

Agenda

Planning Commission

City of Kalamazoo



Wednesday, April 8, 2026

7:00 PM

City Commission Chambers – 241 West South Street

A. CALL TO ORDER/ROLL CALL

B. ADOPTION OF FORMAL AGENDA

C. APPROVAL OF MINUTES

1. Approval of Minutes from the Planning Commission Special meeting on March 25, 2026

D. COMMUNICATIONS AND ANNOUNCEMENTS

1. Election of Officers: Chair, Vice Chair, Secretary

E. PUBLIC HEARINGS

1. A Special Use Permit request to operate transitional residences at the dwellings in the duplex at 915 Washington Avenue.
2. A Special Use Permit request to operate a transitional residence in the dwelling at 921 Washington Avenue.
3. A Special Use Permit request to develop a gas station with a convenience store at 3810 E Cork Street

F. DISCUSSION/ACTION ITEMS

G. REPORTS

1. City Planner's Report
2. Site Plan List (2026)

H. PUBLIC COMMENTS

I. CITY COMMISSION LIAISON COMMENTS

J. PLANNING COMMISSIONER COMMENTS

K. ADJOURNMENT

City of Kalamazoo
PLANNING COMMISSION
Special Meeting Minutes
March 25, 2026
DRAFT

Members Present: Michelle Audette-Bauman; Thomas Kostrzewa; Zack Wilson; Brian Pittelko; Jennifer Swan; Mitchell Curtiss; Wendell Tolber; * Roland Bissonnette

Members Excused: Christine Dascenzo

City Staff: Bobby Durkee, Assistant City Planner; Beth Cheeseman, Executive Administrative Assistant

A. CALL TO ORDER/ROLL CALL

Commissioner Pittelko called the meeting to order at 6:00 p.m.

Planner Durkee proceeded with roll call and determined there was a quorum.

B. ADOPTION OF FORMAL AGENDA

Commissioner Curtiss, seconded by Commissioner Kostrzewa, moved approval of the March 25, 2026 Planning Commission agenda as presented. With a voice vote, the motion carried unanimously.

C. APPROVAL OF MINUTES

*Commissioner Bissonnette entered the meeting at this time.

Commissioner Wilson, seconded by Commissioner Swan, moved approval of the February 5, 2026 minutes as presented. With a voice vote, the motion carried unanimously.

D. COMMUNICATIONS AND ANNOUNCEMENTS

Planner Durkee announced that the Planning Commission Secretary would sign approved minutes moving forward. He would like to get a workflow established for this process.

Planner Durkee stated that all three of the public hearings scheduled previously will be on the April 8, 2026 agenda.

E. PUBLIC HEARINGS

None.

F. DISCUSSION/ACTION ITEMS

None.

G. REPORTS:

1. City Planner's Report

Planner Durkee shared that the Department did IK2035 tabling at WMU. He also stated that the Downtown meetings were coming up, and he encouraged them to go to the website for additional information.

2. Planning Commissioner Recommendations from Interviews by Interview Committee

Commissioner Pittelko thanked those who served on the interview committee. He gave a brief overview of the three qualified candidates.

- Drew Duncan
- Sakhi Vyas
- Diego Sandoval

He stated that if affirmed by the Planning Commission, these candidates would move forward to City Commission for appointment.

Planner Durkee stated that all the candidates were strong. His goal is to have the appointments on the April 6 City Commission agenda. Planner Durkee will attempt to on board the individuals before the April 8 Planning Commission meeting.

Commissioners Curtiss, Audette-Bauman, and Bissonnette agreed that they were strong candidates with varying perspectives and professional backgrounds that would be beneficial to the Planning Commission.

Commissioner Bissonnette, seconded by Commissioner Audette-Bauman, moved to recommend Drew Duncan, Sakhi Vyas, and Diego Sandoval to the City Commission and Mayor for appointment to the Planning Commission. With a voice vote, the motion carried unanimously.

Planner Durkee clarified for anyone listening that the Drew Duncan applying to the Planning Commission is a different Drew Duncan than is on the City Commission.

3. 2025 Annual Report

Planner Durkee summarized the actions of the Planning Commission and some of the Department accomplishments. He shared information regarding rezonings, Special Use Permit requests, Neighborhood Plans, site plans, some NFP approvals, and engagement.

Planner Durkee stated that he and an intern are creating a database of all the Planning Commission records. In coming months, they will present that information.

Commissioner Audette-Bauman was excited to hear more about the implementation of the database. She also wanted to commend staff for the joint training with the NFP Board and ZBA Board. Planner Durkee said they are already thinking of how to incorporate more training. Planner Kostrzewa also praised a training webinar that he watched.

4. Site Plan List

Planner Durkee said if the database project is a success, they will include site plan records.

H. PUBLIC COMMENTS:

No in-person comments.

Commissioner Pittelko shared the number for call-in comments.

No call-in comments.

I. CITY COMMISSION LIAISON COMMENTS

Commissioner Praedel thanked those leaving the Planning Commission for their time and service. He congratulated the new Commissioners on coming to the Board, and he is looking forward to working with them. Commissioner Praedel said they were wrapping up the Imagine Kalamazoo Design It! Phase meetings. He encouraged those who would like to give additional input to share that online and he gave the web address. More information will be coming regarding Downtown engagement events. The City Commission had a planning retreat on March 14. They did not finish prioritizing the goals at that meeting. They will continue that work. Information about the City Commission priorities should be forthcoming.

J. MISCELLANEOUS COMMENTS BY PLANNING COMMISSIONERS

Commissioner Curtiss thanked Commissioners Pittelko, Swan, and Dascenzo for their service. Commissioner Pittelko said he believed the Planning Commission was in excellent hands.

Commissioner Curtiss asked if they needed to do officer elections that night or if they would do them on April 8. He wondered if they would have a Chair to lead the April meeting. Planner Durkee said that since the Chair and Vice Chair would have termed off, it would fall to the Secretary (Commissioner Curtiss) to run the meeting.

Commissioner Pittelko recommended the Secretary start the meeting as acting Chair. That would give the new Planning Commissioners a chance to weigh in on the vote. Planner Durkee agreed to have the elections at the beginning of the meeting on April 8, 2026.

Planning Commission

March 25, 2026

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K. ADJOURNMENT

Commissioner Pittelko adjourned the meeting at 6:26 pm.



Planning Commission Staff Report

Date: **4/8/2026**

Item: **E.1.**

City of Kalamazoo

TO: City of Kalamazoo Planning Commission

FROM: Reviewed by: Christina Anderson, AICP, City Planner
Prepared by: Bobby Durkee, AICP, Assistant City Planner

DATE: April 8, 2026

SUBJECT: A Special Use Permit request to operate transitional residences at the dwellings in the duplex at 915 Washington Avenue.

BACKGROUND:

The duplex at 915 Washington Avenue (& 917 Washington Avenue) is owned by Helping Other People Succeed, which is part of Helping Other People Exceed thru Navigation (HOPE). This is a local non-profit with a housing-first mission that supports individuals who have been justice-impacted and have a history of being impacted by substance abuse disorders. HOPE thru Navigation works to serve individuals and families who often fall below the thresholds of most support systems. Earlier in this cold Michigan winter, HOPE thru Navigation provided housing for houseless individuals at this property and the one next door, since each property was recently registered as a rental. With the properties available and recently certified by the City Housing Division, HOPE thru Navigation sought support from the community and the County to fund placing families in this dwelling and a duplex next door at 921 Washington Avenue. Part of the due diligence revealed that there had not been a Special Land Use approval issued, and it was recommended to apply for the request which is listed as a Special Use in the RM-15 zone district.

The dwelling was built in 1900 and is 1,960 square feet with four bedrooms. The lot is 176 feet by 66 feet, which is 11,616 square feet, and is zoned Residential, Multi-Dwelling (RM-15). The dwelling sits about 20 feet back from the road with a driveway on the west side, which leads to a single-vehicle-sized garage. The backyard is open grass and has a privacy fence. There are shrubs along the front and trees on the property and within the curb lawn. There is a fire hydrant to the east of the site near the corner of Race Street. There is a speed bump on Washington Ave to encourage slower speeds down the roadway.

The use is classified as a Transitional Residence by the Appendix A Zoning Ordinance and is defined in italics below for reference:

A residential facility operated by a government agency or private, nonprofit organization that provides temporary accommodations and on-site management for homeless persons and/or

homeless families or other persons requiring interim housing arrangements.

There is onsite management and support from HOPE thru Navigation, which has staff on site 24 hours a day, 7 days a week. A Transitional Residence approval runs with the property. With the existing rental certifications and a potential approval, HOPE thru Navigation will be prepared for the next winter, and have a residential house option for transitional residences for those seeking more stable housing.

The RM-15 zone does not have an occupancy limit per dwelling unit, as the RS-5 or RM-15C district does. In addition to the supportive housing, the properties have onsite staff 24 hours a day, 7 days a week, for day-to-day management for the residents and transitioning into permanent housing.

STRATEGIC VISION ALIGNMENT:

Strategic Goal Impact:

Shared Prosperity - Abundant opportunities for all people to prosper.

Safe Community- Creating a safe environment for living, working, and playing.

Point-in-time counts have shown that homelessness is on the rise in Kalamazoo. One of the biggest challenges is safe and adequate dwellings. While there are available institutional housing and service agencies, there is a lack of home-based or residential setting options. These homes with the large porches, yards, and nearby amenities offer that solution in a location poised to support the additional demand and capacity in the RM-15 zone.

COMMUNITY ENGAGEMENT:

Appropriate Depth of Engagement

Consult (two-way conversation) – the community will have a chance to react to the project through a two-way conversation

Discussion: A Special Use Permit recommends outreach per the City Public Participation Plan (PPP). Gwendolyn Hooker from HOPE thru Navigation door knocked to neighbors informing them of the request. She has sought to inform the surrounding neighbors and neighborhood association about the work and use of the property.

Engagement/Communication Tools

Door-knock to inform neighbors of the use. Working with community support partners to highlight the availability of the housing to quickly house the more vulnerable.

FINDINGS:

The Planning Commission’s role is to approve or disapprove special use permit requests based on the following criteria from Chapter 8 of the Zoning Ordinance. Staff’s opinion of the level of conformance of the project with the criteria is provided in the bolded text.

1. That the proposed special use is appropriate for its proposed location and compatible with the character of surrounding land uses and the uses permitted in the zone district(s) of surrounding lands.

Yes. This first block of Washington Avenue east of Portage Road is zoned Live Work (LW-1), adjacent to this property on Portage Street. This part of the block includes a mixture of uses and non-residential buildings, such as the Edison Neighborhood Association, a neighborhood bar, and a store with some residential buildings. To the east and north, the RM-15 zone extends north and eastward, marking the physical change to the more residential setting of the street going east. The Special Use Permit review considers the impacts on this and the surrounding properties. The RM-15 zone district with no occupancy limit and varied residential housing types anticipates a variety of residential uses, including more intense uses. The scale and location of the duplex, with yards and sidewalks, provide for a residential setting in which to provide this transitional home for its residents. Between the intensity of the LW-1 zoned area to the west and the surrounding RM-15 zoning, the existing uses and this use demonstrate the higher impact uses to be anticipated or considered for Special Use. This use strikes a balance for availability to services and anticipated scale of occupancy and use in the residential neighborhood this use extends into.

2. That the proposed special use complies with § 4.2: Use Standards of the Zoning Ordinance.

There are no use standards for a transitional residence.

3. That the location and design of the proposed minimizes adverse effects, including visual impact of the proposed use on adjacent lands by: 1) avoiding significant adverse impact on surrounding lands regarding service delivery, parking and loading, odors, noise, glare, and vibration, and does not create a nuisance; 2) retaining, to the greatest extent possible, the natural features of the landscape where they provide a barrier or buffer between the proposed special use and adjoining lands; 3) locating buildings, structures, and entryways to minimize impact; 4) providing appropriate screening, fencing, landscaping, and setbacks.

The dwellings are over a century old, and the property has established landscaping, fencing, and improvements. There are mature trees on the property and shrubs along the frontage. The appearance and layout of the property maintain its residential character and match the other dwellings and homes around it. The existing building is placed centrally on the lot with the garage in the rear yard. There is an existing privacy fence, and residents have access to use the yard. There are multi-unit homes to the east, and some non-residential uses in that direction. The existing homes operated as transitional residence maintain the residential character of the street. There is a driveway and on-street parking, which provides vehicular

parking, and with no minimum parking requirement, the parking spaces align with the code requirements. For residents without vehicles, there is an existing sidewalk and a bus stop one block down at Portage Street, which provides access to transit for pedestrians.

4. That the proposed special use minimizes environmental impacts, and conforms to all relevant environmental protection standards of this Ordinance, or any other state or federal laws.

The home does not have chemical or environmental impacts beyond those of a house. Garage fluids and cleaners in residential quantities are all that are on site.

5. That there is adequate road capacity available to serve the proposed special use.

There is adequate road capacity along Washington Street and north-south access from Race Street and Portage Street on either end of the block. Washington Avenue is paved with sidewalks on both sides. On-street parking is provided, and a speed hump is nearby to slow down traffic.

6. That the proposed special use is designed to ensure safe ingress and egress onto the site and safe road conditions around the site.

There is a driveway of aged concrete on the west side of the home, which leads to a 1-car garage. There is one street parking space on Washington Street. As a residential duplex, there is access for vehicles, and the sidewalk network ensures access for pedestrians to the duplex.

7. That there are adequate potable water, wastewater, solid waste, park, police, and fire/EMS facilities to serve the proposed special use.

There is adequate water, wastewater, solid waste, park, police, and fire/EMS facilities to serve this special use.

8. That the proposed special use is located and designed so that adequate access onto the site is provided for fire, police, and EMS services.

There is a driveway and no front fencing preventing access to the duplex. The road is wide enough to accommodate responding fire trucks, and a new fire hydrant is located next door, providing water access.

9. That the proposed special use complies with the appropriate standards in Chapter 6: General Development Standards.

There are no development standards for this use.

10. The proposed special use complies with all standards imposed on it by all other applicable provisions of this Ordinance for use, layout, and general development characteristics.

The proposed special use complies with all the standards imposed by all other practical provisions of this Ordinance. An existing dwelling with features, fences, driveway, and landscaping similar to this duplex provides a housing choice in a non-institutional setting with the supports in place by HOPE thru Navigation to assist the needs of the residents who occupy this transitional residence.

RECOMMENDATION:

It is recommended that the Planning Commission approve the Special Use Permit request to operate transitional residences at 915 Washington Avenue.



PLANNING COMMISSION APPLICATION

APPLICANT INFORMATION

Name: <u>Gwendolyn Hooker</u>		Mailing Address: <u>806 S. Westnedge</u>	
City: <u>Kalamazoo</u>	State: <u>MI</u>	ZIP Code: <u>49008</u>	
Phone: <u>269/216-8278</u>	Email: <u>gwencroshousehooker@gmail.com</u>	Preferred Contact: <input checked="" type="checkbox"/> Email <input type="checkbox"/> Phone	

PROPERTY OWNER INFORMATION
 If the applicant is not the property owner, owner must sign application or provide a letter stating that owner gives consent for the application to be filed.

Name: <u>Helping other People Exceed their navigation</u>		Mailing Address: <u>806 S. Westnedge</u>	
City: <u>Kalamazoo</u>	State: <u>MI</u>	ZIP Code: <u>49008</u>	
Phone: <u>269/775.1221</u>	Email: <u>officeofhope18@gmail.com</u>	Preferred Contact: <input checked="" type="checkbox"/> Email <input type="checkbox"/> Phone	

PROPERTY INFORMATION

Property Address(s): 915 Washington Avenue

Parcel Identification Number(s): 06-23-316-127 Zone District (kalamazoo.org/maps): 1

TYPE OF REQUEST

Rezoning
 Text Amendment
 (Chapter(s) _____, Section(s) _____)
 Special Use Permit
 Planned Unit Development (PUD)
 Preliminary Subdivision
 Right of Way Vacation

Description: (EMERGENCY) Provide Additional Shelter beds for families.

ATTACHMENTS

\$ 390.00 Fee
 Completed Review Sheet
 Other documents or engagement information
 Note: 10 days before meeting provide update on outreach to neighbors or provide any letters of support

SIGNATURE

Signature of Applicant: [Signature] Date: 9/1/20/26

Signature of Owner (if different than applicant): _____ Date: _____

PLANNING COMMISSION

SPECIAL USE PERMIT REVIEW SHEET

Please describe use which requires a special use permit: (may also provide on a separate sheet):

This request is for 915 Washington to be granted permission to use this home for an Emergency Winter Shelter to provide additional beds for families unhoused. The objective is to avoid harm to digits, limbs, or life and provide individualized wraparound services and supports to assist them in gaining permanent housing.

Review Criteria for Special Use Permit

The Planning Commission will use the following criteria to review Special Use Permits. Please reach out to staff if you have any questions.

Will the proposed special use be appropriate for this location and compatible with the character of surrounding land uses and the uses permitted in the zone districts?

Yes. the property is in the 1st block of Washington off of Portage. There are a variety of rentals, businesses, homeowners, food trucks, group homes in the same block.

Does the proposed special use comply with the Use Standards of Chapter 4 and Chapter 50 for this land use?

Yes.

Will the location and design of the special use reduce any negative impacts on surrounding lands with regard to: visual impact, parking and loading, odors, noise, glare, and vibration?

No, there will not be any negative impacts to surrounding areas and in fact improves the area by providing a safe, warm, supervised sheltering option to keep families out of the elements as well as provide wraparound services to assist with finding permanent housing solutions.

Will the proposed special use be designed to ensure safe ingress and egress onto the site and safe road conditions around the site?

Yes.

Will there be adequate potable water, wastewater, solid waste, park, police, and fire/EMS facilities to serve the proposed special use?

Yes.

Will the proposed special use be located and designed so that adequate access onto the site is provided for fire, police, and EMS services?

Yes.

Does the proposed special use meet the appropriate standards in Chapter 6: General Development Standards?

Yes.

Does the proposed special use meet all standards imposed on it by all other sections of this Ordinance for use, layout, and general development characteristics?

Yes.

Does the location and design of the special use reduce undesirable effects, including visual impact of the proposed use on adjacent property by retaining some natural features of the landscape to provide a buffer between the special use and adjoining lands?

This application is being submitted in tandem with the home next door-921 Washington. the neighbor to the right is at least 15ft away. 915 is next door to the other home seeking a Special Use Permit for the same use.

Does the location and design of the special use reduce adverse effects, including visual impact of the proposed use on adjacent property by locating buildings, structures, and entryways to reduce impact?

Yes.

Does the location and design of the special use reduce adverse effects, including visual impact of the proposed use on adjacent property by providing appropriate screening, fencing, landscaping, and setbacks?

The property does have a privacy fence along the back of the house, as well as fencing between the 2 backyards of the other property-921 Washington.

Will the proposed special use reduce environmental impacts, and conform to all environmental protection standards of this Ordinance, or any other state or federal laws?

Absolutely YES!

Will there be adequate road capacity available to serve the proposed special use?

Yes. We have parking in front of the house, the driveway next to the house as well as use of the large parking lot next door.



Community Planning &
Economic Development Department
Code Administration
245 N. Rose St, Suite 100, Kalamazoo, MI 49007
TX: (269) 337-8026/FAX: (269) 337-8513
www.kalamazoocity.org/rental

07/22/2025

Property Owner of Record:

HELPING OTHER PEOPLE SUCCEED THRU
806 S WESTNEDGE AVE
KALAMAZOO, MI 49008

Certificate Owner:

HOPE THRU NAVIGATION
806 S WESTNEDGE AVE
KALAMAZOO, MI 49008

Agent:

HOPE THRU NAVIGATION
806 S WESTNEDGE AVE
KALAMAZOO, MI 49008

If owner of record address is not correct, OR changes at any time, please update with City Assessor at 269-337-8036.

If cert owner or agent is not correct, OR changes at any time, please update ASAP at:

www.kalamazoocity.org/rentalregistration

Attached please find the **CONDITIONAL 28 MONTH** Certificate of Compliance for the property located at:

915 WASHINGTON AVE

- The due date for the conditional items is noted under the CONDITIONS section of the certificate.
- If you need to apply for a time extension, please do so before the conditional deadline as stated on the attached certificate.
- If the conditions are exterior only, they will be inspected at the inspector's earliest opportunity after the due date. **A \$50 inspection fee is charged.**
- If the conditions are approved for submittal by photo, they must be submitted by the due date to the email address of the inspector. To verify you may submit by photograph(s), contact the inspector in advance.

Please remember to keep your rental registration up to date with ANY information that changes at www.kalamazoocity.org/rentalregistration

Thank you!

Kevin Phillion, Housing Inspector
Phillionk@kalamazoocity.org



Community Planning &
 Economic Development Department
 Code Administration
 245 N. Rose St, Suite 100, Kalamazoo, MI 49007
 TX: (269) 337-8026/FAX: (269) 337-8513
 www.kalamazoo.org/rental

CONDITIONAL 28 MONTH CERTIFICATE OF COMPLIANCE
CERTIFICATE ISSUED: 07/22/2025
CERTIFICATE EXPIRES*: 06/28/2027

PROPERTY ADDRESS	915 WASHINGTON AVE CERT-24-1231
CCN#	06-23-316-127
OWNER	HOPE THRU NAVIGATION 806 S WESTNEDGE AVE KALAMAZOO, MI 49008
AGENT	HOPE THRU NAVIGATION 806 S WESTNEDGE AVE KALAMAZOO, MI 49008
UNITS	2
STIPULATIONS	BASEMENT NOT HABITABLE
CONDITIONS	<p>Conditions due by: 08/28/2025</p> <p><i>IF THESE CONDITIONS ARE NOT MET BY THE DUE DATE THE CERTIFICATE IS AUTOMATICALLY SUSPENDED. ANY TIME EXTENSIONS SHOULD BE IN WRITING AND SUBMITTED PRIOR TO THIS DATE.</i></p> <p>AREA: EXTERIOR EXT WEATHER RESISTANT 304.2(B): ALL SIDING AND MASONRY JOINTS, AS WELL AS WINDOWS, DOORS AND SKYLIGHTS, SHALL BE MAINTAINED WEATHER RESISTANT AND WATER TIGHT.</p> <p>INSPECTOR COMMENTS: PAINT ALL BARE WOOD, AND WHERE PAINT IS PEELING, SCRAPE AND PAINT ALL AREAS OF PEELING PAINT ON THE BUILDING. REMOVE AND REPLACE ALL DETERIORATING/ROTTEN WOOD ON THE BUILDING. FOLLOW LEAD SAFE PRACTICES.</p> <p>ROOF DRAINAGE 304.7(B): ROOF DRAINS, GUTTERS AND DOWNSPOUTS SHALL BE MAINTAINED IN GOOD REPAIR AND FREE FROM OBSTRUCTIONS. ROOF WATER SHALL</p>

	<p>NOT BE DISCHARGED IN MANNER THAT CREATES A PUBLIC NUISANCE.</p> <p>INSPECTOR COMMENTS: RESECURE GUTTER AT BACK ENTRY</p> <p>EXTERIOR PREMISES 302.1: EXTERIOR PROPERTY AND PREMISES SHALL BE MAINTAINED IN A CLEAN, SAFE AND SANITARY CONDITION. OCCUPANTS SHALL MAINTAIN AREAS THEY OCCUPY OR CONTROL.</p> <p>INSPECTOR COMMENTS:</p> <p>-REMOVE LOOSE GLASS FROM ABANDONED LIGHT POST AT REAR ENTRY DOOR.</p> <p>-COVER OPENING UNDER PORCH NEAR REAR ENTRY DOOR.</p>
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This property substantially complies with the provisions of the housing code of the City of Kalamazoo, with the exception of any stipulations/conditions noted above. This certificate is valid for the period noted above unless the conditions are not met or the certificate is revoked according to Section 17-20 of the Kalamazoo Code of Ordinances (as may be amended). If any of the conditions require an interior inspection it is the responsibility of the property owner to schedule the inspection necessary to clear the violations by calling 337-8026. If additional time is necessary for repairs, a time extension may be requested by contacting the inspector. *Recertification is required PRIOR to above expiration date. It is the responsibility of the owner/agent to schedule all inspections for recertification. Reminders from the city are *courtesy only*. It is recommended that you begin the renewal process 120 days prior to expiration. Keep your contact information current by submitting a new rental registration application form any time during the certificate cycle. Forms and online registration available at www.kalamazoocity.org/rental.

Marvella Vincent, Inspector
Philionk@kalamazoocity.org



CHAPTER 17 – HOUSING CODE, RENTAL PROPERTY

CONDITIONAL VIOLATIONS CLEARED
09/10/2025

CERTIFICATE EXPIRES*	06/28/2027 ✓
PROPERTY ADDRESS	915 WASHINGTON AVE CERT-24-1231
CCN#	06-23-316-127
OWNER	HOPE THRU NAVIGATION
AGENT	HOPE THRU NAVIGATION
UNITS	2
ROOMING UNITS	N/A ✓
TYPE OF FACILITY	DUPLEX
STIPULATIONS	BASEMENT NOT HABITABLE

Retain this document with your previously issued Conditional Certificate of Compliance. This document acknowledges that the outstanding violations on the previously issued **CONDITIONAL CERTIFICATE OF COMPLIANCE** has/have been cleared and the property substantially complies with the provisions of the housing code of the City of Kalamazoo. Note any stipulations that may remain on the Conditional Certificate previously issued. The certificate is valid for the until the expiration dated noted above unless revoked or suspended according to Section 17-20 of the Kalamazoo Code of Ordinances, as may be amended. *Recertification is required PRIOR to above expiration date. It is the responsibility of the owner/agent to schedule all inspections for recertification. Reminders from the city are *courtesy only*. It is recommended that you begin the renewal process 120 days prior to expiration. Rental registration forms and online registration is available at www.kalamazoocity.org/rental.

Please remember to keep your rental registration up to date with ANY information that changes at www.kalamazoocity.org/rentalregistration

Thank you!

Kevin Phillion, Inspector
Phillionk@kalamazoocity.org



If owner of record address is not correct, OR changes at any time, please update with City Assessor at 269-337-8036.

If cert owner or agent is not correct, OR changes at any time, please update ASAP at: www.kalamazoocity.org/rentalregistration

Thank you!

Property Owner of Record:

HELPING OTHER PEOPLE SUCCEED THRU
806 S WESTNEDGE AVE
KALAMAZOO, MI 49008

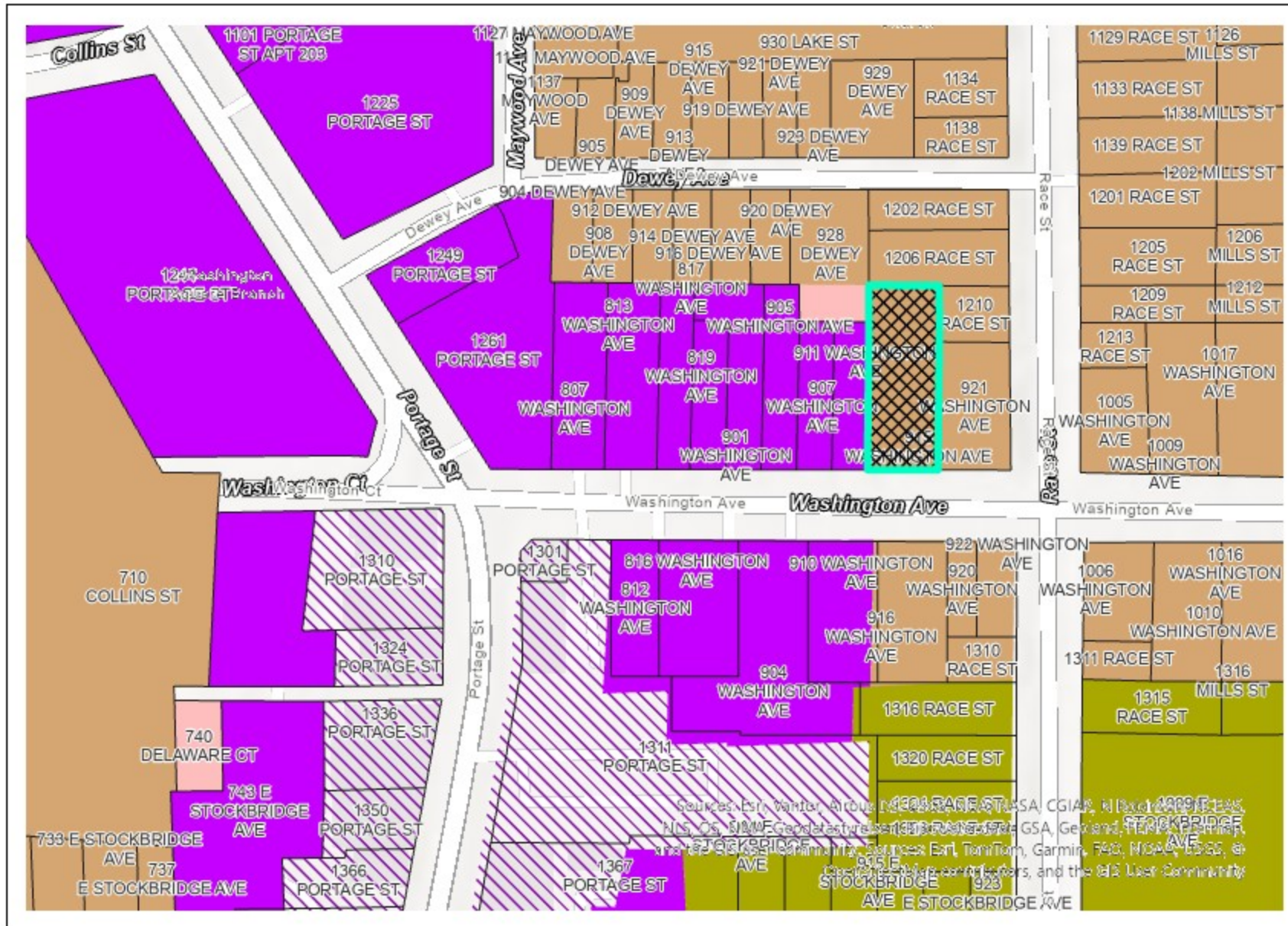
Certificate Owner:

HOPE THRU NAVIGATION
806 S WESTNEDGE AVE
KALAMAZOO, MI 49008

Agent:

HOPE THRU NAVIGATION
806 S WESTNEDGE AVE
KALAMAZOO, MI 49008

P.C. # 2026.01 - 915 Washington Avenue Special Use Permit - Transitional Residences

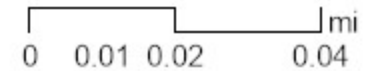


Current Zoning

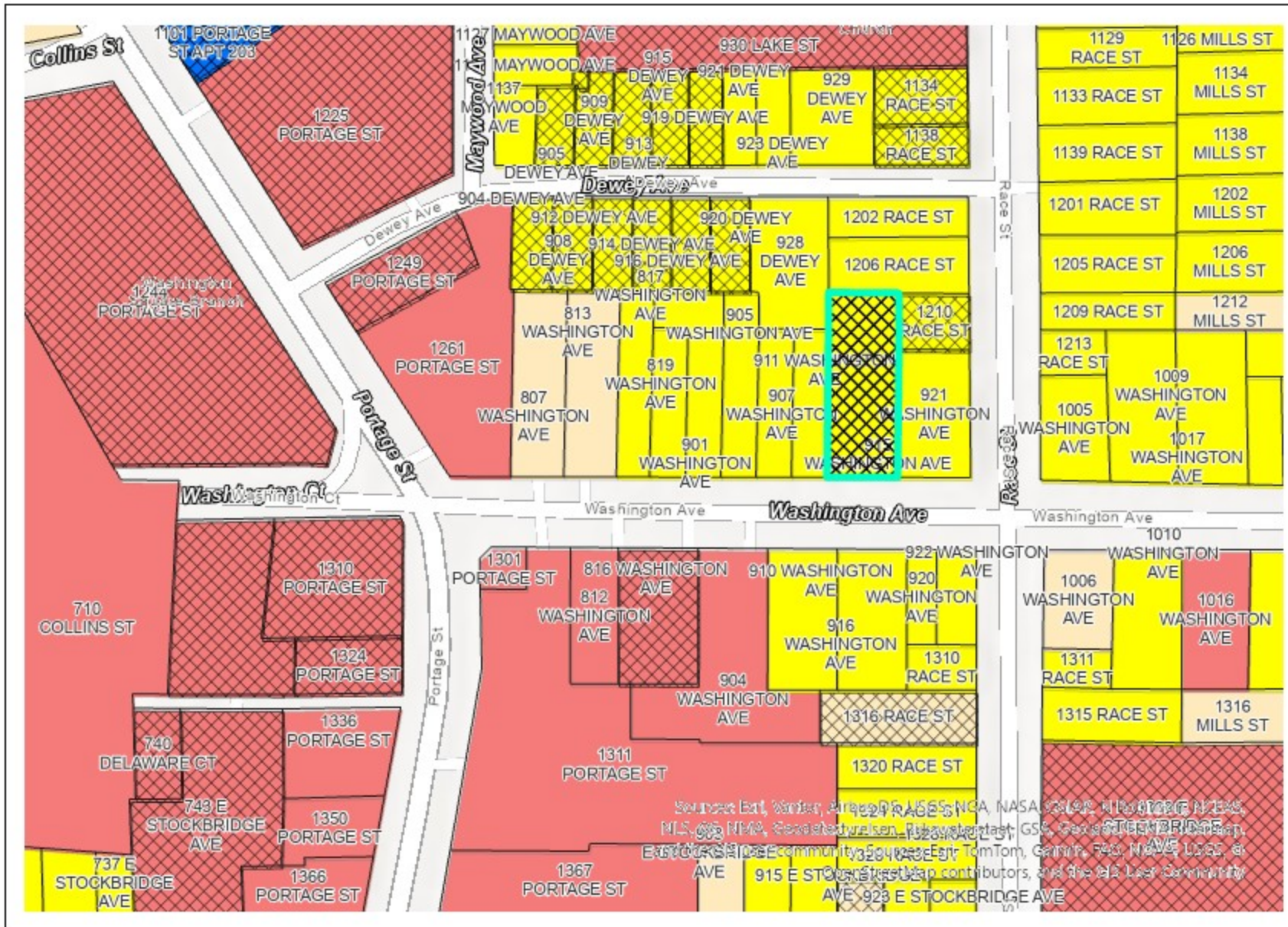
- Subject Property
- Subject Property
- Other Property

Zoning Classifications





- CC
- LW1
- Neighborhood Node
- RD19
- RM15



P.C. # 2026.01 - 915 Washington Avenue Special Use Permit - Transitional Residences

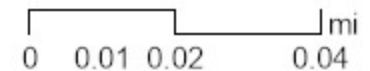


Current Land Use

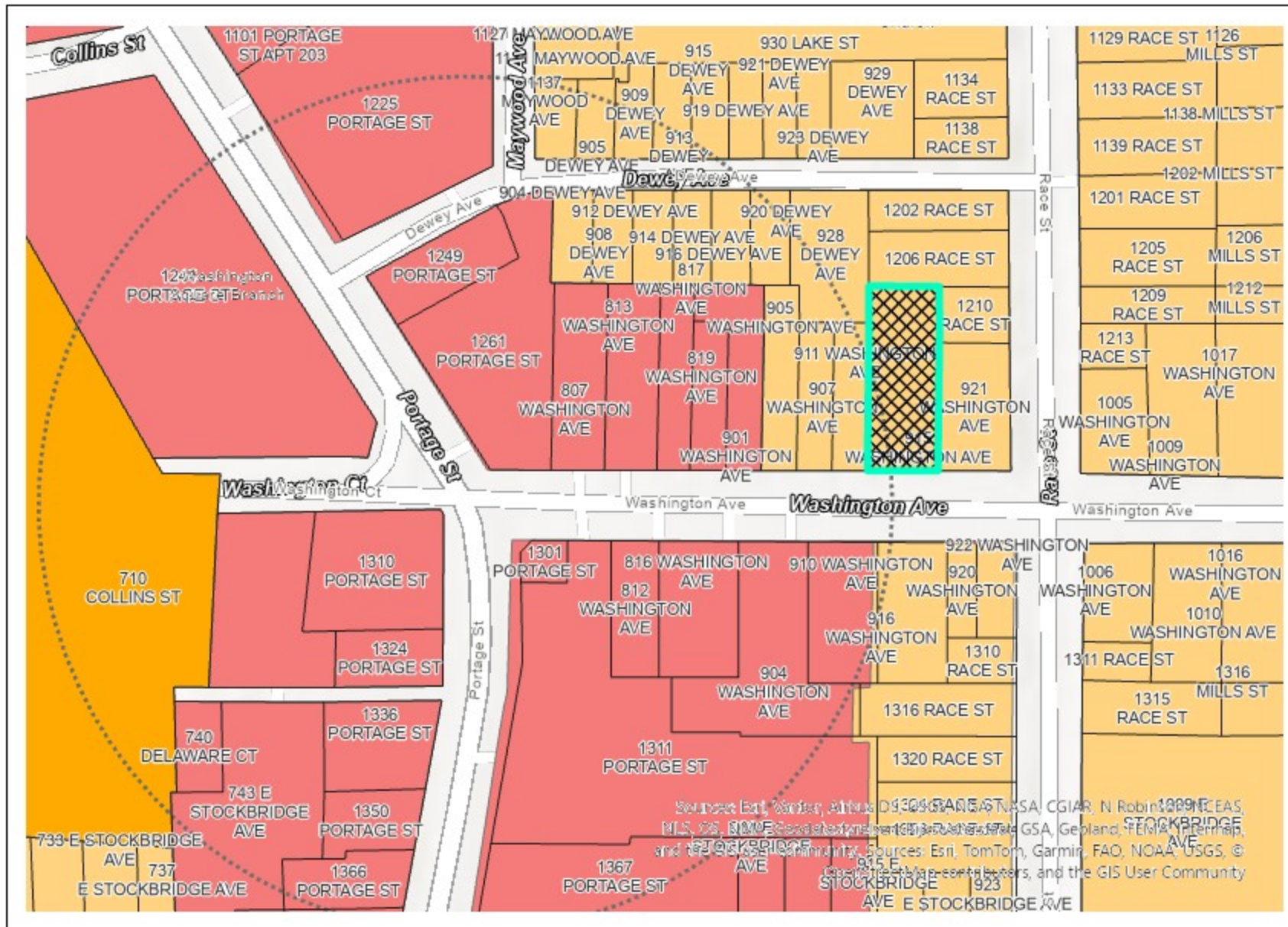
-  Subject Property
-  Subject Property
-  Other Property
-  Tax Exempt

Property Class




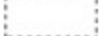
-  Commercial
-  Vacant
-  Residential
-  Not Classified



P.C. # 2026.01 - 915 Washington Avenue Special Use Permit - Transitional Residences

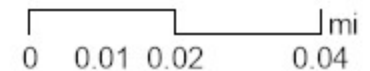


Future Land Use

-  Subject Property
-  Subject Property
-  Other Property
-  FLU Nodes

FLU Category

-  Commercial
-  R2-Residential
-  R3-Residential







Planning Commission Staff Report

Date: **4/8/2026**

Item: **E.2.**

City of Kalamazoo

TO: City of Kalamazoo Planning Commission

FROM: Reviewed by: Christina Anderson, AICP, City Planner
Prepared by: Bobby Durkee, AICP, Assistant City Planner

DATE: April 8, 2026

SUBJECT: A Special Use Permit request to operate a transitional residence in the dwelling at 921 Washington Avenue.

BACKGROUND:

The dwelling at 921 Washington Avenue, owned by Hope thru Navigation, which is part of Helping Other People Exceed thru Navigation (HOPE), is a local non-profit that has a housing first mission to support individuals who have been justice-impacted and have a history of being impacted by substance abuse disorders. HOPE thru Navigation works to serve individuals and families who often fall below the thresholds of most support systems. Earlier during this cold Michigan winter, HOPE thru Navigation provided housing for houseless individuals at this property and the one next door, since each property was recently registered as rentals. With the properties available and recently certified by the City Housing Division, HOPE thru Navigation sought support from the community and County to fund placing families in this dwelling and a duplex next door at 915 Washington Avenue. Part of the due diligence revealed that there had not been a Special Land Use approval issued, and it was recommended to apply for the request which is listed as a Special Use in the RM-15 zone district.

The dwelling was built in 1901 and is 1,900 square feet with four bedrooms. The lot is 122 feet by 66 feet, which is 8,038 square feet, and is zoned Residential, Multi-Dwelling (RM-15). The dwelling sits back along the setback of most homes on the street and sits at the NW corner of Washington and Race Streets. The home features a large wrap-around porch and a large yard with an existing gravel driveway occupying much of the side and rear yard off of Race Street. There is no fencing along the road frontage, and there are trees and shrubs in the road front yards.

The use is classified as a Transitional Residence by the Appendix A Zoning Ordinance and is defined in italics below for reference:

A residential facility operated by a government agency or private, nonprofit organization that provides temporary accommodations and onsite management for homeless persons and/or homeless families or other persons requiring interim housing arrangements.

There is onsite management and support from HOPE thru Navigation. By providing housing for houseless individuals, particularly with an intent to get the communities' neighbors and residents into safe housing, it is classified as a Transitional Residence. A Transitional Residence approval runs with the property. With the existing rental certifications and a potential approval, HOPE thru Navigation will be prepared for the next winter and have a residential option in a non-institutional setting, and they will be prepared for additional beds. More importantly, this will be a home in which to settle and move toward more permanent housing for those who may call 921 Washington Avenue home temporarily.

The RM-15 zone does not have an occupancy limit per dwelling unit, as the RS-5 or RM-15C district does. In addition to the supportive housing, the properties have onsite staff 24 hours a day, 7 days a week, for day-to-day management for the residents and transitioning into permanent housing.

STRATEGIC VISION ALIGNMENT:

Strategic Goal Impact:

Shared Prosperity - Abundant opportunities for all people to prosper.

Safe Community- Creating a safe environment for living, working, and playing.

Point-in-time counts in the community have highlighted the rise in homelessness in Kalamazoo. One of the biggest challenges is safe and adequate dwellings or service providers. While there are available institutional housing and service agencies, there is a lack of home-based or residential setting options. These homes with the large porches, yards and nearby amenities offer that solution in a location poised to support the additional demand and capacity in the RM-15 zone.

COMMUNITY ENGAGEMENT:

Appropriate Depth of Engagement

Consult (two-way conversation) – the community will have a chance to react to the project through two-way conversation

Discussion: A Special Use Permit recommends outreach per the City Public Participation Plan (PPP). Gwendolyn Hooker from HOPE thru Navigation door knocked on neighbors informing them of the request. She has sought to inform the surrounding neighbors and neighborhood association about the work and use of the property.

Engagement/Communication Tools

Collaborate and door-knock to inform neighbors of the use. Working with community support partners to highlight the availability of the housing to quickly house the more vulnerable.

FINDINGS:

The Planning Commission’s role is to approve or disapprove special use permit requests based on the following criteria from Chapter 8 of the Zoning Ordinance. Staff’s opinion of the level of conformance of the project with the criteria is provided in the bolded text.

1. That the proposed special use is appropriate for its proposed location and compatible with the character of surrounding land uses and the uses permitted in the zone district(s) of surrounding lands.

Yes. This first block of Washington Avenue, east of Portage Street, is zoned Live Work (LW-1) to 915 Washington Ave next door down to Portage Street. This part of the block includes a mixture of uses and non-residential buildings, such as the Edison Neighborhood Association, a neighborhood bar, and a store with some residential buildings. To the east and north, the RM-15 zone extends eastward and marks the physical change to the more residential setting of the street. The Special Use Permit review considers the impacts on this and the surrounding properties. The RM-15 zone district anticipates this use through the Special Use Permit process and permits a mix of housing types, where varied residential housing types can be anticipated. The higher intensity of the zoning district supports the space of the dwelling with no zoning occupancy limit, which can anticipate unrelated occupants in a dwelling. The scale and location of the residential home, with yards and sidewalks, provide for a residential setting in which to provide housing for houseless individuals in need of shelter in a location that can balance the more intense residential use in a transition zone where such housing types are limited to the need in the community.

2. That the proposed special use complies with § 4.2: Use Standards of the Zoning Ordinance.

There are no use standards for a transitional residence.

3. That the location and design of the proposed minimizes adverse effects, including visual impact of the proposed use on adjacent lands by: 1) avoiding significant adverse impact on surrounding lands regarding service delivery, parking and loading, odors, noise, glare, and vibration, and does not create a nuisance; 2) retaining, to the greatest extent possible, the natural features of the landscape where they provide a barrier or buffer between the proposed special use and adjoining lands; 3) locating buildings, structures, and entryways to minimize impact; 4) providing appropriate screening, fencing, landscaping, and setbacks.

The dwelling is over a century old and has been established with landscaping, fencing, and improvements. There are mature trees on the property and shrubs along the frontage. The appearance and layout of the property maintains its residential character and matches the other dwellings and homes around it, and is setback in scale with other homes at the intersection. There is an existing privacy in

the rear yard, and residents have access to use the yard, including children. Two curb cuts serve as a paved and gravel driveway off of Race Street. The rear yard has a privacy fence to the south and maintains its residential appearance. For residents without vehicles, there is an existing sidewalk and a bus stop one block down at Portage Street, which provides access to transit for pedestrians. The home and yard are landscaped and have driveway access similar to other properties around it, and maintain the scale and intensity of a single-family home.

4. That the proposed special use minimizes environmental impacts, and conforms to all relevant environmental protection standards of this Ordinance, or any other state or federal laws.

The home does not have chemical or environmental impacts beyond those of a house. House cleaning chemicals in consumer residential quantities are all that is on site.

5. That there is adequate road capacity available to serve the proposed special use.

There is adequate road capacity to serve this special use. The property has frontage on both Washington Ave and Race Street, which are both fully improved with curb, sidewalk, and stormwater infrastructure.

6. That the proposed special use is designed to ensure safe ingress and egress onto the site and safe road conditions around the site.

There are two driveway access points off of Race Street, with a paved and a gravel driveway. There is adequate access for vehicles that park on site, or if space is needed. The sidewalk network ensures access for pedestrians to the duplex.

7. That there are adequate potable water, wastewater, solid waste, park, police, and fire/EMS facilities to serve the proposed special use.

There is adequate water, wastewater, solid waste, park, police, and fire/EMS facilities to serve this special use. Based on the curb cuts, it appears this street has had the lead service line replacement work completed.

8. That the proposed special use is located and designed so that adequate access onto the site is provided for fire, police, and EMS services.

There is a driveway and no front fencing preventing access to the house. The road is wide enough to accommodate responding fire trucks, and a new fire hydrant is located in front of the house on Washington Avenue.

9. That the proposed special use complies with the appropriate standards in Chapter 6: General Development Standards.

There are no development standards for this use.

10. The proposed special use complies with all standards imposed on it by all other applicable provisions of this Ordinance for use, layout, and general development characteristics.

The proposed special use complies with all the standards imposed by all other practical provisions of this Ordinance. An existing dwelling with features, fences, a driveway, and landscaping similar to the other dwellings on this street provides a housing choice in a non-institutional setting with service support in place by HOPE thru Navigation to assist the needs of the residents who occupy this transitional residence. The home sits on a block that is a commercial node at the other end, with live-work zoning, which supports the alignment of an intensity of uses and services that can balance to provide support for the occupants.

RECOMMENDATION:

It is recommended that the Planning Commission approve the Special Use Permit request to operate a transitional residence at 921 Washington Avenue.



PLANNING COMMISSION APPLICATION

APPLICANT INFORMATION

Name: <i>Gwendolyn Hooker</i>		Mailing Address: <i>806 S. Westredge</i>	
City: <i>Kalamazoo</i>	State: <i>MI</i>	ZIP Code: <i>49008</i>	
Phone: <i>269/216.8278</i>	Email: <i>gwendolynhooker@gmail.com</i>	Preferred Contact: <input checked="" type="checkbox"/> Email <input type="checkbox"/> Phone	

PROPERTY OWNER INFORMATION

If the applicant is not the property owner, owner must sign application or provide a letter stating that owner gives consent for the application to be filed.

Name: <i>HOPE thru Navigation</i>		Mailing Address: <i>806 S. Westredge</i>	
City: <i>Kalamazoo</i>	State: <i>MI</i>	ZIP Code: <i>49008</i>	
Phone: <i>269/775.1221</i>	Email: <i>officeofhope18@gmail.com</i>	Preferred Contact: <input checked="" type="checkbox"/> Email <input type="checkbox"/> Phone	

PROPERTY INFORMATION

Property Address(s): <i>921 Washington Ave</i>	Parcel Identification Number(s): <i>06-23-31726</i>	Zone District (kalamazoo.org/maps): <i>1</i>
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TYPE OF REQUEST

<input type="checkbox"/> Rezoning	<input type="checkbox"/> Planned Unit Development (PUD)
<input type="checkbox"/> Text Amendment (Chapter(s) _____, Section(s) _____)	<input type="checkbox"/> Preliminary Subdivision
<input checked="" type="checkbox"/> Special Use Permit	<input type="checkbox"/> Right of Way Vacation

Description: *Provide Additional Emergency shelter beds for families*

ATTACHMENTS

<input checked="" type="checkbox"/> \$ <i>390.00</i> Fee	<input checked="" type="checkbox"/> Completed Review Sheet
<input checked="" type="checkbox"/> Other documents or engagement information <i>Note: 10 days before meeting provide update on outreach to neighbors or provide any letters of support</i>	

SIGNATURE

Signature of Applicant: <i>[Signature]</i>	Date: <i>1/19/26</i>
Signature of Owner (if different than applicant):	Date:



Community Planning & Economic Development

245 N. Rose Street, Suite 100 • Kalamazoo, MI 49007

(269) 337-8026 • www.kalamazoo.org

PLANNING COMMISSION

SPECIAL USE PERMIT REVIEW SHEET

Please describe use which requires a special use permit: (may also provide on a separate sheet):

This request is for 921 Washington to be granted permission to use this home for an Emergency Winter Shelter to provide addition beds for families unhoused. the objective is to avoid harm to digits, limbs, or life.

Review Criteria for Special Use Permit

The Planning Commission will use the following criteria to review Special Use Permits. Please reach out to staff if you have any questions.

Will the proposed special use be appropriate for this location and compatible with the character of surrounding land uses and the uses permitted in the zone districts?

Yes. the property is in the 1st block of Washington off of Portage. There are a variety of rentals, businesses, homeowners, food trucks, group homes in the same block.

Does the proposed special use comply with the Use Standards of Chapter 4 and Chapter 50 for this land use?

Yes.

Will the location and design of the special use reduce any negative impacts on surrounding lands with regard to: visual impact, parking and loading, odors, noise, glare, and vibration?

No, there will not be any negative impacts to surrounding areas and in fact improves the area by providing a safe, warm, supervised sheltering option to keep families out of the elements as well as provide wraparound services to assist with finding permanent housing solutions.

Does the location and design of the special use reduce undesirable effects, including visual impact of the proposed use on adjacent property by retaining some natural features of the landscape to provide a buffer between the special use and adjoining lands?

This application is being submitted in tandem with the home next door-915 Washington which is the buffer to the right. 921 sits on the corner of Washington and Race so the street would be the buffer. There aren't any neighbors for several houses going East towards Mills Street.

Does the location and design of the special use reduce adverse effects, including visual impact of the proposed use on adjacent property by locating buildings, structures, and entryways to reduce impact?

Yes.

Does the location and design of the special use reduce adverse effects, including visual impact of the proposed use on adjacent property by providing appropriate screening, fencing, landscaping, and setbacks?

The property does have a privacy fence along the back of the house, as well as fencing between the 2 backyards of the other property-915.

Will the proposed special use reduce environmental impacts, and conform to all environmental protection standards of this Ordinance, or any other state or federal laws?

Absolutely YES!

Will there be adequate road capacity available to serve the proposed special use?

Yes. We have parking in front of the house as well as a large parking lot behind the house.

Will the proposed special use be designed to ensure safe ingress and egress onto the site and safe road conditions around the site?

Yes.

Will there be adequate potable water, wastewater, solid waste, park, police, and fire/EMS facilities to serve the proposed special use?

Yes.

Will the proposed special use be located and designed so that adequate access onto the site is provided for fire, police, and EMS services?

Yes.

Does the proposed special use meet the appropriate standards in Chapter 6: General Development Standards?

Yes.

Does the proposed special use meet all standards imposed on it by all other sections of this Ordinance for use, layout, and general development characteristics?

Yes.



28 MONTH RENTAL CERTIFICATE OF COMPLIANCE

CERTIFICATE ISSUED: 07/10/2025
CERTIFICATE EXPIRES: 12/21/2027

PROPERTY ADDRESS	921 WASHINGTON AVE CERT-25-0294
CCN#	06-23-317-126
OWNER	HOPE THRU NAVIGATION 806 S WESTNEDGE AVE KALAMAZOO, MI 49008
AGENT	HOPE THRU NAVIGATION 806 S WESTNEDGE AVE KALAMAZOO, MI 49008
UNITS	1
ROOMING UNITS	N/A
TYPE OF FACILITY	SINNGLE FAMILY - TRANSITION
STIPULATIONS	BASEMENT MAY NOT BE USED AS A HABITABLE SPACE.

This property substantially complies with the provisions of the housing code of the City of Kalamazoo, with the exception of any conditions noted above. This certificate is valid for the period noted above unless revoked according to Section 17-20 of the Kalamazoo Code of Ordinances, as may be amended.

Recertification is required PRIOR to above expiration date. It is the responsibility of the owner/agent to schedule all inspections for recertification. **Reminders from the city are courtesy only.**

It is recommended that you begin the renewal process 120 days prior to expiration. Additionally, keep all contact information current by submitting a new rental registration application form any time during the certificate cycle or by completing the online form at www.kalamazoocity.org/rentalregistration. Call (269) 337-8026 to schedule your recertification inspection. Forms and other important information, including the biannual issue of *HOUSING INSPECTION NEWS*, are also available on line at: www.kalamazoocity.org/rental.

Kevin Phillion, Inspector
Phillionk@kalamazoocity.org

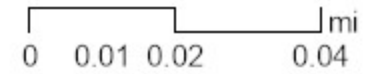
P.C.# 2026.02 - 921 Washington Avenue Special Use Permit - Transitional Residences



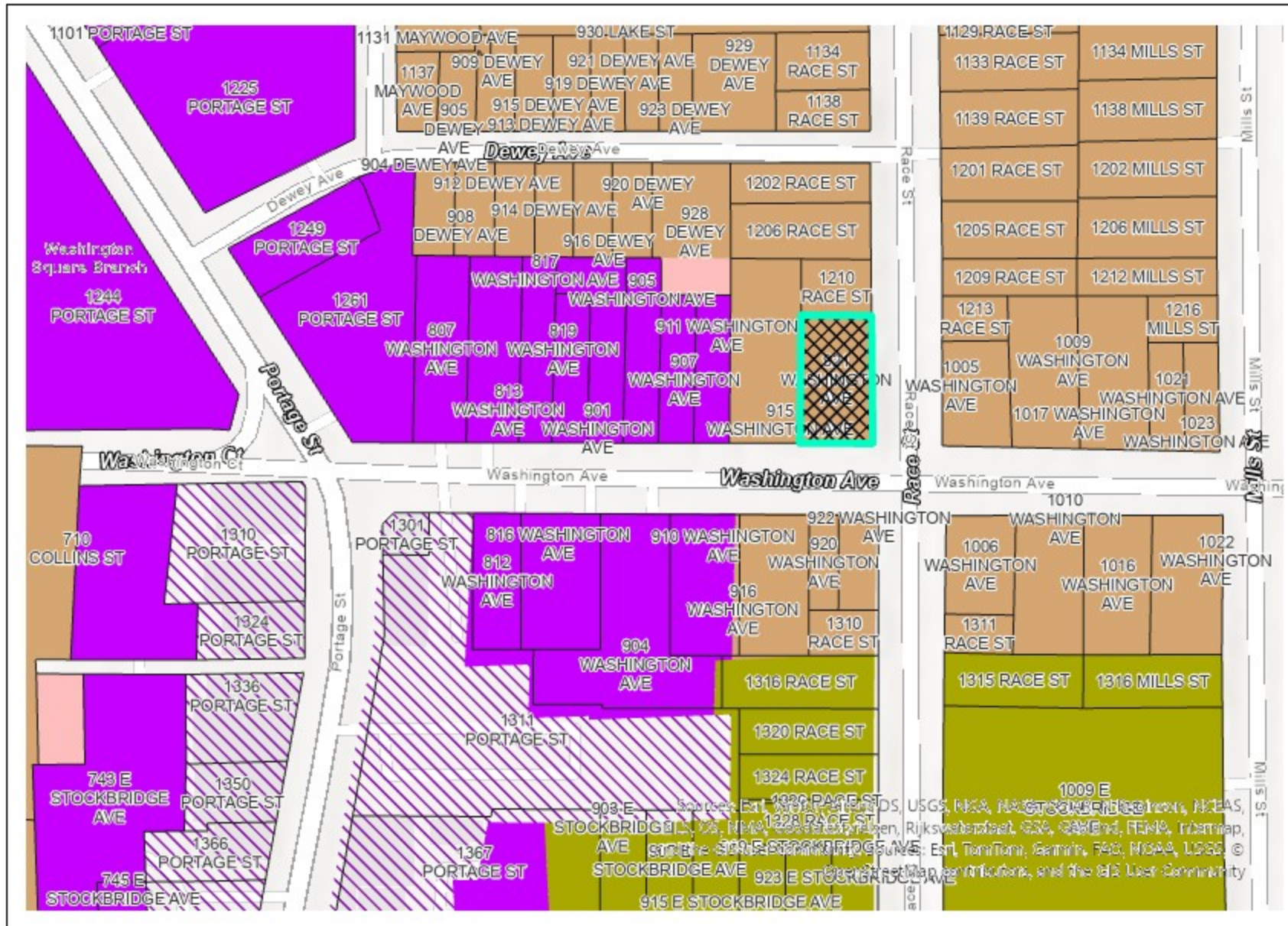
Aerial View

- County Parcels
- Subject Property




Sources: Esri, DeLorme, Aero, USGS, NGA, NASA, GEBCO, NADCON, NCEAS, MILS, OS, NIMA, Geodatasystem, Rijswijkswaard, GSA, Geoland, FEMA, Intermap, and the GIS user community. Neatmap US, Sources: Esri, TomTom, Garmin, FSG, NOAA, USGS, & OpenStreetMap contributors, and the GIS User Community



P.C.# 2026.02 - 921 Washington Avenue Special Use Permit - Transitional Residences

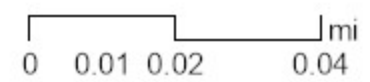


Current Zoning

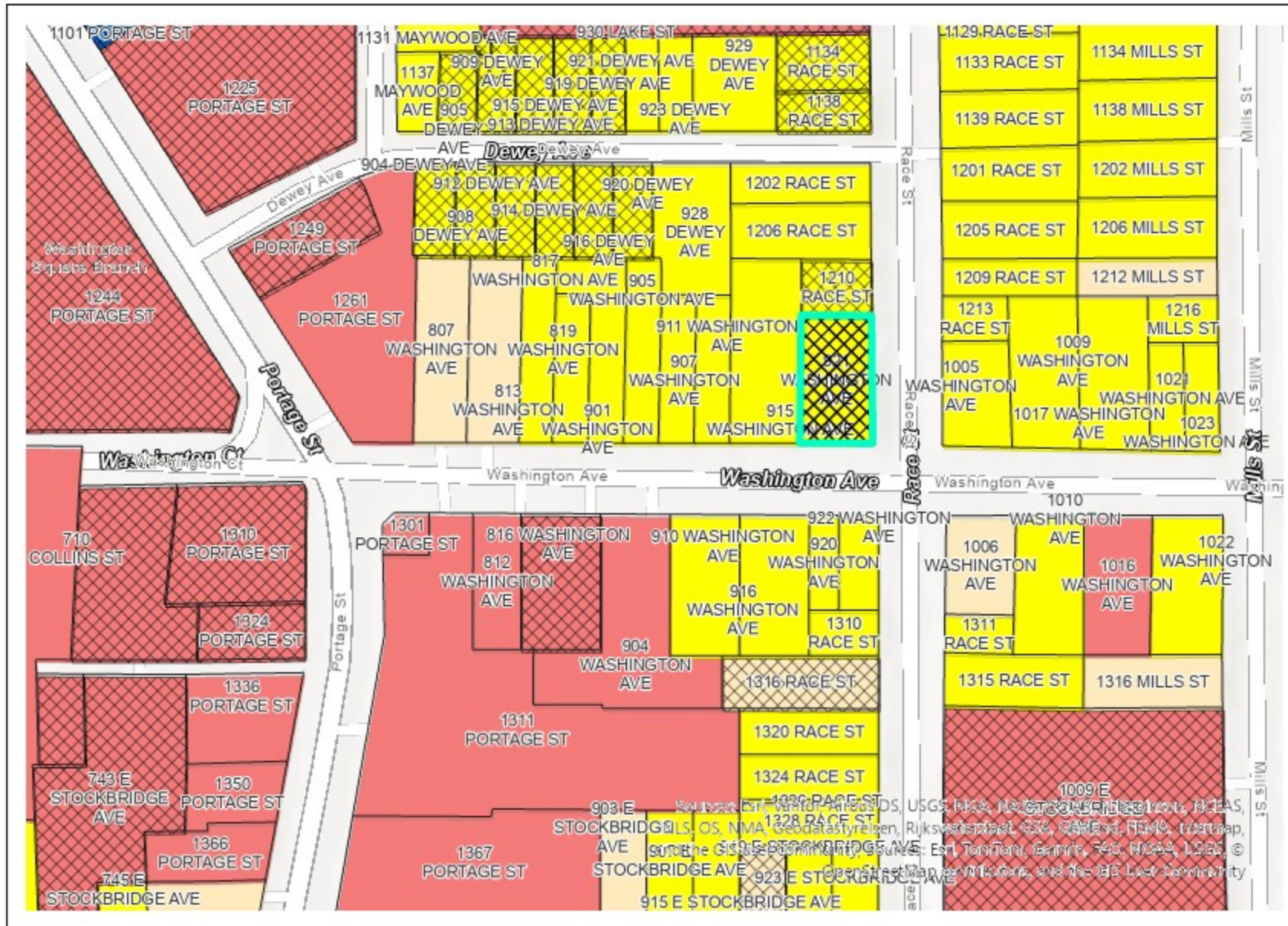
-  Subject Property
-  Subject Property
-  Other Property

Zoning Classifications





-  CC
-  LW1
-  Neighborhood Node
-  RD19
-  RM15



P.C.# 2026.02 - 921 Washington Avenue Special Use Permit - Transitional Residences

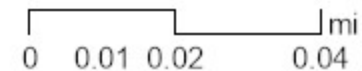


Current Land Use

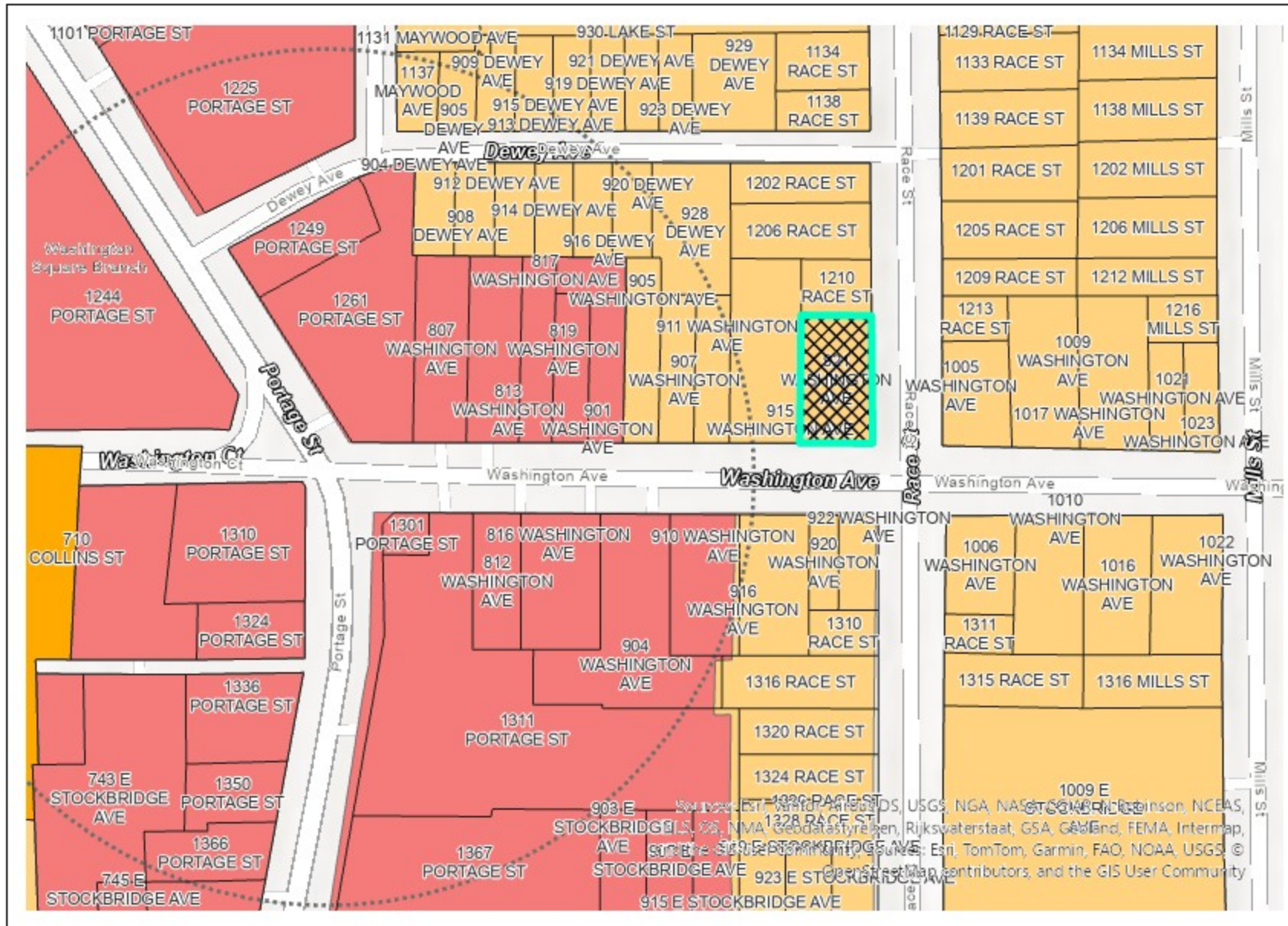
-  Subject Property
-  Subject Property
-  Other Property
-  Tax Exempt

Property Class





-  Commercial
-  Vacant
-  Residential
-  Not Classified



P.C.# 2026.02 - 921 Washington Avenue Special Use Permit - Transitional Residences

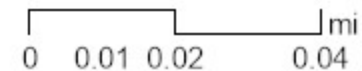


Future Land Use

-  Subject Property
-  Subject Property
-  Other Property
-  FLU Nodes

FLU Category

-  Commercial
-  R2-Residential
-  R3-Residential









Planning Commission Staff Report

Date: **4/8/2026**

Item: **E.3.**

City of Kalamazoo

TO: City of Kalamazoo Planning Commission

FROM: Reviewed by: Christina Anderson, AICP, City Planner
Prepared by: Bobby Durkee, AICP, Assistant City Planner

DATE: April 8, 2026

SUBJECT: A Special Use Permit request to develop a gas station with a convenience store at 3810 E Cork Street

BACKGROUND:

The property at 3810 E Cork currently features a vacant building that was formerly the Crew Restaurant, located at the southwest corner of E Cork Street & Sprinkle Road at the northern roundabout for the I-94 and Sprinkle Road interchange. The applicant proposes to completely remove the existing building and improvements and redevelop the site completely for a new gas station with a convenience store. The gas station is proposed to have 16 pumps under a canopy with self-service for motorists.

The location at the I-94 interchange with Sprinkle Road features heavy traffic, both locally and passing travelers. The area is made up of auto service or scaled commercial uses. The site has a very large parking lot with traffic directed to a private drive, which serves this business, Arby's next door, and a hotel to the south. The applicant is QuikTrip gas stations, which currently operates in 22 states, with expansion being sought into Michigan. There are currently no stores in Michigan, and QuikTrip is seeking to expand into Michigan, including this location in Kalamazoo.

The redevelopment shows a layout with the store in the middle of the parcel, with the fuel canopy between the building and E Cork Street. The proposed site plan reduces the amount of impervious coverage from nearly 100% coverage to approximately 60% impervious coverage, which is below the 80% maximum permitted in the CC zone district. Impervious coverage is the land surface that can absorb water, such as roofs and paved surfaces. The parking count exceeds the maximum of forty (40) permitted, with forty-nine (49) provided. The Zoning Board of Appeals granted a variance to permit 49 parking spaces at this location. The drive aisles and screening of the parking areas can meet the standards of the zoning ordinance, with code references and counts provided on four of the provided site plans. With the building more than 25 feet back from any right-of-way, there are no form standards for this use in the CC zone district. A four-sided elevation plan is provided with this site plan. The site improvements, including landscaping, dumpster location, screening, and setbacks, can all be met as proposed or

adjusted for final details in site plan review.

This portion of the City along Cork and Sprinkle Roads is zoned CC, and the development pattern follows a very auto-oriented landscape of commercial businesses such as restaurants, hotels, and vehicle rental businesses. To the east of this site in Comstock Township is manufacturing-zoned land. This zoned land in Comstock Township is on the other side of the freeway interchange. The proposed plan aligns with the zoning code for the proposed redevelopment, and staff recommends approval of the Special Use Permit, supported by the review criteria analysis below.

Since the canceled March meeting, the applicant has reached out to staff to inform them of an alternate design consideration to turn the building orientation and front entrance to face E Cork Street (north) instead of facing west on the current plan. Staff has revised an early concept plan as the company makes a final decision and advised that if the parking is in alignment with the ZBA variance and the other site development standards for the site, which looks feasible, that change can be reviewed and confirmed through the site plan review process. As of the publishing of this staff report the plan is to use the layout of the building and canopy in this staff report currently with the entrance and building orientation facing west.

STRATEGIC VISION ALIGNMENT:

Strategic Goal Impact:

Consult (two-way conversation) – the community will have a chance to react to the project through two-way conversation.

COMMUNITY ENGAGEMENT:

Appropriate Depth of Engagement

Consult (two-way conversation) – the community will have a chance to react to the project through two-way conversation

Discussion: The applicant reached out to the Milwood Neighborhood to inform them of the proposed development and Special Use Permit request. The Planning Commission meeting will have an opportunity for public comment at the public hearing for this request. The City provided notice to properties within 300 feet, and notice of the request was published in the Tuesday, February 17th edition of the Kalamazoo Gazette.

Engagement/Communication Tools

Applicant outreach, notice letters, and published notice in the newspaper on Tuesday, February 17th.

FINDINGS:

The Planning Commission’s role is to approve or disapprove special use permit requests based on the following criteria from Chapter 8 of the Zoning Ordinance. Staff’s opinion of the level of conformance of the project with the criteria is provided in the bolded text.

1. That the proposed special use is appropriate for its proposed location and compatible with the character of surrounding land uses and the uses permitted in the zone district(s) of surrounding lands.

The location is adjacent to a large-capacity freeway interchange, which utilizes a traffic circle to manage traffic flows. This site and all adjacent are auto service businesses in use and scale. This is a former restaurant that would be repurposed as a gas station. The applicant has provided a traffic study, which is included in this staff report and will be available to the site plan review committee. This study posits build and no-build scenarios for this use for today and projected to 2031. The new use is compatible and is a logical use at this location, with the benefit of a modern site layout and a reduction of unnecessary paved surfaces of the existing site. The proposal reflects the ongoing modernization and reinvestment of existing auto-oriented uses in this interchange area.

2. That the proposed special use complies with § 50-4.4 Use Standards of the Chapter 50 Zoning Ordinance.

The proposed use complies with the Vehicle Service Standards of 50-4.4C(12), including the Gas Station standards of 50-4.4C(12)(f).

3. That the location and design of the proposed minimizes adverse effects, including visual impact of the proposed use on adjacent lands by: 1) avoiding significant adverse impact on surrounding lands regarding service delivery, parking and loading, odors, noise, glare, and vibration, and does not create a nuisance; 2) retaining, to the greatest extent possible, the natural features of the landscape where they provide a barrier or buffer between the proposed special use and adjoining lands; 3) locating buildings, structures, and entryways to minimize impact; 4) providing appropriate screening, fencing, landscaping, and setbacks.

With a full redevelopment of the site and two street frontages, the landscaping plan provided by the applicant demonstrates the ability to provide the necessary screening for the road frontage aesthetics and coverage. With no residential or low-impact uses adjacent, there are no property screening requirements. The dumpster has adequate screening, and the layout of the new use is logical and orderly, with adequate lanes and maneuvering space. The newly redeveloped site will provide more green space, plantings, and improvements for the new use, with the replacement of an oversized parking lot, which has an out-of-date storm management system.

4. That the proposed special use minimizes environmental impacts, and conforms to all relevant environmental protection standards of this Ordinance, or any other state or federal laws.

Fuel storage, hazardous materials containment and chemical handling requirements will be regulated by the State of Michigan. Compliance review with applicable local, state, and federal standards will be verified through site plan review and the building permit process. The new site layout will align with current standards for treatment, capture, and management of the potential hazards of this use from impacting surface waters and other natural features. Details of design, capacity, and processing of regulatory documents occur through the site plan review process if approved. The applicant has provided a company sustainability report to highlight their commitment to sustainability and stewardship of their properties and communities where they operate.

5. That there is adequate road capacity available to serve the proposed special use.

This use is adjacent to the busy interchange and traffic circle. The new use utilizes the existing private easement, which coordinates access for this use. This access road is to the east of the site and exits onto East Cork Street. There are no proposed changes to the approaches at this time to E Corks Street, and the applicant has a traffic impact analysis. That analysis predicts 4114 trips a day from this location, and it will be referenced during site plan review and support any recommendations from the City traffic engineer, who is a member of the site plan review committee. With the adjacent highway being an MDOT highway, the Site Plan Review Committee can coordinate with MDOT during the plan review to ensure that agencies' alignment before construction starts. For the Special Use Permit review, this traffic impact analysis will inform final approach and access design during site plan review.

6. That the proposed special use is designed to ensure safe ingress and egress onto the site and safe road conditions around the site.

Staff is supportive of the use of the easement roadway on the west side of the property instead of direct access to Cork or Sprinkle Road. The applicant has provided a traffic impact analysis, which will support their site design in site plan review and provide guidance for review to city planning and traffic staff when evaluating the site plan before construction if the Special Use Permit is approved.

7. That there are adequate potable water, wastewater, solid waste, park, police, and fire/EMS facilities to serve the proposed special use.

There is adequate capacity in this vicinity to support this use and available public safety facilities to respond to an emergency.

8. That the proposed special use is located and designed so that adequate access onto the site is provided for fire, police, and EMS services.

There is adequate capacity in this vicinity to support this use and available public safety facilities to respond to an emergency.

9. That the proposed special use complies with the appropriate standards in Chapter 50-4.4(12): General Development Standards.

The Design standards for this use comply with the development standards of 50-4-4(12).

10. The proposed special use complies with all standards imposed on it by all other applicable provisions of this Ordinance for use, layout, and general development characteristics.

The proposed special use complies with all standards imposed by this Ordinance, including building setback, canopy location, parking count, impervious coverage, package liquor sales separation, and the ability to comply with the performance and operations standards associated with this proposed Special Use. Quik Trip has provided a sustainability report to highlight its efforts in support of the applicant.

RECOMMENDATION:

Staff recommends the Planning Commission approve the request for a special use permit at 3810 E. Cork Street as it meets the review criteria.

Planning Commission Application



Submitted on	26 January 2026, 9:43AM
Receipt number	20
Related form version	7

Introduction

Have you scheduled a pre-application meeting?	Yes
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Applicant Information

Name	Gabriel Longoria
Organization (if applicable)	QuikTrip Corporation
Email Address	galongoria@quiktrip.com
Phone Number	2102944075
Address	50 S Main St, Naperville, IL 60540, USA Map (41.7745462, -88.1488095)
Preferred Contact Method	Email
Are you the property owner?	No

Property Owner Information

Name	Shao Hua & Mei Han Shen
Mailing Address	5830 Stadium Dr, Kalamazoo, MI 49009, USA Map (42.2668184, -85.66329089999999)
Email Address	galongoria@quiktrip.com
Preferred Contact Method	Email
Authorization from property owner:	Affidavit of Authorization 7424 - signed.pdf

Property and Application Details

Property Address	3810 East Cork Street, Kalamazoo, MI 49001, USA Map (42.2618923, -85.5316926)
Parcel Identification Number	06-25-489-002

Zone District	CC
Type of Request	Special Use Permit
Application Fees	\$375.00
Project Description & Reason for Request	QuikTrip Corporation is proposing a new fueling station with a convenience store

Special Use Permits

Will the proposed special use be appropriate for this location and compatible with the character of surrounding land uses and the uses permitted in the zone districts?

Our site is very appropriate for this location. This site is zoned as CC, as is every parcel surrounding our site, making our use integrated with the comprehensive plan of the area.

Does the proposed special use comply with the Use Standards of Chapter 4 and Chapter 50 for this land use?

Our land use is compliant with all requirements set on it per the zoning code, besides exceeding the allowed amount of parking spaces, which we have been granted a variance for.

Will the location and design of the special use reduce any negative impacts on surrounding lands with regard to: visual impact, parking and loading, odors, noise, glare, and vibration?

QuikTrip intends to demolish an old, abandoned building, and replace it with a new sleek, modern-designed convenience store, which will only improve the visual impact of the area. Additionally, our proposal reduces the parking spaces from 219 to 49 spaces, as well as significantly reducing the amount of impervious coverage on the lot, while still maintaining ample space for the maneuverability of delivery trucks and emergency services. Our use will also not create any negative impact in regard to odor, noise, glare, and vibration.

Does the location and design of the special use reduce undesirable effects, including visual impact of the proposed use on adjacent property by retaining some natural features of the landscape to provide a buffer between the special use and adjoining lands?

QuikTrip's proposed landscape plan not only improves the plan of the previous use by retaining some existing vegetation but also exceeds the requirements of the landscaping ordinance by providing an additional 58 shrubs, 3 trees, and 118 sf of interior landscaping.

Does the location and design of the special use reduce adverse effects, including visual impact of the proposed use on adjacent property by locating buildings, structures, and entryways to reduce impact?

Both the Convenience store and gas canopy, as well as the entryways have been strategically placed to ensure no negative impact on the lot or adjacent uses. This land improvement will bring about advantageous effects to the overall area by providing an extra service to the area, without impeding on traffic. Our proposed 2 full accesses are located on Old Cork St, which has been identified as a secondary road.

Does the location and design of the special use reduce adverse effects, including visual impact of the proposed use on adjacent property by providing appropriate screening, fencing, landscaping, and setbacks?

Our proposed use will provide ample screening so that light is not impeding on adjacent uses. Additionally, all setbacks and landscaping requirements imposed on this site by the zoning code have been not only met but exceeded.

Will the proposed special use reduce environmental impacts, and conform to all environmental protection standards of this Ordinance, or any other state or federal laws?

In demolishing an old, deteriorating site, we are removing potentially hazardous conditions such as asbestos or mold. In constructing our site, we will conform to all environmental protection standards of the city ordinance, and all federal and state laws.

Will there be adequate road capacity available to serve the proposed special use?

Our traffic engineers have completed a comprehensive traffic study of the area, taking into account the effect of our use on the area and the proposed two full accesses onto our site. MDOT has also approved the traffic study. We also will provide ample parking on site to reduce the overall impact of vehicles entering and leaving the site.

Will the proposed special use be designed to ensure safe ingress and egress onto the site and safe road conditions around the site?

It has been determined by our traffic engineers and MDOT that our site has been designed to ensure safe ingress and egress onto the site. Road conditions will also remain safe, as access onto the site is not located on major arterial roads in the area.

Will there be adequate potable water, wastewater, solid waste, park, police, and fire/EMS facilities to serve the proposed special use?

All of these will be available to serve our proposed site.

Will the proposed special use be located and designed so that adequate access onto the site is provided for fire, police, and EMS services?

QuikTrip, in all of our sites, including this one take into account adequate access for all vehicles, including emergency services. Our proposed site will also allow for easy maneuverability for these services on the lot.

Does the proposed special use meet the appropriate standards in Chapter 6: General Development Standards?

Yes, our site plan complies with all of the standards and requirements imposed on our use.

Does the proposed special use meet all standards imposed on it by all other sections of this Ordinance for use, layout, and general development characteristics?

Our site meets every standard for this proposed use in the ordinance, in regard to use, layout, and general development characteristics, with exception to the parking ordinance, which we have been granted a dimensional variance for.

Supporting Documentation

Please upload any documents related to your application. These can include plans detailing variance request, photos of the property, correspondence from city staff, etc.

[2026-01-23-QT-89-7424 KALAMAZOO-CDP.pdf](#)
[QuikTrip Narrative - Kalamazoo, MI - Copy.docx](#)
[3810 E Cork St - Decision Letter.pdf](#)
[QuikTrip - Kalamazoo, MI 11-4-25.pdf](#)

Submit

Your Signature



[Uploaded signature image: Signature.jpg](#)

AFFIDAVIT OF AUTHORIZATION

I, Shaohua Shen Owner of the property described as
3810 E Cork Street, Kalamazoo, MI, 49001

Verify that QuikTrip Corporation

Is duly authorized to apply and represent my interests before Kalamazoo Planning Commission, Zoning Board of Appeals and/or City Council. Owner acknowledges that any notice given applicant is actual notice to owner.

Shao Hua Shen

Property Owner



Community Planning and Economic Development

245 N. Rose Street, Suite 100

Kalamazoo, MI 49007

PH: (269) 337-8044

FAX (269) 337-8429

www.kalamazoocity.org

QuikTrip Corporation
Attn.: Gabriel Longoria
50 S. Main St., Suite 200
Naperville, IL 60540

January 12, 2026

**RE: ZBA 26-01-01
3810 E. Cork Street
Parcel #06-25-489-002**

Dear Mr. Longoria,

At the meeting of the Zoning Board of Appeals on Thursday, January 8, 2026, the Board granted a dimensional variance from Chapter 50-7.2, to authorize an additional nine off-street parking spaces which will allow a total of 49 off-street parking spaces, where 40 is the maximum number of spaces permitted.

Please note, all variances become null and void if not exercised within one year of the date of granting. The next step in the review and approval process for the gas station/convenience store at this location is a Special Use Permit. Once the Special Use Permit step has been completed this project can enter Site Plan Review.

If you have any questions, please contact me in the Community Planning and Economic Development Department at (269) 337-8806.

Sincerely,

DocuSigned by:

Peter C. Eldridge

0A9D739FB2F445
Peter C. Eldridge, AICP
Zoning Administrator



QuikTrip Narrative
QuikTrip # 7424 Kalamazoo, MI

The proposed QuikTrip gas station seeks to transform an old, abandoned building into a thriving community hub, offering a wide range of services to cater to the diverse needs of residents and travelers. With 16 fueling stations for passenger vehicles, a full-service kitchen, and an array of ready-to-serve items, the QuikTrip gas station is poised to become a model of convenience and modernity. This narrative presents an overview of the key features of the proposed gas station and highlights the numerous ways it will benefit the community and the surrounding area.

QuikTrip's commitment to convenience and service excellence is epitomized in the design and functionality of the proposed gas station. Sixteen fueling stations dedicated to passenger vehicles will guarantee that residents and travelers can access fuel and other services promptly and efficiently. Along with the normal fueling positions we will also offer diesel for passenger vehicles that will also be able to service lawn care and small diesel vehicles.

At the proposed QuikTrip gas station, you can expect more than just fuel and convenience. It will be a place for food lovers, offering a full-service kitchen with a diverse menu of freshly prepared, high-quality meals that cater to different tastes and dietary preferences. Whether you're a traveler looking for a refreshing break or someone on the go, the gas station will also have a wide selection of ready-to-serve items, such as grab-and-go snacks, freshly brewed coffee, and beverages, providing quick and delicious options for your journey or daily routines. QuikTrip is the picture of innovation as we are introducing our Coffee Wow, fresh bean to cup, as well as the nitro-infused Y-bar with hot and cold lattes and coffee. Not only are we introducing new coffee, but we are also bringing more food such as chicken strips, French fries, and apple pies with the introduction of our new fryers.

The current location, once an abandoned prime corner lot, is poised for a transformation into a dynamic and impeccably maintained gas station and convenience store with QuikTrip's meticulous planning and design expertise. This revitalization effort not only promises to enhance the aesthetics of the area but also addresses under-utilized land, ultimately creating a more inviting environment for both residents and visitors.

The proposed QuikTrip gas station will deliver various benefits to the Kalamazoo community:

1. **Enhanced Safety:** The revitalization of land that has been unused for quite some time enhances the lighting and safety for pedestrians and drivers.
2. **Increased Employment Opportunities:** The construction and ongoing operations of the gas station will create job opportunities for residents, contributing to economic growth and stability, with between 20-25 positions available.
3. **Improved Infrastructure:** The gas station will be equipped with modern facilities and traffic management solutions, minimizing traffic congestion, and enhancing overall road safety.



QuikTrip Narrative
QuikTrip # 7424 Kalamazoo, MI

QuikTrip remains deeply committed to environmental stewardship. As part of the proposal, the gas station will adhere to all environmental regulations, implement best practices for waste management, and incorporate energy-efficient technologies. The proposed QuikTrip gas station represents a transformative endeavor that aims to revitalize underutilized land in Kalamazoo, Michigan. With its focus on convenience, service excellence, and community engagement, the station will elevate the overall quality of life for residents and travelers alike. We enthusiastically submit this narrative, confident that the QuikTrip gas station will be an invaluable addition to the City of Kalamazoo, aligning perfectly with its goals of growth, convenience, and environmental responsibility.

Gabriel Longoria
Real Estate Project Manager
QuikTrip Corporation

BID SET
NOT FOR CONSTRUCTION

PROJECT NO.: WJXN3422

Jacobs

MICHIGAN
911 CENTRAL PARKWAY NORTH,
SUITE 425
SAN ANTONIO, TEXAS 78232
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FAX (210) 494-4525
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QuikTrip No. 7424

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DIVISION: TULSA
VERSION: 001
DESIGNED BY: M.A.R.
DRAWN BY: J.E.G.
REVIEWED BY: M.H.

REV	DATE	DESCRIPTION

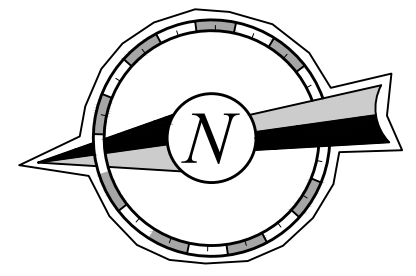
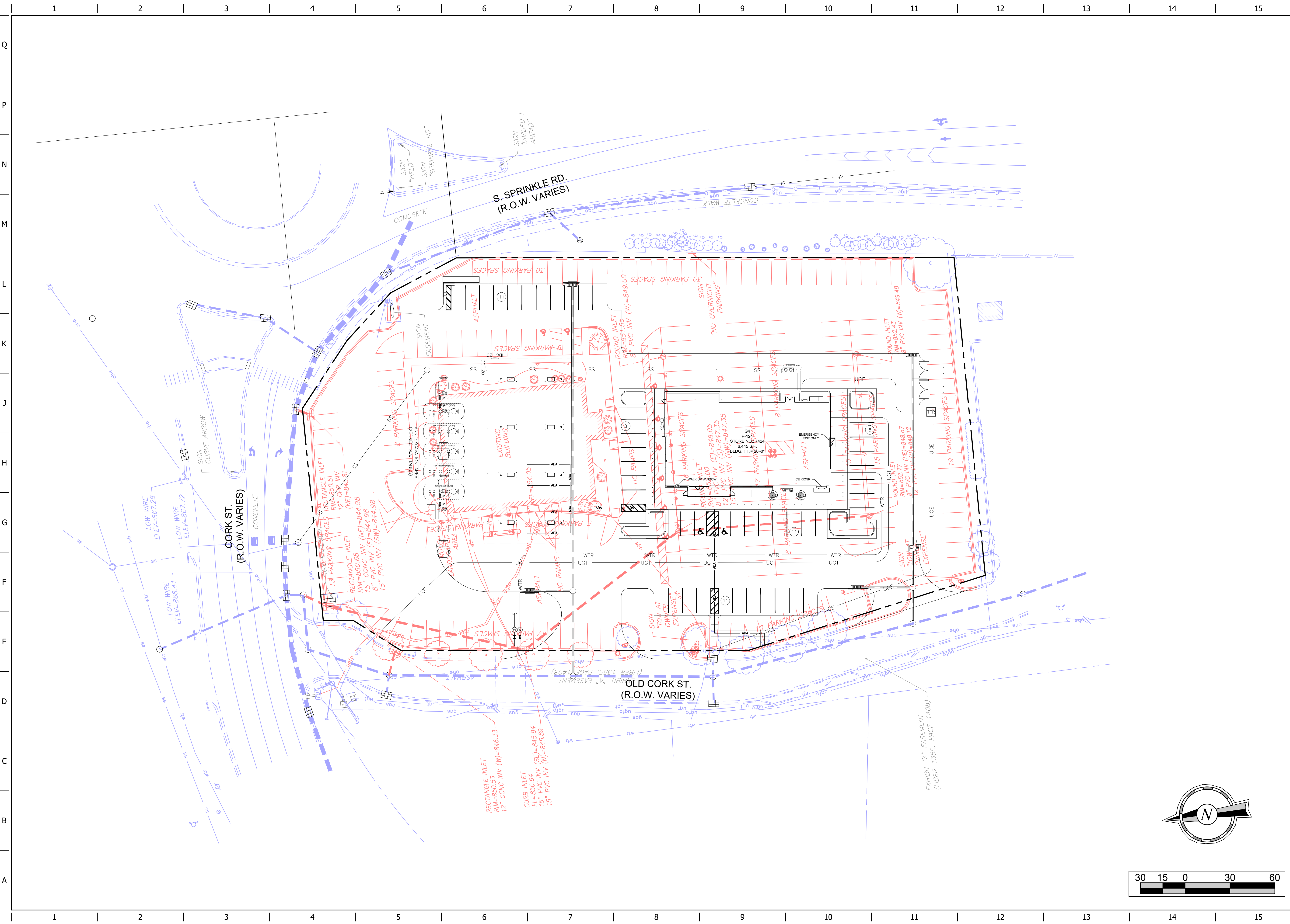
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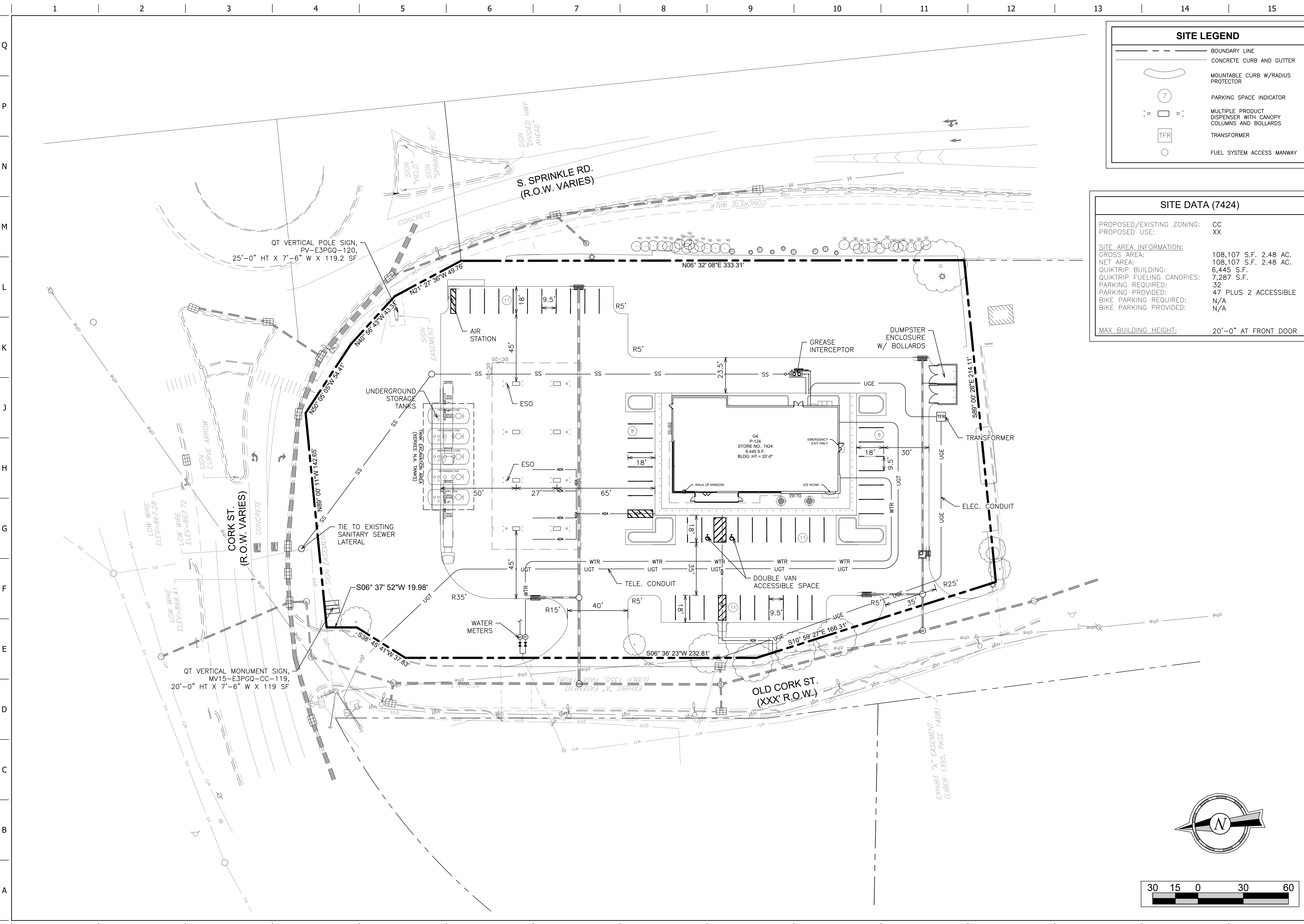
SHEET TITLE:

CDP-DEMOLITION
PLAN

SHEET NUMBER:

1





SITE LEGEND

- BOUNDARY LINE
- CONCRETE CURB AND GUTTER
- MOUNTABLE CURB W/RADIUS PROTECTOR
- PARKING SPACE INDICATOR
- MULTIPLE PRODUCT DISPENSER WITH CANOPY COLUMNS AND BOLLARDS
- TRANSFORMER
- FUEL SYSTEM ACCESS MANWAY

SITE DATA (7424)

PROPOSED/EXISTING ZONING: CC
 PROPOSED USE: XX

SITE AREA INFORMATION:
 GROSS AREA: 108,107 S.F. 2.48 AC.
 NET AREA: 108,107 S.F. 2.48 AC.
 QUIKTRIP BUILDING: 6,445 S.F.
 QUIKTRIP FUELING CANOPIES: 7,287 S.F.
 PARKING REQUIRED: 32
 PARKING PROVIDED: 47 PLUS 2 ACCESSIBLE
 BIKE PARKING REQUIRED: N/A
 BIKE PARKING PROVIDED: N/A

MAX. BUILDING HEIGHT: 20'-0" AT FRONT DOOR

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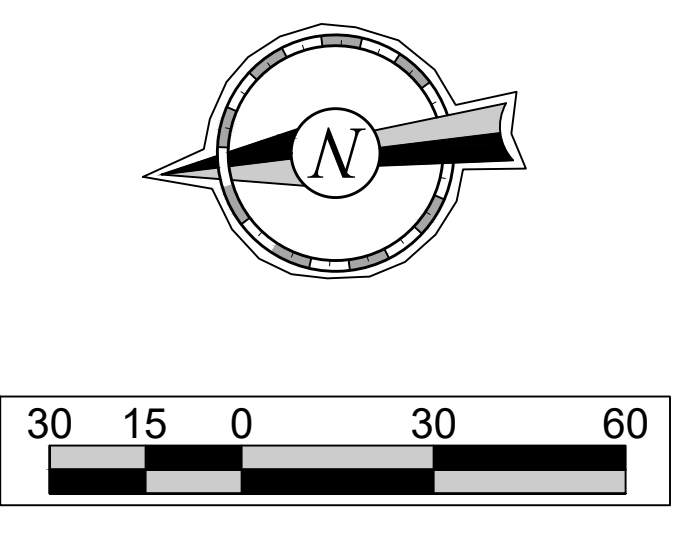
PROTOTYPE: P-123 08/14/2025
 DIVISION: TULSA
 VERSION: 001
 DESIGNED BY: M.A.R.
 DRAWN BY: J.E.G.
 REVIEWED BY: M.H.

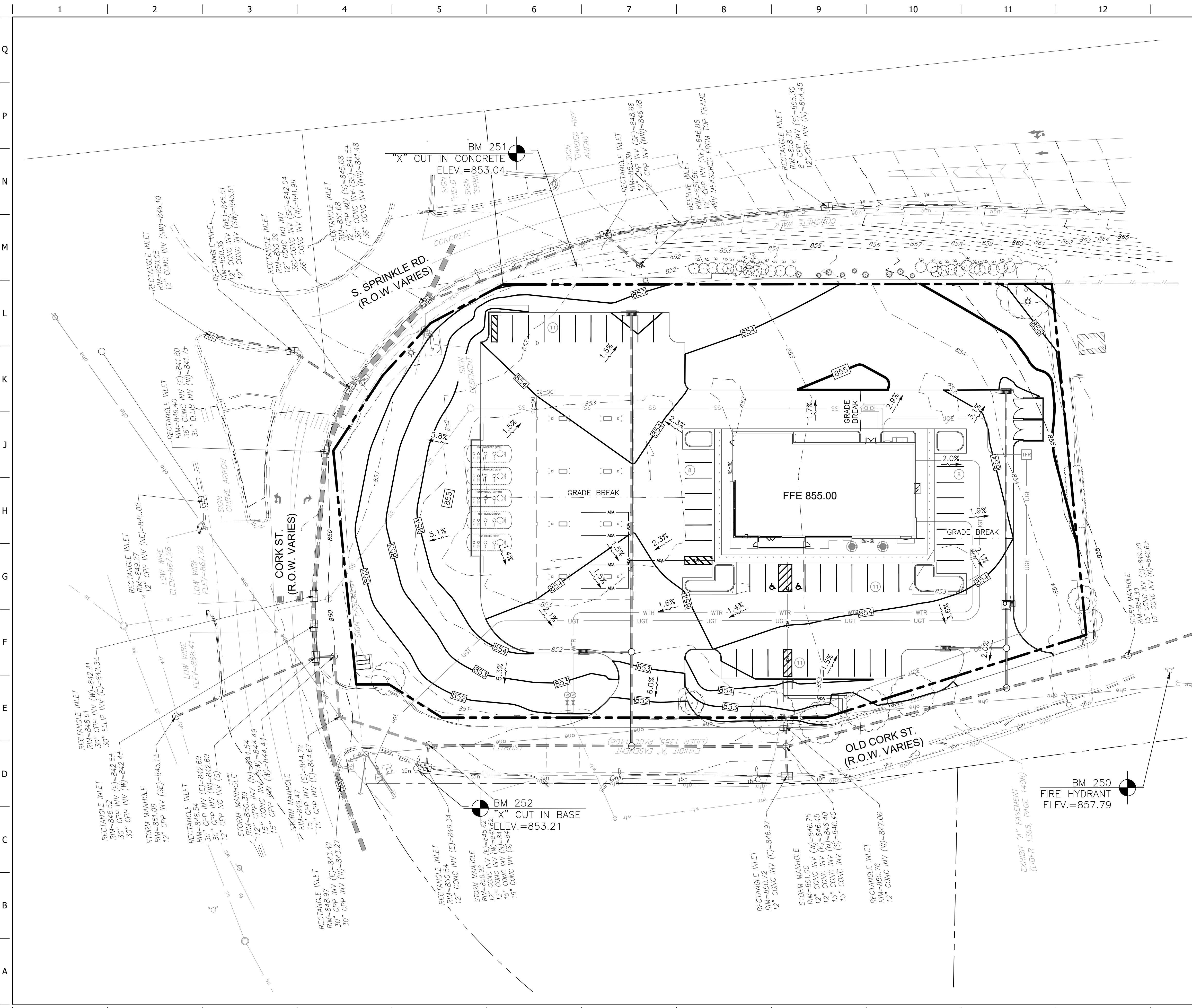
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ORIGINAL ISSUE DATE: 01/21/2026

SHEET TITLE:
 CDP-SITE PLAN

SHEET NUMBER:
 2



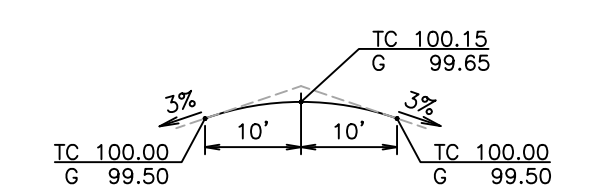


BENCHMARKS	
BM-250	TOP OPERATING NUT OF FIRE HYDRANT ON THE WEST SIDE OF OLD CORK STREET, APPROX. 520'± SOUTH OF ITS INTERSECTION WITH E. CORK STREET. ELEVATION=857.79'
BM-251	AN "X" CUT IN A CONCRETE BASE ON THE WEST SIDE OF S. SPRINKLE ROAD, APPROX. 130'± SOUTH OF ITS INTERSECTION WITH E. CORK STREET. ELEVATION=853.04'
BM-252	AN "X" CUT IN A CONCRETE LIGHT POLE BASE ON THE WEST SIDE OF OLD CORK STREET, APPROX. 65'± SOUTH OF ITS INTERSECTION WITH E. CORK STREET. ELEVATION=853.21'

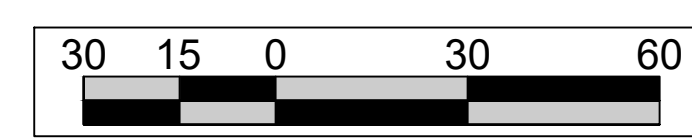
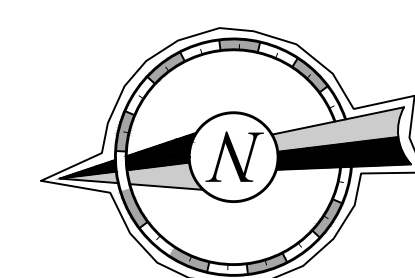
GRADING LEGEND	
ST	STORM PIPE (< 10" NEW)
ST	STORM PIPE (> 12" NEW)
ST	STORM PIPE (> 12" EXISTING)
XXXX	MAJOR CONTOUR (NEW)
XXXX	MINOR CONTOUR (NEW)
XXX	MAJOR CONTOUR (EXISTING)
XXX	MINOR CONTOUR (EXISTING)
---	LIMITS OF DISTURBANCE
TC XXXX.XX	TOP OF CURB ELEVATION (NEW)
G XXXX.XX	GUTTER ELEVATION (NEW)
FG XXXX.XX	FINISHED GRADE ELEVATION (NEW)
FG XXXX.XX	SPOT ELEVATION (EXISTING)
SG	STORM GRATE (NEW)

- MISCELLANEOUS GRADING NOTES**
- GAS CANOPY INSTALLER SHALL INSTALL THE CANOPY COLUMN DRAIN PIPE AND OVERFLOW FITTING. THE STORM WATER INSTALLER SHALL CONNECT THEIR PIPING TO THE GAS INSTALLER'S OVERFLOW FITTING.
 - WHEN PLAN GRADES DEPICT RUNOFF TO BE DIRECTED AWAY FROM THE CURB, USE DRAIN AWAY CURB ALTERNATE. (RE: "CURB DETAIL-BARRIER" P0009A00X DETAIL)

- VERTICAL CURVE AT GRADE BREAK NOTES**
- TO AVOID ANY DEFINED CRESTS OR SUMPS, "GRADE BREAKS" SHALL BE CONSTRUCTED AS A "VERTICAL CURVE". SURVEYOR & CONTRACTOR SHALL CONFER WITH QUIKTRIP CONSTRUCTION MANAGER PRIOR TO CONSTRUCTION STAKING OR CONCRETE PLACEMENT RELATIVE TO ANY GRADE BREAKS.
 - GRADE TRANSITIONS IN THE CURB LINE SHOULD NOT BE SHARP. VERTICAL CURVES SHOULD BE CONSTRUCTED TO SOFTEN THE ABRUPT CHANGE IN GRADE. THE VERTICAL CURVE SHALL BE APPROXIMATED BY SPOT ELEVATIONS IN 10' INCREMENTS ON THE GRADING PLAN. ABSOLUTE CHANGE IN GRADE SHALL NOT EXCEED 4%. THIS HOLDS FOR BOTH CRESTS AND SUMPS IN THE CURB AND GUTTER.



EARTHWORK QUANTITIES	
CUT	= 90 C.Y.
FILL	= 4,650 C.Y.
NET FILL	= 4,560 C.Y.



BID SET
NOT FOR CONSTRUCTION

PROJECT NO.: WJXN3422

Jacobs

MICHIGAN
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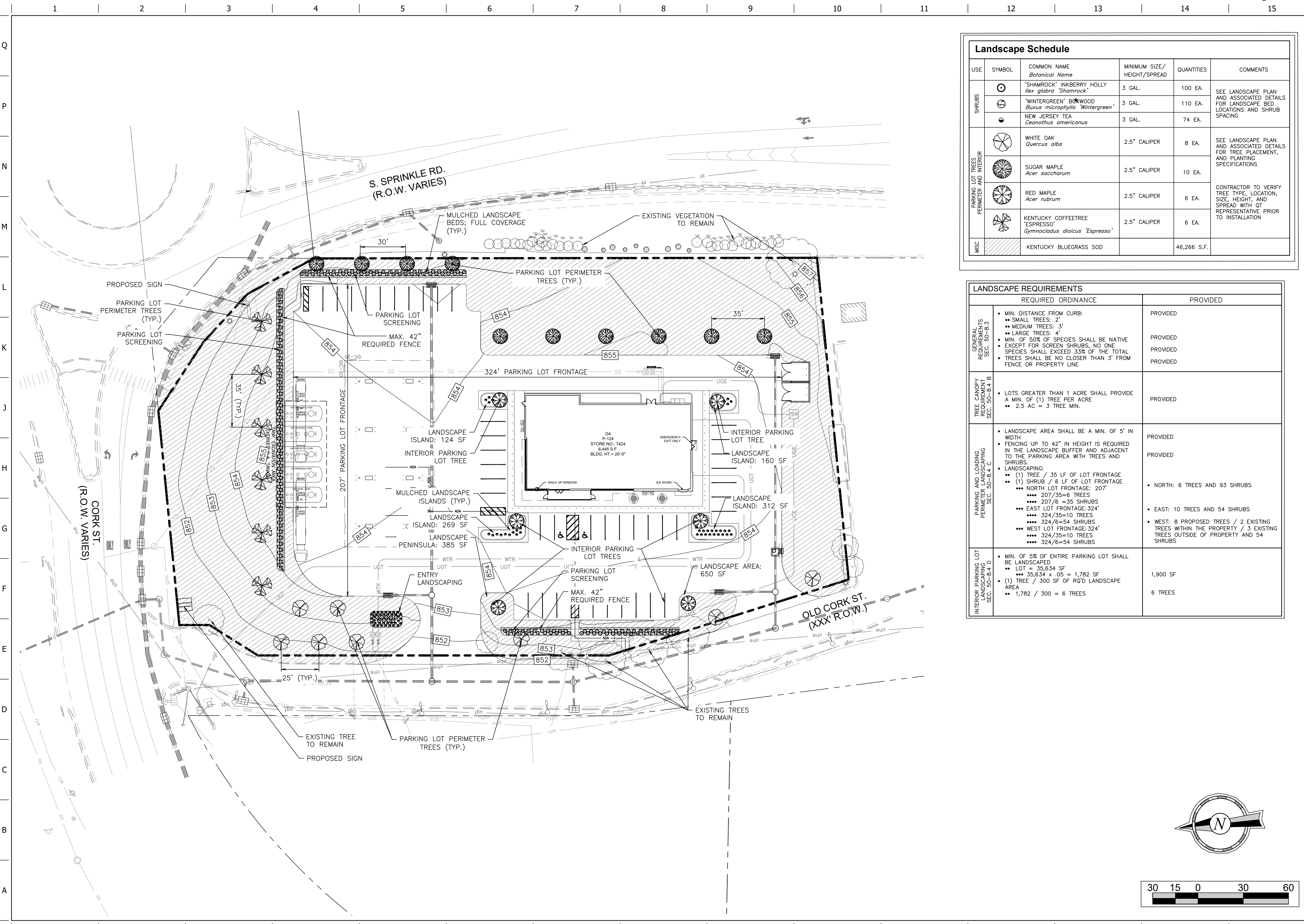
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DIVISION: TULSA
VERSION: 001
DESIGNED BY: M.A.R.
DRAWN BY: J.E.G.
REVIEWED BY: M.H.

REV	DATE	DESCRIPTION

SHEET TITLE: CDP-GRADING PLAN
SHEET NUMBER: 3



Landscape Schedule					
USE	SYMBOL	COMMON NAME <i>Botanical Name</i>	MINIMUM SIZE/ HEIGHT/SPREAD	QUANTITIES	COMMENTS
SHRUBS		'SHAMROCK' INKBERRY HOLLY <i>Ilex glabra 'Shamrock'</i>	3 GAL.	100 EA.	SEE LANDSCAPE PLAN AND ASSOCIATED DETAILS FOR LANDSCAPE BED LOCATIONS AND SHRUB SPACING
		'WINTERGREEN' BOXWOOD <i>Buxus microphylla 'Wintergreen'</i>	3 GAL.	110 EA.	
		NEW JERSEY TEA <i>Ceanothus americanus</i>	3 GAL.	74 EA.	
PARKING LOT TREES PERIMETER AND INTERIOR		WHITE OAK <i>Quercus alba</i>	2.5" CALIPER	8 EA.	SEE LANDSCAPE PLAN AND ASSOCIATED DETAILS FOR TREE PLACEMENT, AND PLANTING SPECIFICATIONS
		SUGAR MAPLE <i>Acer saccharum</i>	2.5" CALIPER	10 EA.	
		RED MAPLE <i>Acer rubrum</i>	2.5" CALIPER	6 EA.	CONTRACTOR TO VERIFY TREE TYPE, LOCATION, SIZE, HEIGHT, AND SPREAD WITH QT REPRESENTATIVE PRIOR TO INSTALLATION
		KENTUCKY COFFEETREE 'ESPRESSO' <i>Gymnocladus dioica 'Espresso'</i>	2.5" CALIPER	6 EA.	
MISC		KENTUCKY BLUEGRASS SOD		46,266 S.F.	

	REQUIRED ORDINANCE	PROVIDED
	GENERAL REQUIREMENTS SEC. 50-8.3	<ul style="list-style-type: none"> MIN. DISTANCE FROM CURB: <ul style="list-style-type: none"> SMALL TREES: 2' MEDIUM TREES: 3' LARGE TREES: 4' MIN. OF 50% OF SPECIES SHALL BE NATIVE EXCEPT FOR SCREEN SHRUBS, NO ONE SPECIES SHALL EXCEED 33% OF THE TOTAL TREES SHALL BE NO CLOSER THAN 3' FROM FENCE OR PROPERTY LINE
TREE CANOPY REQUIREMENT SEC. 50-8.4 B	<ul style="list-style-type: none"> LOTS GREATER THAN 1 ACRE SHALL PROVIDE A MIN. OF (1) TREE PER ACRE 2.5 AC = 3 TREE MIN. 	PROVIDED
PARKING AND LOADING PERIMETER LANDSCAPING SEC. 50-8.4 C	<ul style="list-style-type: none"> LANDSCAPE AREA SHALL BE A MIN. OF 5' IN WIDTH FENCING UP TO 42" IN HEIGHT IS REQUIRED IN THE LANDSCAPE BUFFER AND ADJACENT TO THE PARKING AREA WITH TREES AND SHRUBS. LANDSCAPING: <ul style="list-style-type: none"> (1) TREE / 35 LF OF LOT FRONTAGE (1) SHRUB / 6 LF OF LOT FRONTAGE NORTH LOT FRONTAGE: 207' <ul style="list-style-type: none"> 207/35=6 TREES 207/6=35 SHRUBS EAST LOT FRONTAGE: 324' <ul style="list-style-type: none"> 324/35=10 TREES 324/6=54 SHRUBS WEST LOT FRONTAGE: 324' <ul style="list-style-type: none"> 324/35=10 TREES 324/6=54 SHRUBS 	PROVIDED PROVIDED NORTH: 6 TREES AND 93 SHRUBS EAST: 10 TREES AND 54 SHRUBS WEST: 8 PROPOSED TREES / 2 EXISTING TREES WITHIN THE PROPERTY / 3 EXISTING TREES OUTSIDE OF PROPERTY AND 54 SHRUBS
INTERIOR PARKING LOT LANDSCAPING SEC. 50-8.4 D	<ul style="list-style-type: none"> MIN. OF 5% OF ENTIRE PARKING LOT SHALL BE LANDSCAPED LOT = 35,634 SF 35,634 x .05 = 1,782 SF (1) TREE / 300 SF OF RQ'D LANDSCAPE AREA 1,782 / 300 = 6 TREES 	1,900 SF 6 TREES

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PROJECT NO.: WJXN3422

Jacobs

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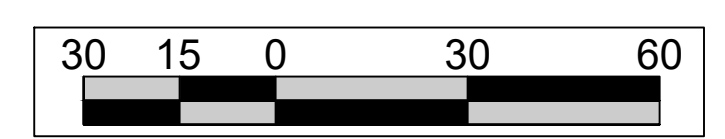
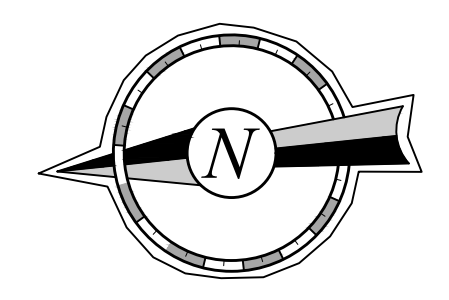
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DRAWN BY: J.E.G.
REVIEWED BY: M.H.

REV	DATE	DESCRIPTION

ORIGINAL ISSUE DATE: 01/21/2026

SHEET TITLE:
CDP LANDSCAPE
PLAN

SHEET NUMBER:
4





QuikTrip.

4705 South 129th East Ave.
Tulsa, OK 74134-7008
P.O. Box 3475
Tulsa, OK 74101-3475
(918) 615-7700

Store # 0000 G4 Building Elevations

Address: Address

City, State: City, State

Serial # 00-0000-G4

Scale: 1/8"=1'-0"

Issue Date: 04.23.25

Drawn By: JK

Rev/Notes:

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①	FINISH	MANUFACTURER	SPECIFICATION
1	BRONZESTONE	INTERSTATE BRICK	ATLAS STRUCTURAL BRICK
2	MIDNIGHT	INTERSTATE BRICK	ATLAS STRUCTURAL BRICK
3	BRUSHED ALUMINUM	REYNOLDS	FASCIA
4	OSSIDO NERO	CROSSVILLE	EXTERIOR TILE
5	RED POLYCARBONATE	ALLEN INDUSTRIES	ILLUMINATED BAND
6	QT BROWN	SHERWIN-WILLIAMS	METAL PAINT
7	BLACK	ALL COURT FABRICS	POLYPRO 95 MESH
8	CL-60	ALLEN INDUSTRIES	SIGNAGE
9	IDB-56	ALLEN INDUSTRIES	ILLUMINATED SIGNAGE



QuikTrip.

4705 South 129th East Ave.
Tulsa, OK 74134-7008
P.O. Box 3475
Tulsa, OK 74101-3475
(918) 615-7700

Store #
0000

G4 Building Elevations

Address:
Address

City, State:
City, State

Serial #
00-0000-G4

Scale:
1/8"=1'-0"

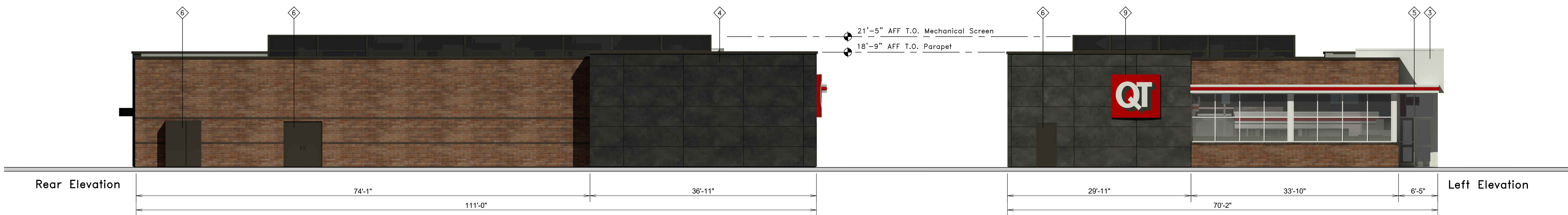
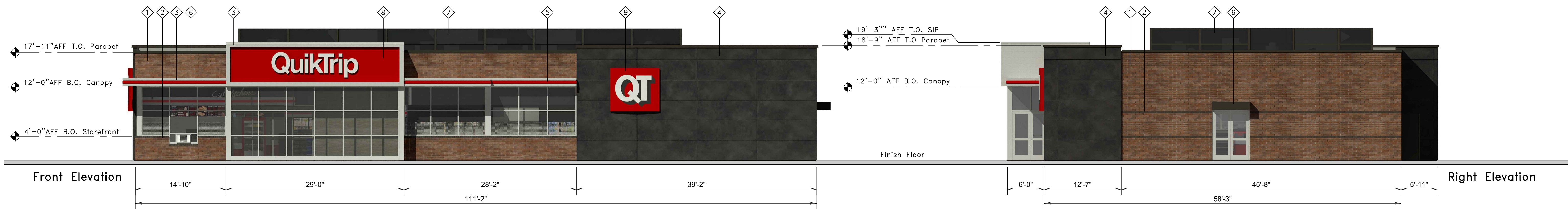
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#	FINISH	MANUFACTURER	SPECIFICATION
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2	MIDNIGHT	INTERSTATE BRICK	ATLAS STRUCTURAL BRICK
3	BRUSHED ALUMINUM	REYNOLDBOND	FASCIA
4	OSSIDO NERO	CROSSVILLE	EXTERIOR TILE
5	RED POLYCARBONATE	ALLEN INDUSTRIES	ILLUMINATED BAND
6	QT BROWN	SHERWIN-WILLIAMS	METAL PAINT
7	BLACK	ALL COURT FABRICS	POLYPRO 95 MESH
8	CL-60	ALLEN INDUSTRIES	SIGNAGE
9	IDB-56	ALLEN INDUSTRIES	ILLUMINATED SIGNAGE



Store #	G4 Building Elevations		Address:	City, State:
Serial #	Scale: 1/8"=1'-0"	Issue Date:	Drawn By: JK	Rev/Notes:

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4	OSSIDO NERO	CROSSVILLE	STONE PANELS
5	RED POLYCARBONATE	ALLEN INDUSTRIES	ILLUMINATED BAND
6	QT BROWN	SHERWIN-WILLIAMS	METAL PAINT
7	BLACK	ALL COURT FABRICS	POLYPRO 95 MESH
8	CL-60	ALLEN INDUSTRIES	ILLUMINATED SIGNAGE
9	IDB-56	ALLEN INDUSTRIES	ILLUMINATED SIGNAGE

P.C. # 2026.03 - 3810 E Cork Street

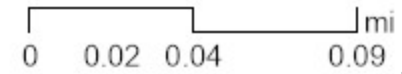
Special Use Permit - Gas Station with Convenience Store



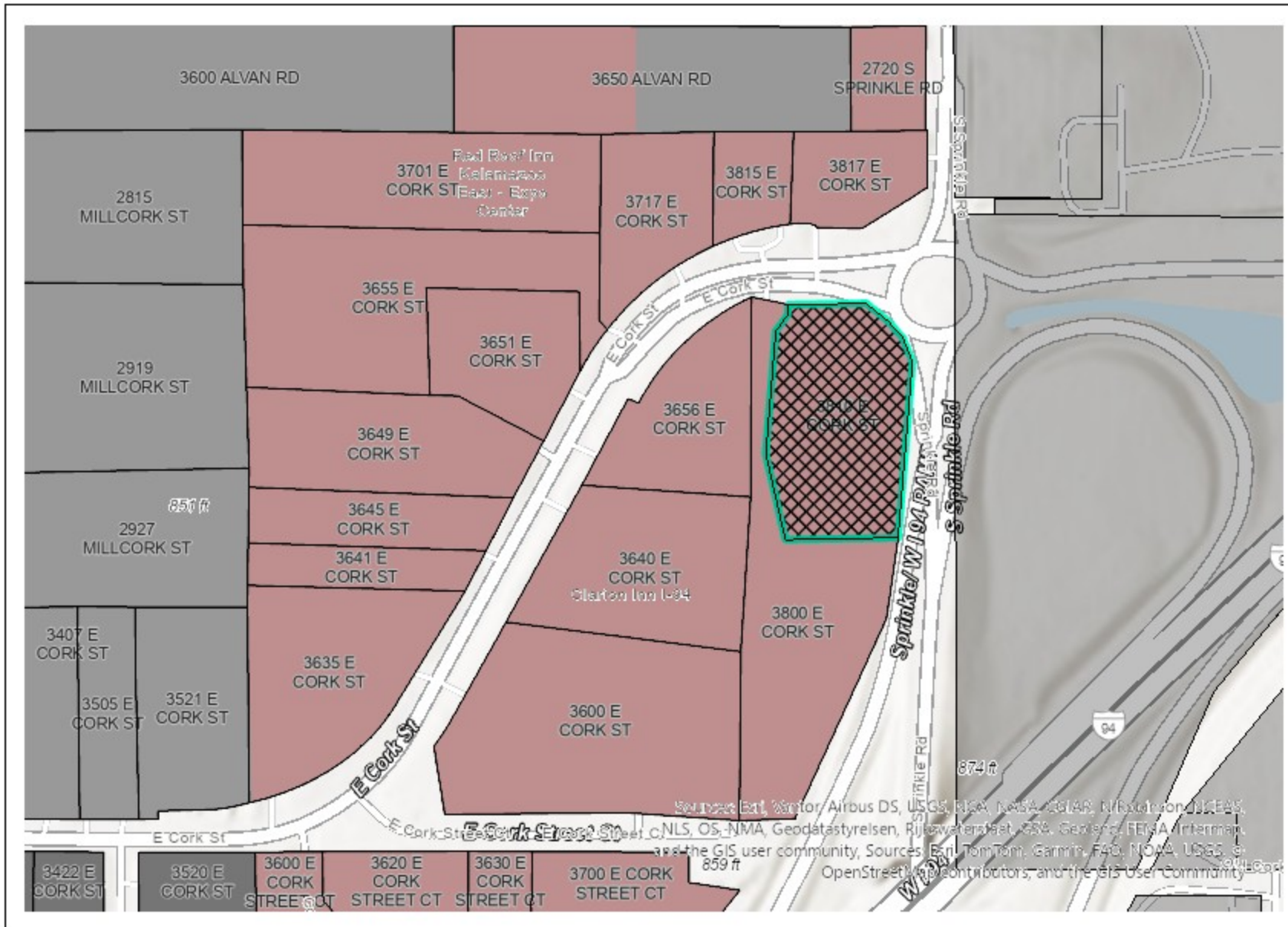
Aerial View

- County Parcels
- Subject Property
- Other Property




Source: Esri, DigitalGlobe, GeoEye, IGN, AerGRID, AIRPHOTON, NGA, NAIP, IGN, DeLorme, NAVTEQ, Swisstopo, Esri, Swisstopo, Swisstopo, IGN, Esri, Intel, Imagery, and the GIS user community, Mapbox, OpenStreetMap contributors, and the GIS User Community
 Parcel ID: 3810 E CORK ST






P.C. # 2026.03 - 3810 E Cork Street Special Use Permit - Gas Station with Convenience Store



Current Zoning

-  County Parcels
-  Subject Property
-  Subject Property
-  Other Property

Zoning Classifications

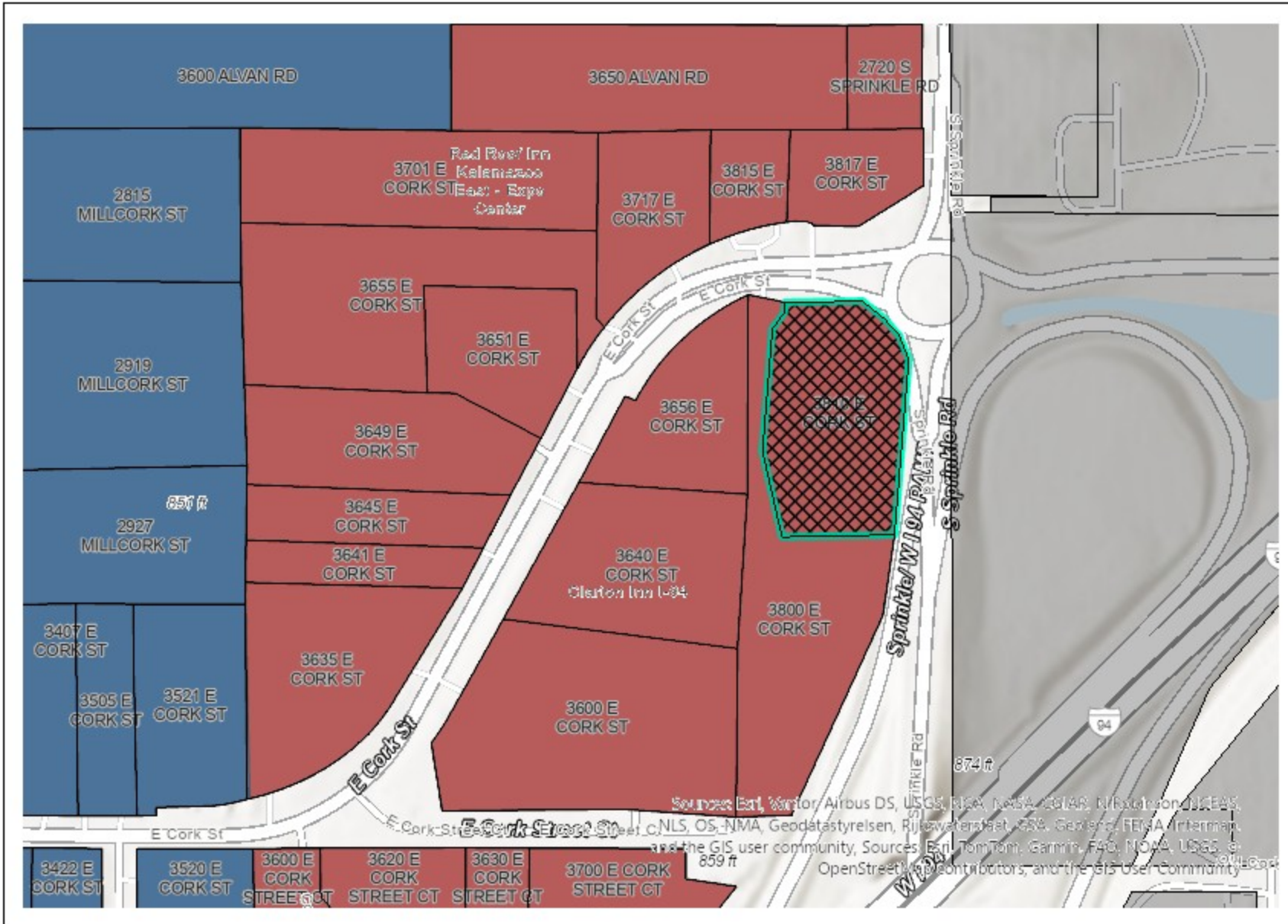
-  CC
-  M1
-  M2

0 0.02 0.04 0.09 mi



P.C. # 2026.03 - 3810 E Cork Street

Special Use Permit - Gas Station with Convenience Store



Future Land Use

-  County Parcels
-  Subject Property
-  Subject Property
-  Other Property

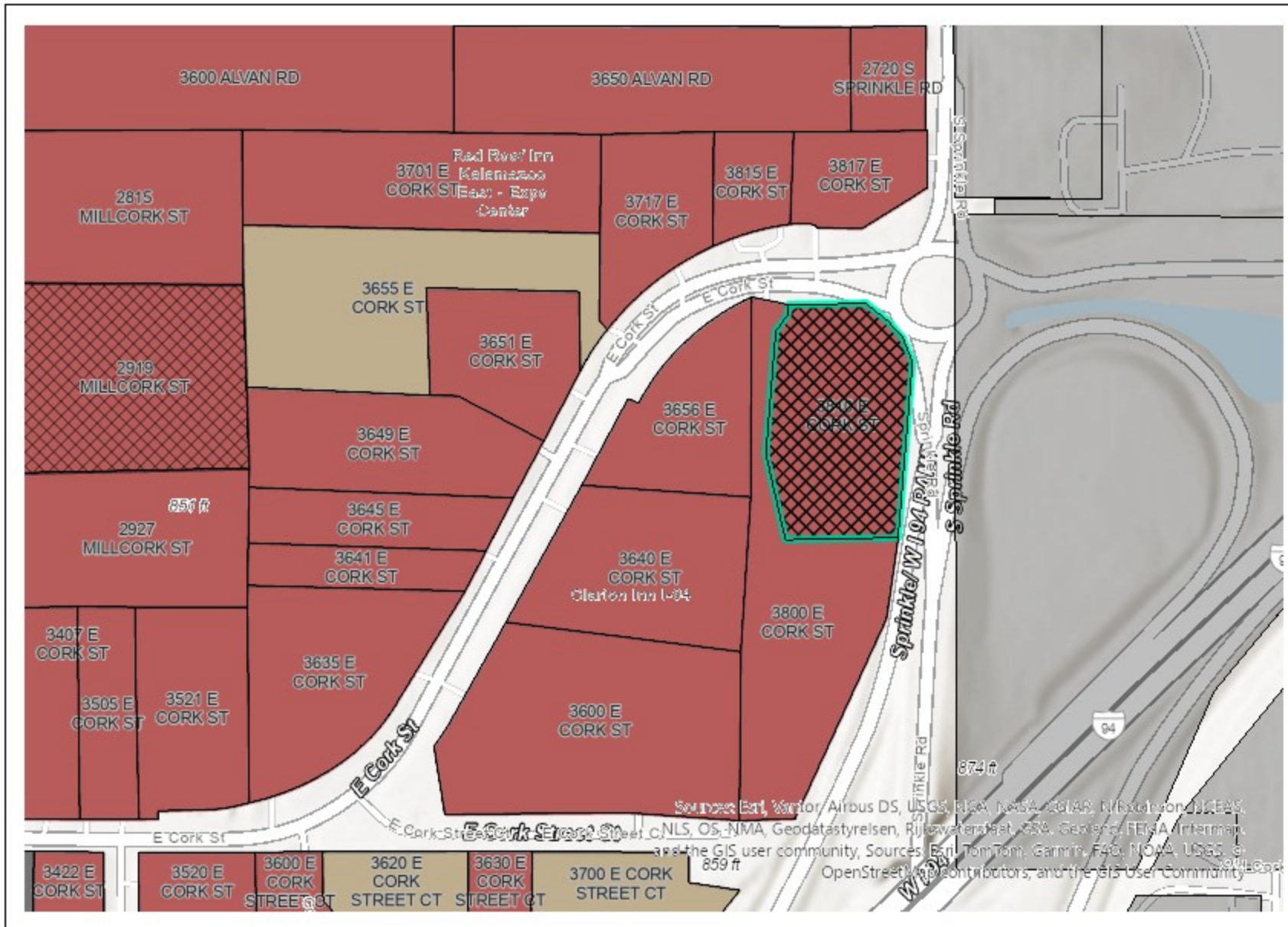
FLU Category

-  Commercial
-  Industrial






0 0.02 0.04 0.09 mi



P.C. # 2026.03 - 3810 E Cork Street Special Use Permit - Gas Station with Convenience Store



Current Land Use

-  County Parcels
-  Subject Property
-  Subject Property
-  Other Property
-  Tax Exempt

Property Class

-  Commercial
-  Vacant
-  Industrial

0 0.02 0.04 0.09 mi



Traffic Impact Analysis

QuikTrip

On behalf of:



Contact:

QuikTrip
Ali Bukhres
50 South Main Street
Naperville, IL 60540

Preparation Date:

11/4/2025

Traffic Impact Analysis Disclaimer

The findings and conclusions expressed in this TIA are those of the authors and not necessarily those of the City of Kalamazoo nor MDOT.

Sincerely,

CESO, INC.

Robert E. Matko, P.E., P.S., PTOE
Engineering Manager



Traffic Analysis

CLIENT QuikTrip

LOCATION: SW Corner of E Cork Street & S Sprinkle Road Intersection

COUNTY Kalamazoo

CITY, STATE Kalamazoo, MI

PREPARED BY David Borja

CESO Inc

ADDRESS 13060 S US Highway 27, Suite D

CITY, STATE DeWitt, MI 48820

PHONE 517.212.4229

DATE November 4, 2025

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1. Executive Summary

1.1. Summary

Recommendations are listed in Section 1.3 – Summary of Recommendations.

This report is submitted on behalf of QuikTrip in connection with its application to the City of Kalamazoo for access permit approval. The Traffic Impact Analysis (TIA) conducted by CESO, Inc. identifies the traffic related impacts, if any, associated with the proposed QuikTrip Development; referred to herein as “QuikTrip Development.”

QuikTrip retained CESO, Inc. to prepare the Traffic Impact Analysis for the QuikTrip Development and present the details of a safe and efficient access system relating to QuikTrip’s application for approval of the following:

- Site driveways along Old Cork Street.
- Work within the right-of-way for construction of any necessary improvements.

The Traffic Impact Analysis focused on evaluating the Existing, 2026 No-Build, 2026 Build Year, 2031 No-Build, and 2031 Design Year Traffic conditions near the site.

1.2. Conclusions

The proposed QuikTrip Development is anticipated to generate 4,114 trips per day on a typical weekday (2,057 inbound and 2,057 outbound), of which 433 total trips will be generated during the weekday AM peak hour (216 inbound and 217 outbound), and 364 total trips during the weekday PM peak hour (182 inbound and 182 outbound). The generated trips for the proposed QuikTrip Development are anticipated to approach and depart the Site following the distribution patterns illustrated on Figures 6.A-6.B.

Highway Capacity Manual (HCM)/Synchro V12.0 was used to analyze the current level of service at the key study intersections.

Under **2026 No-Build traffic scenario**, the E Cork Street/I-94 WB Off Ramp & S Sprinkle Road roundabout intersection operates at LOS “D” and “C” during the AM and PM peak hours. The I-94 EB Ramps & S Sprinkle Road roundabout intersection operates at LOS “D” during the AM and PM peak hours. Also, all individual movements at the stop-controlled intersection operate at LOS “B” or better during the AM and PM peak hours.

Under **2026 Build Year traffic scenario**, the E Cork Street/I-94 WB Off Ramp & S Sprinkle Road roundabout intersection operates at LOS “F” and “C” during the AM and PM peak hours. The I-94 EB Ramps & S Sprinkle Road roundabout intersection operates at LOS “E” during the AM and PM peak hours. Also, all individual movements at the stop-controlled intersection operate at LOS “B” or better during the AM and PM peak hours.

Under **2031 No-Build traffic scenario**, the E Cork Street/I-94 WB Off Ramp & S Sprinkle Road roundabout intersection operates at LOS “D” and “C” during the AM and PM peak hours. The I-94 EB Ramps & S Sprinkle Road roundabout intersection operates at LOS “D” and “E” during the AM and PM peak hours. Also, all individual movements at the stop-controlled intersection operate at LOS “B” or better during the AM and PM peak hours.

Under **2031 Design Year traffic scenario**, the E Cork Street/I-94 WB Off Ramp & S Sprinkle Road roundabout intersection operates at LOS “F” and “C” during the AM and PM peak hours. The I-94 EB Ramps & S Sprinkle Road roundabout intersection operates at LOS “E” during the AM and PM peak hours. Also, all individual movements at the stop-controlled intersection operate at LOS “B” or better during the AM and PM peak hours

CESO conducted turn lane analyses for the study network and concluded the following:

- According to the MDOT Traffic & Safety Note 604A (July 2022), a right-turn lane is not warranted at any study location under the 2026 Build Year and 2031 Design Year traffic scenarios.
- According to the MDOT Traffic & Safety Note 605A (July 2022), a left-turn lane is not warranted at any study location under the 2026 Build Year and 2031 Design Year traffic scenarios. Although the number of turns exceeded the curve of the chart, the advancing volume is less than 400 vehicles per hour.

CESO conducted a queue length analyses for the study network and verified the following:

- The queue length analysis revealed there are no queues that extend past the existing storage lengths. The westbound queue at the E Cork Street/I-94 WB Off Ramp & S Sprinkle Road intersection extends over 1000-ft under the 2026 Build Year and 2031 Design Year traffic scenario.

1.3. Summary of Recommendations

The following summary of recommendations was generated based upon the findings in the Traffic Impact Study.

2026 No-Build Traffic Scenario (Responsibility – Others):

No improvements are required or recommended.

2026 Build Year Traffic Scenario (Responsibility – QuikTrip):

QuikTrip Site Driveway #1 & Old Cork Street

- Construct QuikTrip Site Driveway #1 with one (1) egress lane and one (1) ingress lane to allow right-in, right-out, left-in, and left-out movements. Control QuikTrip Site Driveway #1 with one (1) stop sign.

QuikTrip Site Driveway #2 & Old Cork Street

- Construct QuikTrip Site Driveway #2 with one (1) egress lane and one (1) ingress lane to allow right-in, right-out, left-in, and left-out movements. Control QuikTrip Site Driveway #2 with one (1) stop sign.

QuikTrip Site Driveway #3 & Old Cork Street

- Construct QuikTrip Site Driveway #3 with one (1) egress lane and one (1) ingress lane to allow right-in, right-out, left-in, and left-out movements. Control QuikTrip Site Driveway #3 with one (1) stop sign.

2031 No-Build Traffic Scenario (Responsibility – Others):

No improvements are required or recommended.

2031 Design Year Traffic Scenario (Responsibility – QuikTrip):

No improvements are required or recommended.

2. Introduction

This report is submitted on behalf of QuikTrip in connection with its application to the City of Kalamazoo for access permit approval. The Traffic Impact Analysis (TIA) conducted by CESO, Inc. identifies the traffic related impacts, if any, associated with the proposed QuikTrip Development; referred to herein as “QuikTrip Development.”

QuikTrip retained CESO, Inc. to prepare the Traffic Impact Analysis for the QuikTrip Development and present the details of a safe and efficient access system relating to QuikTrip’s application for approval of the following:

- Site driveways along Old Cork Street
- Work within the right-of-way for construction of any necessary improvements.

This report presents the methodologies, analyses, and results of the Traffic Impact Analysis (TIA) for traffic generated by the proposed QuikTrip Development. The purpose of the TIA was to identify and mitigate traffic related impacts associated with the QuikTrip Development during the weekday AM and PM peak hours of the adjacent street traffic, corresponding with the weekday AM and PM peak hours of operation for the QuikTrip Development. The following intersections were analyzed in the Traffic Impact Analysis:

- E Cork Street & Arby’s Site Driveway (Stop-sign Controlled).
- E Cork Street & Old Cork Street (Stop-sign Controlled).
- E Cork Street/I-94 WB Off Ramp & S Sprinkle Road (Roundabout Controlled).
- I-94 WB On Ramps & S Sprinkle Road (Free Flow Controlled).
- I-94 EB Ramps & S Sprinkle Road (Roundabout Controlled).

The following traffic scenarios were included in analysis:

Existing Traffic Scenario – Represents traffic conditions during the weekday AM and PM peak hours of the adjacent roadway network that currently exist, without the proposed QuikTrip Development.

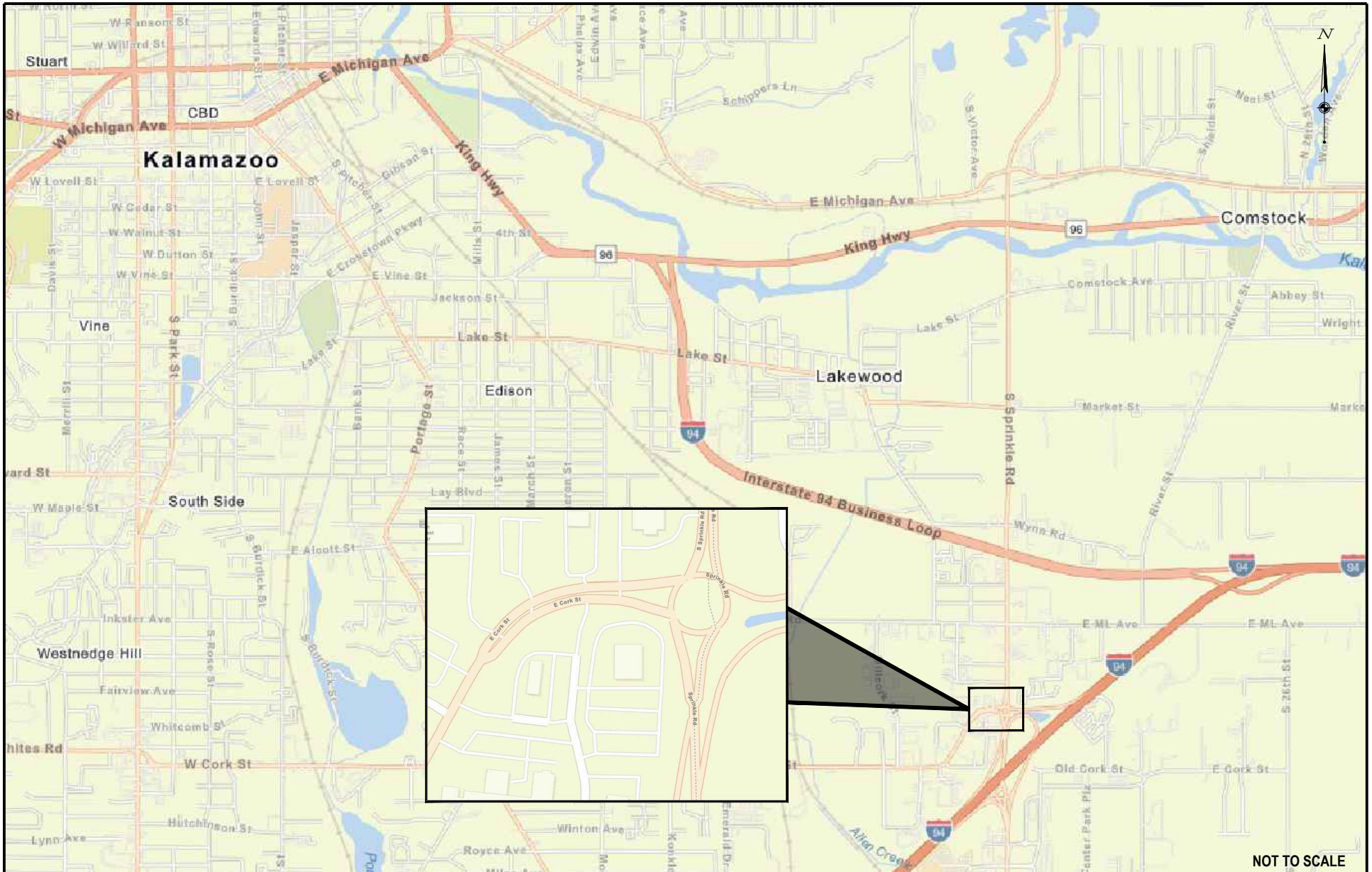
2026 No-Build Traffic Scenario – Represents traffic conditions during the weekday AM and PM peak hours of the adjacent roadway network that would exist during year 2026, without the proposed QuikTrip Development.

2026 Build Year Traffic Scenario – Represents traffic conditions during the weekday AM and PM peak hours of the adjacent roadway network that would exist during year 2026, with the proposed QuikTrip Development fully operational.

2031 No-Build Traffic Scenario – Represents traffic conditions during the weekday AM and PM peak hours of the adjacent roadway network that would exist during year 2031, without the proposed QuikTrip Development.

2031 Design Year Traffic Scenario – Represents traffic conditions during the weekday AM and PM peak hours of the adjacent roadway network that would exist during year 2031, with the proposed QuikTrip Development fully operational.

Figure 1 illustrates the Site Location with respect to the study area and Figure 2 illustrates the Site Plan for the proposed QuikTrip Development.

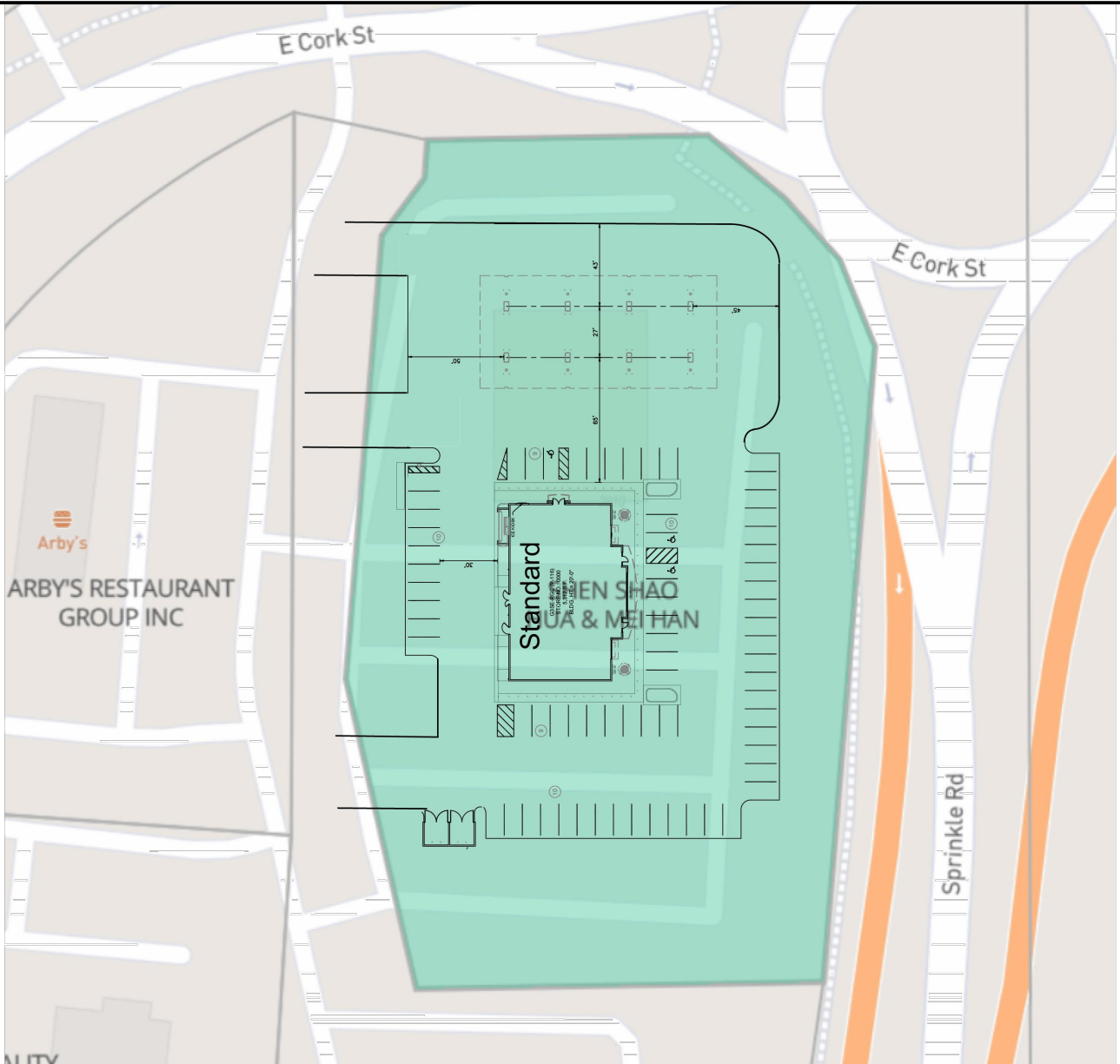


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SITE LOCATION	
QUIKTRIP DEVELOPMENT	
CITY OF KALAMAZOO	KALAMAZOO COUNTY, MICHIGAN

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SITE PLAN

QUIKTRIP DEVELOPMENT

FIGURE 2	
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3. Roadway and Traffic Conditions in the Vicinity of the Site

3.1. Study Location and Area Land Use

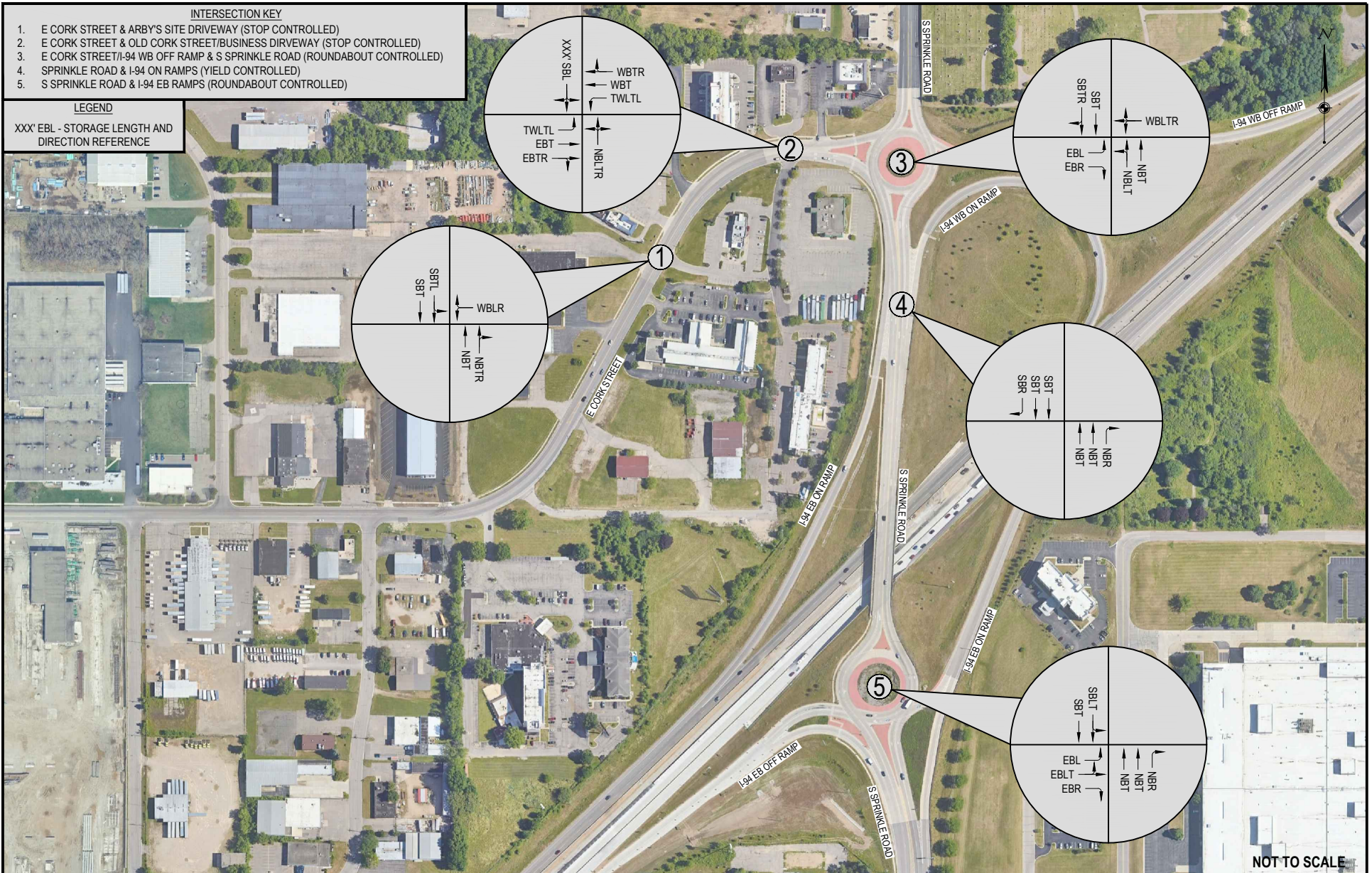
The proposed QuikTrip Development is proposed to be constructed on the southwest corner of the E Cork Street/I-94 WB Off Ramp and S Sprinkle Road intersection within the City of Kalamazoo, Kalamazoo County, MI. The proposed QuikTrip Development will consist of a 5,312 square-foot building, 8 stacked passenger car fueling dispensers (16 pumps), and associated parking. The existing land use in the area of the site is primarily commercial.

3.2. Area Roadway Characteristics

E Cork Road – E Cork Street runs in an east/west direction in the vicinity of the site. E Cork Street is a four-lane roadway in the vicinity of the site. E Cork Street is under the jurisdiction of the City of Kalamazoo. The posted speed limit on E Cork Street in the area of the site is 35 mph.

S Sprinkle Road – S Sprinkle Road runs in a north/south direction in the vicinity of the site. S Sprinkle Road is a four-lane roadway with a two-way left-turn lane in the vicinity of the site. S Sprinkle Road is under the jurisdiction of the City of Kalamazoo. The posted speed limit on S Sprinkle Road in the area of the site is 45 mph.

The Existing Transportation System is shown on Figure 3 of the report.



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EXISTING TRANSPORTATION SYSTEM

QUIKTRIP DEVELOPMENT

CITY OF KALAMAZOO

KALAMAZOO COUNTY, MICHIGAN

FIGURE 3	
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3.3. Existing Traffic Volumes

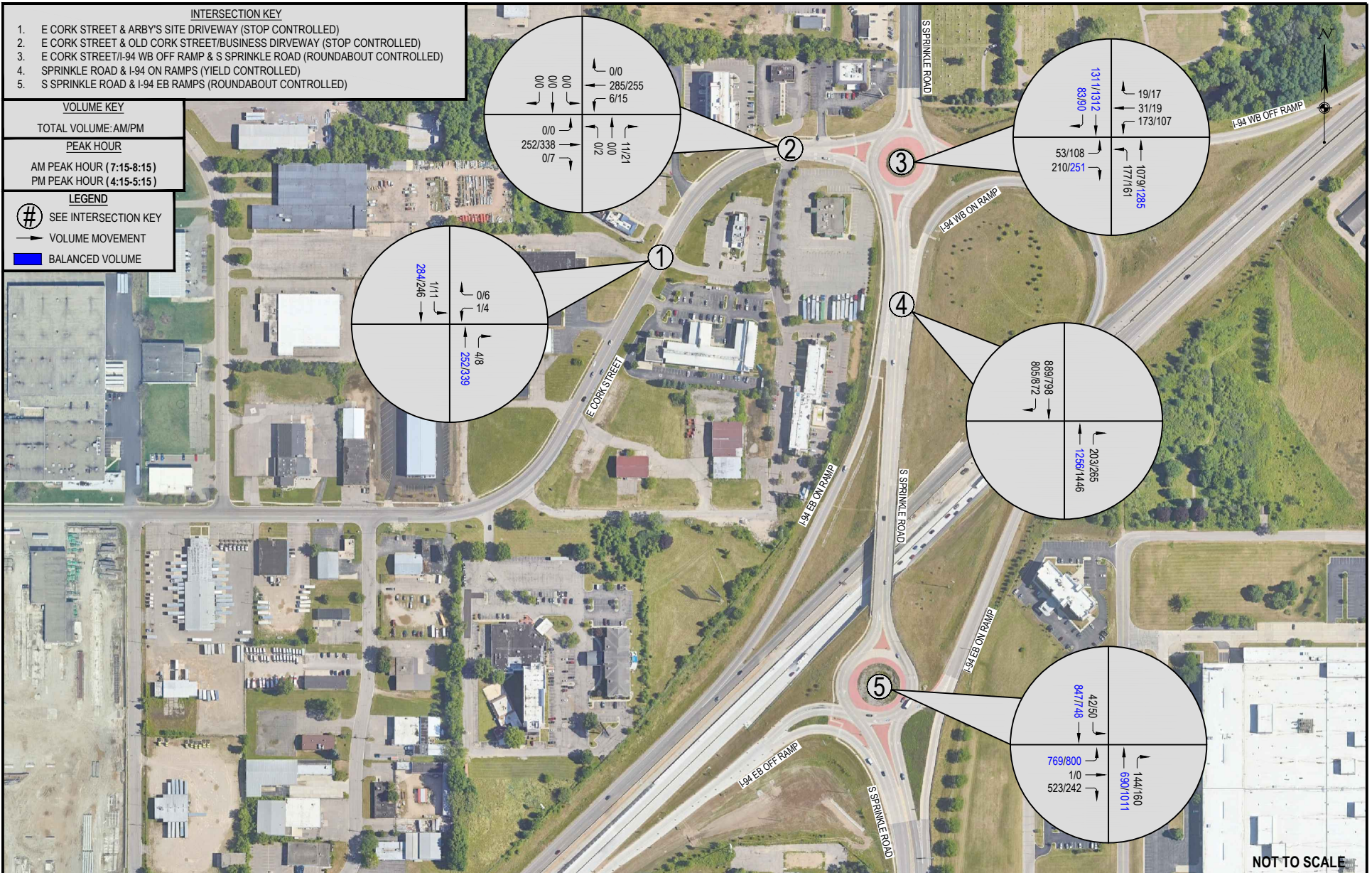
Traffic counts were conducted by Gewalt Hamilton Associates, Inc. (GHA) on Tuesday, September 16th, 2025, between the hours of 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM at the following intersections:

- E Cork Street & Arby's Site Driveway (Stop-sign Controlled).
- E Cork Street & Old Cork Street (Stop-sign Controlled).
- E Cork Street/I-94 WB Off Ramp & S Sprinkle Road (Roundabout Controlled).
- I-94 WB On Ramps & S Sprinkle Road (Free Flow Controlled).
- I-94 EB Ramps & S Sprinkle Road (Roundabout Controlled).

Count data collected consists of turning movement counts with classification breakouts of lights, buses, and trucks. The Existing Traffic Count Data is located in Appendix A of the report. The Existing Weekday Peak Hour Traffic Volumes (Year 2025) are illustrated on Figure 4.

The peak hours for the study network are the following:

- AM Peak Hour: 7:15 AM to 8:15 AM
- PM Peak Hour: 4:15 PM to 5:15 PM



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EXISTING WEEKDAY PEAK HOUR TRAFFIC VOLUMES (YEAR 2025)

QUIKTRIP DEVELOPMENT

CITY OF KALAMAZOO

KALAMAZOO COUNTY, MICHIGAN

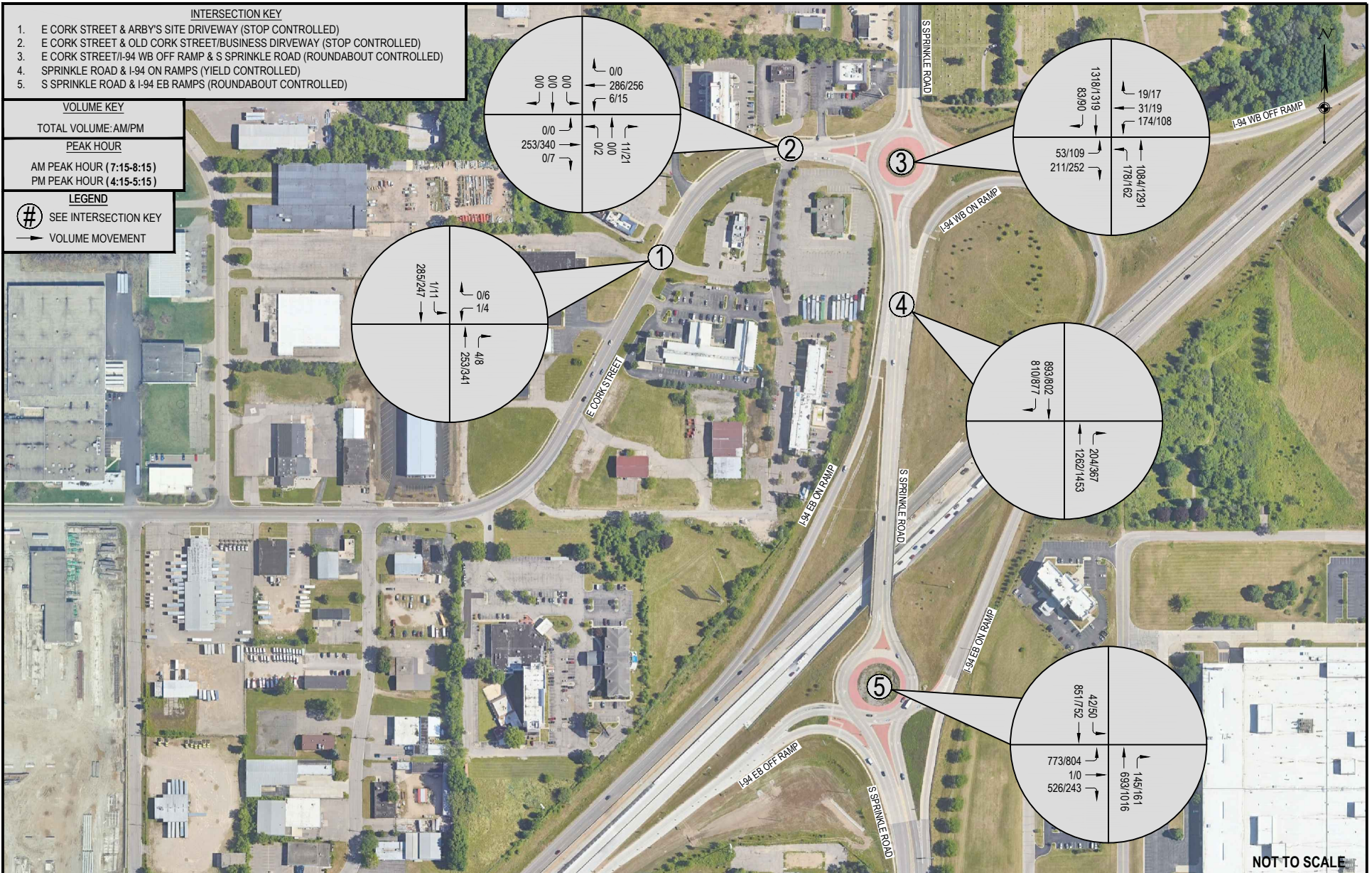
FIGURE 4

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4. Estimates of 2026 No-Build Traffic in the Vicinity of the Site

4.1. 2026 No-Build Traffic Volumes

The 2026 No-Build Weekday Peak Hour Traffic Volumes (Figure 5) were calculated by applying a growth rate to the Existing Weekday Traffic Volumes (Year 2025) (Figure 4). A growth rate of 0.50 percent (%) per year was applied to all volumes within the study area for one (1) year (1.005 growth factor) to reach the 2026 No-Build Weekday Peak Hour Traffic Volumes (Figure 5).



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2026 NO-BUILD WEEKDAY PEAK HOUR TRAFFIC VOLUMES

5. Trip Generation

5.1. QuikTrip Development Weekday Peak Hour Generated Traffic Volumes

Studies of similar developments throughout North America have shown that the amount of traffic generated will be functionally related to some unit of activity (i.e., number of fueling stations, square footage, etc.). In development, site traffic fluctuates substantially on different days and hours throughout the year. Therefore, it is imperative to select an appropriate hourly volume on which to base the design of the external roadway and site access facilities. The Weekday AM and PM Peak Hours were selected based on the adjacent street traffic during this hour.

The 2026 Build Year and 2031 Design Year Traffic Scenarios includes the proposed QuikTrip Development that will consist of:

- 5,312 square-foot building
- 8 stacked passenger car fueling dispensers (16 pumps)

For analysis purposes, the base variable units for the trip generation rates were square footage and fueling stations. The QuikTrip Development Generated Traffic Volumes were calculated by utilizing data contained in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition* in combination with methods outlined in the (ITE) *Trip Generation Handbook*. The QuikTrip Development Generated Traffic Volumes are presented below in Table 1. The sheets from ITE *Trip Generation Manual, 11th Edition* can be found in Appendix B.

Table 1
QuikTrip Development Generated Traffic Volumes

ITE Land Use Description	ITE Cat.	Size	Unit	Total Generated Trips										
				Weekday			AM Peak Hour				PM Peak Hour			
				Tot	In	Out	^A Tot	In	Out	^B PB	^A Tot	In	Out	^B PB
Passenger Cars														
Gasoline/Service Station with Convenience Market	945	16	Fuel Pos.	4,114	2,057	2,057	433	52	53	328	364	46	46	272
<i>ITE Cat. 945 Entering (%) / Exiting (%)</i>				100%	50%	50%	100%	50%	50%	^C 76%	100%	50%	50%	^C 75%

^A – Primary Trips + Pass-by Trips, ^B – Pass-by Trips Generated, ^C – Percent (%) of ^ATot

The proposed QuikTrip Development is anticipated to generate 4,114 trips per day on a typical weekday (2,057 inbound and 2,057 outbound), of which 433 total trips will be generated during the weekday AM peak hour (216 inbound and 217 outbound), and 364 total trips during the weekday PM peak hour (182 inbound and 182 outbound).

5.2. Directional Distribution of QuikTrip Development Generated Traffic Volumes

The directional distribution of the development-generated traffic is a function of several variables. The assumptions and methods used in estimating the direction in which traffic will approach and depart the Site varies with several location-specific conditions such as:

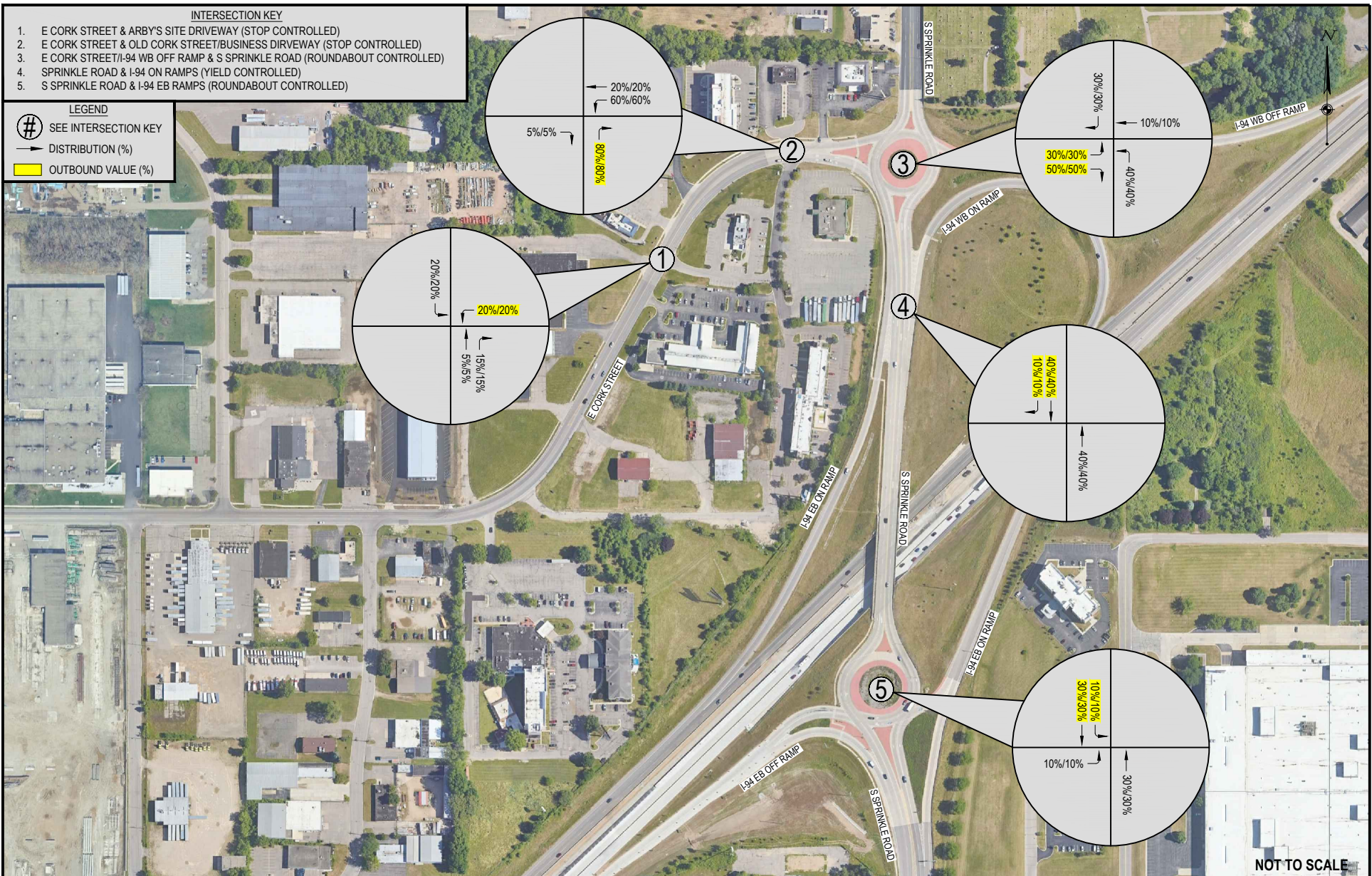
- Size and type of the proposed development.
- Population distribution within the defined area of influence.
- Prevailing operating conditions on the existing street system.

The analysis of directional distribution is based on the observation that drivers normally will choose the fastest (not necessarily the most direct) routes to and from a given traffic generator. Additionally, the land use of the traffic generator will determine the types of trips generated. The internal site trip assignment for the access drives was based upon the proposed Site Plan and understanding of the QuikTrip Development operation. The traffic entering and exiting the development will not always travel the most direct route. The anticipated directional distribution of trips generated by the proposed QuikTrip Development is shown in Table 2.

Table 2
Directional Distribution of QuikTrip Development Generated Traffic Volumes

Route	Distribution Approach/Departure	
	Cars	
	AM Peak Hour	PM Peak Hour
Primary Trip Distribution	Primary Trip Percentages	
To/From the East on E Cork Street	20%/20%	20%/20%
To/From the North on S Sprinkle Road	30%/30%	30%/30%
To/From the South on S Sprinkle Road	30%/30%	30%/30%
To/From the East on I-94	10%/10%	10%/10%
To/From the West on I-94	10%/10%	10%/10%
TOTAL	100%/100%	100%/100%
Pass-by/Diverted Trip Distribution	Pass-by/Diverted Trip Percentages	
To the East from the West on E Cork Street	10%/10%	10%/10%
To the West from the East on E Cork Street	10%/10%	10%/10%
To the South from the North on S Sprinkle Road	15%/15%	15%/15%
To the North from the South on S Sprinkle Road	15%/15%	15%/15%
To the East from the West on I-94	25%/25%	25%/25%
To the West from the East on I-94	25%/25%	25%/25%
TOTAL	100%/100%	100%/100%

Figures 6.A-6.B illustrate the primary and pass-by/diverted trip directional distributions for the QuikTrip Development Generated Traffic Volumes. Based upon the directional distributions listed in Table 2 and illustrated on Figures 6.A-6.B, the estimated QuikTrip Development Generated Traffic Volumes shown in Table 1 were distributed to the adjacent roadway system. The QuikTrip Development Generated Traffic Volumes are illustrated on Figures 7.A-7.B.



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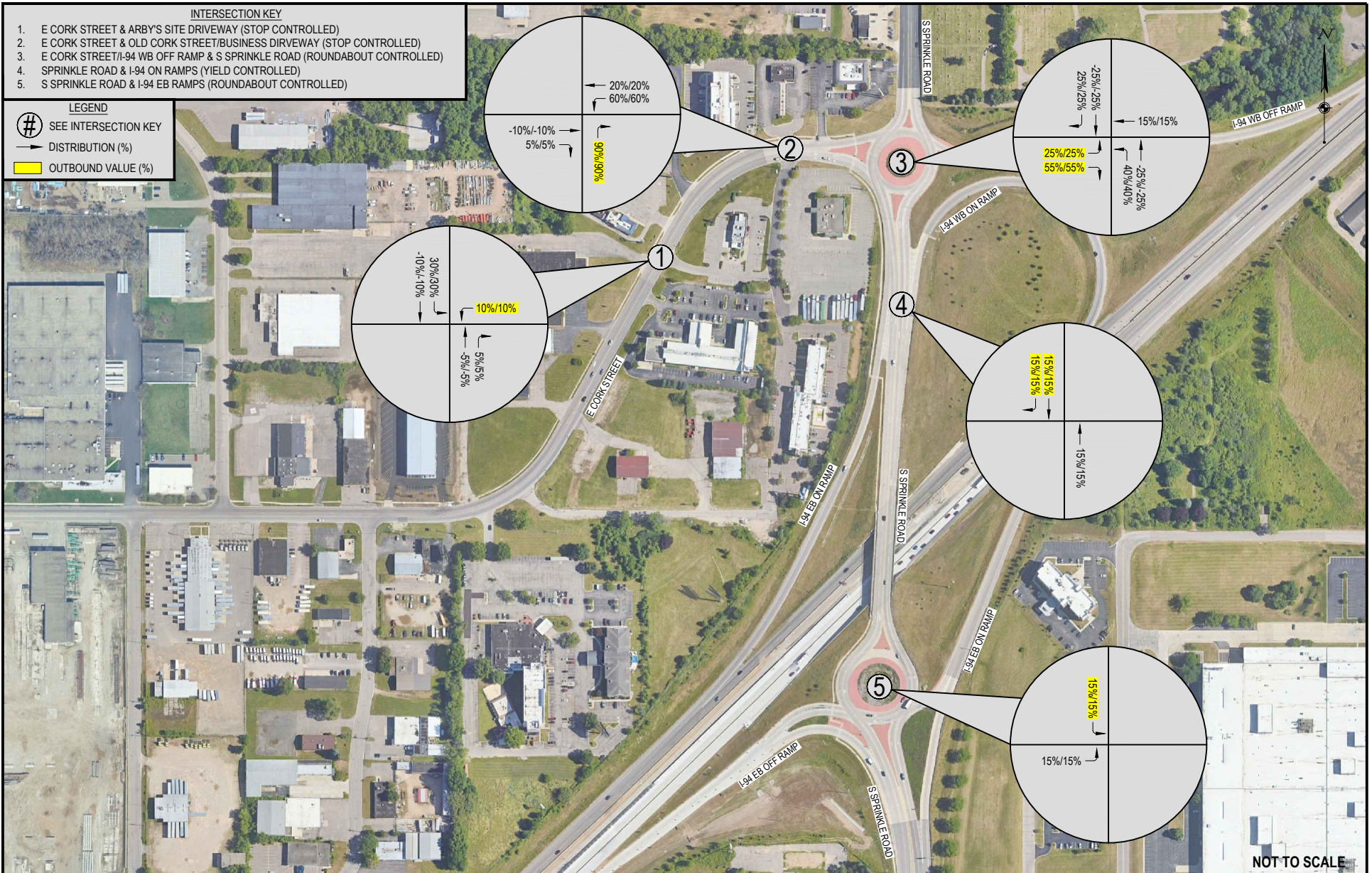
DIRECTIONAL DISTRIBUTION FOR QUIKTRIP DEVELOPMENT GENERATED TRAFFIC VOLUMES (PRIMARY TRIPS)

QUIKTRIP DEVELOPMENT

CITY OF KALAMAZOO

FIGURE 6.A

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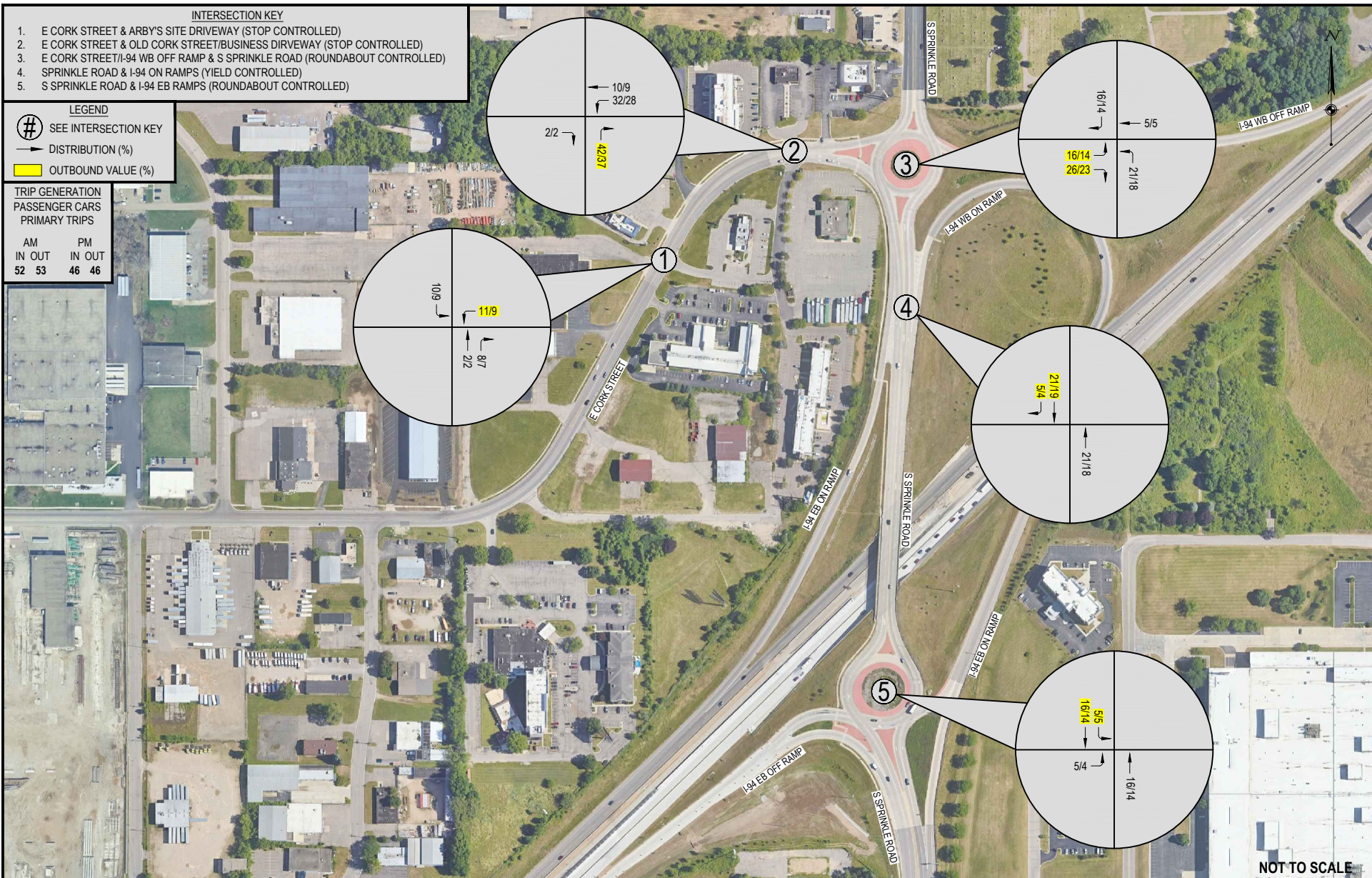
DIRECTIONAL DISTRIBUTION FOR QUIKTRIP DEVELOPMENT GENERATED TRAFFIC VOLUMES (PRIMARY TRIPS)

QUIKTRIP DEVELOPMENT

CITY OF KALAMAZOO

FIGURE 6.B

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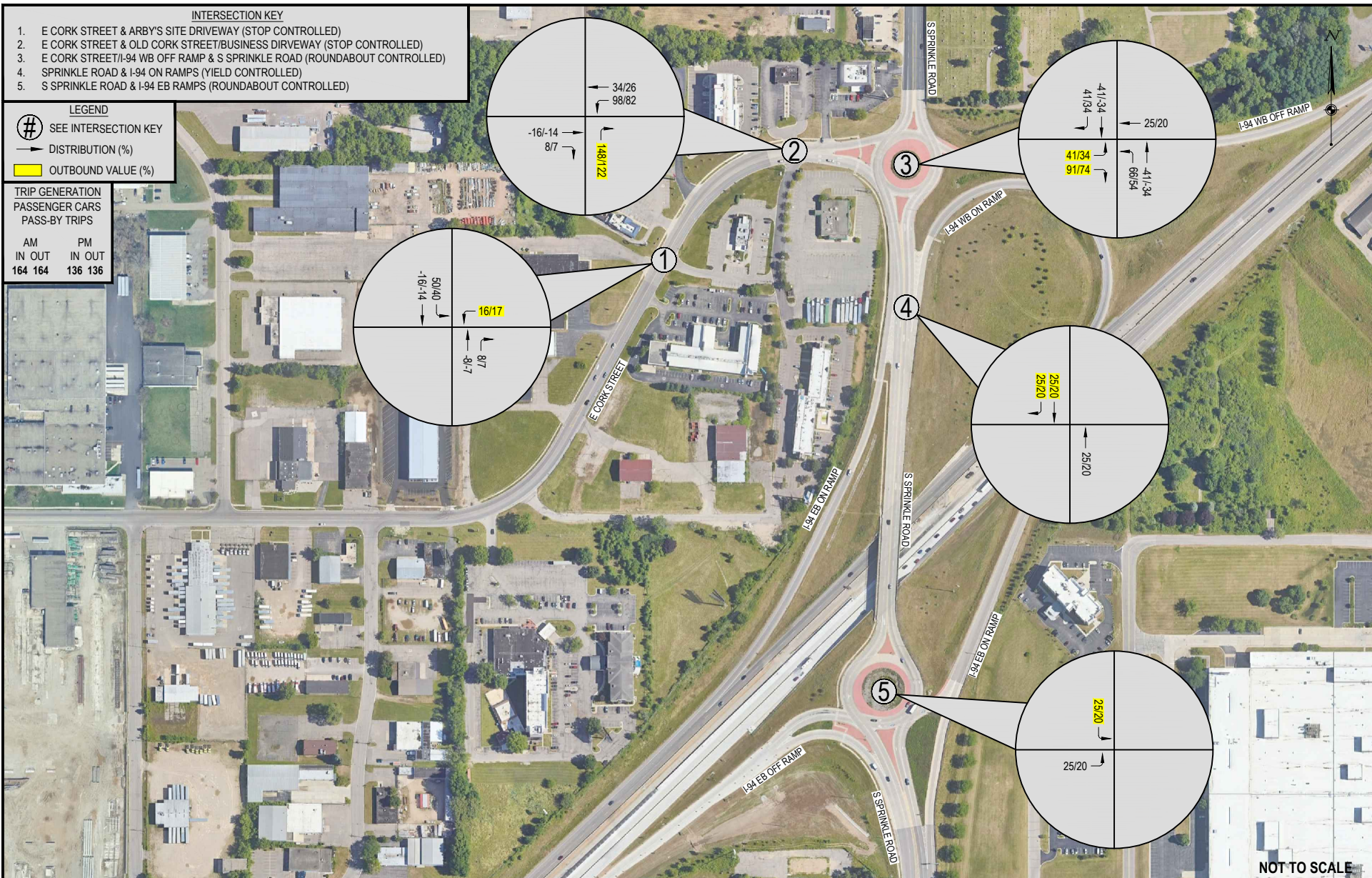
DIRECTIONAL DISTRIBUTION FOR QUIKTRIP DEVELOPMENT GENERATED TRAFFIC VOLUMES (PRIMARY TRIPS)

QUIKTRIP DEVELOPMENT

CITY OF KALAMAZOO

FIGURE 7.A

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DIRECTIONAL DISTRIBUTION FOR QUIKTRIP DEVELOPMENT GENERATED TRAFFIC VOLUMES (PRIMARY TRIPS)

QUIKTRIP DEVELOPMENT

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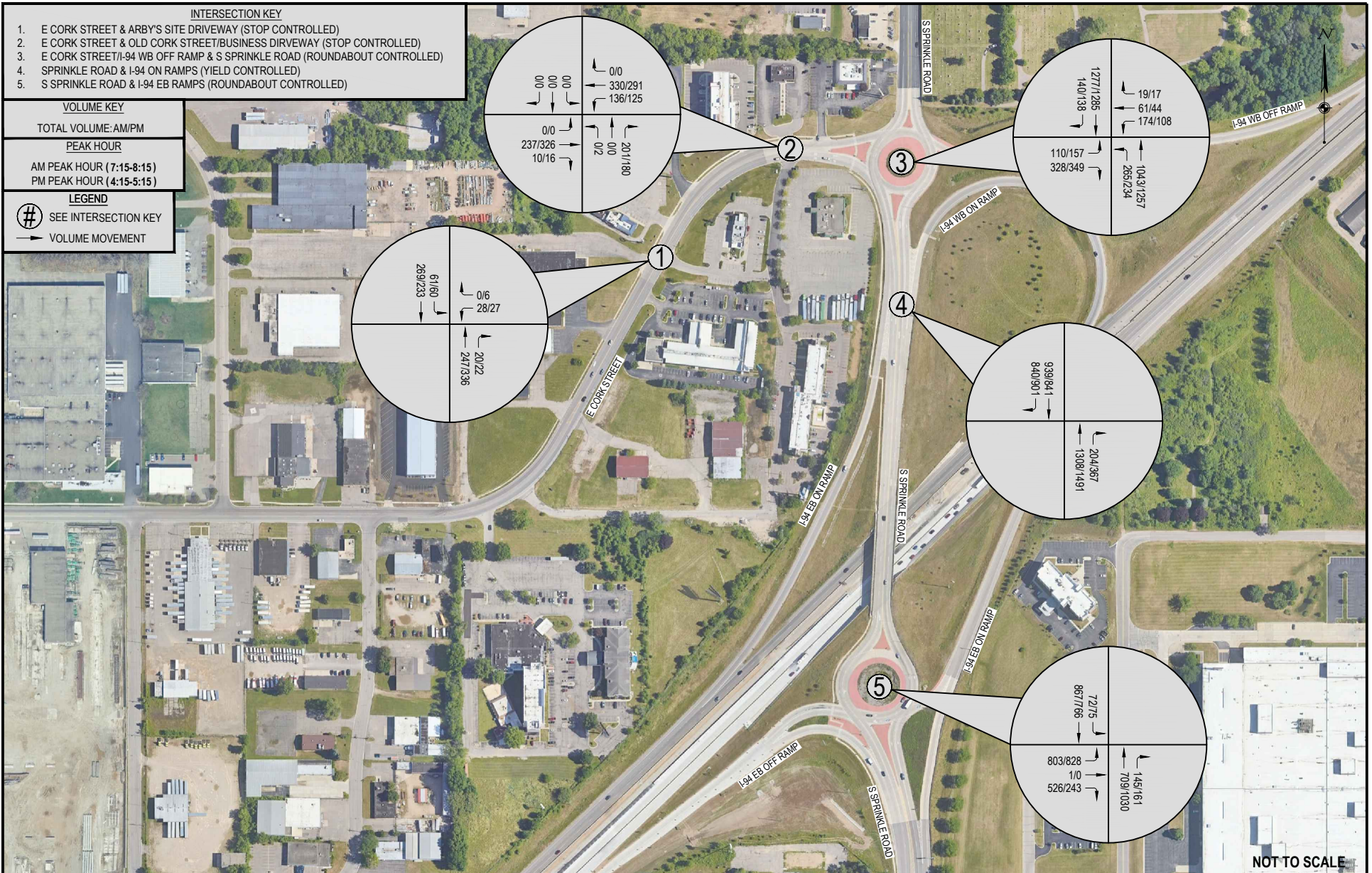
FIGURE 7.B

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6. Estimates of 2026 Build Year Traffic in the Vicinity of the Site

6.1. 2026 Build Year Traffic Volumes

The 2026 Build Year Weekday Peak Hour Traffic Volumes in the vicinity of the proposed QuikTrip Development were calculated by adding the estimated QuikTrip Development Generated Traffic Volumes (Figures 7.A-7.B) to the 2026 No-Build Weekday Peak Hour Traffic Volumes (Figure 5). The 2026 Build Year Weekday Peak Hour Traffic Volumes are illustrated on Figure 8.



2026 BUILD WEEKDAY PEAK HOUR TRAFFIC VOLUMES

QUIKTRIP DEVELOPMENT

CITY OF KALAMAZOO

KALAMAZOO COUNTY, MICHIGAN

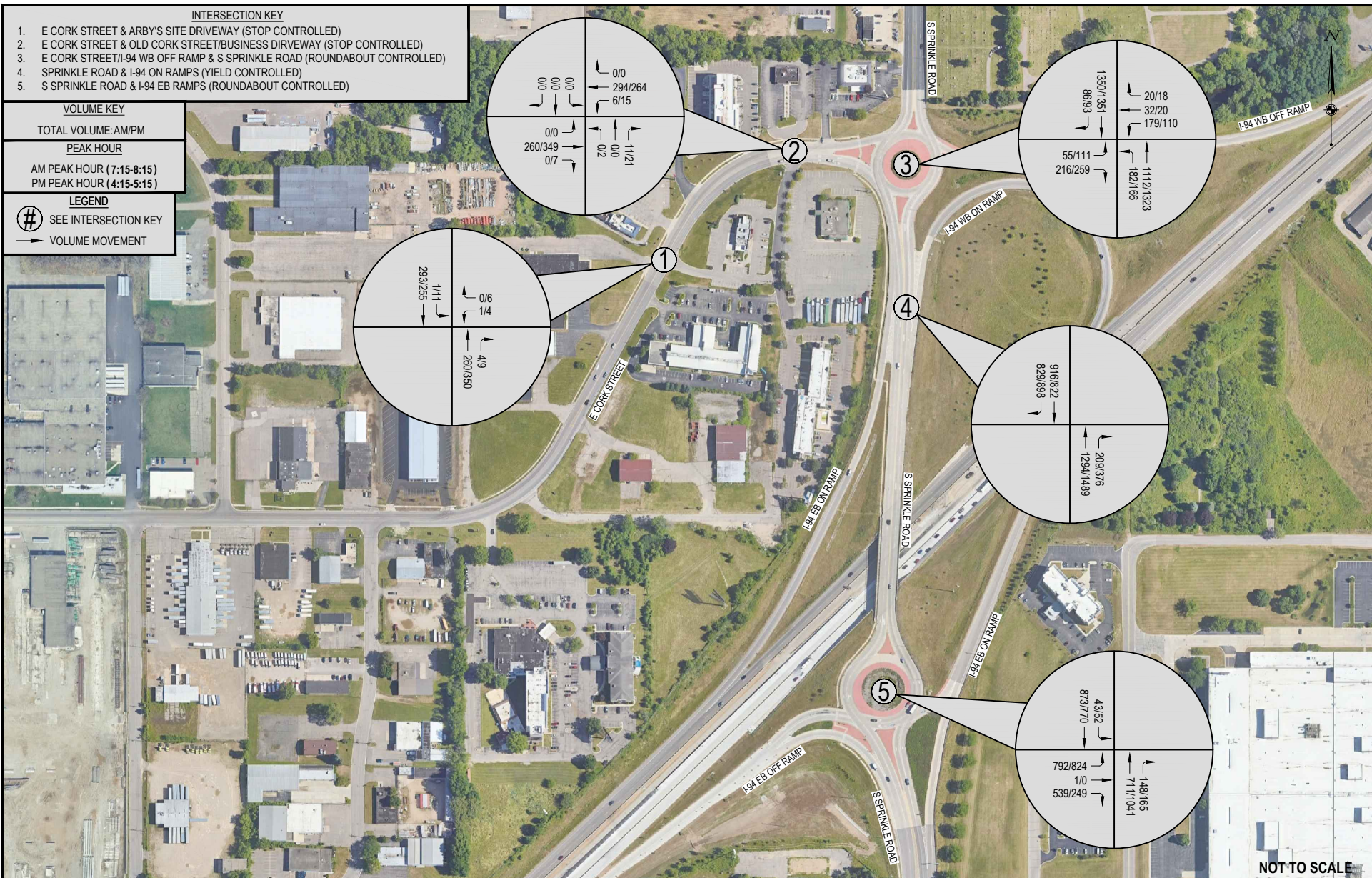
FIGURE 8

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7. Estimates of 2031 No-Build Traffic in the Vicinity of the Site

7.1. 2031 No-Build Traffic Volumes

The 2031 No-Build Weekday Peak Hour Traffic Volumes (Figure 9) were calculated by applying a growth rate to the Existing Weekday Traffic Volumes (Year 2025) (Figure 4). A growth rate of 0.50 percent (%) per year was applied to all volumes within the study area for six (6) years (1.030 growth factor) to reach the 2031 No-Build Weekday Peak Hour Traffic Volumes (Figure 9).



NOT TO SCALE

2031 NO-BUILD WEEKDAY PEAK HOUR TRAFFIC VOLUMES

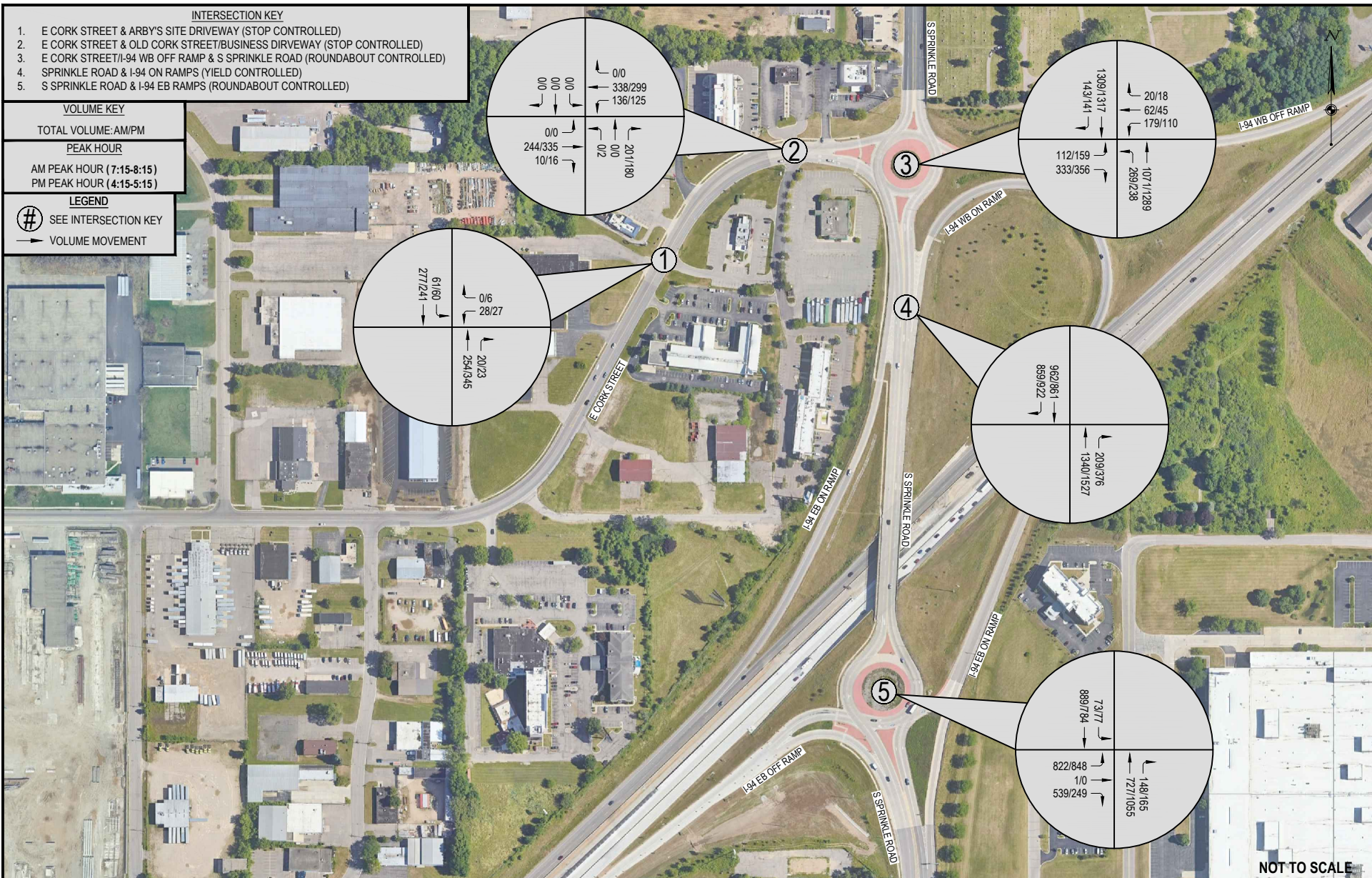
QUIKTRIP DEVELOPMENT

FIGURE 9	
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8. Estimates of 2031 Design Year Traffic in the Vicinity of the Site

8.1. 2031 Design Year Traffic Volumes

The 2031 Design Year Weekday Peak Hour Traffic Volumes in the vicinity of the proposed QuikTrip Development were calculated by adding the estimated QuikTrip Development Generated Traffic Volumes (Figures 7.A-7.B) to the 2031 No-Build Weekday Peak Hour Traffic Volumes (Figure 9). The 2031 Design Year Weekday Peak Hour Traffic Volumes are illustrated on Figure 10.



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2031 DESIGN YEAR WEEKDAY PEAK HOUR TRAFFIC VOLUMES

QUIKTRIP DEVELOPMENT

CITY OF KALAMAZOO

FIGURE 10

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9. Capacity Analysis

9.1. Capacity Analysis Parameters

The capacity of an intersection (signalized or unsignalized) can best be described by its corresponding level of service (LOS). The level of service of an intersection is a qualitative measure of the various attributes of an intersection. There are six levels of service ranging from “ideal” free flow conditions at LOS “A,” to forced or “breakdown” conditions at LOS “F.” The level of service for signalized intersections is based upon the average stopped delay per vehicle for various movements within the intersection. Although the Volume to Capacity Ratio (v/c) affects delay, there are other parameters that more strongly affect it, such as the quality of progression, length of green phases, cycle lengths, and others. Thus, for any given v/c ratio, a range of delay values may result, and vice versa.

The level of service for unsignalized intersections is based upon total delay. Total delay is defined in the *Highway Capacity Manual, Seventh Edition: A Guide for Multimodal Mobility Analysis*, as the total elapsed time from when a vehicle stops at the end of the queue until the vehicle departs from the stop line; this time includes the time required for the vehicle to travel from the last-in-queue position to the first-in-queue position. Table 3 summarizes the LOS definitions for unsignalized intersections. Throughout the report “unsignalized intersections” are commonly referred to as “stop sign controlled.”

Highway Capacity Manual 2024 (HCM 7th Edition) methodology was used in the Traffic Impact Study to remain consistent with “state-of-the-practice” professional standards. Table 3 summarizes the LOS definitions for unsignalized intersections and signalized intersections.

Table 3
Level of Service Criteria

Level of Service	Unsignalized Intersection Average Total Delay (Seconds/Vehicle)	Signalized Intersection Average Total Delay (Seconds/Vehicle)
A	≤ 10.0	< 10.0
B	> 10.0 and ≤ 15.0	> 10.0 and ≤ 20.0
C	> 15.0 and ≤ 25.0	> 20.0 and ≤ 35.0
D	> 25.0 and ≤ 35.0	> 35.0 and ≤ 55.0
E	> 35.0 and ≤ 50.0	> 55.0 and ≤ 80.0
F	≥ 50.0	> 80.0

Source: *Highway Capacity Manual, Seventh Edition: A Guide for Multimodal Mobility Analysis*. Transportation Research Board.

9.2. Traffic Scenario Capacity Analysis

Utilizing the traffic volumes illustrated on Figures 4, 5, 8, 9 and 10 capacity calculations were performed for the key study intersections. All capacity calculations within the TIS followed procedures documented in the *Highway Capacity Manual, Seventh Edition: A Guide for Multimodal Mobility Analysis* (Transportation Research Board, 2024). All study intersections were analyzed using Synchro V12.0. Table 4 summarizes the capacity analyses results for the AM Peak Hour Traffic Scenarios, and Table 5 summarizes the capacity analyses results for the PM Peak Hour Traffic Scenarios.

Table 4
Summary of AM Peak Hour Traffic Scenario Capacity Analysis

Lane		2025 AM Existing		2026 AM No-Build		2026 AM Build Year		2031 AM No-Build		2031 AM Design Year	
		LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
E Cork Street & Arby's Site Driveway (Stop-sign Controlled)											
Intersection Overall →		--	--	--	--	--	--	--	--	--	--
Westbound	WBLR	B	11.7	B	11.7	B	14.3	B	11.8	B	14.5
Southbound	SBLT	A	7.9	A	7.9	A	8.1	A	8.0	A	8.2
E Cork Street & Old Cork Street/Business Driveway (Stop-sign Controlled)											
Intersection Overall →		--	--	--	--	--	--	--	--	--	--
Eastbound	TWLTL	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
Westbound	TWLTL	A	7.8	A	7.8	A	8.3	A	7.9	A	8.3
Northbound	NBLTR	A	9.2	A	9.2	B	10.4	A	9.2	B	10.5
Southbound	SBLTR	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
E Cork Street/I-94 WB Off Ramp & S Sprinkle Road (Roundabout Controlled)											
Intersection Overall →		D	26.7	D	27.3	F	54.4	D	31.9	F	63.7
Eastbound	EBL	C	23.5	C	23.7	D	30.7	D	25.7	D	33.8
	EBR	F	72.2	F	74.5	F	171.7	F	89.7	F	204.4
Westbound	WBLTR	E	41.7	E	42.6	F	76.8	F	51.6	F	93.4
Northbound	NBLT	A	9.4	A	9.4	B	11.1	A	9.8	B	11.6
	NBT	A	9.7	A	9.8	B	11.6	B	10.2	B	12.1
Southbound	SBT	D	31.6	D	32.5	F	61.8	E	37.7	F	73.2
	SBTR	D	34.3	E	35.2	F	67.3	E	41.8	F	79.1
*Delay in seconds L – Left T – Through R – Right											

Table 4
Summary of AM Peak Hour Traffic Scenario Capacity Analysis

Lane		2025 AM Existing		2026 AM No-Build		2026 AM Build Year		2031 AM No-Build		2031 AM Design Year	
		LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
I-94 EB Ramps & S Sprinkle Road (Roundabout Controlled)											
Intersection Overall →		D	26.3	D	27.2	E	35.3	D	31.3	E	41.1
Eastbound	EBL	F	66.0	F	69.0	F	95.8	F	83.2	F	115.0
	EBLT	D	29.4	D	30.1	E	38.5	D	34.4	E	45.2
Northbound	NBT	D	28.0	D	28.5	E	36.6	D	32.2	E	41.8
	NBT	D	25.5	D	26.1	D	33.0	D	29.2	E	37.8
Southbound	SBLT	A	6.6	A	6.6	A	6.9	A	6.7	A	7.0
	SBT	A	6.7	A	6.7	A	7.0	A	6.9	A	7.1
*Delay in seconds L – Left T – Through R – Right											

Table 5
Summary of PM Peak Hour Traffic Scenario Capacity Analysis

Lane		2025 PM Existing		2026 PM No-Build		2026 PM Build Year		2031 PM No-Build		2031 PM Design Year	
		LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
E Cork Street & Arby's Site Driveway (Stop-sign Controlled)											
Intersection Overall →		--	--	--	--	--	--	--	--	--	--
Westbound	WBLR	B	10.8	B	10.8	B	14.4	B	10.9	B	14.6
Southbound	SBLT	A	8.3	A	8.3	A	8.5	A	8.4	A	8.5
E Cork Street & Old Cork Street/Business Driveway (Stop-sign Controlled)											
Intersection Overall →		--	--	--	--	--	--	--	--	--	--
Eastbound	TWLTL	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
Westbound	TWLTL	A	8.3	A	8.3	A	8.5	A	8.3	A	8.6
Northbound	NBLTR	A	9.8	A	9.9	B	10.8	A	9.9	B	10.9
Southbound	SBLTR	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
E Cork Street/I-94 WB Off Ramp & S Sprinkle Road (Roundabout Controlled)											
Intersection Overall →		C	15.1	C	15.3	C	21.2	C	16.4	C	23.8
Eastbound	EBL	C	18.2	C	18.5	C	22.2	C	19.6	C	23.8
	EBR	D	30.1	D	30.9	F	55.6	D	34.9	F	66.2
Westbound	WBLTR	C	25.0	D	25.6	D	32.0	D	27.8	E	37.8
Northbound	NBLT	B	10.5	B	10.5	B	11.8	B	10.9	B	12.5
	NBT	B	10.9	B	11.0	B	12.3	B	11.5	B	13.2
Southbound	SBT	C	15.3	C	15.6	C	20.4	C	16.6	C	22.6
	SBTR	C	15.8	C	16.1	C	21.4	C	17.3	C	23.8
I-94 EB Ramps & S Sprinkle Road (Roundabout Controlled)											
Intersection Overall →		D	32.5	D	33.7	E	42.0	E	39.7	E	49.8
Eastbound	EBL	D	34.4	E	35.7	E	43.8	E	41.3	F	51.8
	EBLT	C	19.4	C	19.8	C	22.3	C	21.5	C	24.6
Northbound	NBT	F	59.5	F	62.0	F	80.9	F	74.5	F	97.4
	NBT	F	56.3	F	58.5	F	75.6	F	70.6	F	91.4
Southbound	SBLT	A	5.7	A	5.7	A	5.8	A	5.8	A	5.9
	SBT	A	5.8	A	5.8	A	5.9	A	5.9	A	6.0
*Delay in seconds L – Left T – Through R – Right											

Under **2026 No-Build traffic scenario**, the E Cork Street/I-94 WB Off Ramp & S Sprinkle Road roundabout intersection operates at LOS “D” and “C” during the AM and PM peak hours. The I-94 EB Ramps & S Sprinkle Road roundabout intersection operates at LOS “D” during the AM and PM peak hours. Also, all individual movements at the stop-controlled intersection operate at LOS “B” or better during the AM and PM peak hours.

Under **2026 Build Year traffic scenario**, the E Cork Street/I-94 WB Off Ramp & S Sprinkle Road roundabout intersection operates at LOS “F” and “C” during the AM and PM peak hours. The I-94 EB Ramps & S Sprinkle Road roundabout intersection operates at LOS “E” during the AM and PM peak hours. Also, all individual movements at the stop-controlled intersection operate at LOS “B” or better during the AM and PM peak hours.

Under **2031 No-Build traffic scenario**, the E Cork Street/I-94 WB Off Ramp & S Sprinkle Road roundabout intersection operates at LOS “D” and “C” during the AM and PM peak hours. The I-94 EB Ramps & S Sprinkle Road roundabout intersection operates at LOS “D” and “E” during the AM and PM peak hours. Also, all individual movements at the stop-controlled intersection operate at LOS “B” or better during the AM and PM peak hours.

Under **2031 Design Year traffic scenario**, the E Cork Street/I-94 WB Off Ramp & S Sprinkle Road roundabout intersection operates at LOS “F” and “C” during the AM and PM peak hours. The I-94 EB Ramps & S Sprinkle Road roundabout intersection operates at LOS “E” during the AM and PM peak hours. Also, all individual movements at the stop-controlled intersection operate at LOS “B” or better during the AM and PM peak hours.

All Traffic Scenario Capacity Analysis Summary Sheets are contained in Appendix C.

10. Turn Lane Length Analysis

Right-turn lane and left-turn lane analyses were completed using the turn lane warrant charts from the MDOT Traffic & Safety Notes 604A and 605A (July 2022). MDOT turn lane warrant charts can be found in Appendix D.

10.1. Right-Turn Lane Analysis

Table 6 provides a summary of the data and results utilized in the review of each study location for a right-turn lane. MDOT Traffic & Safety Note 604A (July 2022) was used to determine if right-turn lanes were warranted at the applicable study locations.

**Table 6
 Right-Turn Lane Warrant Review**

Intersection and Traffic Scenario	Control Type	Direction	*Advancing Traffic (AM/PM)	Right-Turn (AM/PM)	Warranted
2026 Build Year Traffic Scenario					
E Cork Street & Arby's Site Driveway	Stop Sign	NBR	267/358	20/22	No/No
E Cork Street & Old Cork Street	Stop Sign	EBR	247/342	10/16	No/No
2031 Design Year Traffic Scenario					
E Cork Street & Arby's Site Driveway	Stop Sign	NBR	274/368	20/23	No/No
E Cork Street & Old Cork Street	Stop Sign	EBR	254/351	10/16	No/No

* Includes Right Turns

10.2. Right-Turn Lane Warrant Review Summary

According to the MDOT Traffic & Safety Note 604A (July 2022), a right-turn lane is not warranted at any study location under the 2026 Build Year and 2031 Design Year traffic scenarios.

10.3. Left-Turn Lane Analysis

Table 7 provides a summary of the data and results utilized in the review of each study location for a left-turn lane. MDOT Traffic & Safety Note 605A (July 2022) was used to determine if left-turn lanes were warranted at the applicable study locations.

Table 7
Left-Turn Lane Warrant Review

Intersection and Traffic Scenario	Control Type	Direction	*Advancing Traffic (AM/PM)	Opposing Traffic (AM/PM)	Left-Turn Traffic (AM/PM)	Warranted
2026 Build Year Traffic Scenario						
E Cork Street & Arby's Site Driveway	Stop Sign	SBL	330/293	267/358	61/60	No/No
2031 Design Year Traffic Scenario						
E Cork Street & Arby's Site Driveway	Stop Sign	SBL	338/301	274/368	61/60	No/No

* Includes Left Turns

10.4. Left-Turn Lane Warrant Review Summary

According to the MDOT Traffic & Safety Note 605A (July 2022), a left-turn lane is not warranted at any study location under the 2026 Build Year and 2031 Design Year traffic scenarios. Although the number of turns exceeded the curve of the chart, the advancing volume is less than 400 vehicles per hour.

11. Queue Length Analysis

11.1. 95th Percentile Queue Lengths

The 95th percentile queue lengths for the key study intersections were calculated using SimTraffic V12.0. CESO reviewed all traffic scenarios. The results of the analyses are listed below in Table 8. Detailed SimTraffic V12.0 Queue Reports can be found in Appendix E.

Table 8
Queue Lengths – All Traffic Scenarios

Location	Movement (proposed)	Storage Length Ex (Prop)	No-Build and Build Year Traffic Scenario							
			95 th Percentile Queue Length (ft)							
			AM Peak Hour				PM Peak Hour			
Traffic Scenario →			2026 No-Build	2026 Build	2031 No-Build	2031 Design	2026 No-Build	2026 Build	2031 No-Build	2031 Design
E Cork Street & Arby's Site Driveway (Stop-sign Controlled)	WBLR	---	8	44	6	43	28	45	28	44
	NBT	---	0	0	0	28	0	0	0	2
	NBTR	---	0	0	0	46	0	6	0	5
	SBLT	---	0	51	4	50	24	55	25	62
	SBT	---	0	0	0	0	0	0	0	0
E Cork Street & Old Cork Street (Stop-sign Controlled)	EBT	---	14	102	28	206	2	46	18	16
	EBTR	---	8	212	16	283	3	56	11	64
	TWLTL	---	11	63	10	61	26	67	27	64
	WBT	---	0	6	0	17	0	0	0	27
	WBTR	---	0	0	0	0	0	0	0	0
	NBLTR	---	24	142	21	157	31	104	29	104
E Cork Street/I-94 WB Off Ramp & S Sprinkle Road (Roundabout Controlled)	SBLTR	---	0	0	0	0	0	0	0	0
	EBL	---	123	232	148	263	123	227	165	232
	EBR	---	175	286	171	295	142	243	178	262
	WBLTR	---	609	1711	1064	1875	535	1068	993	1700
	NBLT	---	58	79	59	87	82	84	82	95
	NBT	---	8	13	13	23	26	16	27	46
	SBT	---	165	215	162	315	120	142	122	168
I-94 EB Ramps & S Sprinkle Road (Roundabout Controlled)	SBTR	---	149	230	141	369	79	139	106	181
	EBL	---	255	275	266	280	175	222	208	228
	EBLT	---	256	274	263	276	174	218	212	228
	NBT	---	182	187	189	189	350	423	414	439
	NBT	---	160	165	161	170	299	386	382	408
	SBLT	---	9	16	3	2	0	14	0	7
SBT	---	5	10	0	4	0	8	0	0	

(xx) – with Improvements

11.2. Queue Length Analysis Summary

CESO reviewed all study locations to determine if calculated queue lengths exceed existing storage lengths. The queue length analysis revealed there are no queues that extend past the existing storage lengths. The westbound queue at the E Cork Street/I-94 WB Off Ramp & S Sprinkle Road intersection extends over 1000-ft under the 2026 Build Year and 2031 Design Year traffic scenario.

12. Summary of Recommendations

12.1. Recommendations

The following summary of recommendations was generated based upon the findings in the Traffic Impact Study.

2026 No-Build Traffic Scenario (Responsibility – Others):

No improvements are required or recommended.

2026 Build Year Traffic Scenario (Responsibility – QuikTrip):

QuikTrip Site Driveway #1 & Old Cork Street

- Construct QuikTrip Site Driveway #1 with one (1) egress lane and one (1) ingress lane to allow right-in, right-out, left-in, and left-out movements. Control QuikTrip Site Driveway #1 with one (1) stop sign.

QuikTrip Site Driveway #2 & Old Cork Street

- Construct QuikTrip Site Driveway #2 with one (1) egress lane and one (1) ingress lane to allow right-in, right-out, left-in, and left-out movements. Control QuikTrip Site Driveway #2 with one (1) stop sign.

QuikTrip Site Driveway #3 & Old Cork Street

- Construct QuikTrip Site Driveway #3 with one (1) egress lane and one (1) ingress lane to allow right-in, right-out, left-in, and left-out movements. Control QuikTrip Site Driveway #3 with one (1) stop sign.

2031 No-Build Traffic Scenario (Responsibility – Others):

No improvements are required or recommended.

2031 Design Year Traffic Scenario (Responsibility – QuikTrip):

No improvements are required or recommended.

13. References

13.1. References

This report utilizes information from the following sources:

1. *Highway Capacity Manual, Seventh Edition: A Guide for Multimodal Mobility Analysis*. Transportation Research Board, Washington, D.C., 2022.
2. *Trip Generation Manual*. 11th ed. Washington, DC: Institute of Transportation Engineers, 2023.
3. "City of Kalamazoo, Michigan. 42°15'43"N and 85°31'54"W, *Google Earth*. October 1st, 2025.
4. *Michigan Traffic and Safety Notes 604-605 (July 2022)*. Michigan Department of Transportation (MDOT).
5. Most recent Site Plan obtained from QuikTrip.



ENVIRONMENTAL SUSTAINABILITY OVERVIEW

2021 - 2022



QUIKTRIP'S APPROACH TO SUSTAINABILITY

QuikTrip (QT) began in 1958, with a single convenience store in Tulsa, Oklahoma. Since then, QT has grown into a corporation with nearly 1,000 stores and over 24,000 employees across 16 states providing 2% of all motor fuel sold in the United States. A key component to QT's success has been the company's commitment to a set of core values:

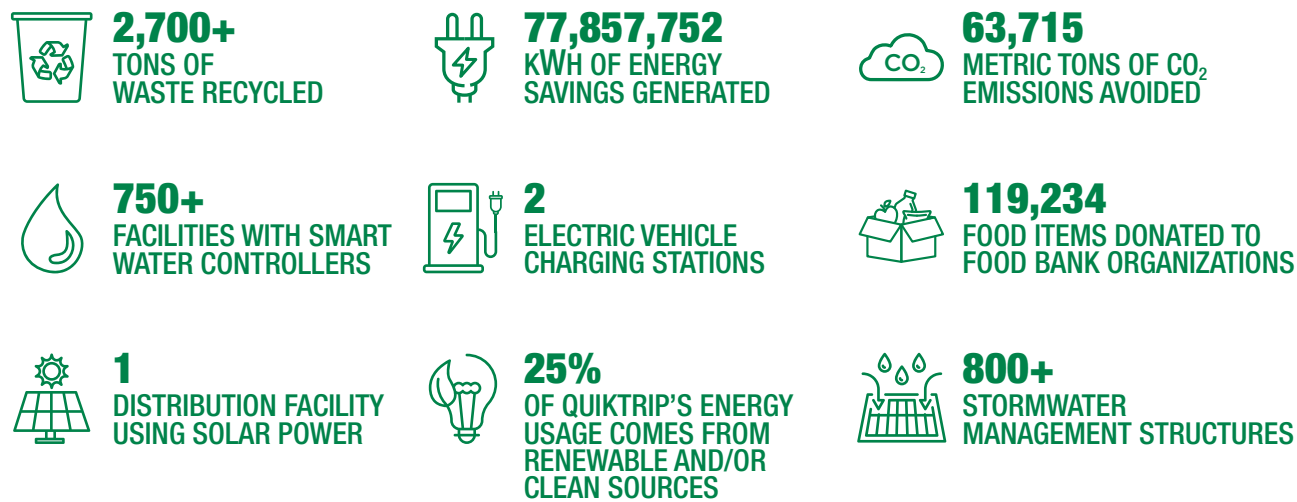
Be the Best, Never Be Satisfied, Focus Long-Term, Do What's Right for QuikTrip, and Do the Right Thing.

These core values have been influential in the development of the company's day-to-day and long-term practices. Most notably, they led to the creation of QT's sustainable practices which are a set of actions and initiatives put in place to reduce environmental impacts, increase operational efficiency, and improve performance. QT naturally adopted these practices over time, and in 2020,

QT released its first Environmental Sustainability Report to highlight these actions and initiatives. This also marked the start of a conscious focus on sustainability for the company.

Since the release of its first report, QT has implemented several new initiatives namely in the form of solar power use and electric vehicle (EV) charging. Additionally, QT improved on its previous practices by expanding its waste recycling and renewable fuel offering. These initiatives along with all of QT's other sustainable practices used in fiscal year (FY) 2021-2022 fall into five categories - waste reduction, energy and water conservation, environmental risk mitigation, land redevelopment and remediation, and quality and innovation in the fuel offering - all of which are detailed in this second edition of QT's Environmental Sustainability Overview.

PERFORMANCE SUMMARY • FY 2021-2022



“At QuikTrip, environmental sustainability is interwoven into our everyday business decisions and practices. From the manner our Store Development teams design and build each store, to the way our store employees operate a nationwide network of 980 stores, there are scores of examples demonstrating QT's corporate responsibility to protect the environment while conserving natural resources. This second edition highlights our continuous pursuit to evolve even during some of the most challenging times our society has faced in recent years. The purpose of the QT Environmental Sustainability Report remains unchanged – a vehicle to communicate to our employees, customers, and the communities we serve the various sustainable initiatives driven by QT's mission and vision.

We corporately exercise practical approaches that promote the success of our employees and sustain the community both economically and environmentally. My goal is that through increased transparency of normal day-to-day practices, our employees and community partners better understand the positive impacts we make and can be proud that QT sincerely cares about our future.”

- Damon Wright Environmental & Design Manager

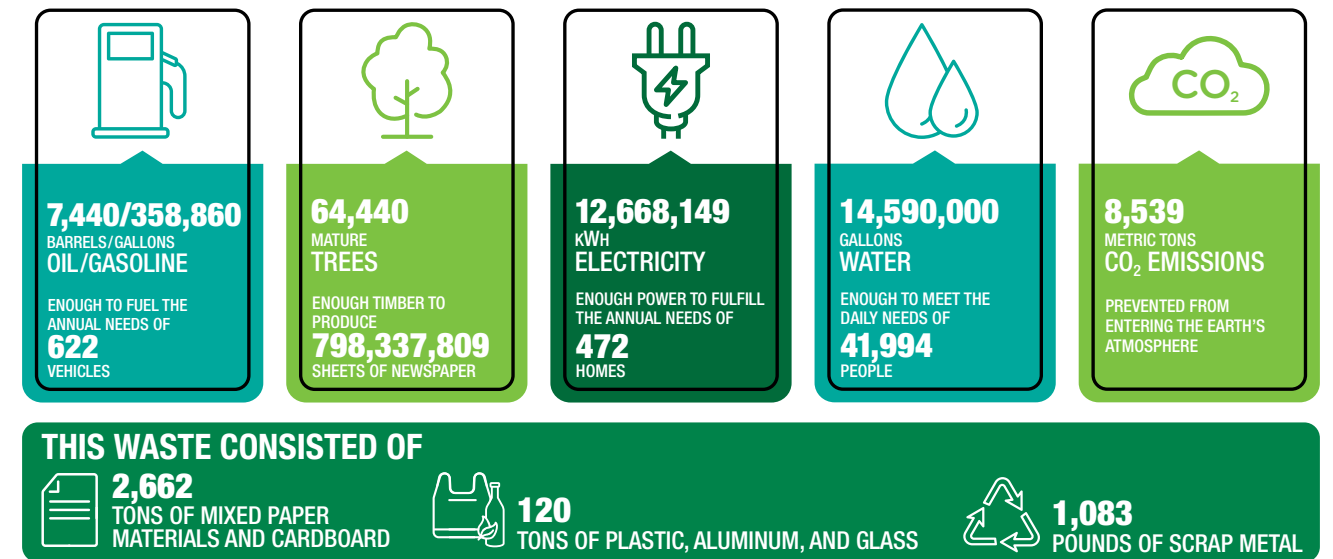
WASTE REDUCTION

From food donations to complete waste stream separation recycling to energy generation from waste, QT utilizes a variety of methods of waste reduction to mitigate waste emissions and lessen environmental impacts.

RECYCLING

Waste recycling occurs at hundreds of QT stores spanning multiple divisions, as well as at all QT Distribution Centers across the country. All of QT's five distribution centers recycle cardboard and LPDE plastics (plastic wrap from pallets). This recycling alone diverted over 2,200 tons of trash from going to landfills in the 2021-2022 fiscal year. Additionally, all trash generated at stores in Tulsa is diverted to a materials recycling facility (MRF) where plastic, glass, metal, cardboard, and paper products are separated for recycling. The materials that cannot be recycled are sent to American Environmental Landfill where methane gas is captured from decomposing waste. This methane gas powers generators which deliver electricity to over 20,000 people in Oklahoma, simultaneously reducing greenhouse gas emissions and providing renewable energy to homes^[1]. QT stores in Austin have a similar recycling program in place which separates cardboard, all types of papers, plastic containers #1 through #7, glass containers, and steel and aluminum cans into storage bunkers. These materials are then packaged into dense bundles to be shipped out to manufacturing facilities that make new products from them. This program saw 117 tons of waste recycled in the 2021-2022 fiscal year. Combined, QT's recycling efforts diverted and recycled over 2,700 tons of waste in FY 2021-2022.

BETWEEN MAY 2021 & APRIL 2022, QUIKTRIP DIVERTED AND RECYCLED OVER 2,700 TONS OF WASTE. THIS IS EQUIVALENT TO CONSERVING OR AVOIDING:



SOURCES: EPA WASTE REDUCTIONS MODEL, ENVIRONMENTAL PAPER NETWORK - PAPER CALCULATOR, AND U.S. BUREAU OF TRANSPORTATION

REUSE AND REPURPOSE OF BUILDING MATERIALS

In addition to recycling, QT strives to reuse and repurpose materials in the building and closure of stores. During the construction of a site, there is often soil and debris that was already on the site and needs to be removed. When hauled off from a site, this debris and soil often becomes waste. QT seeks to minimize the amount of waste generated from haul-off by reusing concrete, excavated soils and rock, and minimally impacted soils during the grading of a new site (grading is the process of adjusting the slope and elevation of the soil to even out the surface or ensure proper drainage). These practices mitigate waste production and waste emissions as well as reduce fuel usage and emissions from fleets that would otherwise transport materials to landfills for disposal.

Additionally, upon the closure of a QT site, the store is stripped of its reusable building materials and equipment at which point it is either sent to another store for reuse or sold. Items include refrigeration units, cabinets, countertops, checkstands, fuel dispensers, and other types of retail equipment. This “dequip” process helps divert demolition debris bound for the landfill and repurposes materials by giving them a second life.

1. (<https://aelok.com/trash-to-energy/>)

FOOD WASTE

QT also takes extensive measures to mitigate and reduce food waste, both in the stores and at the distribution centers where all QT branded prepackaged food is produced. These measures include efficient ordering and shelf rotating practices, equipment updates, and food donations. QT collects detailed food sales data from each store which guides managers in determining how much food to make and order. QT employees also diligently rotate food on a daily basis to keep the older food towards the front of the shelves where they are more likely to be purchased by a customer. Both of these practices reduce the amount of food that expires before being sold. Additionally, all packaged food items produced by QT as well as several other packaged food items such as frozen pizzas, burritos, Hot Pockets, and Parfaits are donated to local food banks once they are no longer considered fresh by QT's standard but still deemed safe to eat. In the 2021-2022 fiscal year, QT donated 119,234 food items to food bank organizations which subsequently diverted them from rotting in landfills and producing methane gas. Also in FY 2021-2022, QT began a project to update in-store food equipment at all existing and new stores. This update included new food warmers which keep certain foods fresh for an additional hour, resulting in less food expiring and being thrown out. The coffee makers at several stores were also updated from batch brew coffee makers to monitored coffee makers that brew one cup at a time, resulting in less wasted coffee grounds and water. There are currently seven stores using the updated coffee makers with plans to install them at all new and existing stores.



ENERGY CONSERVATION

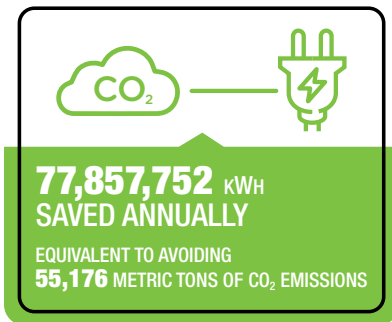
CONSERVING ENERGY IS THE RIGHT THING TO DO

The U.S. Environmental Protection Agency (EPA) reports that excessive energy use can have a variety of negative impacts on the environment such as the depletion of nonrenewable resources (like coal and water which are often used in the production of energy) and emissions of CO₂ from burning fossil fuels (a common practice in the production of energy). QT frequently engages in projects which reduce the company's energy usage:

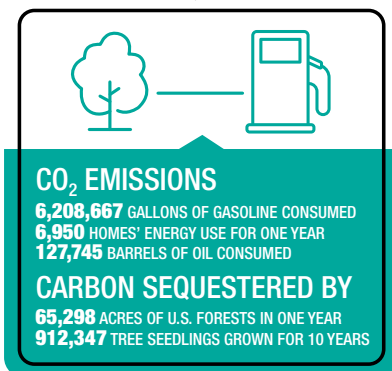
- Starting in 2021, all new QT stores are 100% LED outside and inside.
- The kitchens in 380 of QT's older Gen 2 stores were updated with LED which alone has generated an annual energy savings of 7,309,680 kilowatt hours (kWh).
- QT uses a Building Management System in all of its facilities which creates significant energy savings by monitoring and controlling the lighting, heating/cooling, refrigeration, cooler-door anti sweats, and exhaust fans. It also gives QT valuable insight into the performance of its equipment and enables the company to respond quickly to any issues that may arise, resulting in even more energy savings. Additionally, the decrease in utility usage covered the cost to install the system within the first two years of its use.

QT's continued efforts to conserve energy have increased the company's energy efficiency every year since FY 2018-2019. The average energy usage per store was 701,406 kWh annually in FY 2018-2019. In FY 2021-2022, this number had lowered to 618,402 kWh annually. This is a savings of 77,857,752 kWh annually which is equivalent to avoiding 55,176 metric tons of CO₂ emissions.

QUIKTRIP'S ENERGY SAVINGS INITIATIVES BY THE NUMBERS



WHICH IS EQUIVALENT TO



SOLAR

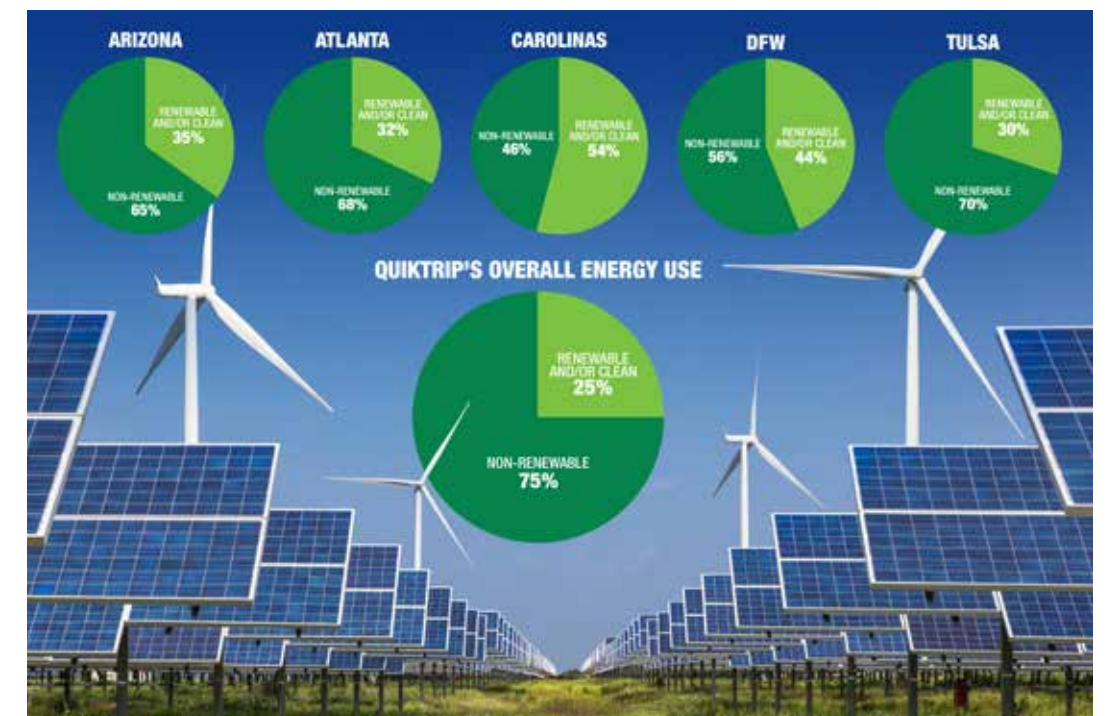
Solar power comes with many benefits primarily in the form of efficient energy production and minimal environmental impacts. According to the U.S. Department of Energy, switching to solar can substantially reduce CO₂ emissions, as well as other dangerous pollutants such as sulfur oxides, nitrogen oxides, and particulate matter. Solar also reduces water consumption and withdrawal as it does not require the cooling that a typical power plant does. In July of 2021, QT kicked off a 1.5-year-long project of installing solar at a warehouse distribution center in Arizona. The system will have 4,940 state-of-the-art 410W solar modules arrayed across all roof sections of the facility. The Tier 1 premium module has bifacial capability, which allows the module to generate power from its shaded backside as well as the sun-facing side. This enables the system to utilize the high reflectivity of the facility's white roof and deliver an estimated 6.3% additional power boost, relative to the production from the sun-facing side. When complete, this project will immediately and dramatically reduce the facility's operating expenses and carbon footprint. The solar upgrade will power 45% of the facility and generate 508,000 kWh of energy savings annually, making the facility less dependent on utility electricity costs and less susceptible to future spikes in cost. This system will have an operating life of over 40 years and include a 25-year solar module performance warranty. More importantly, it will offset 360 metric tons of atmospheric carbon annually. Upon the completion of this project, QT plans to deploy solar at least one more of its distribution centers.



- High power output**
 - Bifacial mono PERC cells combined with multi busbar technology
 - Half-cut cells with lower thermal coefficients and reduced interconnection losses
 - Power gain up to 25% when mounted on tracker, depending on albedo
- Optimized LCoE**
 - Maximum yield per space
 - Savings in labour cost
 - Best suited for tracking systems
- Highly reliable due to stringent quality control**
 - Over 30 in-house tests (UV, TC, HF, and many more)
 - In-house testing goes well beyond certification requirements
 - PID resistant
 - 2x 100% inline EL inspection
- Certified to withstand challenging environmental conditions**
 - Salt Mist Corrosion
 - Ammonia Corrosion
 - Blowing Sand

OTHER RENEWABLE ENERGY

In five of QT's biggest markets (Atlanta, DFW, Arizona, Tulsa, and the Carolinas), anywhere between 25%-54% of QT's utility energy comes from renewable and/or clean energy sources such as nuclear, solar, hydro, and wind. This accounts for around 25% of QT's total energy usage. That percentage is expected to continue to increase over the next 10 years as many of QT's energy providers continue to make significant strides in moving away from energy derived from coal and re-investing towards zero-carbon and low-carbon energy sources. This change reduces emissions of greenhouse gas from fossil fuels and dependence on imported fuels.



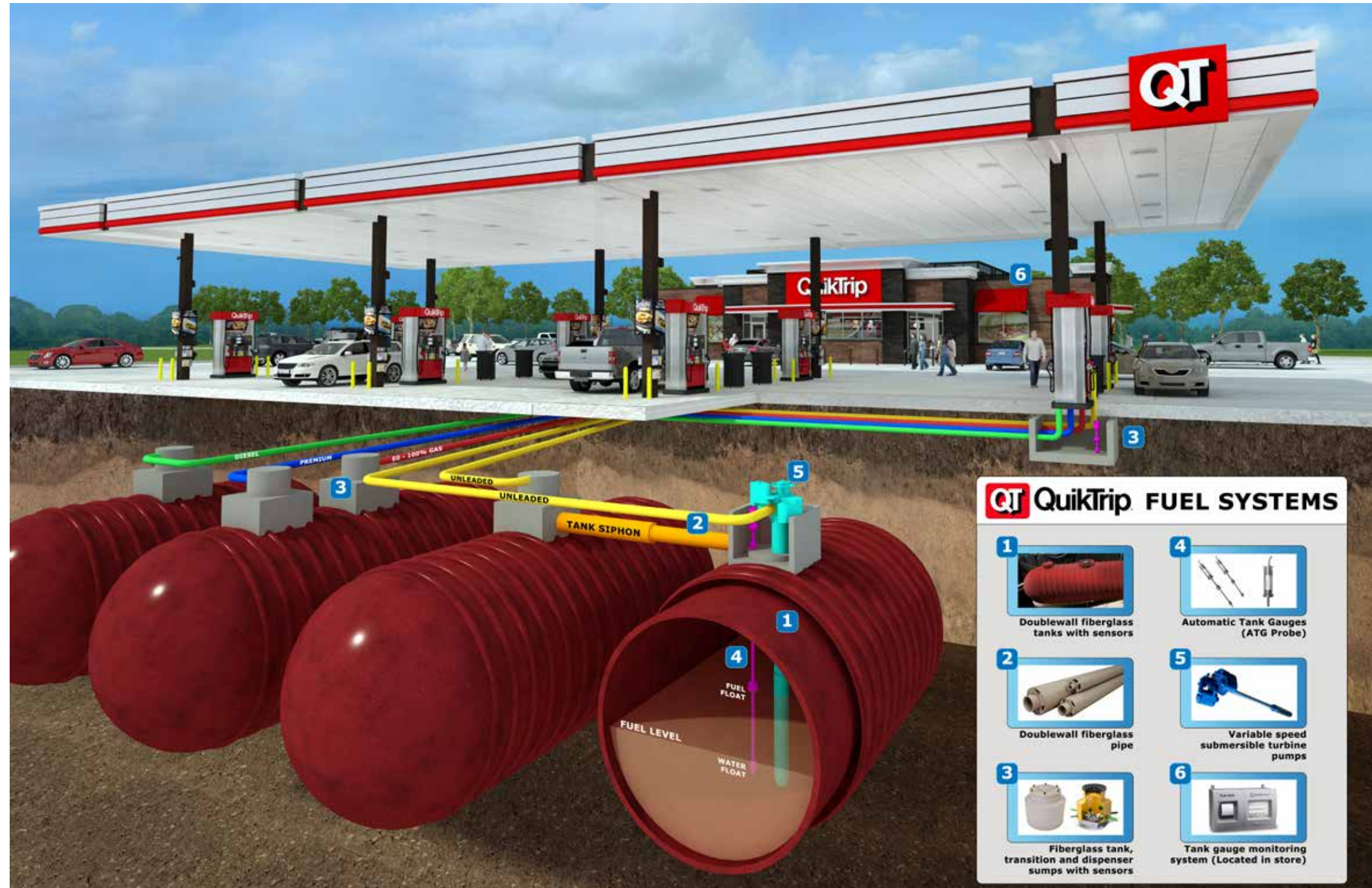
ENVIRONMENTAL RISK MITIGATION

FUEL SYSTEM

Between May 2021 and March 2022 there were over 3,000 leaking underground storage tanks (LUSTs) reported to the EPA across the United States¹. LUSTs pose a serious threat to public health and the environment if not properly managed as the substances stored are often toxic and can contaminate the groundwater in a given area. QT integrates extreme measures into its cutting edge fuel system to prevent the occurrence of fuel leaks. These measures include several redundant leak prevention and monitoring systems. This system is also designed with state-of-the-art interstitially monitored double-walled piping installed to minimize joints which reduces the

likelihood of a leak. Additionally, underground sumps equipped with liquid sensors and a duplicative leak detection monitoring system are used to identify potential leaks in real time. All fuel system equipment is equipped with alarms and monitored 24/7 with technicians on standby if an issue arises. This equipment is also visually inspected every 30 days. In the unlikely scenario that a LUST does occur on a QT site, that site will immediately enter the remediation process which is detailed in a later section of this report.

The graphic representation below is a cross-sectional view of the QT fuel system, which is considered the gold standard in the gas station industry for protecting the environment while providing the finest quality fuel to customers.



1. (<https://www.epa.gov/ust-performance-measures>)

VESP AWARDS

In 2022 the Arizona Department of Environmental Quality recognized three QT stores with an award for their commitment to a high standard of environmental management and three straight years of maintaining a perfect regulatory compliance record.

QuikTrip (#400)

CERTIFICATE OF RECOGNITION
For your commitment to continuous environmental improvement through the use of environmental management systems, pollution prevention, resource conservation measures, public outreach and community involvement that exceed statutory requirements, and contribute to a cleaner, more livable community and environment.

Misael Cabrera
Digitally signed by Misael Cabrera
Date: 2022.11.23 13:22:39 -0700

MISAEAL CABRERA
DIRECTOR
ARIZONA DEPARTMENT OF ENVIRONMENTAL QUALITY

QuikTrip (#404)

CERTIFICATE OF RECOGNITION
For your commitment to continuous environmental improvement through the use of environmental management systems, pollution prevention, resource conservation measures, public outreach and community involvement that exceed statutory requirements, and contribute to a cleaner, more livable community and environment.

Misael Cabrera
Digitally signed by Misael Cabrera
Date: 2022.12.12 15:11:42 -0700

MISAEAL CABRERA
DIRECTOR
ARIZONA DEPARTMENT OF ENVIRONMENTAL QUALITY

QuikTrip (#407)

CERTIFICATE OF RECOGNITION
For your commitment to continuous environmental improvement through the use of environmental management systems, pollution prevention, resource conservation measures, public outreach and community involvement that exceed statutory requirements, and contribute to a cleaner, more livable community and environment.

Misael Cabrera
Digitally signed by Misael Cabrera
Date: 2022.12.12 15:12:54 -0700

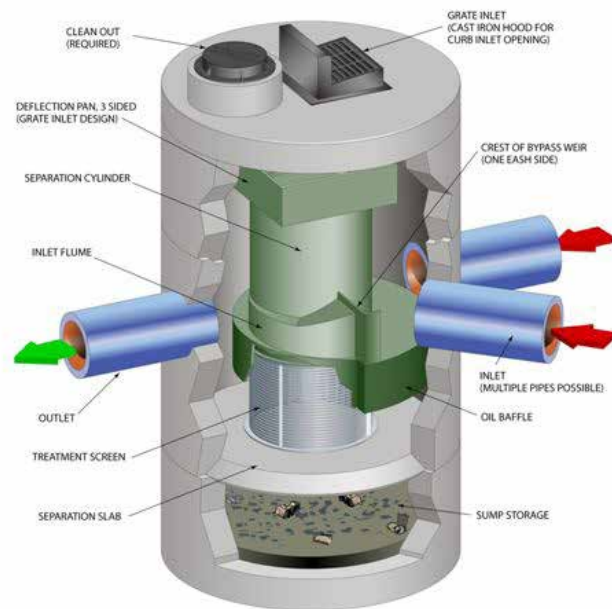
MISAEAL CABRERA
DIRECTOR
ARIZONA DEPARTMENT OF ENVIRONMENTAL QUALITY

STORMWATER MANAGEMENT

During rain events, water can accumulate and pass over a given area creating what is known as runoff. When stormwater is not managed properly, flooding and erosion can occur. Additionally, it can spread pollution into the surrounding environment by picking up petroleum, hydrocarbons, and other pollutants from the lot. Each QT site with stormwater concerns, whether it be from QT's or a local jurisdiction's perspective, is designed to mitigate negative impacts to the area through the installation of structures that are designed specifically to either treat, retain, or redirect stormwater. QT has deployed over 800 stormwater management structures across all its divisions. These structures can help protect surrounding properties from flooding in high rain events as well as mitigate any potential petroleum from leaving QT property. QT takes extensive measures to ensure the appropriate infrastructure is installed to meet the needs of each site and that they work properly for as long as they are deployed. Depending on the needs of the location, each of these stormwater management structures is inspected at a frequency of once either quarterly, semi-annually, or annually.



Detention basin at QT #1030, used to detain and slowly release runoff to capture sediment before it enters the stormwater system



QUIKTRIP'S ENVIRONMENTAL MANAGEMENT SYSTEM

QT uses an online management program known as EIMS (Environmental Information Management System) to monitor the upkeep, testing, inspection, and repair of all the fuel systems and stormwater management structures at every single QT site. This program enables QT to quickly receive feedback on the status of these systems and then schedule testing, inspections, and repairs as needed to keep the units at optimum efficiency.

Graphical representation of the hydrodynamic separator at QT #615, used to contain trash, sediment, and pollutants before they enter the stormwater system

WATER CONSERVATION

CONSERVING WATER IS THE RIGHT THING TO DO

QT reduces its water consumption by using smart water controllers at over 750 facilities with plans to install them at all new stores that would benefit from them. These controllers minimize the water required to irrigate landscaped areas at those facilities by communicating with weather stations to adjust for changes in temperature and rainfall. These controllers save 113 million gallons of water annually.

REMEDIATION AND REDEVELOPMENT

According to the EPA, there are an estimated 450,000 sites across the United States which have been contaminated by a hazardous substance or pollutant, known as Brownfield sites. These sites can result from a LUST or some other environmental hazard and pose health risks to anyone on the property due to the presence of toxic chemicals. These chemicals can easily seep into the groundwater causing further contamination. In order to be inhabitable, these sites have to be cleaned through remediation which is the process of removing the pollution and contaminants from soil and water. During the development of new stores, QT regularly conducts remediation projects which revitalize areas that were previously contaminated. Almost half of the sites redeveloped by QT for a new store have had some form of pre-existing environmental contamination. QT eliminates the potential health risks by working with state environmental regulatory agencies through their respective Brownfield or Voluntary Cleanup Programs to clean up soil and groundwater through extensive site characterization, risk evaluation, and contaminant removal activities. Through all these practices and projects, QT reduces its environmental impacts and stays true to its core value of "do the right thing."

BROWNFIELD REVITALIZATION

Store #1045 Partnering with the North Carolina Department of Environmental Quality, QT transformed a site contaminated with metals and petroleum where a former cotton gin, scrap metal junkyard, and lumberyard existed dating back to the late 1800s.

Store #1140 Partnering with the South Carolina Department of Health and Environmental Control and the Environmental Protection Agency, QT remediated a site contaminated with pesticides, petroleum, and metals where a former auto body repair shop previously operated.



Store #977 Partnering with the Texas Commission on Environmental Quality, QT transformed a site contaminated with metals and petroleum located in the RSR Superfund Study Area, where a former lead battery smelter existed dating back to the mid-1930s.



FUEL OFFERING QUALITY AND INNOVATION

In addition to waste reduction, energy and water conservation, risk mitigation, and land revitalization, QT continues to improve its sustainability performance by developing innovative strategies and maintaining a high standard of quality in its fuel offering.

TOP TIER™ GASOLINE

QT customers receive higher detergent additives compared to non-Top Tier retailers who offer only the minimum EPA-required detergent. Top Tier additives help prevent the buildup of harmful engine deposits which may reduce fuel economy and optimal engine performance. QT Gasoline is guaranteed not to harm engines.

RENEWABLE FUELS

QuikTrip's fuel offer includes renewable fuels in the form of ethanol blended gasoline and biodiesel. These safer, cleaner-burning fuels significantly reduce carbon emissions and the dependency on fossil fuels.

EV CHARGING

In 2022, QT opened its first store with electric vehicle charging stations with plans to open more. These charging stations help to boost the country's EV charging infrastructure and contribute to emissions reductions by providing alternative resources for non-fuel-powered vehicles. Currently, QT has two charging stations in the Denver market. On a monthly basis, these stations are averaging around 80 charges, 2,000 kWh dispensed, and 1,000 kg of greenhouse gas emissions avoided.



QuikTrip's first EV charging stations



QT #4202 was QuikTrip's first location to open in the Denver market with many more to come

Protecting the environment and conserving natural resources are not just ambitious ideals at QuikTrip, but concepts we put into regular practice that seamlessly align with our Core Values. Sustainability is ingrained into the design, development, and operation of our stores, distribution centers, and kitchens and is often above and beyond the requirements set forth by local, state, and federal laws and regulations. **Focusing Long-Term** and **Never Being Satisfied** are fundamental principles which exemplify QuikTrip's commitment to innovate and continuously improve processes – including our sustainability program. QuikTrip has been serving customers and investing in communities for more than 60 years, and the best is yet to come!

- Damon Wright, Environmental and Design Manager



AWARDS

20
22

NEWSWEEK® - AMERICA'S BEST CUSTOMER SERVICE 2022
Gas Station Category (Ranked 1st)

NEWSWEEK® - AMERICA'S BEST CUSTOMER SERVICE 2022
Convenience Store Category (Ranked 2nd)

20
21

NEWSWEEK® - AMERICA'S BEST CUSTOMER SERVICE 2021
Gas Station Category (Ranked 1st)

NEWSWEEK® - AMERICA'S BEST CUSTOMER SERVICE 2021
Convenience Store Category (Ranked 2nd)

FORBES® - AMERICA'S BEST LARGE EMPLOYERS (TOP 500) 2022
(Ranked 188th)

FORBES® - THE BEST EMPLOYERS FOR DIVERSITY 2022
(Ranked 401st)

FORBES® - AMERICA'S BEST EMPLOYERS FOR VETERANS 2021
(Ranked 37th)

FORBES® - AMERICA'S BEST-IN-STATE EMPLOYERS 2021, OKLAHOMA
(Ranked 5th)

GLASSDOOR® - TOP 100 COMPANIES TO WORK FOR 2021
(Ranked 100th)









Year 2026	Project Address	Project Description	Date Checklist App. Received	Checklist Meeting Held	Checklist Approved	Date Site Plan Received	Date Site Plan Meeting Scheduled	Committee Meeting Date	Site Plan Review Status	Final Site Plan Approval Date
PSP26-001	4515 Green Acres Drive	Two Building Additions (Kalamazoo Protestant Reformed Church)	12/4/2025	1/7/2026	1/9/2026	1/28/2026	1/29/2026	2/25/2026	Under Review	
PSP26-002	436 W Willard Street	Pave Existing Gravel Lot (Clark Logic)	6/10/2025	7/16/2025	7/18/2025	3/13/2026	3/18/2026	4/15/2026	Under Review	
PSP26-003	3616 Stadium Drive	Site Redevelopment for a New Car Dealership (LaFontaine Automotive Group Mazda)	9/9/2025	10/15/2025	10/17/2025	2/23/2026	2/25/2026	3/25/2026	Under Review	
PSP26-004	3718 Stadium Drive	Building Addition and Site Work for a Car Dealership (LaFontaine Automotive Group Mercedes-Benz)	9/9/2025	10/1/2026	10/3/2026	2/23/2026	2/25/2026	3/25/2026	Under Review	
PSP26-005	1617 N Drake Road	Phase I: Tree Clearing for Youth Sports Complex (Westgate Sports Complex)	1/26/2026	2/11/2026	2/13/2026	3/18/2026	3/18/2026	4/1/2026*	Under Review	
PSP26-006	918 Riverview Drive	Site Redevelopment for a New Gas Station (7-11/Speedway)	2/5/2026	2/18/2026	2/2/2026	3/18/2026	3/24/2026	4/22/2026	Under Review	
PSP26-007	817 S Westnedge Avenue	Change of Use to a Commercial Kitchen	1/27/2026	2/18/2026	2/20/2026	3/24/2026	3/25/2026	4/29/2026	Under Review	