



QuikTrip Corporation
8700 Freeport Pkwy Ste. 115
Irving, TX 75063

Variance Request Narrative

City of Burleson – Development Services

Property Location: Northwest Corner of FM 917 and Chisholm Trail Parkway (CTP)

Variance Requested: Reduction in required driveway spacing

Requested Variance

QuikTrip requests a variance to allow approximately 100 feet of driveway spacing where 250 feet is required for the proposed gas station development located at the northwest corner of FM 917 and CTP.

The requested variance is necessitated by existing roadway geometry, right-of-way constraints, and the intersection configuration of FM 917 and CR 910. These factors predate the proposed development and were not created by the applicant. The limited frontage and proximity to the intersection restrict the ability to meet the standard spacing requirement while maintaining safe vehicular access.

The subject property's location at a non-signalized and heavily traveled intersection creates unique access constraints not shared by mid-block parcels. The corner lot configuration, combined with TxDOT-controlled frontage along FM 917 and existing access limitations along CR 910 and CTP, significantly reduces the available distance for compliant driveway spacing. These physical and regulatory conditions are unique to this site.

From a traffic engineering standpoint, the proposed driveway spacing provides safe and efficient site access while minimizing operational conflicts. The driveway locations have been positioned to optimize sight distance, reduce turning conflicts, and align with expected vehicle movements associated with a convenience store and fuel station. The proposed spacing functions effectively given the posted speeds, turning volumes, and intersection controls at FM 917 and CR 910. With FM 917 being within TxDOT's jurisdiction, we've presented the proposed site access points to which they've conceptually approved. This indicates that the proposed layout is acceptable from a roadway access and safety standpoint. Also, there are currently no plans to modify CR 910. In its current state, it is essentially only access for a handful of residential parcels and a couple of gas wells. The current traffic volume is low and will remain that way in the foreseeable future.

The reduced driveway spacing will not result in unsafe traffic conditions or degradation of roadway operations. The driveways are designed to accommodate appropriate ingress and egress movements, and their placement avoids interference with intersection queuing, curb returns, and existing access points. The configuration supports orderly traffic flow and maintains adequate separation from the intersection consistent with accepted engineering practices.

The variance is not requested to reduce development costs or for convenience. Without the variance, the property's ability to function as a gas station—an allowed use within the Community Retail zoning district—would be unreasonably constrained despite otherwise meeting all applicable zoning, engineering, and development standards.

The proposed use is consistent with surrounding commercial development along FM 917. Granting the variance will not introduce an incompatible land use or alter the established commercial character of the corridor.

Strict application of the driveway spacing requirement would impose an unnecessary hardship due to the property's unique location at the northwest corner of FM 917 and CR 910 and existing roadway constraints. The requested variance is supported by sound traffic engineering principles and will allow safe, efficient access without adverse impacts to public safety or traffic operations. We respectfully request the approval of this variance.