



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

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## Development Services Staff Report

<b>File Number</b>	PL2025-307
<b>File Name</b>	PRELIMINARY DEVELOPMENT PLAN – Bank of America
<b>Applicant</b>	Cushman & Wakefield
<b>Property Address</b>	1801 NW Chipman Rd
<b>Planning Commission Date Heard by</b>	January 22, 2026 Planning Commission and City Council
<b>Analyst</b>	Hector Soto, Jr., AICP, Senior Planner

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### Public Notification

Pre-application held: October 28, 2025  
Neighborhood meeting conducted: December 11, 2025  
Newspaper notification published on: January 3, 2026  
Radius notices mailed to properties within 300 feet on: January 2, 2026  
Site posted notice on: January 2, 2026

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### Attachments

Preliminary Development Plan, revision dated December 19, 2025 – 91 pages  
Stormwater Design Memorandum, dated November 19, 2025  
Location Map

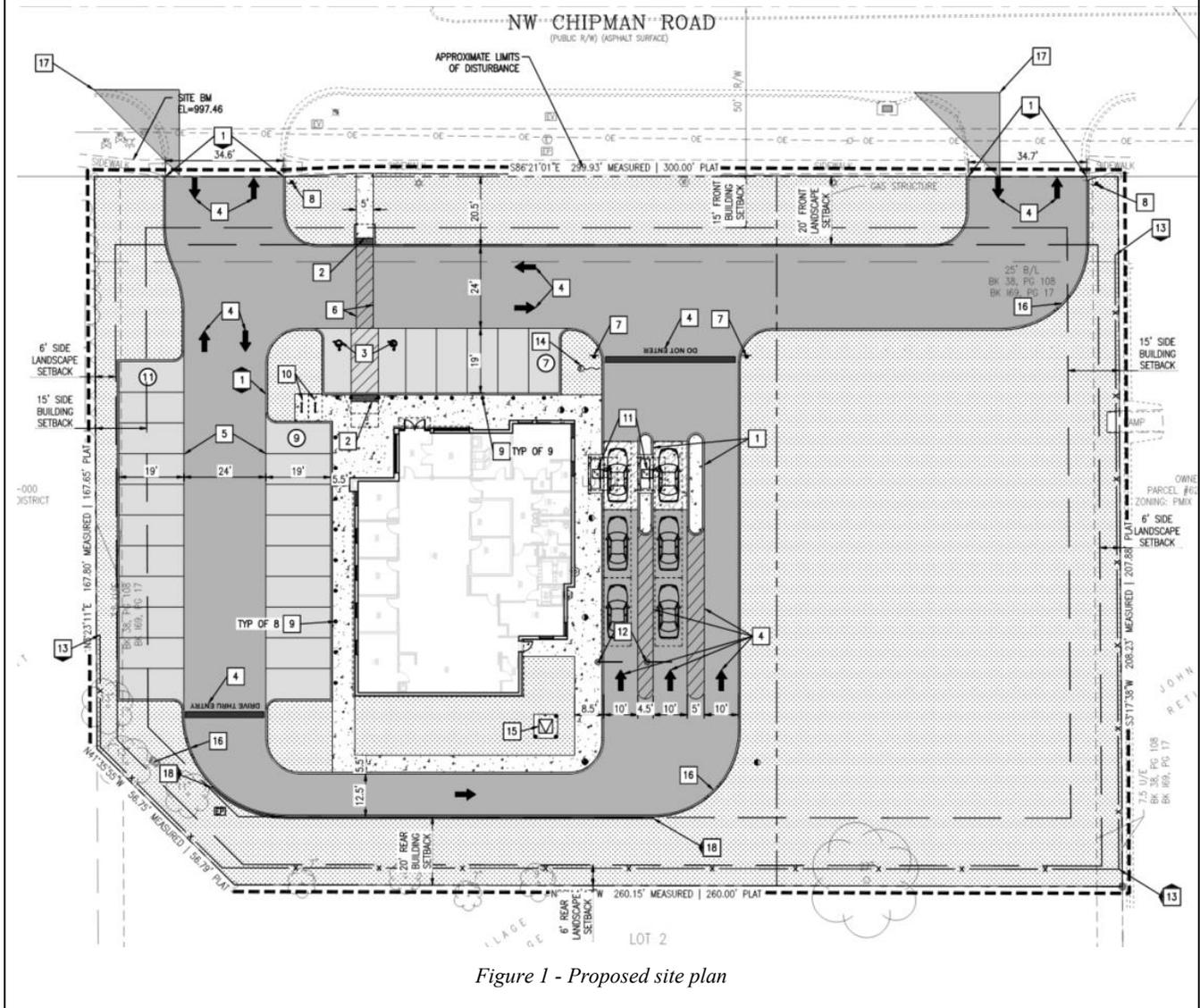
## 1. Project Data and Facts

Project Data	
Applicant/Status	Cushman & Wakefield/Property Owner Agent
Applicant's Representative	John Schrader
Location of Property	1801 NW Chipman Rd
Size of Property	1.41 acres (61,606 sq. ft.)
Number of Lots	1
Building Area (existing)	4,200 sq. ft.
Building Area (proposed)	4,720 sq. ft.
FAR (existing)	0.07 FAR
FAR (proposed)	0.08 FAR
Zoning	CP-2 (Planned Community Commercial)
Comprehensive Plan Designation	Commercial
Procedure	<p>The Planning Commission makes a recommendation to the City Council on the proposed preliminary development plan. The City Council takes final action on the preliminary development plan in the form of an ordinance.</p> <p><b>Duration of Validity:</b> Preliminary development plan approval by the City Council shall not be valid for a period longer than twenty-four (24) months from the date of such approval, unless within such period a final development plan application is submitted. The City Council may grant one extension not exceeding twelve (12) months upon written request.</p>

Current Land Use
The subject 1.4-acre property is developed with an existing 4,200 sq. ft. bank with four (4) drive-through lanes.

Description of Applicant's Request
<p>The applicant proposes to remove the existing 4,200 sq. ft. Bank of America facility and redevelop the subject 1.4-acre site with a larger 4,720 sq. ft. bank with two (2) drive-through lanes. The proposed building will have a contemporary design with brick, stucco and aluminum composite metal (ACM) panel system as the primary exterior materials.</p> <p>The new building will have a more compact site layout compared to the existing bank facility for the purpose of creating approximately 0.48 acres of open space east of the new building for potential future development. There is no imminent plan for development of the eastern portion of the site. As such, the area is currently shown as open space that will be taken back to grass. Future development of the eastern portion of the site will require approval under a future application.</p> <p>One (1) request for modification is associated with this application. A modification is requested to the minimum 20' parking lot setback from adjacent residential property, to allow a 6' parking lot setback along the west property boundary that is shared with abutting John Knox Village residential development. The</p>

existing Bank of America currently maintains a 1' parking lot setback along the west property line; the proposed redevelopment will pull back the western parking lot boundary and gain an additional 5' of separation from the west property line.



## 2. Land Use

### Description and Character of Surrounding Area

The subject site is located along the south side of NW Chipman Rd, surrounded by John Knox Village on three sides. The abutting John Knox Village development is composed of a higher density residential product, more specifically independent living cottages and apartments. The abutting NW Chipman Rd is a major commercial corridor that provides a full range of retail goods and services to regional and area residents; the Summit Woods Shopping Center is located across NW Chipman Rd to the north. The

Streets of West Pryor mixed-use development and Summit Fair shopping center are located farther west and east of the subject site, respectively.

**Adjacent Land Uses and Zoning**

<b>North (across NW Chipman Rd):</b>	Summit Woods shopping center / CP-2 (Planned Community Commercial)
<b>South:</b>	John Knox Village / PMIX (Planned Mixed Use)
<b>East:</b>	John Knox Village / PMIX (Planned Mixed Use)
<b>West:</b>	John Knox Village / PMIX (Planned Mixed Use)

**Site Characteristics**

The site is bordered by NW Chipman Rd along the north and the John Knox Village campus along the east, south and west. Vehicular access to the site is provided by two (2) driveways along NW Chipman Rd. The western driveway is controlled by a signalized, full-access intersection that aligns with the main entrance along NW Chipman Rd to the Summit Woods shopping center. The eastern driveway is a right-in/right-out.

Topographically, the project site generally slopes from north to south.

**Special Considerations**

None.

**3. Project Proposal**

**Site Design**

Land Use	
Impervious Coverage:	62.5%
Pervious:	37.5%
<b>TOTAL</b>	<b>100%</b>

**Parking**

Proposed		Required	
Total parking spaces proposed:	27	Total parking spaces required:	19
Parking Reduction requested?	No	Off-site Parking requested?	No

**Setbacks (Perimeter)**

Yard	Building / Parking - Proposed	Building / Parking - Required
Front (north)	71' (Building) / 21' (Parking)	15' (Building) / 20' (Parking)

Side	74' (Building) / 7' (Parking) – West; and 160' (Building) / 111' (Parking) – East	10' (Building) / 20' (Parking)
Rear (south)	55' (Building) / 20' (Parking)	20' (Building) / 20' (Parking)

**Structure(s) Design**

<b>Number and Proposed Use of Buildings</b>
1 – Bank with two (2) drive-through lanes
<b>Building Height</b>
26'-6"
<b>Number of Stories</b>
1

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

Section	Description
2.040,2.260,2.300,2.320	Preliminary Development Plans
4.190	Zoning Districts (CP-2)
8.620	Parking Lot Design

**Unified Development Ordinance**

The CP-2 Community Commercial District is established to provide a location for a full-range of retail and office development serving the general needs of the community. Banks are a use permitted by right with conditions in the CP-2 zoning district. The conditions associated with the use are the employment of certain CPTED (Crime Prevention Through Environmental Design) safety-related measures outlined in the UDO that were modeled after QuikTrip practices.

<b>Neighborhood Meeting</b>
The applicant hosted a neighborhood meeting on December 11, 2025, at 6:30pm at the Mid-Continent Library (150 NW Oldham Pkwy). No members of the public attended the meeting.

**5. Comprehensive Plan**

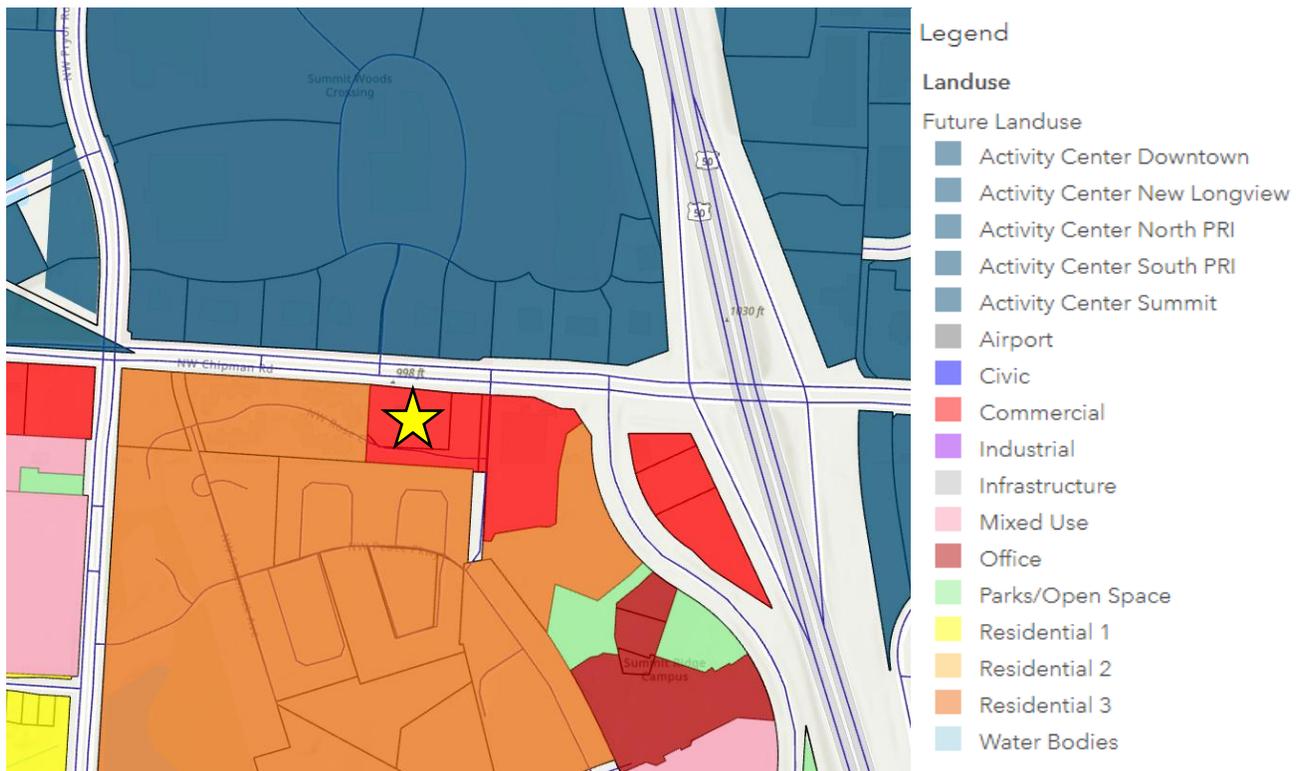
Focus Areas	Goals, Objectives & Policies
Resilient Economy	Objective: Diversify Lee’s Summit economy. Objective: Increase business retention and grow business activity.

Land Use & Community Design	Objective: Plan for purposeful growth, revitalization and redevelopment.
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**Comprehensive Plan**

The proposed redevelopment of the subject project site with a new bank site is consistent with the Commercial land use designation under the Ignite Comprehensive Plan. The Commercial land use category allows for a full range of retail, office and service uses to serve area resident needs. Redevelopment of the site supports a healthy economic environment along a major commercial corridor by continuing to provide a needed service to area residents and consumers.

Redevelopment opportunities also support stated Ignite Comprehensive Plan goals and objectives that call for maximizing the use of existing infrastructure, services and amenities to increase efficiencies of said systems. The proposed redevelopment will continue to use existing area public infrastructure.



**6. Analysis**

**Background and History**

- 1980 – A final development plan (Appl. #1980-037) was approved for a 4,200 sq. ft. bank with drive-through lanes.
- May 20, 1980 – The City Council approved the final plat (Appl. #1980-081) for *Village Commercial Acres* by Ordinance No. 2113.

- March 29, 2001 – The Jackson County Recorder of Deeds office recorded the minor plat (Appl. #2004-148) for *John Knox Retirement Village, 11<sup>th</sup> Plat.*

**Compatibility**

Redevelopment of the existing bank site with a new bank facility is compatible with area commercial development. The project site is located along the NW Chipman Rd arterial corridor between the US 50 Hwy interchange and SW Pryor Rd. Typical of an intersection of two major corridors (US 50 Hwy and NW Chipman Rd), commercial uses anchor area development and line the corridors radiating from said intersection. The existing bank site provides area travelers and residents convenient banking services near a major intersection and commercial centers.

North of the project site across NW Chipman Rd is a commercial power center. To the west and south are residential cottage areas of the John Knox Village campus; to the east are apartment areas of the John Knox Village campus. The subject commercial site serves as a transitional use between the higher intensity Summit Woods shopping center to the north and the abutting John Knox Village campus to the east, west and south. A high-impact landscape buffer will be installed along the east, west and south boundaries of the subject site to provide a visual, physical and spatial buffer between the redeveloped bank site and John Knox Village to help mitigate and soften the transition between said uses.

From an aesthetic standpoint, the proposed bank building is compatible with existing area commercial development. The proposed building’s contemporary design uses brick, stucco and ACM panels as the primary exterior materials. All of the proposed exterior materials comply with the UDO’s list of approved materials for commercial development and are compatible with the material palette of newer commercial construction throughout the city.

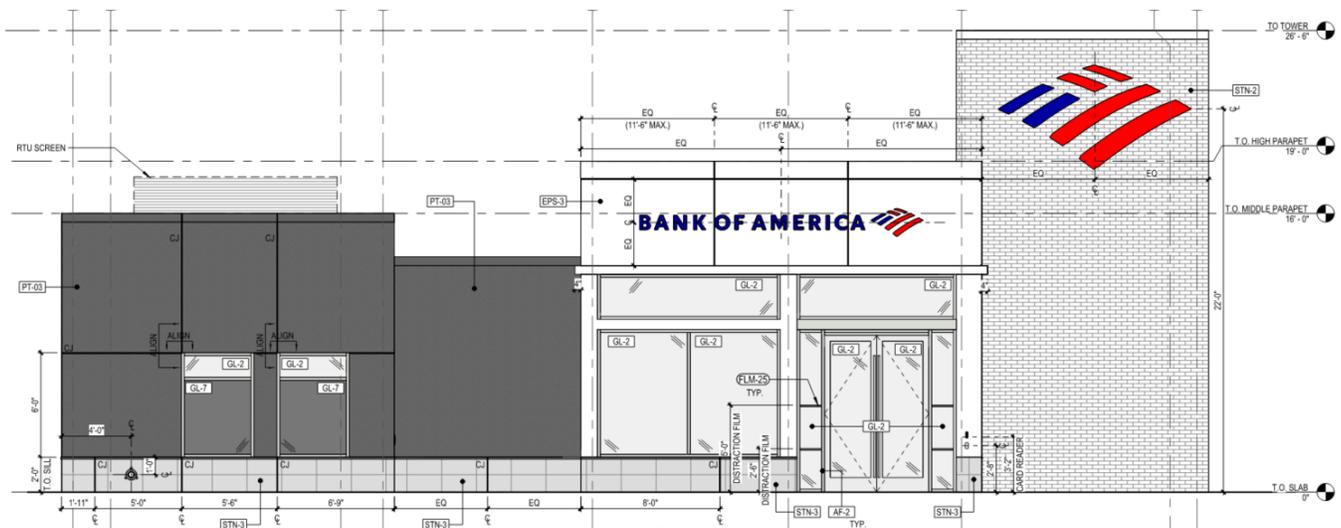


Figure 5 – Proposed building (front elevation)

**Adverse Impacts**

The proposed redevelopment will not detrimentally impact the surrounding area. The subject site has housed a bank since 1980 with no apparent negative impact on the abutting John Knox Village campus. The proposed redevelopment project replaces a 4,200 sq. ft. bank with four (4) drive-through lanes with a slightly larger 4,720 sq. ft. bank with two (2) drive-through lanes. The reconfigured bank layout creates approximately 0.5 acres of open space on the east side of the site for additional future development of a

nature that is currently unknown. Future use of the open space will be evaluated under separate application once a use is identified.

### **Public and Private Infrastructure Services**

The proposed redevelopment will not impede the normal and orderly development and improvement of the surrounding property. The area surrounding the project site is fully built out with commercial development to the north and higher density residential development to the east, west and south. The proposed redevelopment of the site does not negatively impact the provision of infrastructure services to surrounding existing development.

Existing area water and stormwater infrastructure will continue to serve the project site. The existing stormwater infrastructure will continue to serve the redeveloped bank site with no changes due to the project resulting in a reduction in impervious surface area by 7,309 sq. ft., thereby generating less runoff volume than existing conditions. The need for stormwater management improvements for the future development of the eastern portion of the site will be evaluated at the time a use is identified.

A public sanitary sewer main extension will be required to serve both this lot and the future lot.

### **Traffic**

No traffic impact study was required of the applicant (or Transportation Impact Analysis prepared by staff) due to the scope of the project being redevelopment of the site with a like use, therefore there is no net increase in traffic generation. The need for a traffic study for the future development of the eastern portion of the site will be evaluated at the time a use is identified.

Staff does not recommend any improvements to the existing street network as part of the proposed redevelopment.

### **Modifications**

**Parking Lot Setback (UDO Section 8.620.B.1).** Modification requested. **Staff supports the modification request.**

- Required – minimum 20' setback from residential
- Proposed – 6' setback from the west property boundary abutting residential
- Recommended – The existing bank facility maintains a 1' parking lot setback from the west property line adjacent to residential. The majority of the existing parking lot boundary will be removed as part of the proposed redevelopment, inclusive of the parking lot boundary along the west site boundary. Redevelopment of the site includes reconfiguration of the parking lot that will gain 5' of separation from the west property line, yielding a 6' setback. Staff supports the modification request.

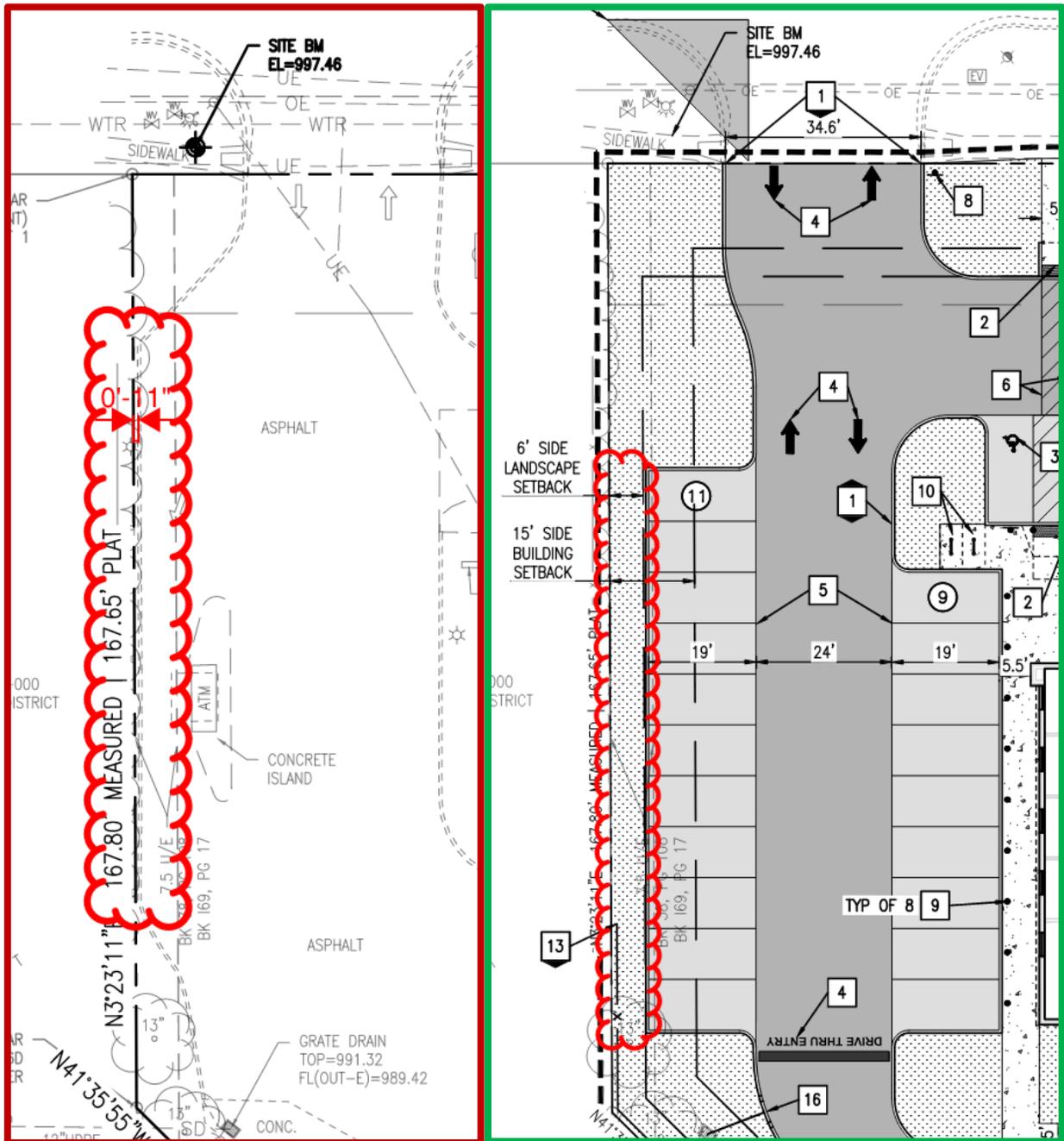


Figure 2 – Comparison of existing curb line (left image outlined in red) and proposed curb line (right image outlined in green).

**Recommendation**

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

## 7. Recommended Conditions of Approval

### Site Specific

1. Development shall be in accordance with the preliminary development plan dated December 19, 2025.
2. A modification to the minimum 20' parking lot setback requirement from the public right-of-way shall be granted, to allow a 6' parking lot setback along the west parking lot boundary as depicted on the preliminary development plan dated December 19, 2025.

### Standard Conditions of Approval

3. All required engineering plans and studies, including water lines, sanitary sewers, storm drainage, streets and erosion and sediment control shall be submitted along with the final development plan. All public infrastructure must be substantially complete, prior to the issuance of any certificates of occupancy.
4. All Engineering Plan Review and Inspection Fees shall be paid prior to approval of the associated engineering plans and prior to the issuance of any site development permits or the start of construction (excluding land disturbance permit).
5. A Land Disturbance Permit shall be obtained from the City if groundbreaking will take place prior to the issuance of a site development permit, building permit, or prior to the approval of the Final Development Plan / Engineering Plans.
6. All permanent off-site easements, in a form acceptable to the City, shall be executed and recorded with the Jackson County Recorder of Deeds prior to the issuance of a Certificate of Substantial Completion or approval of the final plat. A certified copy shall be submitted to the City for verification.
7. Certain aspects of the development plan will be further reviewed during the Final Development Plan phase of the project. This includes detailed aspects of the design to help ensure that the plan meets the design criteria and specifications contained in the Design and Construction Manual.
8. Private parking lots shall follow Article 8 of the Unified Development Ordinance for pavement thickness and base requirements.
9. For informational purposes only: The public sanitary sewer extension work must be within a separate set of Public Infrastructure Plans submitted with the Commercial Final Development Plans for this project. Please be aware that the sanitary sewer easements necessary for the public sanitary sewer extension must be obtained by plat and/or by separate document. This information must be provided to the City and documented on the Commercial Final Development Plans and the Public Infrastructure Plans.
10. All issues pertaining to life safety and property protection from the hazards of fire, explosion or dangerous conditions in new and existing buildings, structures and premises, and to the safety to fire fighters and emergency responders during emergency operations, shall be in accordance with the 2018 International Fire Code.
11. Sign permits shall be obtained prior to installation of any signs through the Development Services Department. All signs proposed must comply with the sign requirements as outlined in the sign section of the Unified Development Ordinance.