



July 15, 2025

City of Olathe
100 E. Santa Fe
Olathe, KS 66061

**RE: PR25-0012 PRELIMINARY DEVELOPMENT PLAN FOR
CHRISTIAN BROTHERS AUTOMOTIVE**

The developer for the Christian Brothers Automotive site requests the following waivers from the UDO requirements:

Condition	Requirement	Proposed
UDO 18.20.150.C.1 Maximum Parking	150% (30 stalls)	242% (41 stalls)
UDO 18.15.120.G.1 Rear Setback	40 feet (R-1)	35 feet
UDO 18.30.180.C Trails	1 Park Trail Connection	Not Feasible

These waivers are requested through Section 18.40.240.D.2.a, d and e. These sections allow the approving authority to grant a waiver if the applicant can demonstrate a higher quality development with no negative impacts is being proposed, significant buffers are provided from residential properties and that the regulations impose an unnecessary hardship upon the property.

A waiver is requested for the Maximum Parking requirement stated in UDO 18.20.150.C.1; no more than 150% of the required parking for a use may be provided on site. The site is a vehicle repair shop that requires space to host vehicles before and after being worked on. Christian Brothers Automotive has provided a letter to clarify the need for the additional stalls. The vehicle area has been placed in a manner that limits visibility from the public and screened per the UDO.

A waiver is requested for the Rear Setback requirement stated in UDO 18.15.120.G.1; buildings must be setback at least 40' from an adjoining R-1 or R-2 zoning district or designated open space. The R-1 zoned residential property in question lies to the north of the site and is Ernie Miller Park and Nature Center. The proposed landscape provides additional plantings and screening along the shared property line. The subject site also has a 20-foot-wide native vegetation and tree preservation easement as well as an additional 10 feet of landscape easement.

A waiver is requested for the Trail Connection requirement stated in UDO 18.30.180.C. A direct trail connection is not feasible due to existing site conditions. Please see the additional letters from earlier this year about the trail connection and conservation easement.

Thank you for your time and consideration of these waivers.

Sincerely,

SCHLAGEL & ASSOCIATES, P.A.

A handwritten signature in blue ink, appearing to read "Matthew Gibbs".

Matthew Gibbs, P.E.
Senior Project Engineer
Direct 913-322-7162
mgibbs@schlagelassociates.com

/mr
Attachments



Christian Brothers

AUTOMOTIVE®

City of Olathe, KS.

On behalf of Christian Brothers Automotive (CBA), I would like to thank you for the opportunity to consider this request. We are grateful and appreciative of your time and consideration.

As a point of reference, most automotive service and repair facilities focus primarily on high volume and relatively low profitability items such as tire and fluid replacement. Our primary competitors are not Goodyear, Firestone, Discount Tire, and similar stand-alone facilities that follow those practices. Christian Brothers Automotive has positioned itself to compete with local dealerships while providing the convenience of a neighborhood shop. Our diagnostic equipment tools and OEM parts sourcing set us apart from the norm and allow us to operate in a vastly different manner.

Our demographic positioning creates a customer base that relies on us for automotive repair. Our typical client is a working professional who cannot afford a needed repair becoming a catastrophic event. They simply bring the vehicle to us, pay a fair price, and get back on the road. We also offer a free shuttle service that can take our customers to work, school, or back to their homes while their vehicle is being serviced or repaired.

In total, an average store will see 18 to 22 cars in a day. However, our Olathe location is projected to be a superlative performer based on other Kansas stores. Our business during peak demand days can see 30-plus cars per day. Below are some numbers that might help this all make sense and justify our anticipated car count of thirty vehicles serviced per day. This project will have forty-one spaces after accommodating all other engineering and zoning constraints. We believe this will be sufficient.

A typical CBA location will see an average repair cost of approximately \$520.00. CBA locations are open 240 working days per year. CBA businesses are open only M-F, except for new stores being open on Saturdays only for the first three months of the business opening.

A CBA location will average approximately \$2,500,000.00 in revenue after two years of opening. Because of the volume of cars we service during our operating hours, we will need all forty-one spaces shown to service our customers and to provide an excellent and safe guest experience.

Thank you,

Billy Green Jr.
Director of Land Acquisitions & Permitting
billy.green@cbac.com
(281) 675-6192

Nice difference.®



Kevin Tubbesing, SIOR, CCIM, ALC

Managed by:
Stag Commercial
7021 Johnson Drive
Shawnee Mission, KS 66202

Direct 913.562.5608

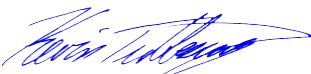
Kevin@Stagcommercial.com

MEMORANDUM TO City of Olathe Kansas, 100 E Santa Fe St, Olathe, KS 66061
Community Development, Emily Carrillo, Chet Belcher

FROM: Kevin Tubbesing, Developer Stag's Ridge, Olathe, KS

DATE 6 June 2025

1. This correspondence is in response to staff comments re PR25-0012, "Preliminary Development Plan for Christian Brothers Automotive", regarding "trail connection".
2. The Stag's Ridge sub-division was planned by the developer and the City of Olathe in 2018 & 2019. At that time the developer and the City agreed that access to the Olathe trail system would be through sidewalks connecting Stag's Ridge to the south 'Walmart' development that then connects to Santa Fe and trail access.
3. The property falls in a Federal Conservation Easement. See attached exhibit demonstrating opposition to staff intent by the managers of that easement.
4. See attached exhibit by developer's civil engineering firm demonstrating that the installation of the trail is unreasonable.
5. The City has already planned and provided planning entitlements to Lots 3 & 4 that abut the trail system, without requiring this trail system to be installed.
6. Staff's request that the development of the subject lot, that is not adjoining the trail system, should be responsible for installation of a trail that was expressly determined not to be appropriate during the development of the sub-division, is unreasonable.
 - a. It is tantamount to requiring a single-family home lot buyer to install a trail far from their lot in a residential subdivision that was planned years before. This would be a negative precedent to impose on Olathe developers and future lot buyers.


Kevin Tubbesing, SIOR, CCIM, ALC
Developer, Stag's Ridge

MIDWEST MITIGATION OVERSIGHT ASSOCIATION (MMOA)

April 9, 2025

Chet Belcher, P.E.
Chief Community Development Officer
City of Olathe, Kansas

Re: Stag's Ridge Section 170 Conservation Easement, K-7 Hwy and Spruce Street, Olathe, KS

Mr. Belcher,

My name is Mark Greenway and I am the Director of Midwest Mitigation Oversight Association. MMOA serves as an IRS recognized, 501(c)(3) nonprofit organization, and legal recipient of conservation easements. MMOA's role is to hold, protect, monitor (if applicable), regularly inspect, and enforce the mitigation site or conservation parcel easements.

I am writing to you because it has been brought to our attention that The City of Olathe has requested that the Conservation Easement grantor construct a recreation/walking trail throughout the protected property. These intrusions and disturbances are a concern to MMOA as the holding, monitoring, enforcing, and protecting legal entity. Our goal, as per the filed conservation easement deed, is to ensure that all the regulations and restrictions are followed, and to maintain and enhance the conservation value of the protected property, in perpetuity.

MMOA's position is that the walking trail would disturb the existing natural animal and plant habitat, potentially reduce water quality, and counteract the benefits that preservation of natural resource areas bring. MMOA is opposed to the disturbance of, and intrusion on, the protected property. Further, in our acceptance of the conservation easement in 2019, the ownership and the City of Olathe agreed that walking access to the city trail system would occur along existing sidewalks running south and then west around the Walmart to the trail access on Santa Fe Drive. It was our understanding and agreement upon acceptance of the Conservation Easement that the City of Olathe was not interested, nor intent on, asking for walking trails or a park on the protected property.

Please call me at 816-585-5635 or email me at mgreenway@midwestmoa.com with any questions or additional information.

Sincerely,

Mark S. Greenway

Mark Greenway
Director, MMOA

April 10, 2025

Kevin Tubbesing
Stag's Ridge, LLC
7021 Johnson Drive
Mission, KS 66202

RE: STAG'S RIDGE, TRACT B

Dear Kevin,

Per your request, I wanted to share the results of our staff's review of the existing topography of Tract B, the detention/open space tract at Stag's Ridge. Our team has been assessing the feasibility of constructing a trail connection between Millridge Drive and Rolling Ridge Trail.

Unfortunately, due to the slopes descending from Millridge Drive and the connection area to Rolling Ridge Trail, we do not see a reasonable or cost-effective route for this trail that would comply with ADA requirements. To meet those requirements, we would need to incorporate substantial switchbacks, additional clearing and grading, and possibly retaining walls. This would lead to more extensive clearing than what is usually done for trail construction within a conservation easement contradicting the original intent of the dedication.

If you have any questions or need further clarification, please feel free to reach out to me.

Sincerely,

SCHLAGEL & ASSOCIATES, P.A.



David A. Rinne, PS
President
Direct 913-322-7144
Cell 913-207-4057