



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

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## Development Services Staff Report

<b>File Number</b>	PL2022-047 – PRELIMINARY DEVELOPMENT PLAN – K1 Speed
<b>Applicant</b>	DH4 Holdings, LLC
<b>Location</b>	2911 NE Independence Ave
<b>Planning Commission Date</b>	April 14, 2022
<b>Heard by</b>	Planning Commission and City Council
<b>Analyst</b>	C. Shannon McGuire
<b>Checked By</b>	Hector Soto, Jr., AICP, Planning Manager Kent Monter, PE, Development Engineering Manager

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### Public Notification

Pre-application held: January 4, 2022  
Neighborhood meeting conducted: March 9, 2022  
Newspaper notification published on: March 26, 2022  
Radius notices mailed to properties within 300 feet on: March 24, 2022  
Site notice posted on: March 25, 2022

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### Attachments

Transportation Impact Analysis by Brad Cooley, PE, dated March 29, 2022 – 2 pages  
Stormwater Memo by BHC, dated February 10, 2022 – 5 pages  
Preliminary Development Plan, revised April 4, 2022 – 8 pages  
Architectural elevations, revised March 15, 2022 – 8 pages  
Parking Memo by Slaggie Architects, dated February 10, 2022 – 19 pages

Location Map

## 1. Project Data and Facts

Project Data	
Applicant/Status	DH4 Holdings, LLC/Owner
Applicant's Representative	David H. Hill
Location of Property	2911 NE Independence Ave
Size of Property	4.51 acres (196,595 sq. ft.) total
Number of Lots	2 Lots
Building Area	Lot 1 – 11,250 sq. ft. (future under separate application) Lot 2 – 46,700 sq. ft. <b>57,950 proposed total building area</b>
FAR (Floor Area Ratio)	Lot 1 – 0.06 (future under separate application) Lot 2 – 0.24 <b>0.29 – proposed total FAR</b>
Parking Spaces – Required	Lot 1 – 47 (future under separate application) Lot 2 – According to approved plan
Parking Spaces – Proposed	Lot 1 – 47 Lot 2 – 115 <b>162 – total spaces proposed</b>
Zoning	CP-2 (Planned Community Commercial District)
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.  <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.

### Current Land Use

The subject 1.17-acre property is currently undeveloped vacant ground located in the Strother Crossing commercial subdivision.

### Description of Applicant's Request

The applicant proposes a preliminary development plan (PDP) to construct a new 46,700 square foot indoor go-cart tract (Lot 2). The subject site will be split into two lots. Lot 1 will be a pad site for a future structure to be built under separate application. As there is an existing approved PDP (Appl. #2010-070)

the process for any future development of Lot 1 will be determined by the extent of what is being proposed.

If not for a proposed modification (curb type) and the use of a conditional material (metal panel) this application could be approved by FDP as there is an existing approved PDP (Appl. #2010-070).

## 2. Land Use

### Description and Character of Surrounding Area

The subject site is located in the Strother Crossing commercial subdivision. North of the subject site is a mix of CP-2-zoned undeveloped properties and a doctor’s office. South is the PMIX-zoned I-470 Business & Technology Center development. West is the PI-zoned MODOT Maintenance & Sign Shop. I-470 highway is located on the east.

### Adjacent Land Uses and Zoning

<b>North:</b>	Vacant & office / CP-2
<b>South:</b>	Frontier Justice (indoor gun range) / PMIX
<b>East:</b>	I-470 highway
<b>West (across NE Independence Ave):</b>	MoDOT Maintenance & Sign Shop / CP-2

### Site Characteristics

The site is an undeveloped lot that generally slopes from the northeast to the southwest. The property has a private drive along the north property line. This private drive network provides access to the properties in the Strother Crossing commercial subdivision.



### Special Considerations

None

## 3. Project Proposal

### Site Design

<b>Land Use</b>	
Impervious Coverage:	73%
Pervious:	27%

<b>TOTAL</b>	<b>100%</b>
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**Parking**

<b>Proposed</b>		<b>Required</b>	
Lot 1 (future under separate application)			
Total parking spaces proposed:	47	Total parking spaces required:	47
Accessible spaces proposed:	2	Accessible spaces required:	1
Parking Reduction requested?	No	Off-site Parking requested?	No
Lot 2			
Total parking spaces proposed:	115	Total parking spaces required:	According to approved plan*
Accessible spaces proposed:	5	Accessible spaces required:	5
Parking Reduction requested?	No	Off-site Parking requested?	No

\* As the UDO does not establish a minimum parking requirement for the proposed land use type, the applicant has proposed to provide parking at a ratio that is similar to existing similar facilities operated by applicant.

**Structure(s) Design**

<b>Number and Proposed Use of Buildings</b>
Lot 1 – 1 building / TBD under separate application Lot 2 – 1 building / indoor go-cart tract
<b>Building Height</b>
Lot 1 – TBD under separate application Lot 2 – 33' 8"
<b>Building Size</b>
Lot 1 – 11,250 (conceptual) Lot 2 – 46,700 sq. ft.
<b>Number of Stories</b>
Lot 1 – TBD under separate application Lot 2 – 2 Story
<b>Floor Area Ratio</b>
Lot 1 – 0.06 (conceptual) Lot 2 – 0.24 (0.55 Max in the CP-2 zoning district)

**Setbacks (Perimeter) – Lot 2**

Yard	Required Minimum	Proposed
Front	15' (Building) / 20' (Parking)	24' 4" (Building) / 20' (Parking)
Side	10' (Building) / 6' (Parking)	10' (Building) / 6' (Parking)
Rear	20' (Building) / 6' (Parking)	20' (Building) / 6' (Parking)

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

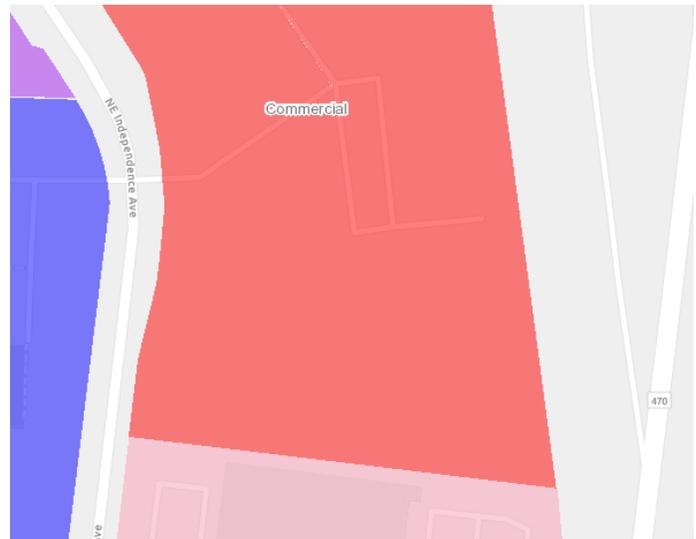
Section	Description
2.260,2.300	Preliminary Development Plan
4.190	Zoning Districts
8.170	Design Standards

**5. Comprehensive Plan**

Focus Areas	Goals, Objectives & Policies
Quality of Life	Goal 3.1.A
Resilient Economy	Goal 3.3.A

The 2021 Ignite Comprehensive Plan land use map identifies the subject site’s future recommended land use as Commercial. The proposed indoor go-cart tract is a land use allowed in the existing CP-2 zoning district.

An objective established in the Comprehensive Plan is to create a community that celebrates, welcomes and supports cultural, parks and recreational amenities. The subject application meets this goal by providing a recreational opportunity not currently available in the City or surrounding communities.



**6. Analysis**

**Background and History**

- October 4, 1988 – The City Council approved a rezoning (Appl. #1988-029) from AG (Agricultural) to M-1 (now PI – Planned Industrial) by Ordinance No. 3209.
- March 23, 1989 – The minor plat (Appl. #1988-150) for *Lakewood Business Center on I-470 Plat A* was recorded with Jackson County.

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- July 14, 1989 – The minor plat (Appl. #1989-129) for *Lakewood Business Center on I-470 Plat A, Replat No. 1* was recorded with Jackson County.
- February 1, 2002 – The minor plat (Appl. #2002-002) for *Lakewood Business Center on I-470 Plat A, Replat No. 2* was recorded with Jackson County.
- November 7, 2002 – The City Council approved a vacation of right-of-way (Appl. #2002-184) for a 550-foot portion of NE Independence Avenue south of NE Strother Road by Ordinance No. 5423. The purpose for the vacation was to accommodate realignment of the road with NE Ralph Powell Road.
- December 14, 2010 – The Planning Commission approved the preliminary plat (Appl. #2010-071) for *Strother Crossing, Lots 1-9*.
- January 20, 2011 – The City Council approved a rezoning (Appl. #2010-069) from PI (Planned Industrial) to CP-2 (Planned Community Commercial District) and a preliminary development plan (Appl. #2010-070) for land located at the SW and SE corner of NE Independence Ave and NE Strother by Ordinance No. 7013.
- September 3, 2015 – The City Council approved a final plat (Appl. #2015-091) for *Strother Crossing, 1<sup>st</sup> Plat, Lots 1-4*. by Ordinance No. 7698.

### **Compatibility**

The proposed building materials utilized in the design of the propose indoor go-cart building include a combination of glass, aluminum composite metal panels, and pre-cast cement wall panels. The proposed building materials are compatible with the design and construction of existing commercial and industrial buildings in the surrounding developments and throughout the community.



### **Adverse Impacts**

The proposed development will not detrimentally impact the surrounding area. The proposed project develops a long-vacant property.

### **Public Services**

The proposed development will not impede the normal and orderly development and improvement of the surrounding property. For sanitary sewer and water, the proposed development will utilize the existing infrastructure network. On site stormwater treatment is not required as the subject site will be served by an existing stormwater treatment regional detention basin.

**Building Materials.** Conditional material proposed.

The applicant has requested the use of aluminum composite metal panels. The UDO restricts building materials to masonry, concrete, stucco, and glass in the CP-2 zoning district. Metal is limited to an incidental role or as other architectural metal siding as approved by the Planning Commission and/or City Council. The proposed aluminum composite metal panels are limited to 42% and 11% of the west and south elevations, respectively.

As the quality of architectural metal building materials has improved, the use of said materials has increased in the areas of commercial and residential construction. This proposed material is consistent with other recently approved developments in the City such as churches, car dealerships and the recently approved Fire Station #4.



**Modifications**

**Parking lot curb type.** Modification requested. **Staff supports requested modification.**

- **Required** – All vehicle parking lot areas and access drives in all zoning districts shall have a boundary constructed of straight-back Portland cement concrete curbing (CG-1) or an integral Portland cement concrete sidewalk and curb with a vertical face.
- **Proposed** – The applicant has proposed a rollover curb type to access the fire lane located on the south side of the building.
- **Recommendation** –The requested curb type is the result of the need to accommodate access to the fire lane adjacent to the south side of the building. Installing a rollover curb at the proposed location will provide better access to the fire lane for first responders in the event of an emergency. The applicant would also like to use the patio area near the proposed rollover curb to display their go-carts. The requested curb type will also improve access to this area for that purpose. Staff finds the requested modification to be reasonable and supports the request.

**Recommendation**

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

## 7. Recommended Conditions of Approval

### Site Specific

1. A modification shall be granted to the required straight-back Portland cement concrete curbing (CG-1) to allow for a rollover curb type as depicted on sheet C1.0 of the preliminary development plan dated February 10, 2022 (revised April 4, 2022).

2. Development shall be in accordance with the preliminary development plan dated February 10, 2022 (revised April 4, 2022) and the architectural elevations dated February 10, 2022.

**Standard Conditions of Approval**

3. 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).
4. 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.
5. 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.
6. Private parking lots shall follow Article 8 of the Unified Development Ordinance for pavement thickness and base requirements.
7. 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.
8. All accessible parking stalls shall conform to ADA standards.