Economy	Objective: Diversify Lee's Summit economy. Objective: Increase business retention and grow business activity. Objective: Maintain a diverse and valuable tax base.
Land Use and Community Design	Objective: Plan for purposeful growth, revitalization and redevelopment.

The Ignite Comprehensive Plan identifies Commercial as the recommended future land use category for the subject property. According to the Ignite Comprehensive Plan, the Commercial land use designation includes a full range of retail and service uses that can include gas stations, C-stores and restaurant uses.

Several objectives identified in the Ignite Comprehensive Plan center around the importance of diverse and mutually supportive neighborhoods achieved through purposeful growth. The proposed C-store building adds to the mix of retail and service uses that are appropriate along the US 50 Hwy corridor and serves as an anchor for additional future commercial development at its intersection with SE Blackwell Rd.

6. Analysis

Review Criteria

The application was reviewed in accordance with Section 2.260 of the Lee's Summit UDO, which establishes the approval criteria applicable to this request. This section of the UDO identifies 21 criteria for consideration when evaluating a PDP application. These criteria generally fall into the categories of consistency with the Comprehensive Plan, compatibility with surrounding development, impacts on public health, safety, and welfare, adequacy of public facilities and services, compliance with applicable development standards, and the effectiveness of site design measures intended to mitigate potential impacts.

For ease of reference, the complete list of applicable review criteria and approval standards contained in Section 2.260 of the UDO is included as an attachment to this staff report. Staff's findings and recommendations are based upon an evaluation of the application against these criteria and standards.

Background and History

- April 21, 1987 – The subject property was part of a 371-acre annexation into the City by Ordinance No. 2962.
- June 9, 1987 – The City Council approved a rezoning (Appl. #1987-022) of approximately 62 acres from A (now AG) to R-1, R-2 (now RP-2), R-3P (now RP-3), R-O (now PRO) and C-P (now CP-2) by Ordinance No. 2994. The subject property was part of the property rezoned to RP-3.
- July 8, 1997 – The City Council approved a rezoning (Appl. #1996-088) of approximately 46 acres from R3-P (now RP-3) to C-P (now CP-2) by Ordinance No. 4464. The subject property was part of the rezoned property.

Compatibility

The site is located at the northwest corner of the SE Blackwell Rd/US 50 Hwy intersection. The site serves as a transition point between the US 50 Hwy corridor frontage and single-family residential to the north.

Similarly situated property fronting along US 50 Hwy south of SE Shenandoah Dr/SE Blue Pkwy is characterized by a mix of commercial, public and semi-public uses and serve as a buffer and transitional land uses between US 50 Hwy and the single-family residential to the north. The northeast, southwest and southeast quadrants of the SE Blackwell Rd/US 50 Hwy intersection are undeveloped areas that are classified as Commercial in the Ignite! Comprehensive Plan to serve as a commercial gateway node at the city's eastern highway entrance.

The proposed development is not expected to negatively affect the aesthetics of the subject project area or neighboring properties. The proposed building architecture and palette of materials complies with the City's architectural design standards. The applicant's proposed C-store building design is presented with two roof options for consideration. The applicant's preferred design option (Figure 3 below) uses a shed roof design on both ends of the building. The shed roofs slope opposite each other to provide the same building appearance when viewed from the north and south sides.

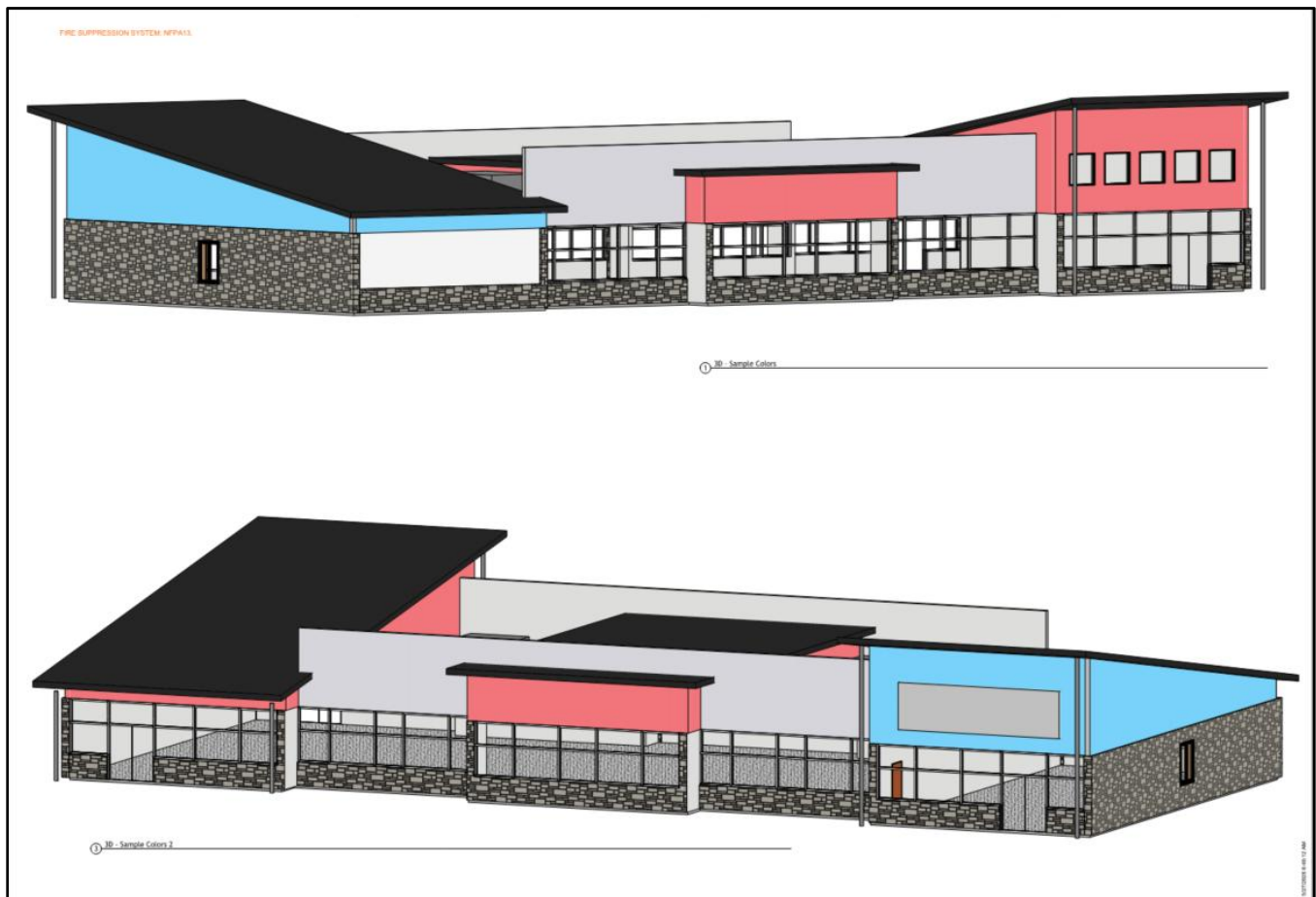


Figure 3 - C-store building with proposed shed roof design.

The applicant's alternate design option (Figure 4 below) uses a stepped flat-roof design on both ends of the building. Like the shed roof option, the stepped flat-roof option steps up and down opposite each other to provide the same building appearance when viewed from the north and south sides.

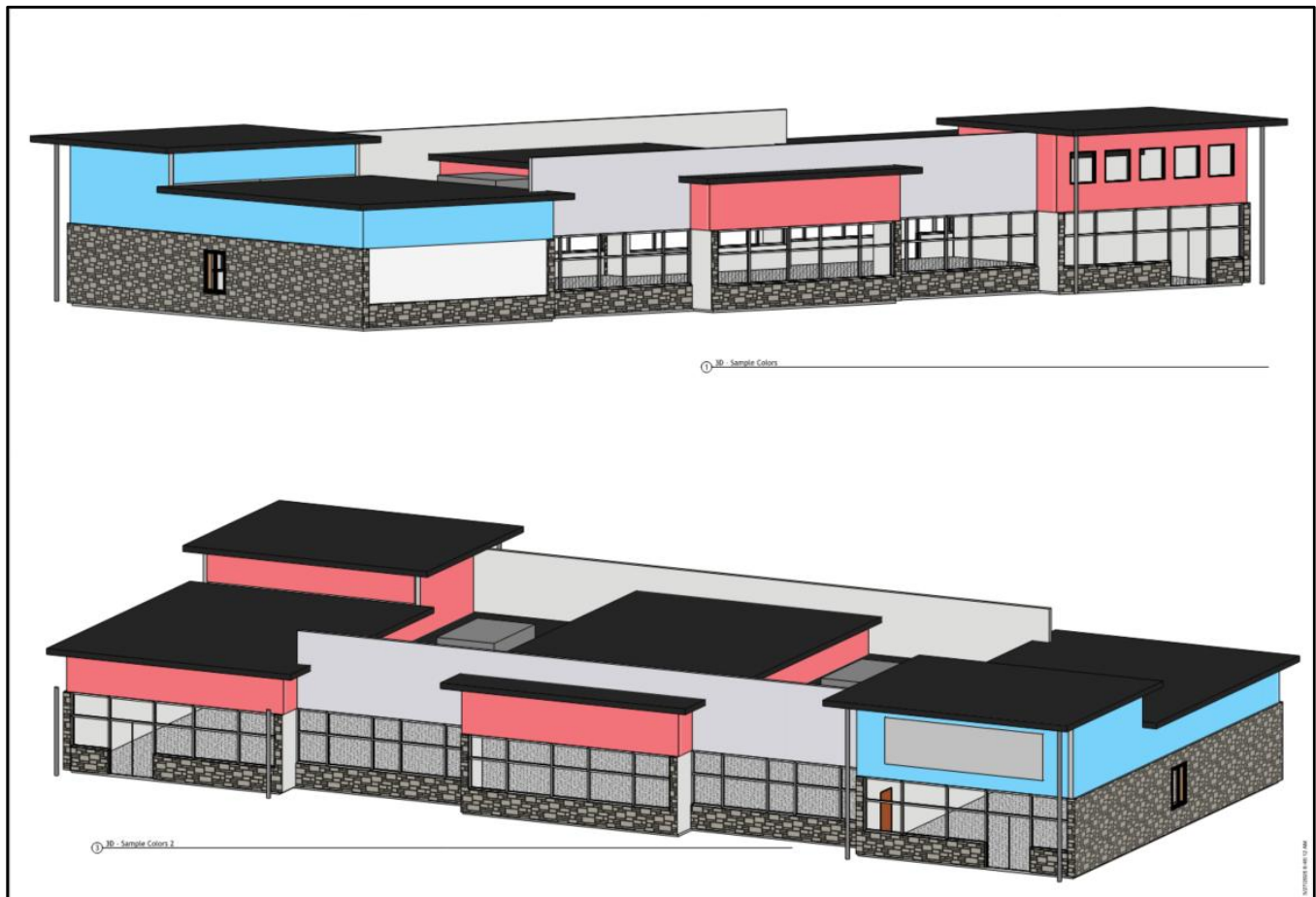


Figure 4 - C-store building with alternate stepped flat-roof design.

Both building designs and roof options comply with the City's architectural design standards. Staff equally supports the applicant's preferred and alternate roof designs. The use of both flat roofs and sloped (pitched) roofs are found on existing buildings along the US 50 Hwy corridor, though shed roofs as a subtype of a sloped roof is not found in the immediate area.

Adverse Impacts

The proposed development will not seriously injure the appropriate use of, or detrimentally affect, neighboring property. The subject property has existing commercial zoning at the intersection of SE Blackwell Rd and US 50 Hwy. The service and retail nature of the proposed development complements area development and expands available commercial options to area residents and travelers at a highway intersection.

The subject development is not expected to create excessive storm water runoff for the area. Storm water runoff generated by the proposed development will be managed on-site by two detention basins along the north side of Lot 3.

Infrastructure

The proposed preliminary development plan is not expected to impede the normal and orderly development and improvement of the surrounding property. The subject parent parcels have access to an existing 12"

water line across SE Blue Pkwy to the north and an existing 16" water line along the south property boundary. The proposed C-store building will be served by the existing 16" water main.

The subject parent parcels will be served by extending and connecting a public sewer main to an existing 8" sewer main located to the north of the site at the northeast corner of SE Canterbury Ln/SE Blue Pkwy.

From a road improvement standpoint, the proposed development will require: 1) the construction of a right-in/right-out driveway connection to SE Blue Pkwy at the north end of the site; and 2) construction of the east leg of the SE Shenandoah Dr/SE Blue Pkwy roundabout at the west end of the site. No other improvements to the existing area road network are triggered by the proposed development at this time. However, sufficient right-of-way shall be reserved to accommodate potential future roadway improvements should traffic conditions deteriorate as traffic volumes through the corridor increase. The need for additional road improvements for the development of the Lot 1, Lot 2 and Lot 3 conceptual commercial and office buildings will be re-evaluated at the time of future preliminary development plan submittals.

Modifications

Fenestration (UDO Section 8.050.B.4.i). The applicant requests a modification. Staff supports the request.

- Required – All commercial and retail building façades that face a public or private street shall provide fenestrations with clear glass occupying no less than 50 percent (50%) of the pedestrian view zone. (The pedestrian view zone is defined as the 8'-tall of the building façade that is between 2' and 10' above the adjacent sidewalk or ground level.)
- Proposed – 0% of the pedestrian view zone along the east façade of the C-store building facing SE Blackwell is occupied by clear glass in the form of a drive-through window.

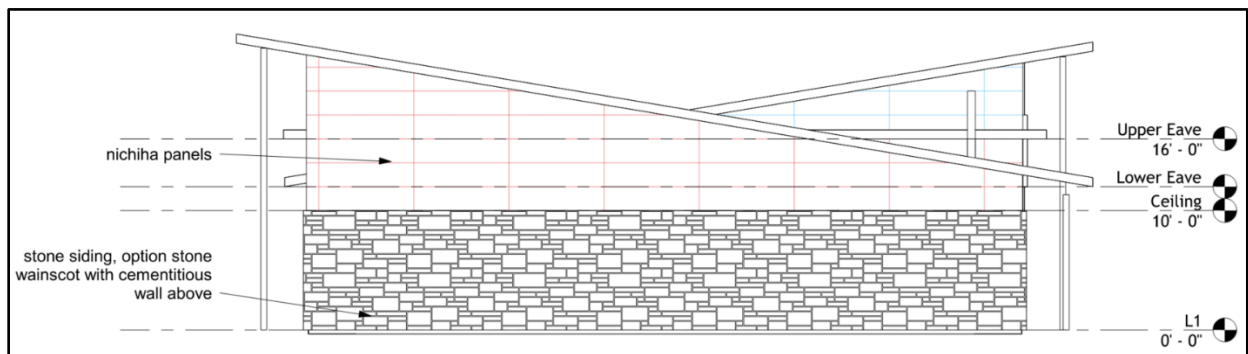


Figure 6 - East facade of C-store building

Recommended – The intent of the fenestration requirement along a building's street-facing façade is to help provide pedestrian scale to commercial buildings, provide visual interest and break up the large wall planes when viewed from the street and when experienced by pedestrians along adjacent sidewalks. The proposed building's east façade faces SE Blackwell Rd which sits between 11' and 13' below finished grade of the C-store pad site. Additionally, the sidewalks along SE Blackwell Rd are located approximately 150' from the C-store building. Although the east building elevation has no fenestration, the east elevation has a clearly defined base, middle and top by employing the use of contrasting materials, colors, and varying roofline to provide visual interest and break up the large wall planes. Proposed landscaping along the east side of the building will also help soften the view of the building when viewed from SE Blackwell Rd. Staff supports the requested modification.

Recommendation

With the conditions of approval below, the application meets the requirements of the UDO, Ignite! Comprehensive Plan and Design and Construction Manual (DCM).

7. Recommended Conditions of Approval

Site Specific

1. A modification shall be granted to the minimum 50% clear glass fenestration requirement for the pedestrian view zone along the street-facing facade of a building, to allow 0% clear glass fenestration for the pedestrian view zone along the east building façade facing SE Blackwell Rd.
2. Development shall be in accordance with the preliminary development plan uploaded June 9, 2026; and architectural renderings and elevations depicting shed roof design uploaded June 9, 2026.
3. Development of Lot 1, Lot 2, and Lot 3 concept commercial and office buildings shall require separate preliminary development plan approval under a future application.
4. Development shall be in accordance with the recommended road improvements included in the TIA dated June 30, 2026, prepared by Erin Ralovo, P.E., Senior Staff Engineer.

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 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.
8. 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.

9. 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.
10. Private parking lots shall follow Article 8 of the Unified Development Ordinance for pavement thickness and base requirements.
11. 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.
12. The applicant shall submit and the City shall accept an "As-built / As-graded" detention basin plan prior to issuance of any occupancy permit for the proposed development.
13. A final stormwater report shall be submitted with specific design parameters to meet Section 5600 of the Design and Construction Manual, "Comprehensive Control Strategy".
14. There is a possible wetland(s) on the site. Applicant has advised staff that additional research shall be conducted after approval of the Preliminary Development Plan. Additional research shall be conducted by applicant to determine any conditions set forth by the United States Army Corps of Engineers or the U.S. Fish and Wildlife Service.
15. 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.
16. All roads, base layer of parking lots (asphalt or concrete), and required fire hydrants shall be in place prior to any vertical combustible construction or storage of combustible construction materials.
17. 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.
18. The building is required to be provide with an automatic fire sprinkler system, unless provided with fire area separation in accordance with the 2018 IBC. Show the fire line and supporting fire hydrant for the fire sprinkler system.
19. IFC 903.3.7 - Fire department connections. The location of fire department connections shall be approved by the fire code official. Connections shall be a 4 inch Storz type fitting and located within 100 feet of a fire hydrant, or as approved by the code official.
20. 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.
21. 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.

22. 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.
23. A final plat shall be approved and recorded prior to issuance of any building permits.