



LEE'S SUMMIT
MISSOURI
Development Services Department

Development Services Staff Report

File Number	PL2025-277
File Name	Preliminary Development Plan for Les Schwab Tire Center
Applicant	SFP-E, LLC
Property Address	740 NW Ward Rd.
Planning Commission Date	December 11, 2025
Heard by	Planning Commission and City Council
Analyst	Adair Bright, AICP, Senior Planner

Public Notification

Pre-application held: August 26, 2025
Neighborhood meeting conducted: November 5, 2025
Newspaper notification published on: November 22, 2025
Radius notices mailed to properties within 300 feet on: November 19, 2025
Site posted notice on: November 21, 2025

Table of Contents

1. Project Data and Facts	2
2. Land Use	3
3. Project Proposal	4
4. Unified Development Ordinance (UDO)	5
5. Comprehensive Plan	6
6. Analysis	7
7. Recommended Conditions of Approval	10

Attachments

Preliminary Development Plan and Elevations, revision date of November 10, 2025 – 12 pages
Modification Request Letter, dated November 24, 2025 – 2 pages
Neighborhood Meeting Minutes, dated November 7, 2025 – 6 pages
Originally Approved Preliminary Development Plan, dated September 27, 2022 – 18 pages
Location Map

1. Project Data and Facts

Project Data	
Applicant/Status	SFP-E, LLC / Developer
Applicant's Representative	Dan McGhee
Location of Property	740 NW Ward Rd.
Size of Property	+/- 1.28 acres (55,756-sf.)
Number of Lots	1
Zoning	PMIX (Planned Mixed Use)
Comprehensive Plan Designation	Activity Center - Summit
Procedure	<p>The Planning Commission makes a recommendation to the City Council on the proposed preliminary development plan and the City Council takes final action on the preliminary development plan.</p> <p>Duration of Validity: 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 1.28-acre property is currently an undeveloped site located approximately 250-ft. north of the intersection at NW Chipman Rd & NW Ward Rd. The PMIX (Planned Mixed Use District) was established in 1999 by Appl. #1999-014 as part of the Summit Technology Campus development plan.

Description of Applicant's Request

The applicant requests approval of a Preliminary Development Plan to allow for the construction of a 6-bay, 8,600-sf. tire center on the property.

The applicant is requesting two (2) modifications; a modification to the fenestration requirement within the pedestrian view zone and a modification to the maximum light pole height.



Figure 1 – Front (South) elevation of the proposed tire center.

2. Land Use

Description and Character of Surrounding Area

The subject property is located approximately 250-ft. north of the intersection at NW Chipman Rd & NW Ward Rd. The surrounding area north of NW Chipman Road is heavily commercial in character, containing a mix of restaurant and retail businesses in both standalone pad site and strip commercial formats. The area south of the NW Chipman Road is residential in character, with the neighborhoods being comprised of detached, single-family homes.

Properties to the south of the subject site include Andy's Frozen Custard restaurant and an undeveloped commercial property, previously approved to be a Valvoline Oil Change Facility. To the north, the Trilogy apartments. East of the property, across NW Ward Road, is a series of single-tenant out-parcel restaurant buildings. West of the property, across NW Outerview Rd., which contains various medical offices or labs.



Figure 2 – Aerial map of the surrounding property (subject property in red).

Adjacent Land Uses and Zoning

North:	Dwelling, Multi-Family (Apartment) / PMIX
South:	Restaurant, Drive Through & Undeveloped commercial pad site / PMIX
East (across NW Ward Rd):	Restaurant Pad Sites / PMIX
West:	Medical or Dental Offices or Labs / PMIX

Site Characteristics

The subject property at 740 NW Ward Road is an undeveloped parcel. The site will be served by two shared-access drives, one off NW Ward Road and one off NW Outerview Road. The site is relatively unremarkable and does not contain any notable geographic or landscape features.

Special Considerations

None

3. Project Proposal

The applicant seeks approval of a PDP to permit the construction of a Les Schwab Tire Center on the subject property. Two modifications are being requested, and analysis is provided under Section 6 of the staff letter.

Parking

Proposed		Required	
Total parking spaces:	50	Total parking spaces required:	18
Accessible spaces provided:	2	Accessible spaces required:	2
Parking Reduction requested?	No	Off-site Parking requested?	No

Building Setbacks (Perimeter)

Yard	Required Minimum (CP-2)	Proposed
Front ¹	15'	65.7' (along NW Outerview Rd.); 70.9' (along NW Ward Rd.)
Side ¹	10'	10.7' (north) 124.65' (south)

¹ – Under the UDO, each street frontage is considered to be a front property line. The remaining interior lot lines are considered to be side property lines.

Parking Setbacks (Perimeter)

Yard	Required Minimum	Proposed
Front	20'	33' (along NW Outerview Rd.); 20' (along NW Ward Rd.)
Side	20' (north) 6' (south)	83' (north) 0' (south – internal drive)

Structure(s) Design

Number and Proposed Use of Building
1 / Tire Center
Building Size
8,600-sf.
Number of Stories
1 story
Floor Area Ratio
0.1541

Architecture & Building Design

Building Type	Materials	Roofing
Commercial	Precast Concrete, Smooth (Class 1); Precast Concrete, Aggregate (Class 1); Clear Glass (Class 1); Stone, Veneer (Class 2); Precast Concrete, Painted (Class 3)	PVC Membrane Roofing System (Class 3)

The UDO requires that commercial buildings' primary facade(s), those facing private or public streets, contain no less than three (3) different Class 1 or Class 2 building materials that comprise at least half of the façade. Since the subject site has a street on both the east and west, those are the primary facades. The applicant is proposing smooth precast concrete, aggregate precast concrete, and synthetic stone on the west façade equaling 60% of that façade. The east façade will contain clear glass, smooth precast concrete, aggregate precast concrete, and synthetic stone totaling 73% of the façade. The remaining secondary facades, the north and south, shall no contain no less than three (3) different Class 1, Class 2, or Class 3 materials which is being met by a continuation of the previously mentioned materials along with the painted precast concrete noted in the table above. The UDO also prescribes that commercial buildings only utilize Class 1, Class 2, or Class 3 roofing materials which is being met.

The architecture and building design standards also have requirements for building and roof articulations along with covered entries. Primary facades shall have a wall articulation no less than once every 60 linear feet and the rooflines shall have an articulation no less than one every 100 linear feet. All articulation and entrance feature requirements are being met by the proposed building design.

4. Unified Development Ordinance (UDO)

Section	Description
2.300-2.340	Preliminary Development Plans
2.320	Modifications
4.240	PMIX (Planned Mixed Use District)
8.050	Architecture & Building Design Standards
8.250	Lighting Standards

In 2022 a Preliminary Development Plan was approved for a 3-lot, mixed-use development that consisted of commercial, multi-family residential, and office/warehouse uses. Under this previously approved PDP the subject site was identified for future use as retail, restaurant, or commercial development with the intent to serve as a continuation of the Summit Orchards development to the east across SW Ward Rd.

The proposed land use of a tire center and the auto centric architectural style of the proposed building is a significant change from the previously approved plan thereby requiring approval of a new plan by the City Council.

The UDO identifies uses related to automotive vehicles this use is classified as an automotive tire store. Automotive tire stores are defined as an establishment or place of business primarily engaged in the sale of tires and services relating to the repair or purchase of tires for automobiles.

Neighborhood Meeting

The applicant hosted a neighborhood meeting on November 5, 2025. Zero (0) members of the public attended, and Staff has not received any comments, emails, or phone calls in favor or in opposition to the project

5. Comprehensive Plan

Focus Areas	Goals, Objectives & Policies
Resilient Economy	Goal 3.3.A: Build an adaptable framework for continued growth in a changing environment. Objective: Diversify the Lee's Summit economy. Objective: Increase business retention and grow business activity. Objective: Maintain a diverse and valuable tax base.

Goal 3.3.A of the Resilient Economy section lays out objectives to stimulate continued economic development investment and reinvestment by the private sector. Approval of the subject PDP application to allow for the development of the city by broadening the range of uses offered to the public in order to meet the community's needs.



Figure 3 – Future Land Use Map & Legend

The subject property is located in the “Summit Activity Center” future land use designation. Activity centers are intended to develop as, “walkable, mixed-use nodes with varying levels of height and density” with an emphasis on pedestrian ways that facilitate and support walkability and ease of access to amenities and services. Activity centers vary in intensity and intended land use across the City, with some having a higher emphasis on commercial, residential, and/or industrial land uses – or a mix between the three.

The activity center the subject property is located in is detailed in the Ignite! Comprehensive Plan to support a range of commercial, industrial, and residential land use options. While activity center designations are primarily intended for pedestrian-oriented land uses, the proposed project does not substantially conflict with the overall intended land use categories supported by the Activity Center designation.

6. Analysis

Background and History

- May 20, 1999 – The City Council approved the rezoning from PI (then M-1) to PMIX (then CP-PUD) and the Preliminary Development Plan (Appl. #1641 / 1999-014) for the 333-acre Summit Technology Campus

by Ordinance No. 4793. The plan included the site of the Summit Technology Campus, portions of Summit Fair, Summit Innovation Center, and the existing Summit Orchards and Summit Orchards West developments.

- December 6, 2022 – The City Council approved a request for a Preliminary Development Plan (Appl. #PL2022-311) for the 3-lot, mixed-use Summit Orchards West development by Ordinance No. 9551.
- July 15, 2024 - The plat for *Summit Fair, Lots 10D-10F*, was recorded by the Jackson County Recorder of Deeds office by Instrument #2024E0045888.

Compatibility

The site is located approximately 250-ft. north of the intersection of NW Chipman Road and NW Ward Road. The surrounding area includes multi-family residential to the north and a mix of commercial uses to the east, south, and west. The proposed tire center is compatible with commercial uses and higher intensity residential use.

From an architectural standpoint, the proposed development is not expected to negatively affect the aesthetics of neighboring properties. The proposed building uses a combination of materials and wall and roof articulations to create visual interest and break up the facades. The UDO was recently amended in August of 2025 to include more detailed architectural and building design requirements. The proposed building meets all requirements except for the requested modification to the fenestration requirement within the pedestrian view zone. The proposed materials and building form are compatible with adjacent existing and previously approved developments including the recently approved Valvoline Oil Change facility.



Figure 4 – South elevation (front entrance)

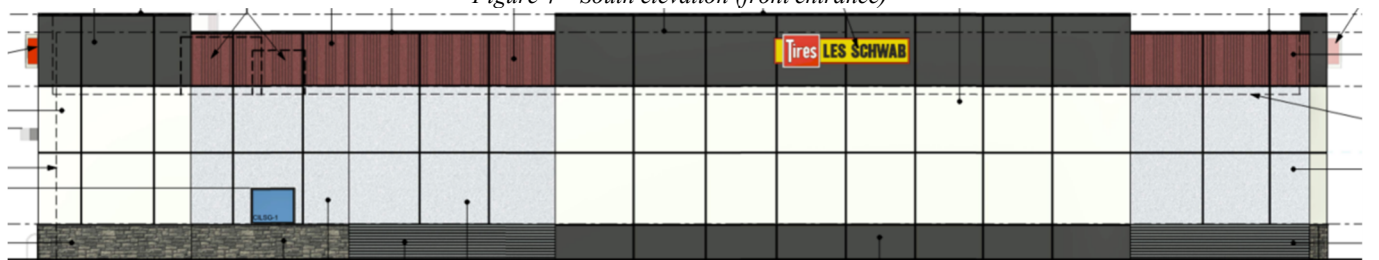


Figure 5 – North elevation (rear) facing Trilogy apartments



Figure 6 – East elevation facing NW Ward Road

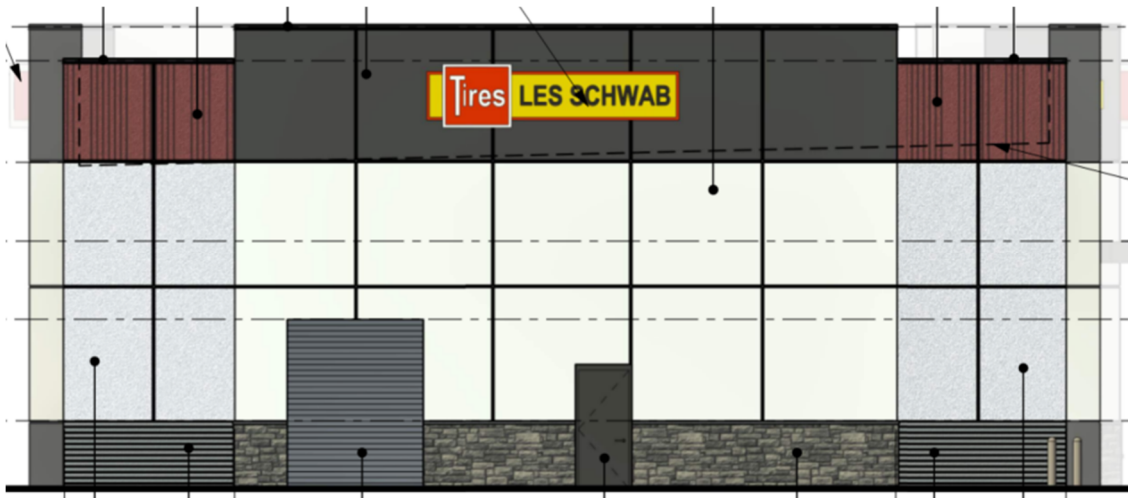


Figure 7 – West elevation facing NW Outerview Road

Adverse Impacts

The proposed development is not expected to seriously injure the appropriate use of, or detrimentally affect, neighboring property. The surrounding properties are either commercial or higher intensity residential uses.

Public Services

Use of the site as a tire facility will not impede the normal and orderly development and improvement of the surrounding property. All adjacent properties have been developed. Water and sanitary sewer service to the site will continue to utilize existing public water and sewer line connections. The existing street network has adequate capacity to support the site.

Modification Requests

- The applicant has requested a modification to UDO Sec. 8.050.B.4.i.i – Application of windows and doors on commercial storefronts.

- **Requirement** – Fenestrations with clear glass shall occupy no less than 50 percent of the pedestrian view zone. The pedestrian view zone is defined as the 8-foot-tall area of the subject building's primary façade(s) that is between two feet and ten feet above the adjacent sidewalk or ground level.
- **Proposed** – The applicant is proposing the western façade be exempt from this requirement; therefore, containing zero percent of clear glass within the pedestrian view zone.
- **Recommendation** – Staff is supportive of the requested modification. The “storefront” of the subject building is on the southeast corner which is where customers will be entering the facility. The applicant has provided ample clear glass to signify that being the public area. The intent is being met by highlighting the part of the building that is open and available to pedestrians.
- The applicant has requested a modification to UDO Sec. 8.250.D.A – Parking Lot Lighting, Maximum Height.
 - **Requirement** – All light fixtures on properties within or adjoining residential uses and/or districts shall not exceed 15 feet in height within the perimeter area. The perimeter area shall be measured 100 feet from the property line closest to the residential use and/or district.
 - **Proposed** – The applicant is proposing the parking lot light poles be 18 feet in height from grade inclusive of the concrete base.
 - **Recommendation** – Staff is supportive of the proposed modification. The intent of the maximum height is to reduce the amount of spillover light onto adjacent properties, especially when they are residential in nature. However, the adjacent residential use is the Trilogy apartments whose light poles are 20 feet in height from grade. The proposed 3-foot height increase is not expected to negatively impact the nearby residents.

Recommendation

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

7. Recommended Conditions of Approval

Site Specific

1. The development shall occur in accordance with the Preliminary Development Plan with a revision date of November 10, 2025.
2. A modification shall be granted to allow for the western building façade to be exempt from the fenestration within the pedestrian view zone requirement.
3. A modification shall be granted to allow for the light poles to be 18’ tall from grade inclusive of the concrete base.
4. The sidewalk connection on the west side shall either extend further to the north and terminate with a ramp at the entrance to the apartments on Outerview Dr. or connect on the east side of the existing stub.

Standard Conditions of Approval

1. 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.

2. 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.
3. All Engineering Plan Review and Inspection Fees shall be paid prior to approval of the associated engineering plans and prior to the issuance of any site development permits or the start of construction (excluding land disturbance permit).
4. A Land Disturbance Permit shall be obtained from the City if groundbreaking will take place prior to the issuance of a site development permit, building permit, or prior to the approval of the Final Development Plan / Engineering Plans.
5. Certain aspects of the development plan will be further reviewed during the Final Development Plan phase of the project. This includes detailed aspects of the design to help ensure that the plan meets the design criteria and specifications contained in the Design and Construction Manual.
6. Private parking lots shall follow Article 8 of the Unified Development Ordinance for pavement thickness and base requirements.
7. Please be aware that any future repair work to public infrastructure (e.g., water main repair, sanitary sewer repair, storm sewer repair, etc.) within public easements will not necessarily include the repair of pavement, curbing, landscaping, or other private improvements which are located within the easement.