



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

---

## Development Services Staff Report

|                                 |   |
|---------------------------------|---|
| <b>File Number</b>              | PL2023-319  |
| <b>File Name</b>                | PRELIMINARY DEVELOPMENT PLAN – Outlaw Harley Davidson |
| <b>Applicant</b>                | Engineering Solutions, LLC.                           |
| <b>Property Address</b>         | 3100 NE Carnegie Dr.                                  |
| <b>Planning Commission Date</b> | January 25, 2024                                      |
| <b>Heard by</b>                 | Planning Commission and City Council                  |
| <b>Analyst</b>                  | C. Shannon McGuire, Senior Planner                    |

---

### Public Notification

Pre-application held: October 24, 2023  
Neighborhood meeting conducted: December 7, 2023  
Newspaper notification published on: January 6, 2024  
Radius notices mailed to properties within 300 feet on: December 7, 2023  
Site posted notice on: January 4, 2024

---

### Table of Contents

|  |    |
|--|----|
| 1. Project Data and Facts              | 2  |
| 2. Land Use                            | 4  |
| 3. Project Proposal                    | 6  |
| 4. Unified Development Ordinance (UDO) | 7  |
| 5. Comprehensive Plan                  | 7  |
| 6. Analysis                            | 8  |
| 7. Recommended Conditions of Approval  | 12 |

### Attachments

Transportation Impact Analysis by Erin Ralovo, P.E., PTOE, dated January 8, 2024 – 2 pages  
Preliminary Development Plan, dated November 17, 2023 & revised December 22, 2023 – 6 pages  
Elevations, dated December 18, 2023 – 3 pages  
Location Map

## 1. Project Data and Facts

| Project Data                   |  |
|--------------------------------|--|
| Applicant/Status               | Engineering Solutions/Engineer   |
| Applicant's Representative     | Matt Schlicht  |
| Location of Property           | 3100 NE Carnegie Dr  |
| Size of Property               | ±3.80 Acres (165,528 sq. ft.)  |
| Number of Lots                 | 1  |
| Building Area                  | 34,000 sq. ft.   |
| FAR                            | 0.21   |
| Zoning                         | CP-2 (Planned Community Commercial)  |
| Comprehensive Plan Designation | Commercial   |
| Procedure                      | <p>The Planning Commission makes a recommendation to the City Council on the 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

The site of the proposed PDP is undeveloped vacant land located in the Chapel Ridge Business Park.



### Description of Applicant's Request

This preliminary development plan (PDP) application is for a proposed 34,000 sq. ft. single-story Harley Davidson dealership building located at 3100 NE Carnegie Dr. The proposed building will include an outdoor performance venue and motorcycle rider training area. Proposed building materials include architectural metal panels, fiber cement boards, stone veneer and glass.

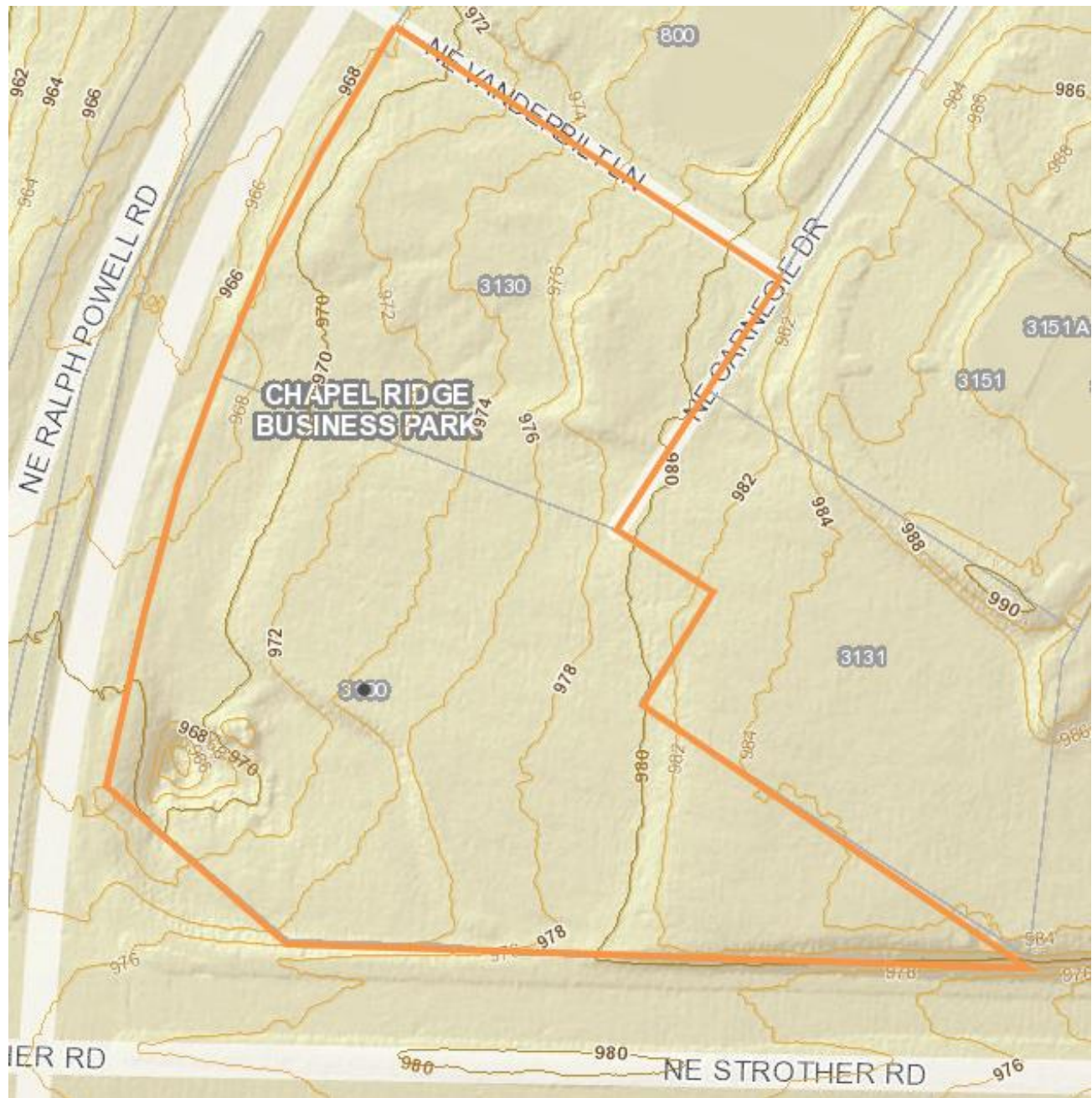
The applicant is also requesting three (3) modifications; a modification to the parking lot setback; a modification to the roof top unit screening design requirements and a modification to the required curbing type.







The 1.73-acre site is a relatively unremarkable commercial lot that generally slopes from east to west. The subject property is located in the Chapel Ridge Business Park and is vacant.



**Special Considerations**

None



### 3. Project Proposal

#### Site Design

| Land Use             |             |
|----------------------|-------------|
| Impervious Coverage: | 70.4%       |
| Pervious:            | 29.6%       |
| <b>TOTAL</b>         | <b>100%</b> |

#### Parking

| Proposed                       |    | Required                       |    |
|--------------------------------|----|--------------------------------|----|
| Total parking spaces proposed: | 91 | Total parking spaces required: | 91 |
| Accessible spaces proposed:    | 4  | Accessible spaces required:    | 4  |
| Parking Reduction requested?   | No | Off-site Parking requested?    | No |

#### Setbacks (Perimeter) - Building

| Yard                   | Building Required                   | Building Proposed |
|------------------------|-------------------------------------|-------------------|
| Front (south)          | 15'                                 | 27.91'            |
| Side (North and South) | 10' or<br>0' for interior lot lines | 16'               |
| Rear (East)            | 20'                                 | 309'              |

#### Setbacks (Perimeter) - Parking

| Yard  | Parking Required | Parking Proposed               |
|-------|------------------|--------------------------------|
| Front | 20'              | 5.39'* – South*;<br>20' – West |
| Side  | 6'               | 43.82' – North                 |
| Rear  | 20'              | 459.5' – East                  |

\*This requires a modification.

#### Structure(s) Design

| Number and Proposed Use of Buildings |
|--------------------------------------|
| 1 building                           |
| Building Height                      |
| 28' (building height)                |
| Number of Stories                    |
| 1 story                              |

## 4. Unified Development Ordinance (UDO)

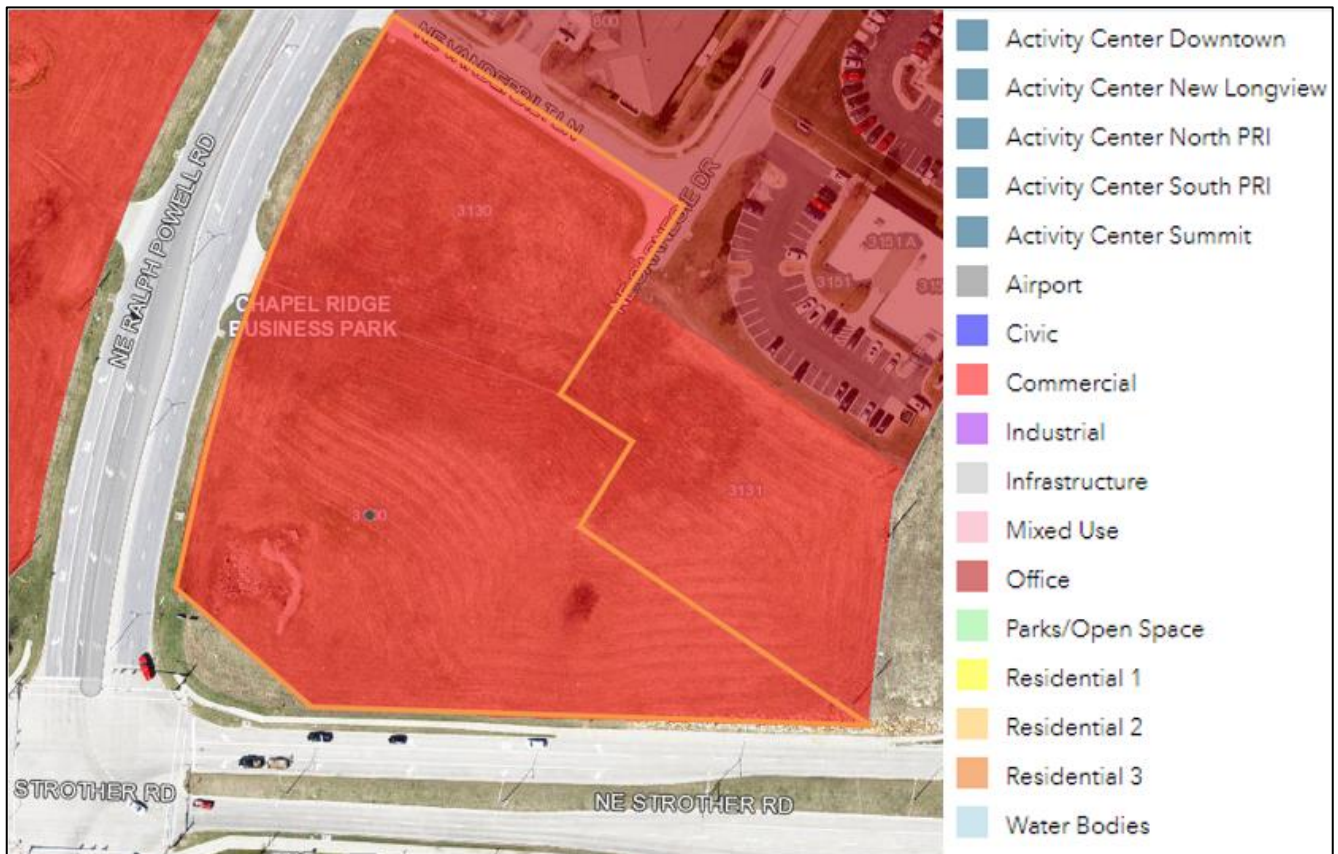
| Section             | Description                   |
|---------------------|-------------------------------|
| 2.040, 2.260, 2.300 | Preliminary Development Plans |
| 2.320               | Modifications                 |
| 4.190               | Zoning Districts (CP-2)       |
| 8.180               | Architectural characteristics |
| 8.620               | Parking lot design            |

### Unified Development Ordinance

The proposed motorcycle dealership building is a use permitted by right under the existing CP-2 zoning district. The CP-2 District is established to provide a location for a full-range of retail and office development serving the general needs of the community.

The proposed use is consistent and compatible with the abutting commercial developments to the north, south and the future use to the west.

## 5. Comprehensive Plan



| Focus Areas       | Goals, Objectives & Policies  |
|-------------------|---|
| Resilient Economy | <p>Objective: Diversify Lee's Summit economy.</p> <p>Objective: Increase business retention and grow business activity.</p> <p>Objective: Maintain a diverse and valuable tax base.</p> |

### **Comprehensive Plan**

The 2021 Ignite! Comprehensive Plan land use map identifies the subject site's future recommended land use as Commercial. The proposed motorcycle dealership is consistent with the commercial land use designation recommended by the Comprehensive Plan.

One objective established in the Comprehensive Plan is to stimulate continued economic development investment by the private sector. The subject application meets this goal by developing a long vacant property in Lee's Summit.

## **6. Analysis**

### **Background and History**

- May 6, 1999 – The City Council approved the rezoning (Appl. #1625) and preliminary site plan (Appl. #S98-119) for Chapel Ridge Business Park, Phase 2. This plan included a new alignment for the southern portion of Ralph Powell Road to Strother Road.
- February 12, 2002 – The Planning Commission approved the preliminary plat (Appl. #2001-222) for Chapel Ridge Business Park, Lots 4-9. This plat included the new re-alignment for the southern portion of Ralph Powell Road to Strother Road.
- March 21, 2002 – The final plat (Appl. #2001-234) for Chapel Ridge Business Park, Lots 4-9 and the vacation of right-of-way (Appl. #2001-223) for a portion of Ralph Powell Road was approved by the City Council. The rezoning (Appl. #2001-224) of two small parcels totaling 1.19 acres to accommodate development in Chapel Ridge Business Park, Phase 2 and the re-aligned Ralph Powell Road.
- July 13, 2005 – The minor plat (Appl. #2005-234) for Chapel Ridge Business park, Lots 9-A, 9-B and Tract A9 was administratively approved by staff.
- February 26, 2020 – The minor plat (Appl. #PL2020-012) for Chapel Ridge Business park, Lots 9BB, 9C and 9D was administratively approved by staff.

### **Compatibility**

The proposed building will have a contemporary aesthetic that staff believes to be appropriate for an area with a mix of architectural styles and land uses. Proposed building materials include architectural metal panels, fiber cement boards, stone veneer and glass.



*Figure 1 - Renderings of south exterior elevation*



### Adverse Impacts

The proposed development is not expected to detrimentally impact the surrounding area as the proposed use and development standards are substantially similar to the surrounding commercial uses in the area.

### Public and Private Infrastructure Services

The proposed development will not impede the normal and orderly development and improvement of the surrounding property. The subject site is the one of the last remaining undeveloped sites located in the Chapel Ridge Business Park with commercial existing to the north, south and west.

Sanitary sewer service for the site is provided by connection to an existing 8" public main located on the north side of the proposed building. Access to water will come from an existing 8" main located on the east side of NE Carnegie Dr.

Stormwater from the proposed development will be managed by an existing offsite regional detention system. The site is designed to collect the stormwater runoff and direct it to the detention system.

### Modification Requests

1. The applicant has requested a modification to UDO Sec. 8.620 – Parking lot design.
  - **Required** – 20' minimum setback from public right-of-way.
  - **Proposed** – 5.39' setback from the NE Strother Rd. right-of-way.
  - **Recommended** – The proposed encroachment in to the parking lot setback is to allow for a better turn around access for emergency services. The setback is adjacent to the NE Strother Road Right of Way and in this specific location the right of way is 21.50 feet from the back of curb, where typical right of way is 11 or 12 feet behind the curb. This modification will not create an adverse effect on safety and will provide better emergency services access to the site. For these reasons staff supports the requested modification.

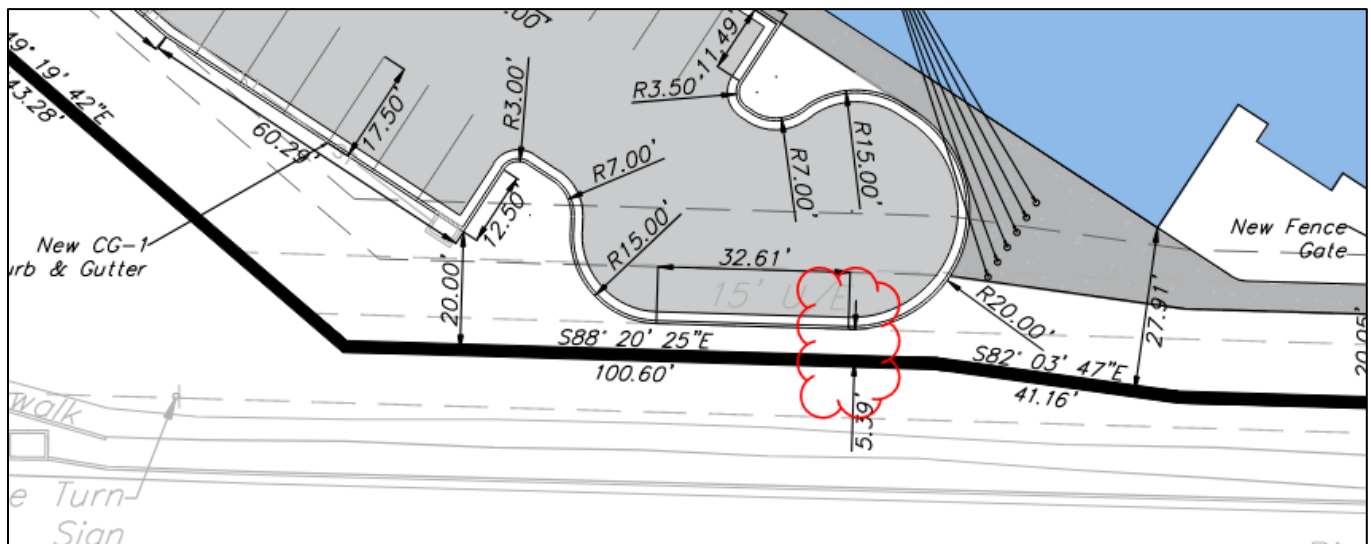
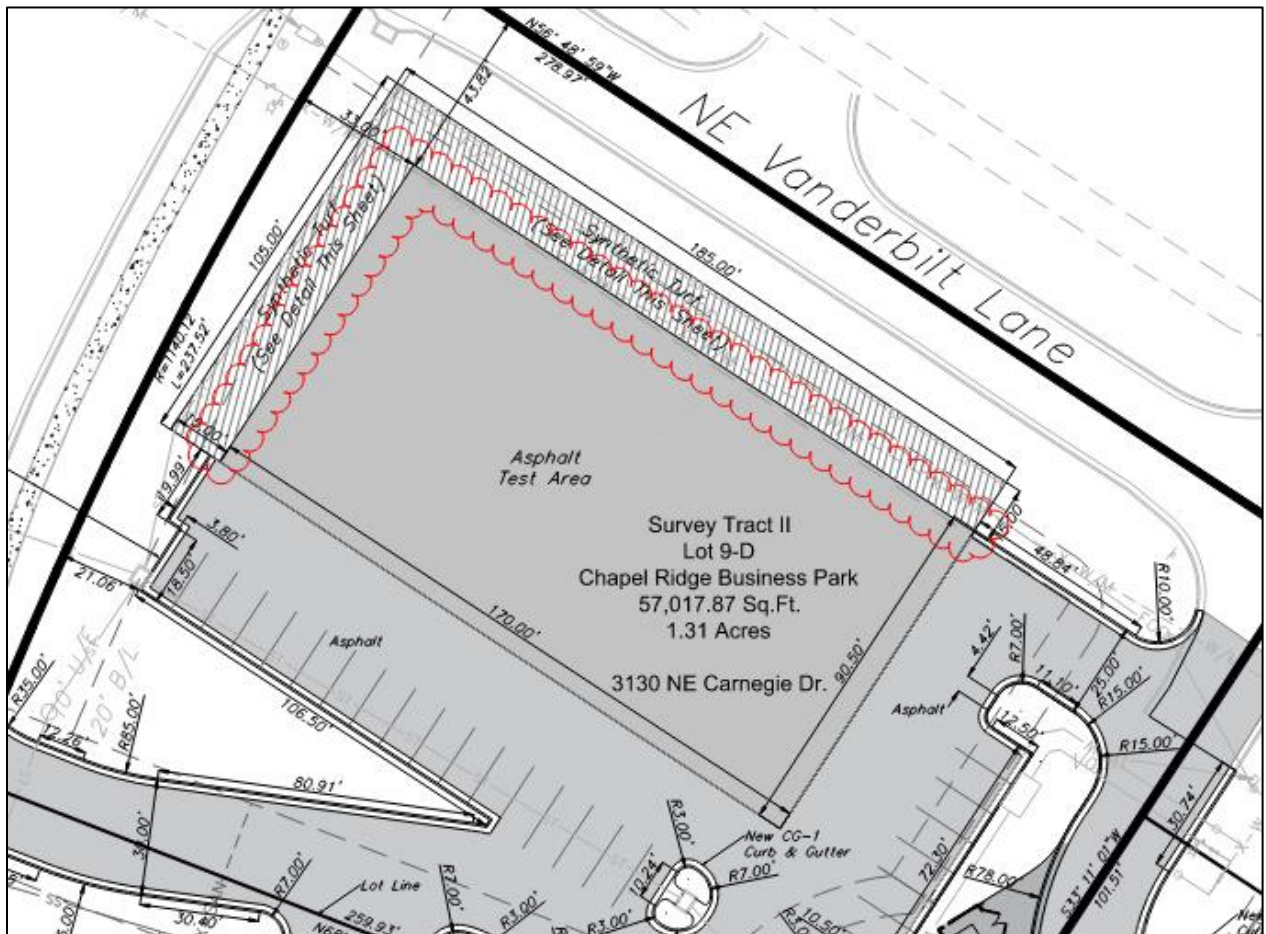


Figure 2 – Parking lot encroachment adjacent to NE Strother Rd.

2. The applicant has requested a modification to UDO Sec. 8.620 – Parking lot design.

- **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 to eliminate the curbing along the perimeter of the training area adjacent to NE Vanderbilt Ln and NE Ralph Powell Rd. All other parking areas will have CG-1 curbing and shall comply with the UDO.
- **Recommended** – This part of the site will be utilized as a training new motorcycle riders. Should the curbing be installed per UDO requirements around the perimeter, it could pose a risk to wayward riders. The perimeter will be screened with landscaping and the applicant has proposed to install a no rise ribbon curb to hold the pavement in place. Staff finds the requested modification to be reasonable and supports the requested modification.



3. The applicant has requested a modification to UDO Sec. 8.180 - Architectural Characteristics.

- **Required** – All roof-mounted equipment shall be screened entirely from view by using parapet walls at the same height as the mechanical units.
- **Proposed** – The applicant has proposed to utilize bolt on screening in the place of a parapet wall.
- **Recommended** – With a larger building, constructing a parapet wall that encompasses the entire perimeter of the proposed roof line is excessive and not practical. The proposed screening system is opaque and provides adequate screening of the mechanical units while meeting the intent of the UDO requirement. This same modification has been granted in the past such as the Coleman Equipment development (PL2017-097) and Tailormade Landing (PL2023-162). For this reason, staff believes the modification is reasonable and supports the request.



Figure 3 – Renderings of south exterior elevation

#### **Building Materials. Conditional material proposed.**

The applicant has requested the use of architectural metal panels. The UDO Sec. 8.170 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.

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 approved developments in the City such as churches, car dealerships and the recently approved Fire Stations.

#### **Recommendation**

With the conditions of approval below, the application meets the goals of the, Ignite! Comprehensive plan and the requirements of the UDO and the Design & Construction Manual.



## **7. Recommended Conditions of Approval**

### **Site Specific**

1. A modification shall be granted to the minimum 20' parking lot setback from right-of-way, to allow a 5.39' parking lot setback from the NE Strother Rd. right-of-way.
2. A modification shall be granted to the required straight-back Portland cement concrete curbing (CG-1) to allow for a ribbon curb type as depicted on the preliminary development plan dated November 17, 2023 & revised December 22, 2023.
3. A modification shall be granted to the requirement that all roof-mounted equipment be screened entirely from view by using parapet walls at the same height as the mechanical units, to allow the proposed screening system in lieu of parapet walls for screening around the periphery of the roof-top mechanical equipment as depicted on the submitted Building Elevations, dated November 17, 2023 & revised December 22, 2023.
4. Development shall be in accordance with the preliminary development plan dated November 17, 2023 & revised December 22, 2023.
5. The use of architectural metal panels shall be allowed as a conditional material as depicted on the building elevations dated November 17, 2023 & revised December 22, 2023.

### **Standard Conditions of Approval**

6. 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.
7. 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).
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. 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.

13. IFC 503.2.5 - Dead-end fire apparatus access roads in excess of 150 feet (45 720 mm) in length shall be provided with an approved area for turning around fire apparatus.
14. IFC 503.2.3 - Fire apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be surfaced so as to provide all-weather driving capabilities.
15. IFC 503.3 - 503.3 Marking. Where required by the fire code official, approved signs or other approved notices or markings that include the words NO PARKING—FIRE LANE shall be provided for fire apparatus access roads to identify such roads or prohibit the obstruction thereof. The means by which fire lanes are designated shall be maintained in a clean and legible condition at all times and be replaced or repaired when necessary to provide adequate visibility.

Fire lanes may be marked in one or a combination of methods as approved by the fire code official. Curbs. All curbs and curb ends shall be painted red with four inch (4") white lettering stating "FIRE LANE—NO PARKING". Wording may not be spaced more than fifteen feet (15') apart. Where no curb exists or a rolled curb is installed, a 6-inch (6") wide painted red stripe applied to the concrete or asphalt with four inch (4") white lettering stating "FIRE LANE—NO PARKING. "Signs. In areas where fire lanes are required, but no continuous curb is available, one of the following methods shall be used to indicate the fire lane. Option 1: A sign twelve inches (12") wide and eighteen inches (18") in height shall be mounted on a metal post set in concrete a minimum of depth of eighteen inches (18") set back one foot (1') in from the edge of the roadway with the bottom of the sign being seven feet (7') from finished grade. Signs shall face oncoming traffic. Spacing of signs shall not exceed fifty feet (50') between signs. Signs shall be reflective material with a white color background with symbols, letters and border in red color. "FIRE LANE—NO PARKING". Option 2: A sign twelve inches (12") wide and eighteen inches (18") in height shall be mounted on the side of a structure or other permanent fixture approved by the Fire Code Official. The bottom of the sign being seven feet (7') from finished grade. Spacing of signs shall not exceed fifty feet (50') between signs. Signs shall be reflective material with a white color background with symbols, letters and border in red color. "FIRE LANE—NO PARKING".

16. 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.