



STAFF REPORT

Planning Commission Meeting: September 22, 2025

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| Application: | PR25-0014: Revised Preliminary Site Development Plan for Homewood Suites at Olathe Station | | |
| Location: | Southeast of S. Strang Line Road and S. Strang Line Court | | |
| Owner: | Sanjay Koshiya; Olathe H2 LLC | | |
| Applicant: | Mick Slutter; Renaissance Infrastructure Consulting | | |
| Engineer/Architect: | Jacob Henley; BRR Architecture, Inc | | |
| Staff Contact: | Taylor Vande Velde; Planner II | | |

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| Site Area: | <u>2.20 ± acres</u> | Current Use: | <u>Vacant, Parking Lot</u> |
| Zoning | <u>CP-2 (Planned Community Center)</u> | Proposed Use: | <u>Hotel</u> |
| Proposed Building Area | <u>72,928 sq. ft.</u> | Plat: | <u>Platted; Olathe Station Four</u> |

1. Introduction

The applicant is requesting approval of a revised preliminary site development plan for Homewood Suites on approximately 2.20 acres, located southeast of S. Strang Line Road and S. Strang Line Court. The proposal consists of a 72,928-square-foot, 4-story hotel with 116 guest rooms on the northwest corner of the Olathe Station Development. The property is zoned to the CP-2 (Planned Community Center) District and hotels are permitted by right. The proposal is a major change from the previously approved plans and Planning Commission review of this application is required by the Unified Development Ordinance (UDO) before development may occur.

2. History

The original development plan for Olathe Station Phase II (PR-44-96) was approved in 1996. The plan included a 27,000 square foot multi-tenant retail building on the subject property. A Community Improvement District (CID) was approved for the redevelopment of the shopping center in 2017 and later amended in 2019 to allow a second hotel in Olathe Station. Following that, a revised preliminary development plan was approved in 2019 (PR18-0057), including a 64,000 square foot hotel and a standalone restaurant. The proposed 73,000 square foot hotel increases the approved building area by more than 5% and therefore requires a revised preliminary plan.

3. Existing Conditions

The property was previously used for a small commercial building with parking. The building was demolished in 2018, and the site has remained vacant with a surface parking lot.



Aerial view of the property is outlined in black.



View of the property looking East from Strang Line Court.

4. Zoning Standards

- a. **Land Use** – The proposed hotel use is permitted by right in the C-2/CP-2 Commercial District and is compatible with the surrounding uses which consist of other commercial and retail uses including hotels, restaurants and a movie theater.
- b. **Building Height** – The main building is 57 feet to the top of the tower elements, complying with the 60-foot maximum height requirement of the CP-2 District.
- c. **Setbacks** – Buildings in the CP-2 District are subject to a front yard setback of 15 feet and a side yard setback of 7.5 feet, which the applicant is meeting. The paved areas also meet the required parking/paving setbacks for the CP-2 District from the right-of-way and property lines.
- d. **Open Space** – The development is providing 22,899 square feet (24%) of open space, exceeding the CP-2 District requirement of 20%.

5. Development Standards

- a. **Phasing** – The hotel will be constructed in one phase and will connect to a previously approved restaurant planned to the east, which has not been constructed yet. Additionally, the adjacent restaurant site will construct the outdoor amenity area as part of the existing Olathe Station Community Improvement District (CID).
- b. **Access/Streets** – The site has existing access from South Strang Line Court, which is approximately 275' south of the signalized intersection of S. Strang Line Road and S. Strang Line Court. This main access point will remain and connect to an internal street leading to the parking lot and proposed hotel.
- c. **Parking** – The minimum required parking for hotels is one (1) space per guest room and one (1) space for each two employees on the largest shift; therefore, the minimum required parking is 124 spaces. The site plan provides a total of 124 parking spaces, including five (5) accessible stalls for the hotel. Additional parking is shared within the Olathe Station development.
- d. **Tree Preservation** – There are six (6) existing mature evergreen and shade trees on the site, and four (4) will be preserved during construction, and two (2) trees will be replaced. A significant tree means a tree of eight (8) inches or greater, as measured four and one-half (4½) feet above the ground, for all tree species except for non-native invasive species.
- e. **Landscaping/Screening** – The landscape plan complies with all requirements of the UDO and includes new deciduous, evergreen, and ornamental trees around the perimeter of the parking lot and hotel. Parking areas are screened by a continuous row of shrubs, and interior landscaped parking lot islands are provided. An outdoor dining area is proposed on the west side of the building and includes a metal fence and landscaping for an additional amenity space for guests.
- f. **Stormwater/Detention** – The Olathe Station development has an existing storm sewer system that drains to a detention basin south of the movie theater. The existing site is 79.1% impervious, and the proposed development decreases the total impervious area to 76.5%. Therefore, the site is not subject to Title 17 stormwater requirements.
- g. **Public Utilities** – The lot has existing utility services, including sewer, water, gas, electric, and communications. A future restaurant project will include extending the sewer line to serve both lots. Public water lines run along the south and east sides, while gas is available

along the north side near Strang Line Road. Electric and communication services are located on the west side near Strang Line Court.

6. Site Design Standards

The property is subject to the Site Design Category 4 based on the Regional Commercial designation of the Plan Olathe Future Land Use Map. The following is a summary of the applicable site design requirements:

- a. **Parking Pod Size** – The Site Design Category 4 standards require a maximum parking pod size of 80 spaces. The applicant is meeting this requirement, and the parking lot is divided into parking pods with landscaped islands.
- b. **Pedestrian Connectivity** – There are existing sidewalks along Strang Line Court and within the private drives in Olathe Station. The site plan identifies new decorative concrete crosswalks, including a decorative circular pattern at the entrance of the Olathe Station Development off Strang Line Court to match the overall development. The applicant will provide cross-property connections to the east and south, as well as a connection to the existing sidewalk along Strang Line Court.

7. Building Design Standards

The proposed building is subject to the Commercial and Retail building design standards according to UDO Section 18.15.020. The following table lists the applicable building design standards and proposed design elements:

| Building Design Standard | UDO Design Requirements Proposed Design |
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| <i>Building Entryway</i> | <i>The main building entry must be defined with a projection from the façade or a recessed area.</i> The main entrance on the east primary façade is defined by a covered projection and a prominent canopy. |
| <i>Façade Articulation</i> | <i>Horizontal articulation is required every 50 feet across the length of primary façades. Vertical articulation of at least two feet in height is also required every 50 feet across the length of primary façades.</i> Horizontal articulation is provided through wall offsets and 4-inch wall projections on all primary and secondary façades. This articulation breaks the façade into defined bays on all facades, exceeding UDO requirements. Vertical articulation is provided on all facades through variation in parapet height and tower elements greater than four feet at the entrance of the building, exceeding UDO requirements. |

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| <i>Façade Expression</i> | <p><i>The primary façades of all buildings two (2) or more stories in height must incorporate one (1) or more of the following façade expression techniques: expression line, change in material, awning or canopy, or ornamental cornice.</i></p> <p>The façades contain multiple changes in materials between the lower floor, upper floors, and tower elements of the building. The lower floor is distinguished from the upper floors through the use of thin brick, where stucco of multiple colors and wood-like panels are used on the upper floors.</p> |
| <i>Building Materials - Primary Facades</i> | <p><i>Primary facades must use three materials from Class 1 or 2 on at least 80% of the façade, and a minimum of 25% glass on the first floor and a minimum of 30% glass on the upper floors.</i></p> <p>The east, west, and northern primary façades provide a range of 85% - 97% Class 1 (stucco, brick, and glass) materials, exceeding UDO requirements. The applicant has requested a waiver for the minimum glass requirements on primary facades, found in Section 9 of this report.</p> |
| <i>Building Materials - Secondary Facades</i> | <p><i>Secondary facades must use three materials from Class 1 or 2 on at least 50% of the façade.</i></p> <p>The southern secondary façade provides 100% Class 1 (stucco, brick, and glass) materials, significantly exceeding UDO requirements.</p> |
| <i>Roofing Material</i> | <p><i>Class 1 or 2 roofing materials are required.</i></p> <p>The roof is not visible from the ground level, and a Class 2 membrane roof will be provided, meeting UDO requirements.</p> |

The proposed building has three (3) Primary Facades (North, East, West) and one (1) Secondary Façade (South) and is required to include a combination of three (3) materials from Class 1 or Class 2 on 80% of the primary facades. The hotel is predominantly comprised of Class 1 genuine stucco, brick, and clear glass, and accented with Class 3 Cement Fiber Board and an insulated metal paneling system on the entrances.

All building façades exceed UDO requirements for Class 1 materials. The color scheme of the building includes cool shades of grey and black brick, stucco, metal paneling, and is accented with a wood-like paneling system. The primary entrance on the east side also features a 16-foot-tall canopy with complementary building materials.

Glass windows are provided at a range of 4 – 19% on the first floor (minimum requirement of 25%) and 9 – 15% on the upper floors (minimum requirement of 30%). See Section 9 below for an analysis of this waiver request.

8. Neighborhood Notification

The applicant mailed the required notification to property owners within 500 feet of the site, as required by the UDO. Neither the City nor the applicant has received any correspondence regarding this preliminary development plan application.

9. Waiver Request

Section 18.40.240 of the UDO provides a mechanism for waivers to be considered when unnecessary hardships can be demonstrated or where the exception would result in superior design.

1. UDO 18.15.020.G.7.b.1, which requires that primary façades must incorporate a minimum of twenty-five (25) percent clear glass on the first floor and thirty (30) percent clear glass on the upper floors. The proposed building provides 15.7% glass on the first floor and 13.7% glass on the upper floors.

Staff is supportive of the requested waivers due to the uniqueness of the hotel use in comparison to most commercial/retail buildings and due to the internal architectural layout needs of the building.

Portions of the hotel contain necessary stairwells, internal operational areas, and bathrooms, making it challenging to incorporate higher percentages of glass within these areas of the building. In lieu of the minimum glass requirement, the building uses over 85% Class 1 materials on all façades, including the secondary south facade, exceeding the minimum of 80% and 50% Class 1 and 2 materials required on primary and secondary façades. The applicant also worked with staff to provide additional articulation and tower elements on facades, as well as increasing glazing around the public entrances on the east and west facades.

10. Staff Recommendation

- A. Staff recommends approval of the Revised Preliminary Site Development Plans for Homewood Suites at Olathe Station with the following stipulations:
 1. A waiver is granted from UDO 18.15.020.G.7.b.1 to reduce the glass required on the first floor and upper floors of primary façades as shown on the building elevations dated September 10, 2025.
 2. Signage must be reviewed and approved through a sign permit.
 3. Exterior ground-mounted or building mounted equipment including but not limited to, mechanical equipment, utilities' meter banks and coolers must be screened from public view with three (3) sided landscaping or an architectural treatment compatible with the building architecture.