



STAFF REPORT

Planning Commission Meeting: April 13, 2026

Application:	PR26-0003: Preliminary Site Development Plan for Brogden Coffee & Car Wash
Location:	Northeast of E. Santa Fe Street and N. Ridgeview Road
Owner:	Brogden Properties II, LLC
Applicant:	Trevon Myers; Davidson Architecture
Engineer/Architect:	Keegan Amos; Davidson Architecture
Staff Contact:	Lauren Winter; Planner II

Site Area:	<u>1.7 ± acres</u>	Current Use:	<u>Undeveloped</u>
Zoning	<u>C-3 (Regional Center)</u>	Proposed Use:	<u>Car Wash, Fast-Food Restaurant</u>
Proposed Building Area	<u>3,565 sq.ft.</u>	Plat:	<u>Brogden Car Wash</u>

1. Introduction

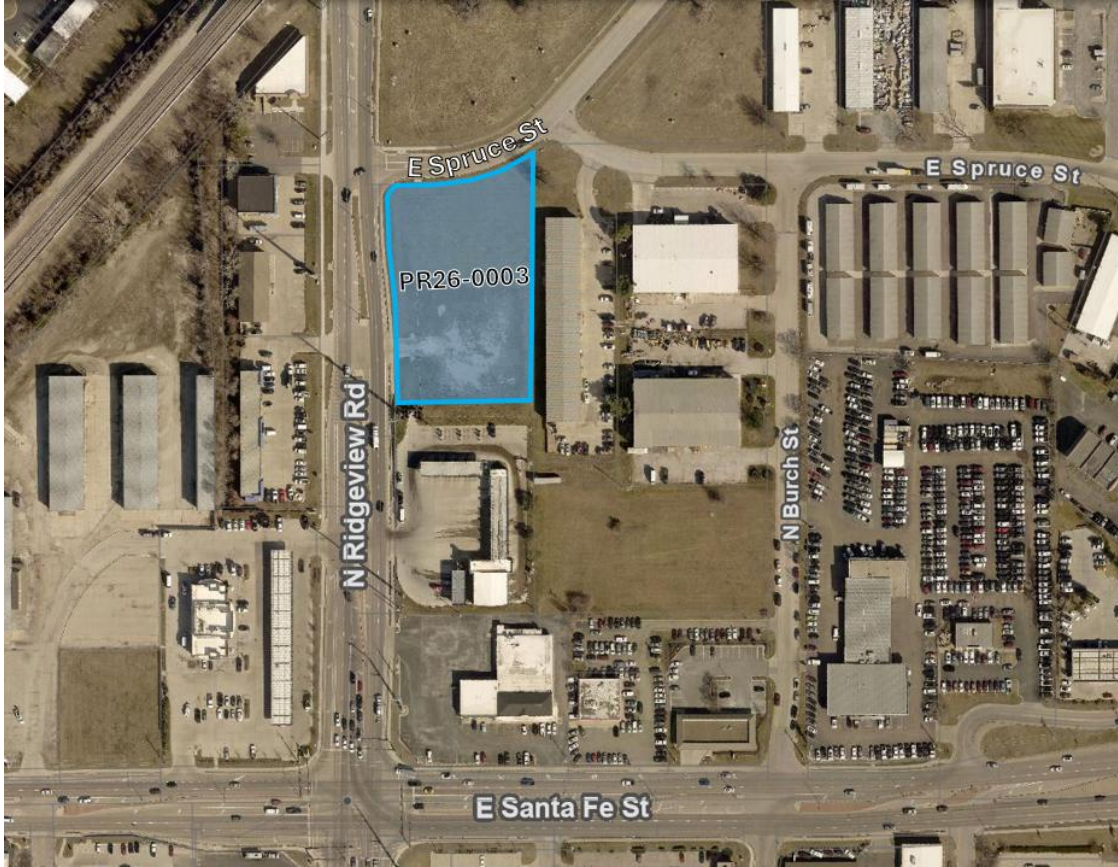
The applicant is requesting approval of a revised preliminary site development plan for a coffee shop and car wash on a 1.7-acre undeveloped property located northeast of E. Santa Fe Street and N. Ridgeview Road. The proposal is for a phased commercial development consisting of a 3,055-square-foot car wash with two automobile lanes (Phase I) and four vacuum stations, and a 510-square-foot coffee shop with one drive-through lane (Phase II), for a total of 3,565 square feet of commercial space. The development also requires a revised plat to reconfigure the existing street right-of-way along Ridgeview Road and Spruce Street and establish a drainage easement.

2. History

The subject property was rezoned (Ord. 93-53) to the C-3 District in March of 1993 from the CP-2 District to allow for more intense commercial uses. A final plat (FP18-0027) for Lot 1 (the existing car wash to the south) and Lot 2 (the subject property) was approved and recorded in 2018.

3. Existing Conditions

The site is undeveloped and gently slopes to the west towards Ridgeview Road. There are no significant trees on the site. The proposed on-site car wash will be an extension of the existing car wash business directly south of the property. A shared access drive will connect the two developments.



The subject property is shaded in blue.



The subject property looking south from E. Spruce Street.

4. Zoning Standards

- a. **Land Use** – The development proposes two commercial uses, including car wash and fast-food restaurant, which are both permitted in the existing C-3 (Regional Center) District. The subject property is designated as Commercial Corridor by the future land use map of the PlanOlathe Comprehensive Plan, which also permits a range of commercial land uses.
- b. **Building Height** – Building heights within the C-3 District are limited to 3 stories and 40 feet. The proposed car wash is a maximum of one-story and 25 feet, while the coffee shop is one-story and almost 20 feet, both meeting the building height requirement.
- c. **Setbacks** – The C-3 District requires 40-foot front yard building setbacks from arterial right-of-way, and 10-foot setbacks from the side and rear lot property lines. Paved areas must be setback a minimum of 15 feet from the right-of-way and 10 feet from property lines. All buildings are meeting setback requirements.
- d. **Open Space** – The C-3 District requires a minimum of 25% open space, and the applicant is providing 46%, exceeding UDO requirements.

5. Development Standards

- a. **Phasing** – The project is proposed in two phases, with the initial phase constructing the 3,055 square-foot car wash, the surface parking, both access drives, and all required landscaping. Phase II will include the future 510-square-foot drive-through coffee shop.
- b. **Access/Streets** – The proposal will take full access from E. Spruce Street, and a new sidewalk will be installed along Spruce to connect the existing sidewalk along the east side of Ridgeview Road. An access drive will also be provided from the existing car wash development to the south, which has full access from N. Ridgeview Road.
- c. **Drive-Through** – Both the car wash and coffee shop will provide drive-through lanes for the proposed auto-oriented services. The car wash is proposing two single-tandem drive-through lanes that will provide the required 80 feet of stacking from the bay entrance and 20 feet at the exit. The coffee shop will provide one drive-through lane that exceeds the required stacking length of 160 feet from the entrance to the order window.
- d. **Parking** – The minimum parking required for the car wash is one (1) stall for every 1,500 square feet, for a total of two (2) required stalls. A total of three (3) parking spaces are provided, including two standard spaces and one accessible space, meeting the UDO requirements. A parking analysis is required for the proposed drive-through restaurant use, as no indoor seating is provided for customers. The development will provide an additional three (3) parking stalls, two standard and one accessible, to accommodate two (2) employees. The site will also contain four (4) electric vehicle charging stations in the northeast corner to serve both the car wash and the coffee shop. Further, the proposal does not exceed 150% of the minimum parking as required by the C-3 District.
- e. **Landscaping/Screening** – Landscaping is provided in compliance with UDO requirements. Street trees are provided along all roadways, and a Type I buffer will be installed along the east property lines, between this development and the adjacent industrial site. The parking lot and drive-through area are screened from right-of-way to a height of three feet with a continuous row of mixed shrubs. Foundation landscaping is provided along façades that face roadways and parking areas, where feasible. Landscaping is provided to screen the trash enclosure and all building and ground-mounted utilities from public view. All landscaped areas will be irrigated per UDO requirements.

- f. **Stormwater/Detention** – Stormwater detention (BMP) will be managed on site through Tract A, which is to be dedicated for the use of a dry detention basin. It is located in the northwest corner of the property and will be seeded with native seed mix. The basin is landscaped with street trees on the west and north sides and shrubs on the east.
- g. **Public Utilities** – The site is located within the City of Olathe water and sewer service area. Utilities are available to the site.

6. Site Design Standards

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

- a. **Parking Pod Size** – The proposal includes two parking pods, each with three (3) parking stalls, which complies with the maximum of 80 stalls per parking pod.
- b. **Pedestrian Connectivity** – The applicant is providing the required pedestrian activity on the property with a pedestrian gateway into the site along Spruce Street, defined with landscape materials.
- c. **Drainage Feature** – The detention area located in the northwest corner of the site will have significant grading and will not be visible from the adjacent streets. Landscaping and native seeding will be placed around the basin to incorporate it into the development and site design.

7. Building Design Standards

The proposed buildings are subject to the building design standards for Commercial and Retail Buildings according to UDO Section 18.15.020. On the car wash, the north and west facades are primary while the south and east facades are secondary. The southeast façade of the coffee shop is secondary, while the other facades are primary. The following table lists the applicable building design standards and proposed design elements:

Building Design Standard	UDO Design Requirements Proposed Design
<i>Building Entryway</i>	<p><i>Building entries along primary facades must include a projection or be recessed from the façade.</i></p> <p><u>Car Wash:</u> The vehicle entrance and exit to the building is defined by metal canopies on the north and south facades, meeting UDO requirements.</p> <p><u>Coffee Shop:</u> The main entrance is defined by a projection on the southeast façade with a proposed metal canopy, meeting UDO requirements.</p>
<i>Horizontal Articulation</i>	<p><i>Each primary façade must provide horizontal articulation every 50 linear feet across the length of primary façades.</i></p> <p><u>Car Wash:</u> Horizontal articulation is provided through wall offsets and 4-inch wall projections on all primary facades. This articulation breaks the façades into defined bays, meeting the UDO requirements.</p>

	<p><u>Coffee Shop</u>: Due to the minimal size and function, horizontal articulation is not applicable to this building.</p>
<p><i>Vertical Articulation</i></p>	<p><i>Vertical articulation of at least two feet in height is required for every 50 feet across the length of the primary facades.</i></p> <p><u>Car Wash</u>: Vertical articulation is achieved through a minimum of 2-foot variation in building heights across all primary facades, meeting UDO requirements.</p> <p><u>Coffee Shop</u>: Due to the minimal size, vertical articulation is not applicable to this building.</p>
<p><i>Façade Expression</i></p>	<p><i>The minimum height for one-story buildings is 17 feet and buildings less than three (3) stories in height must include one (1) tower element or similar special vertical articulation to anchor the main entry.</i></p> <p><u>Car Wash</u>: The building is 25 feet tall and features two tower elements along the west primary façade to anchor the corners.</p> <p><u>Coffee Shop</u>: Due to the minimal size and no customer entry, façade expression is not applicable to this building.</p>
<p><i>Garages and Overhead Doors</i></p>	<p><i>Garages and overhead doors must not face a public street. If visible from a public street, the garage and overhead doors must be recessed a minimum of four (4) feet from the building façade line.</i></p> <p>The north primary façade of the car wash has overhead doors facing Spruce Street, and the applicant is requesting a waiver from this requirement. The overhead doors are recessed at least four (4) feet from the façade line and are architecturally treated with masonry columns, as required for visible overhead doors. See section 10 below for an analysis of this waiver.</p>
<p><i>Building Materials – Primary Facades</i></p>	<p><i>Primary façades must use three materials from Class 1 or 2 on at least 80% of the façade, and a minimum of 25% glass is required on primary façades.</i></p> <p><u>Car Wash</u>: The western primary facade provides 96% Class 1 and Class 2 materials (stucco, brick, stone, and glass), exceeding UDO requirements. The northern façade is proposed to have 75% Class 1 and Class 2 materials (stucco, brick, stone, and glass), and the applicant is requesting a waiver to the 80% requirement. The applicant is also requesting a waiver to the clear glass requirement on the north primary façade. See section 10 below for an analysis of these waiver requests.</p> <p><u>Coffee Shop</u>: The northwest, southwest, and northeast primary facades provide 96% and 97% Class 1 and Class 2 materials (stucco, brick, stone, and glass), exceeding UDO requirements.</p>
<p><i>Building Materials – Secondary Facades</i></p>	<p><i>Secondary façades must use three materials from Class 1 or Class 2 on at least 50% of the façade.</i></p>

	<p><u>Car Wash:</u> The south and east secondary façades provide 74% and 96% Class 1 and Class 2 materials (stucco, stone, brick, and architectural metal paneling), exceeding UDO requirements.</p> <p><u>Coffee Shop:</u> The southeast secondary façade provides 97% Class 1 and Class 2 materials (stucco, brick, and glass), exceeding UDO requirements.</p>
<p><i>Roofing Materials</i></p>	<p><i>Class 1 or 2 roofing materials are required.</i></p> <p>A flat membrane roof is proposed for both the car wash and coffee shop, meeting UDO requirements.</p>

Proposed Building Materials

The development uses a neutral color palette, incorporating a dark ivy green as a secondary accent, consistent with the palette used on the existing car wash site to the south. Primary facades are required to incorporate at least three Class 1 or Class 2 materials on a minimum of 80% of the façade and provide at least 25% clear glass. Secondary façades are required to incorporate at least three Class 1 or Class 2 materials on a minimum of 50% of the façade.

The car wash and coffee shop are predominantly comprised of Class 1 genuine stucco, brick, stone, and glass, with Class 3 polycarbonate materials used for the overhead doors on the north and south facades of the car wash.

8. Vacuums

The proposed car wash includes four outdoor vacuum stalls located on the north side of the car wash as the vehicles exit. Each vacuum will have an overhead boom with a vacuum extension, and the mechanical equipment for the vacuums will be housed in small canisters at each station.

9. Neighborhood Meeting/Correspondence

Neighborhood notification was provided to property owners within 500 feet of the subject property, as required by the UDO. A neighborhood meeting was held on March 18, 2026, with no residents in attendance. Neither staff nor the applicant has received any additional correspondence regarding this application.

10. 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. The applicant submitted a justification statement for two (2) waiver requests for building materials, clear glass requirements, and overhead door requirements identified below. The justification statement is included within this packet.

1. UDO 18.15.020.G.7.b, which requires that primary facades must use a combination of three (3) materials from Class 1 and Class 2 on no less than 80% of the façade and utilize 25% clear glass. The northern façade of the car wash provides 75% Class 1 and Class 2 materials, and 8% clear glass.

2. UDO 18.15.020.G.7.a.2, which prohibits garages and overhead doors from facing a public street. The northern façade of the car wash contains two overhead doors, which face E. Spruce Street.

The applicant is requesting a waiver to reduce the amount of Class 1 and Class 2 materials, as well as clear glass on the north façade of the car wash to allow the use of polycarbonate in lieu of clear glass on the overhead doors along the north façade of the car wash. Polycarbonate is commonly used for car wash facilities because it is lighter, more durable, and better suited to the operational demands of high-frequency overhead door movement. Traditional glass panels are heavier and more susceptible to damage in this environment, making polycarbonate a more practical material choice while still maintaining transparency. Staff is supportive of this request, as the applicant is exceeding Class 1 and Class 2 material percentage requirements on all other facades of this development.

The applicant is also requesting a waiver to allow for overhead doors to face a public street, Spruce Street, on the northern façade of the car wash. The overhead doors are meeting all other requirements such as being recessed four feet from the façade line and being architecturally treated with windows and canopies. Staff is supportive of this request, as the applicant proposes berming along Spruce Street near the access drive to provide additional screening for the doors. Additionally, the location and site constraints limit an alternative building arrangement that can meet the overhead door requirement.

11. Staff Recommendation

- A. Staff recommends approval of the preliminary site development plans for PR26-0003, Brogden Coffee & Car Wash, with the following stipulations:
 1. A waiver is granted from UDO 18.15.020.G.7.b, to permit the northern primary façade of the car wash to have 8% glass and 75% Class 1 and Class 2 materials.
 2. A waiver is granted from UDO 18.15.020.G.7.a.2 to permit the northern overhead doors of the car wash to face a public street.
 3. Exterior ground-mounted or building-mounted equipment including but not limited to, mechanical equipment, utility meter banks and coolers, must be screened from public view with three (3) sided landscaping or an architectural treatment compatible with the building architecture.
 4. Signage must be reviewed and approved through a separate sign permit.