



STAFF REPORT

Planning Commission Meeting: February 26, 2024

Application:	<u>RZ23-0008:</u> Request for approval of a Rezoning from the CP-2 (Planned General Business) District to the C-3 (Regional Center) District for B Street Collision Center
Location:	Northeast of W. 151 st Street and S. Pflumm Road
Applicant	Robert M. Meurer, White Company Commercial Real Estate
Owner:	George Gilchrist
Engineer:	Jeffrey T. Skidmore, P.E.; Schlagel Associates
Staff Contact:	Jessica Schuller, AICP, Senior Planner

Site Area:	<u>3.43± acres</u>	Plat:	<u>Unplatted</u>
Proposed Building Area:	<u>28,300 square feet</u>	Proposed Use:	<u>Vehicle Painting and Body Shops</u>
Existing Zoning:	<u>CP-2 (Planned General Business)</u>	Proposed Zoning:	<u>C-3 (Regional Center)</u>

1. Introduction

The proposed rezoning to the C-3 District for B Street Collision Center was considered by the Planning Commission on November 13, 2023. The Planning Commission held and closed the public hearing and recommended denial of the C-3 District request by a vote of 8 to 0.

On December 5, 2023, the City Council heard the application and after discussion, remanded this application back to the Planning Commission for review of the preliminary site development plan and to prepare a list of recommended stipulations. While this is a rezoning application, the decision regarding the land use and zoning district request remains with the City Council. The discussion this evening is for an overview of the preliminary site plan, and recommended stipulations pertinent to the requested plan and zoning district.

The applicant is requesting a rezoning from the CP-2 (Planned General Business) District to the C-3 (Regional Center) District, for B Street Collision Center. The proposal includes one 28,300 square foot, single-story building for collision repair uses (including estimating, detailing, service and body repair, for both individuals and the automotive industry), located central to four existing parcels with the Executive Plaza commercial center. B Street Collision employs 50 persons and operates Monday–Friday between 7:00 am–5:00 pm.



Aerial View of Property (outlined in blue) and Nearby Subdivisions

2. Zoning Standards

- a. **Land Use** – Uses allowed in the C-3 District include a variety of commercial uses that serve a more regional market and are slightly more intense than the uses allowed in the CP-2 District. To ensure compatibility of land uses in the area, Staff is recommending that four (4) uses be restricted on the property. Staff collaborated with the applicant on this list, and the applicant is amenable to restricting the following uses on the subject property:
 1. Recycling Centers and Drop-Off; and
 2. Mini-Warehouse; and
 3. Cemetery; and
 4. Parking Lots, Surface, as Principal Use.
- b. **Setbacks** – The proposed building complies with the minimum setbacks in the C-3 District including 15-foot front yard setbacks and 10-foot side and rear yard setbacks. Additionally, the parking/paving setbacks comply with requirements of the C-3 District of 15 feet from street right-of-way and 10 feet from property lines.
- c. **Building Height** – The overall height of the proposed building is 26 feet which complies with the maximum height permitted of 3 stories and 40 feet in the C-3 District.

- d. **Open Space** – A total of 25% of the property must be retained as open space, and the applicant is providing 26% open space, meeting this requirement.

3. Development Requirements

- a. **Site Access** – Two points of access are proposed from Haskins Street, a private drive to the west. Haskins Street connects to W. 151st Street to the south and W. 149th Terrace and Pflumm Road to the northwest.
- b. **Traffic** – A traffic impact study was not required with this application. The number of trips generated by the proposed use are adequately accommodated by the existing roadway network.
- c. **Parking** – A minimum of 1 parking space per 500 square feet of building area is required for a total of 57 spaces. The C-3 District also requires that no more than 150% percent of the required parking for a use may be provided on site, for a maximum of 85 parking spaces.

The applicant proposes a total of 152 spaces on site and is requesting a waiver from this requirement (see Section 6, Waiver Request). Of these spaces, 70 stalls are dedicated for storage parking areas (service vehicles' awaiting repair and salvage vehicles that will be taken from the site), 28 stalls are dedicated for customer parking, and 54 stalls are dedicated for employee parking.

The applicant has stated that vehicles awaiting repair will be moved indoors after hours and over the weekend, except for the salvage vehicles which will be parked on the east side, south of the trash enclosure. Unloading of wrecked vehicles from tow trucks will also occur on the east side of the building. Delivery of damaged vehicles does occasionally occur outside of business hours, on the evenings and weekends, and staff has stipulated that drop-off will only occur on the east side of the building.

- d. **Landscaping** – Type 1 (10-foot) landscape buffers are required on the north, east and south property lines, and a 10-foot nonresidential landscape buffer is required on the west property line. Landscape buffers exceeding UDO requirements as 25-foot buffers are provided on the north, east and south, and the required 10-feet is provided on the west. Additional evergreen trees are provided in lieu of shrubs on the east and southeast corner of the site to increase the screening of vehicle storage areas. Landscaping along the northern property line is proposed to be provided offsite, along the northern limits of the Executive Plaza shopping center, by the shopping center's land owner. This will enhance the screening directly adjacent to residential properties, and staff has stipulated that installation of this northern buffer is required prior to Certificate of Occupancy for this proposed facility.
- e. **Screening** – Per UDO 18.30.130, in commercial districts, storage of materials, products or equipment outside of a fully enclosed building must be 100% screened from public view. Additionally, Ordinance 99-109, governing the larger Executive Plaza commercial center, requires that overhead doors shall not be visible from residential properties.

The applicant proposes a composite wood screen fence with masonry columns running the length of the northern property line, and wrapping the northwest and northeast corners of the property to minimize visibility of storage parking areas from adjacent roadways. The fence will be softened with landscaping. Due to the proposed location of salvage vehicle storage on site, staff has stipulated that the eastern fence

line be extended south to the “Limits of Vehicle Storage Area” as labeled on the site plans.

- f. **Stormwater/Detention** – An existing regional detention basin is located directly north of the subject property. The grading of this detention basin is proposed to be adjusted slightly with this development, and the basin will have adequate capacity to accommodate the proposal.
- g. **Utilities** – The property is served by City of Olathe water and Johnson County Wastewater. Sewer is currently located on the property, and water mains will be extended from the southwest corner of the development area to serve the property.

4. Site Design Standards

The preliminary site development plan was reviewed for compliance with the requirements of **Site Design Category 4** (UDO 18.15.120). The following is a summary of the applicable site design elements proposed on site:

- a. **Parking Pods** – Parking areas for developments must be designed in pods no greater than 80 stalls. The parking areas are divided into individual pods with 32 parking spaces in the largest individual parking pod.
- b. **Pedestrian Connectivity** – A public sidewalk is provided along Haskins Street to the west, with a pedestrian connection from the building to this exterior walkway. A pedestrian gateway feature will be incorporated with this pedestrian connection, demarcated with special paving materials and a seating area.
- c. **Driveway Connectivity** – Driveway connections to adjacent properties are not needed as the development is separated from adjacent properties by Haskins Drive to the west, a detention basin to the north, Johnson County Airport property to the east, and approved carwash development to the south.
- d. **Drainage Features** – No drainage features are proposed on the subject property. Regional detention is provided on the lot directly north of the site. This detention basin will be supplemented with landscaping along the northern property line in conjunction with this project.

5. Building Design Standards

The development is subject to the Commercial and Retail building category as established in UDO Section 18.15.020.G.7. The following is a summary of the applicable building design requirements and proposed design elements. The west and south elevations are considered primary facades, and the north and east elevations are considered secondary facades.

Table 1: Building Design Standards	Design Requirements Proposed Design
<i>Building Entryway</i>	<p><i>Each building entry along primary facades must be defined with a covered projection from the façade or by a recessed area.</i></p> <p>The main entrances on the east and south primary façades are defined by covered projections, meeting UDO requirements.</p>

<i>Garages and Overhead Doors</i>	<p><i>Garages and overhead doors must not face a public street.</i></p> <p><i>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 and be architecturally treated with a combination of glass windows, archways, columns, canopies, or overhangs.</i></p> <p>Garage doors on the west facade face Haskins Drive, a private street. The doors are visible from Pflumm Road and 151st Street, public roadways, and as such are treated with glass and canopy overhangs. A wall offset is also provided to recess the doorways the required 4-feet.</p>
<i>Façade Articulation</i>	<p><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></p> <p>Horizontal articulation is provided through wall offsets on primary facades, located a minimum of every 50 feet, which are seen in the areas of the charcoal-colored wall planes.</p> <p>Vertical articulation is provided on primary facades through variation in parapet height of 2 and 3 feet located at least every 50 feet across the facades, meeting UDO requirements.</p>
<i>Façade Expression</i>	<p><i>The minimum first floor height for one (1) story buildings is 17 feet, and buildings less than 3 stories in height must include a tower element or special vertical articulation to anchor the main entry or building corner.</i></p> <p>The first-floor height of the buildings is 26 feet, and the building includes special vertical articulation at the primary customer entrance, meeting these requirements.</p>
<i>Roofing Material</i>	<p><i>Class 1 or 2 roofing materials are required.</i></p> <p>The flat roof is not visible to the public, and will meet all UDO requirements.</p>

- a. **Building Materials** – The proposed building elevations and material quantities are included in the packet for reference. Primary facades are required to provide three materials from Class 1 and 2 on no less than 80% of the façade, and a minimum of 25% clear glass. Secondary facades are required to provide a combination of three materials from Class 1 or 2 on no less than 50% of the façade. Additionally, Ordinance 99-109 which encompasses the larger Executive Plaza commercial center, requires that a minimum of 80% of all buildings and structures be constructed with face brick, and that consistent architectural design, including building materials and colors, be carried throughout the development.

The applicant is compliant with these requirements by providing 80% face brick on all facades in shades of tan and gray, in addition to pre-cast wall panels, ACM metal wall panels and glass. The minimum of 25% glass is provided on the south primary façade, and 26% glass is provided on the west primary façade, meeting UDO requirements.

- b. **Ordinance 99-109 Design Requirements** – Existing Ordinance 99-109, applicable to the larger Executive Plaza, requires that buildings create human scale with elements such as canopies or porticos, arcades, colonnades, raised landscape planters, pedestrian level lighting and special building material treatments. To meet these requirements, the applicant provided horizontal solar shade elements, horizontal canopies above doorways, at-grade landscape beds along the east and south facades and pedestrian lighting at doorways.

Ordinance 99-109 also requires building facades to be staggered with recess and projections, incorporating windows, colonnades, and major entry features/canopies to break up the visual expanse of flat walls. A minimum of 75% of the building façade facing a public street must have windows, awnings, and arcades or a combination thereof. Additionally, a minimum of 50% of the building façade facing internal shopping center access drives must have windows, awnings and arcades or a combination thereof. The applicant is providing a combination of spandrel and vision glass on the south façade, and is providing awnings, clerestory glass, and a 4-foot horizontal wall offset on the west façade to break up the visual expanse of façade and meet these requirements.

6. Waiver Requests

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 has submitted a justification statement for the requested waiver, which is attached to this report (see Attachment A). Staff has not provided an analysis for the waiver due to the recommendation of denial on the application; however, the waiver request is provided for consideration by the Planning Commission and City Council.

The applicant is requesting a waiver from:

1. UDO 18.20.150.C, requiring that no more than 150% of the required parking for a use may be provided on site. The maximum amount of parking is 85 parking stalls, and the applicant proposes 152 parking stalls.

The applicant's justification statement provides that significant screening and buffering is providing for adjoining properties including additional landscaping and fencing. The property is more than 315 away from the residential property line to the north, and enhanced landscaping will be added adjacent to the residential property line. The applicant states that an unnecessary hardship is imposed because UDO regulations do not contemplate sufficient parking for this use.

7. Neighborhood Feedback

Since the application was heard by the City Council on December 5, 2023, Staff has received correspondence through 16 letters from residents which are included in the meeting packet. These letters reflect similar concerns to those letters received prior to the December 5, 2023 City Council meeting including concerns about the scale of the building, the amount of outdoor parking, outdoor storage of vehicles, and the loss of future retail space and uses that better serve the surrounding neighborhood (for reference, see pages 25 – 32 of [this report](#), and additional correspondence located [here](#)).

8. Development Process

As stated previously, the public hearing for this rezoning application was closed on November 13, 2023, and the City Council remanded the application back to the Planning Commission for review against UDO requirements. Staff's recommendation on the requested C-3 District remains unchanged. The role of the Planning Commission regarding this remanded application is to recommend stipulations to the City Council.

Following the Planning Commission meeting, this application will return to the City Council for review and action on RZ23-0008.

9. Conclusion

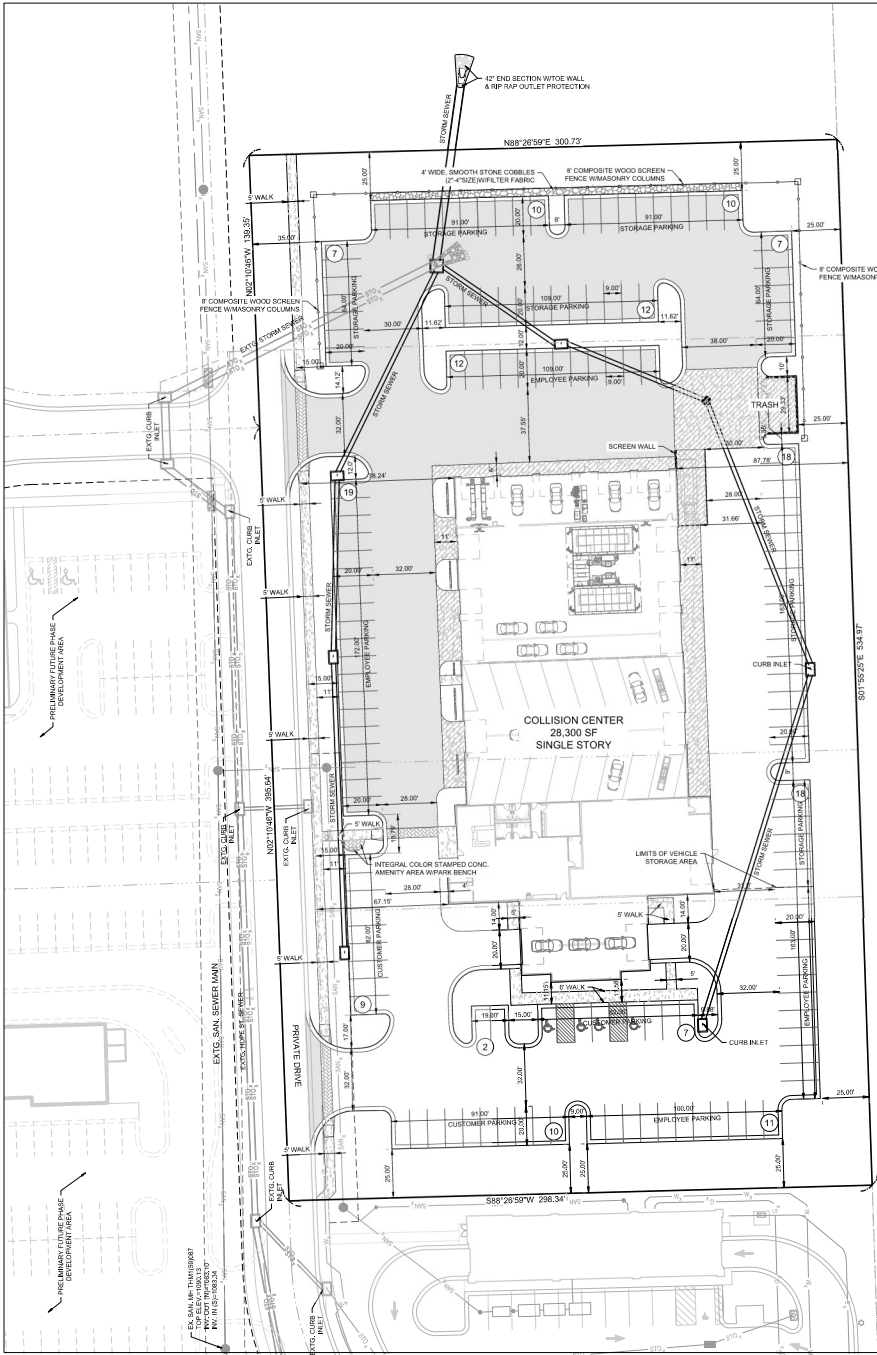
A. In summary, the applicant is requesting the following waiver for consideration by the Planning Commission and City Council:

1. UDO 18.20.150.C, requiring that no more than 150% of the required parking for a use may be provided on site.

B. If approved, Staff recommends the following stipulations for the rezoning to the C-3 District:

1. The following uses are prohibited:
 - a. Recycling Centers and Drop-Off; and
 - b. Mini-Warehouse; and
 - c. Cemetery; and
 - d. Parking Lots, Surface, as Principal Use.
2. This property is subject to the site design, building material, and building design criteria of Ordinance 99-109 (Sections e, f, and g).
3. The rezoning to the C-3 District must be approved by the Johnson County Airport Commission and Board of County Commissioners prior to the publication of the zoning ordinance.
4. Installation of the offsite landscape buffer, along the northern limits of the Executive Plaza commercial center, shall be approved and installed prior to issuance of a Certificate of Occupancy for any buildings on the subject lot.
5. Hours of operation for the Vehicle Painting and Body Shop use are limited to Monday-Friday from 7:00 am to 5:00 pm.
6. No outdoor overnight storage of vehicles awaiting repair is permitted, except for vehicles delivered after business hours, which must be stored on the east side of the building and relocated the following day.
7. Salvage vehicles must be stored along the east property line, and may not be stored beyond the northern or southern limits of the building.
8. Unloading of vehicles from transport vehicles must occur on the east side of the building.

- C. If approved, Staff recommends the following stipulations for the preliminary site development plan:
1. Proposed fencing must be a durable composite material with decorative masonry columns. Wood and chain link fencing are not permitted.
 2. The proposed fence on the east side of the site must be extended south to the "Limits of Vehicle Storage Area" as identified on the site development plans dated February 14, 2024. In addition, the proposed double row of evergreens must be retained.
 3. Building mounted signage is not permitted on the north façade.
 4. All new on-site wiring and cables must be placed underground.
 5. 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.



SON COUNTY
LUTE AIRPORT

JOHNSON COUNTY
EXECUTIVE AIRPORT

SITE DATA TABLE (CURRENT SOUTH PHASE)		
LOT AREA:	EXISTING	PROPOSED
	149,540 S.F. (3.43 AC)	
BUILDING AREA	0.00 (0.00%)	28,300 S.F. (19.62%)
PAVEMENT/DRIVE AREA	0.00 S.F. (0.00%)	81,868 S.F. (54.79%)
OPENLANDSCAPE AREA	149,540 S.F. (100.00%)	39,372 S.F. (26.33%)

Site Information:

Legal Description:
Lot 3, Executive Plaza Third Plat, a subdivision in the City of Olathe, Johnson County, Kansas (pending future approval - See Description below for proposed rezoning description)

Property Address:
Not Assigned
Olathe, Kansas 66061

Proposed Building Floor Area: 28,300 Square Feet
Proposed Floor Area Ratio: 0.19

Current Zoning: CP-2 (Planned General Business District)
Proposed Zoning: C-3 (Community Business District)

Current Use: Vacant
Proposed Use: Commercial (Collision Repair Facility)

Net Site Area: 149,540 Square Feet (3.43 Ac.)

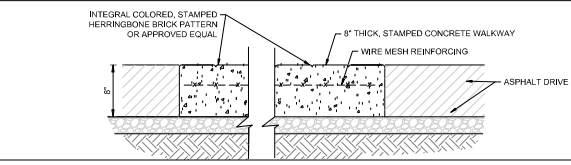
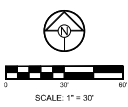
Parking Data:

Required Parking: Repair, restoration of vehicles, machinery and equipment:
1 Stalls/500 Sq. Ft. Floor Area
Total Floor Area = 28,300 Sq. Ft.
28,300/500 = 56.6
Parking Required: = 57 Stalls

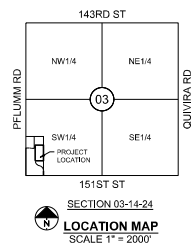
- Proposed Parking: 152 Stalls (4 handicap-accessible stalls)
- PAVEMENT LEGEND:**
- 4" CONCRETE SIDEWALK
 - INTEGRAL COLORED, TEXTURED CROSSWALK
 - ASPHALT PAVEMENT
 - CONCRETE PAVEMENT
 - TYPE B CURB AND GUTTER
 - TYPE B CURB & GUTTER - DRY
 - 24" WIDE, CONC. RIBBON CURB
 - EXISTING CURB & GUTTER

Rezoning Legal Description:

Part of the Southwest One-Quarter of the Southwest One-Quarter of Section 3, Township 18 South, Range 24 East, in the City of Olathe, Part of Tract "A", and Part of Tract "B", EXECUTIVE PLAZA FIRST PLAT, a subdivision in the City of Olathe, all in Johnson County, Kansas, and altogether being more particularly described as follows:
Commencing at the Southwest corner of the Southwest One-Quarter of said Section 3; thence along the West line of the said Southwest One-Quarter, North 01 degrees 57 minutes 45 seconds West, a distance of 600.09 feet; thence North 88 degrees 00 minutes 34 seconds East, a distance of 304.31 feet to a corner point of said Tract "A"; said corner being the Point of Beginning; thence along a line 20.50 feet East of and parallel with the West line of said Tract "B" and the Southerly extension thereof, North 02 degrees 10 minutes 46 seconds West, a distance of 139.35 feet; thence North 88 degrees 25 minutes 58 seconds East, a distance of 300.73 feet to a point on the East line of said Tract "B"; thence along said East line and the Southerly extension thereof, South 01 degrees 05 minutes 24 seconds East, a distance of 534.97 feet to the Northeast corner of Lot 1, EXECUTIVE PLAZA SECOND PLAT, a subdivision in the City of Olathe; thence along the North line of said Lot 1 and the Westerly extension thereof, South 88 degrees 25 minutes 58 seconds West, a distance of 298.34 feet to a point on the West line of said Tract "A"; EXECUTIVE PLAZA FIRST PLAT, thence along the West line of said Tract "A", North 02 degrees 10 minutes 46 seconds West, a distance of 395.64 feet to the Point of Beginning and containing 2.675 acres more or less.



PEDESTRIAN CROSSWALK/AMENITY PAVEMENT DETAIL



SECTION 03-14-24
LOCATION MAP
SCALE 1" = 2000'

SCHLAGEL
ENGINEERS PLANNERS SURVEYORS LANDSCAPE ARCHITECTS
1405 WEST 10TH AVE., SUITE 100
OLATHE, KANSAS 66061
(913) 492-5158 • Fax: (913) 492-5400
WWW.SCHLAGELASSOCIATES.COM
Schlagel Associates, Inc. is an Equal Opportunity Employer
EEO/DFW/AA/ADA/USDA

PREPARED BY:

SCHLAGEL & ASSOCIATES P.A.

B-STREET COLLISION CENTER
REZONING & PRELIM. DEVELOPMENT PLAN
EXECUTIVE PLAZA 151ST & PFLUMM
OLATHE, KANSAS

DATE	BY	DESCRIPTION
12-27-23	JTS	DESIGN/12TH
12-27-23	JTS	DESIGN/12TH
12-27-23	JTS	DESIGN/12TH
12-27-23	JTS	DESIGN/12TH
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12-27-23	JTS	DESIGN/12TH
12-27-23	JTS	DESIGN/12TH

SITE PLAN

SHEET
C1.1



SCALE: 1" = 30'

[illegible]

	EXISTG. SPOT ELEVATION
	PROPOSED TOP OF CURB ELEV.
	PROPOSED EDGE OF PAVEMENT OR LIP OF CURB OR SPOT ELEVATION
	FINISHED FLOOR ELEVATION
	EXISTING CONTOUR
	PROPOSED CONTOUR

4" CONCRETE SIDEWALK
 INTEGRAL COLORED, TEXTURED CROSSWALK
 ASPHALT PAVEMENT
 CONCRETE PAVEMENT
 MONOLITHIC CONCRETE CURB
 TYPE B CURB & GUTTER - DRY
 24" WIDE, CONC. RIBBON CURB
 EXISTING CURB & GUTTER



PREPARED BY:

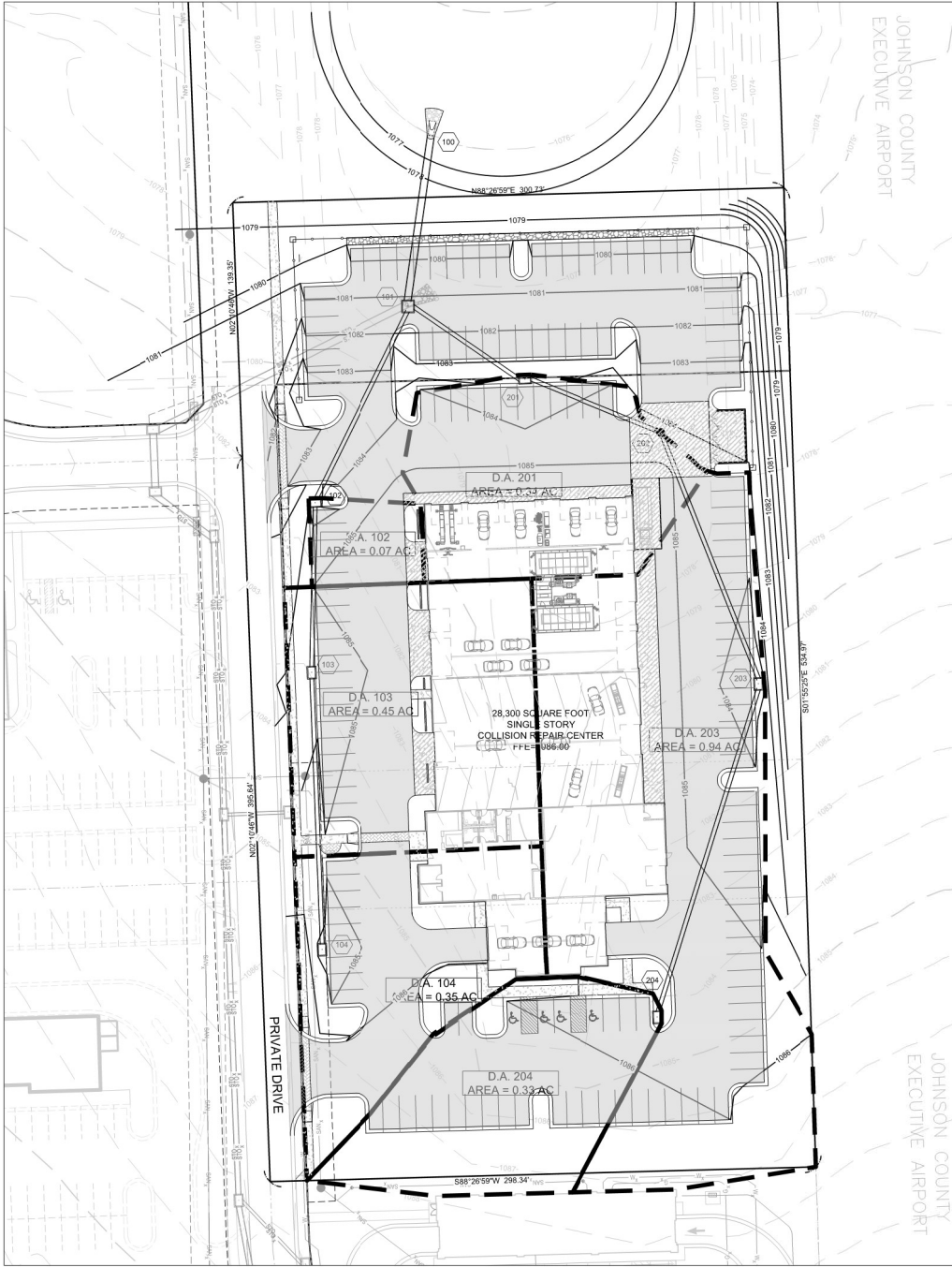
SCHLAGEL & ASSOCIATES, P.A.

B-STREET COLLISION CENTER
REZONING & PRELIM. DEVELOPMENT PLAN
EXECUTIVE PLAZA 151ST & PFLUMM
OLATHE,, KANSAS

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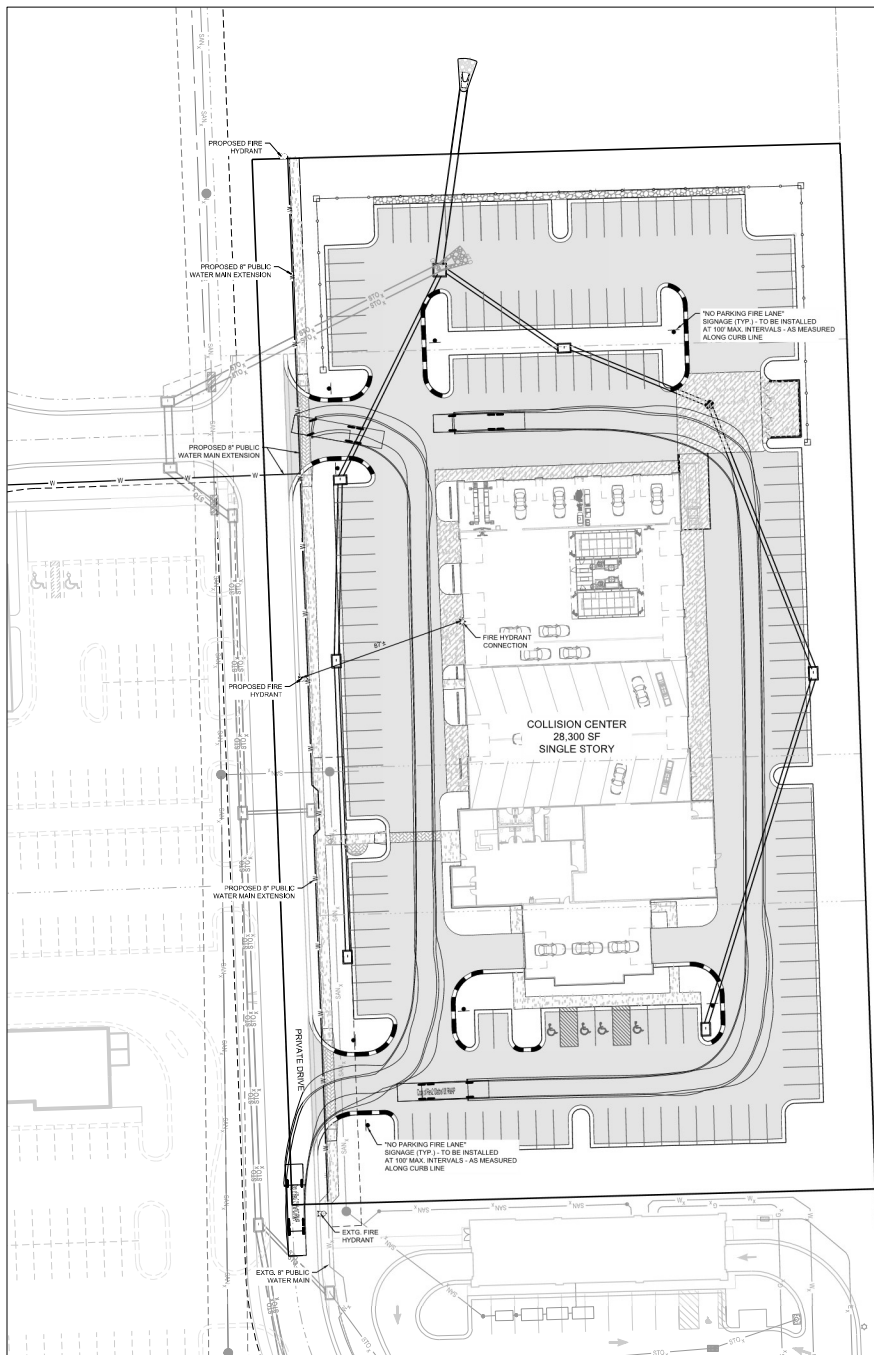
GRADING PLAN

SHEET
C2.0



Schlagel & Associates, P.A.																										
Project Name:		B Street Collision Center																								
Project #:		23-182																								
Time:		1/19/2024 10:49																								
Design Storm:		25																								
"C" Value:		1.10																								
"F" Factor:		1.00																								
Runoff Calculations																										
Inlet #	Area (acres)	"C" Value	Cum. Area (acres)	Cum. C/A	Tc	Intensity	Runoff To Inlet	Cum. Runoff	Pipe Cap.	Pipe Vel.	Up Piped Inlet 1	Up Piped Inlet 2	Up Area (acres)	Up C/A	Up Inlet	Down Inlet	Pipe Type	"n"	Pipe Length	Slope %	Drop In Inlet	FL Up	FL Down	Inlet Test	HOL Elev.	
LINE 100																										
101	0.00	0.81	2.48	2.01	6.2	8.13	0.00	17.97	77.07	8.01	201		1.61	1.30	101	PEP	0.012	42	94.00	0.50	6.50	1075.47	1075.00	1081.33	1077.00	
102	0.07	0.81	0.87	0.70	5.7	8.29	0.52	6.43	24.51	7.80			0.00	0.00	102	101	PEP	0.012	24	118.77	1.150	5.90	1077.16	1075.97	1084.08	1078.63
103	0.45	0.81	0.80	0.65	5.4	8.37	3.36	5.97	11.38	6.44			0.00	0.00	103	102	PEP	0.012	18	92.66	1.125	1078.58	1077.66	1084.33	1079.73	
104	0.35	0.81	0.36	0.28	5.0	8.53	2.66	2.66	7.00	5.70			0.00	0.00	104	103	PEP	0.012	15	151.44	1.00	N/A	1081.35	1079.83	1084.83	1082.13
																Drop in Inlet 101: 0.50										
																DS TALWATER @ STR #				FREE						
LINE 200																										
201	0.34	0.81	1.61	1.30	6.2	8.13	2.46	11.67	18.98	6.04			0.00	0.00	201	101	PEP	0.012	24	75.06	0.425	1076.42	1075.97	1083.83	1079.91	
202	0.00	0.81	1.27	1.03	6.0	8.19	0.00	9.27	12.97	7.34			0.00	0.00	202	201	PEP	0.012	18	79.70	1.30	1077.71	1076.67	1084.33	1079.19	
203	0.94	0.81	1.27	1.03	5.6	8.31	6.96	9.40	12.97	7.34			0.00	0.00	203	202	PEP	0.012	18	147.60	1.130	1079.88	1077.96	1085.67	1081.37	
204	0.33	0.81	0.33	0.27	5.0	8.53	2.51	2.51	6.06	4.94			0.00	0.00	204	203	PEP	0.012	15	190.42	0.75	N/A	1081.95	1080.13	1085.33	1082.94
																Drop in Inlet 101: 0.50										
																DS TALWATER @ STR #				FREE						
LINE 100																										
101	0.00	0.81	2.48	2.01	6.2	9.86	0.00	24.76	77.07	8.01	201		1.61	1.30	101	PEP	0.012	42	94.00	0.50	9.50	1075.47	1075.00	1081.33	1077.28	
102	0.07	0.81	0.87	0.70	5.7	10.15	0.71	8.85	24.51	7.80			0.00	0.00	102	101	PEP	0.012	24	118.77	1.150	5.90	1077.16	1075.97	1084.08	1078.63
103	0.45	0.81	0.80	0.65	5.4	10.04	4.62	8.21	11.38	6.44			0.00	0.00	103	102	PEP	0.012	18	92.66	1.125	1078.58	1077.66	1084.33	1079.66	
104	0.35	0.81	0.36	0.28	5.0	10.32	3.66	3.66	7.00	5.70			0.00	0.00	104	103	PEP	0.012	15	151.44	1.00	N/A	1081.35	1079.83	1084.83	1082.29
																Drop in Inlet 101: 0.50										
																DS TALWATER @ STR #				FREE						
LINE 200																										
201	0.34	0.81	1.61	1.30	6.2	9.86	3.39	16.08	18.98	6.04			0.00	0.00	201	101	PEP	0.012	24	75.06	0.425	1076.42	1075.97	1083.83	1078.21	
202	0.00	0.81	1.27	1.03	6.0	9.90	0.00	12.77	12.97	7.34			0.00	0.00	202	201	PEP	0.012	18	79.70	1.30	1077.71	1076.67	1084.33	1079.62	
203	0.94	0.81	1.27	1.03	5.6	10.06	9.58	12.94	12.97	7.34			0.00	0.00	203	202	PEP	0.012	18	147.60	1.130	1079.88	1077.96	1085.67	1081.94	
204	0.33	0.81	0.33	0.27	5.0	10.32	3.45	3.45	6.06	4.94			0.00	0.00	204	203	PEP	0.012	15	190.42	0.75	N/A	1081.95	1080.13	1085.33	1082.94

SHEET
C4.0





B-Street Collision Center

151st and Pflumm, Olathe, Kansas 66062

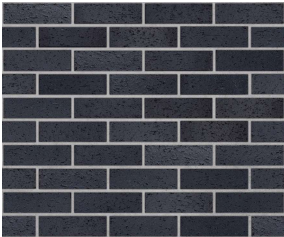
02/05/2024

Preliminary Exterior
Renderings

xA-001

PRELIMINARY EXTERIOR MATERIALS PALETTE

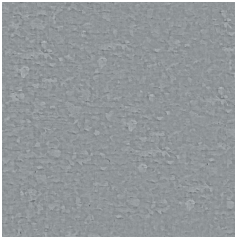
ACM-1	ALUMINUM COMPOSITE PANEL WALL SYSTEM MANUFACTURER: ALPOLIC COLOR: MICA MFS GRAY	WD-1	COMPOSITE WOOD PLANKS ON H.D. GALVANIZED TUBE FRAME
ACM-2	ALUMINUM COMPOSITE PANEL WALL SYSTEM MANUFACTURER: ALPOLIC COLOR: SHB BLUE	MAPES CANOPY	PREFABRICATED OPEN LOUVERED ALUMINUM CANOPY MANUFACTURER: MAPES FINISH: ANODIZED ALUMINUM
BRK-1	THIN VENEER FACE BRICK CAST INTO PRECAST CONCRETE PANEL MANUFACTURER: ENDICOTT COLOR: MANGANESE IRONSPOT PATTERN: RUNNING BOND	NOTE:	ALL MATERIALS SUBJECT TO APPROVED EQUAL OR SUBSTITUTIONS AS DEVELOPMENT PROGRESSES
BRK-5	THIN VENEER FACE BRICK CAST INTO PRECAST CONCRETE PANEL MANUFACTURER: ENDICOTT COLOR: GOLDEN BUFF PATTERN: RUNNING BOND		
MC-1	PRE-FINISHED METAL COPING AND SHEET METAL FLASHING MANUFACTURER: BERRIDGE MFG. COLOR: LEAD-COTE		
PCP-1	INSULATED PRECAST CONCRETE WALL PANEL WITH V-GROOVE JOINTS		
SF-1	ALUMINUM STOREFRONT SYSTEM MANUFACTURER: KAWNEER TRI-FAB VERSAGLAZE 491-T COLOR: CLEAR ANODIZED		



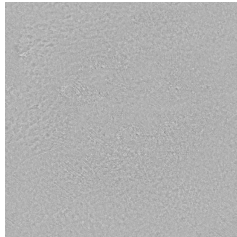
BRK 1



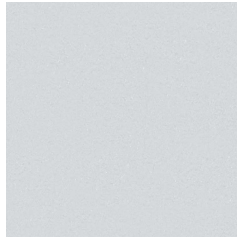
BRK 5



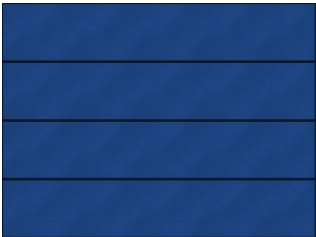
MC-1



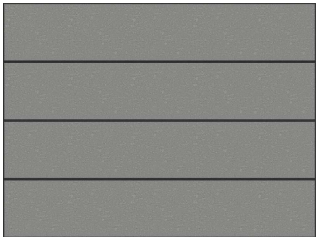
PCP-1



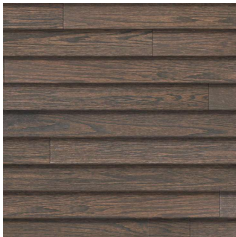
SF-1



ACM-1



ACM-2



WD-1



MAPES CANOPY

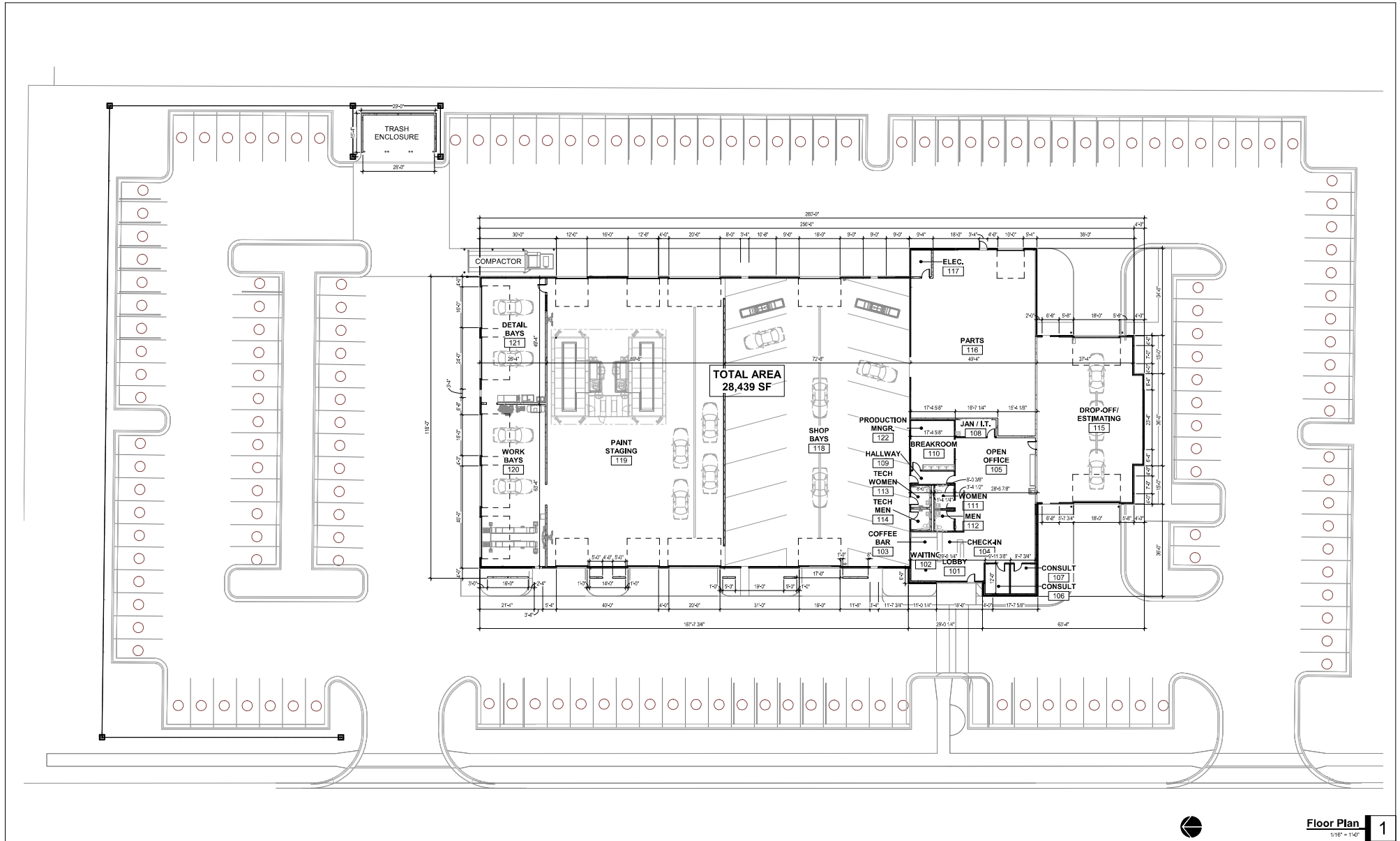


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Preliminary Exterior
Materials

xA-002



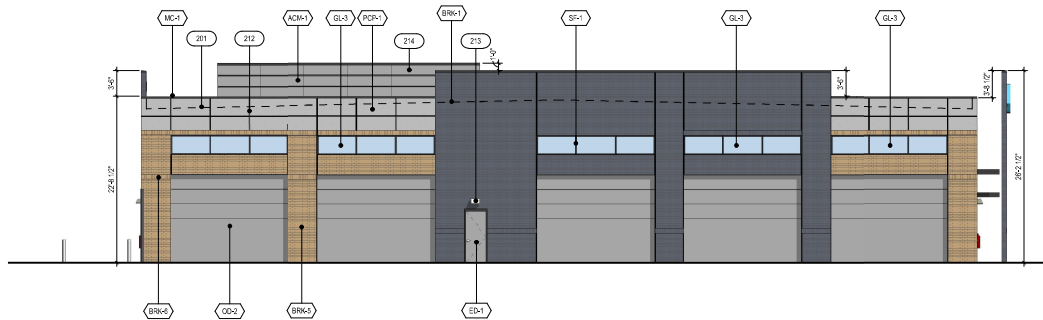
B-Street Collision Center

151st and Pflumm, Olathe, Kansas 66062

02/05/2024

Preliminary Floor Plan

xA-101



Rendered North Elevation

1/8" = 1'-0"

2

KEYNOTES

201	LINE OF ROOF BEYOND PARAPET
202	PRECAST PANEL JOINT WITH SEALANT COLOR: TO MATCH EXTERIOR FINISH
204	PRE-FINISHED METAL ROOF ACCESS LADDER
205	PRE-FABRICATED OPEN COVERED ALUMINUM CANOPY w/ HIGH-PERFORMANCE COATING COLOR: BLACK
206	8"-40 GALVANIZED CONCRETE FILLED STEEL PIPE BOLLARD WITH HP COATING COLOR: TBO
208	INTERIALLY ILLUMINATED BUILDING MOUNTED SIGNAGE BY CONIFF
212	3/4" V GROOVE REVEAL IN PRE-CAST PANEL
213	WALL MOUNTED EXTERIOR LIGHTING, RE: ELECTRICAL
214	ARCHITECTURAL SCREEN WALL AROUND ALL VARIABLES OF ROOFTOP EQUIPMENT

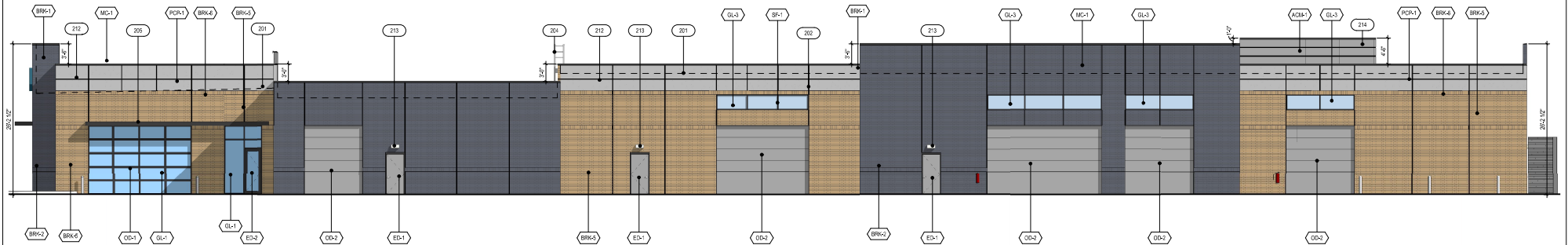
NOTE: ALL BUILDING SIGNAGE SHALL BE REVIEWED AND
APPROVED THROUGH A SEPARATE APPLICATION

EXTERIOR FINISH MATERIALS (LESS WINDOWS/DOORS)

NORTH ELEVATION	2,038 SF
% BRICK MASONRY	1,634 SF (80%)
EAST ELEVATION	4,541 SF
% BRICK MASONRY	3,948 SF (87%)
SOUTH ELEVATION	2,361 SF
% BRICK MASONRY	1,858 SF (79%)
WEST ELEVATION	4,551 SF
% BRICK MASONRY	3,912 SF (86%)

EXTERIOR MATERIALS

ACM-1	ALUMINUM COMPOSITE PANEL WALL SYSTEM MANUFACTURER: ALPOLIC COLOR: MCA MFS GREY
BRK-1	THIN VENEER FACE BRICK CAST INTO PRECAST CONCRETE PANEL MANUFACTURER: SNOOKITT COLOR: MANGANESE IRONSPOT PATTERN: RUNNING BOND
BRK-2	THIN VENEER FACE BRICK CAST INTO PRECAST CONCRETE PANEL MANUFACTURER: SNOOKITT COLOR: MANGANESE IRONSPOT PATTERN: SOLDIER COURSE
BRK-3	THIN VENEER FACE BRICK CAST INTO PRECAST CONCRETE PANEL MANUFACTURER: SNOOKITT COLOR: GOLDEN BUFF PATTERN: RUNNING BOND
BRK-4	THIN VENEER FACE BRICK CAST INTO PRECAST CONCRETE PANEL MANUFACTURER: SNOOKITT COLOR: GOLDEN BUFF PATTERN: SOLDIER COURSE
ED-1	FLUSH HOLLOW CORE STEEL DOOR (WITH HIGH PERFORMANCE COATING COLOR: PANTONE 4195 C)
ED-2	ALUMINUM GLASS STOREFRONT DOOR(S) MANUFACTURER: KAWNEER WIDE STYLE COLOR: DARK BRONZE (SEE DOOR SCHEDULE)
GL-1	CLERESTORY INSULATED LOW GLAZING
GL-3	ARCHITECTURAL SPANDREL GLASS
MC-1	PRE-FINISHED METAL CLADDING AND SHEET METAL FLASHING MANUFACTURER: BERTRIDGE MFG. COLOR: LEICOCOTE
OD-1	ALUMINUM FRAME GLASS OVERHEAD DOOR COLOR: FINISH DARK BRONZE (SEE DOOR SCHEDULE - OGP)
OD-2	INSULATED PRE-FINISHED STEEL PANEL, OVERHEAD SECTIONAL DOOR WITH NEW UTES FINISH FACTORY FINISH COLOR: MATCH PANTONE 4195 C (SEE DOOR SCHEDULE - OGP)
PCR-1	INSULATED ARCHITECTURAL PRECAST CONCRETE WALL PANEL WITH VARYING SANDBLAST FINISH COLOR: INTEGRAL COLOR: BUFF
SF-1	ALUMINUM STOREFRONT SYSTEM MANUFACTURER: KAWNEER TIT-40 COLOR: DARK BRONZE (SEE FRAME ELEVATIONS)



Rendered East Elevation

1/8" = 1'-0"

1

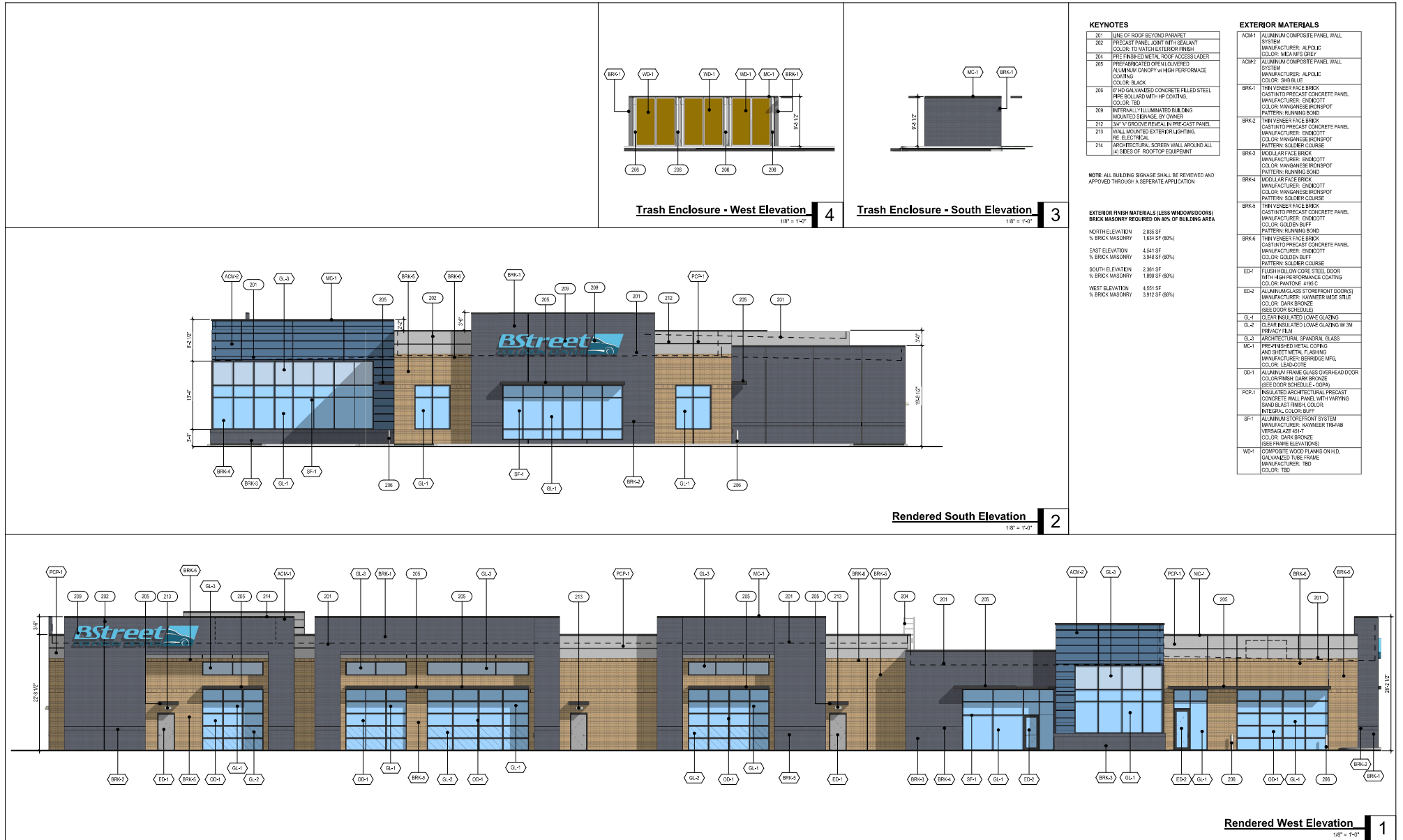
B-Street Collision Center

151st and Pflumm, Olathe, Kansas 66062

02/05/24

Preliminary Architectural
Elevations

xA-201



KEYNOTES	
207	LINE OF ROOF BEYOND PARAPET
202	PRECAST PANEL JOINT WITH SEALANT COLOR: TO MATCH EXTERIOR FINISH
204	PRE-FINISHED METAL ROOF ACCESS LADDER
205	PRE-FABRICATED OPEN COVERED ALUMINUM CANOPY WITH HIGH PERFORMANCE COATING COLOR: BLACK
206	PT HD GALVANIZED CONCRETE FILLED STEEL PIPE BOLLARD WITH HP COATING COLOR: TBD
209	INTERNALLY ILLUMINATED BUILDING MOUNTED LIGHTAGE, BY OWNER
212	3/4" V GROOVE REVEAL IN PRE-CAST PANEL
213	WALL MOUNTED EXTERIOR LIGHTING, RE: ELECTRICAL
214	ARCHITECTURAL SCREEN WALL AROUND ALL 4 SIDES OF ROOFTOP EQUIPMENT

EXTERIOR MATERIALS	
ACM-1	ALUMINUM COMPOSITE PANEL WALL SYSTEM MANUFACTURER: ALPOLIC COLOR: MCA MFS GREY
ACM-2	ALUMINUM COMPOSITE PANEL WALL SYSTEM MANUFACTURER: ALPOLIC COLOR: SH1 BLUE
BRK-1	THIN VENEER FACE BRICK CAST INTO PRECAST CONCRETE PANEL MANUFACTURER: ENDICOTT COLOR: MANGANESE PINKSPOT PATTERN: RUNNING BOND
BRK-2	THIN VENEER FACE BRICK CAST INTO PRECAST CONCRETE PANEL MANUFACTURER: ENDICOTT COLOR: MANGANESE PINKSPOT PATTERN: SOLDIER COURSE
BRK-3	MODULAR FACE BRICK MANUFACTURER: ENDICOTT COLOR: MANGANESE PINKSPOT PATTERN: RUNNING BOND
BRK-4	MODULAR FACE BRICK MANUFACTURER: ENDICOTT COLOR: MANGANESE PINKSPOT PATTERN: SOLDIER COURSE
BRK-5	THIN VENEER FACE BRICK CAST INTO PRECAST CONCRETE PANEL MANUFACTURER: ENDICOTT COLOR: GOLDEN BUFF PATTERN: RUNNING BOND
BRK-6	THIN VENEER FACE BRICK CAST INTO PRECAST CONCRETE PANEL MANUFACTURER: ENDICOTT COLOR: GOLDEN BUFF PATTERN: SOLDIER COURSE
ED-1	FLUSH HOLLOW CORE STEEL DOOR WITH HIGH PERFORMANCE COATING COLOR: PANTONE 4195 C COLOR: DARK BRONZE (SEE DOOR SCHEDULE)
ED-2	ALUMINUM GLASS STOREFRONT DOORS MANUFACTURER: KAWNEER WIDE STILE COLOR: DARK BRONZE (SEE DOOR SCHEDULE)
GL-1	CLEAR INSULATED LOWE GLAZING W/ 3M PERIMETER FILM
GL-2	CLEAR INSULATED LOWE GLAZING W/ 3M PERIMETER FILM
GL-3	ARCHITECTURAL SPINDRAL GLASS
MC-1	PRE-FINISHED METAL COPING AND SHEET METAL FLASHING MANUFACTURER: BERTRIDGE MFG. COLOR: LEAD-COTE
OD-1	ALUMINUM FRAME GLASS OVERHEAD DOOR COLOR FINISH: DARK BRONZE (SEE DOOR SCHEDULE - ODP)
PCP-1	INSULATED ARCHITECTURAL PRECAST CONCRETE WALL PANEL WITH VARYING SANDBLAST FINISH COLOR: INTEGRAL COLOR BUFF
SF-1	ALUMINUM STOREFRONT SYSTEM MANUFACTURER: KAWNEER T84-FAB FINISH: ZE 6014 COLOR: DARK BRONZE (SEE FRAME ELEVATIONS)
WD-1	CONCRETE WOOD PLANKS ON P.D. GALVANIZED TUBE FRAME MANUFACTURER: TBD COLOR: TBD

NOTE: ALL BUILDING BRONZE SHALL BE REVIEWED AND
APPROVED THROUGH A SEPARATE APPLICATION

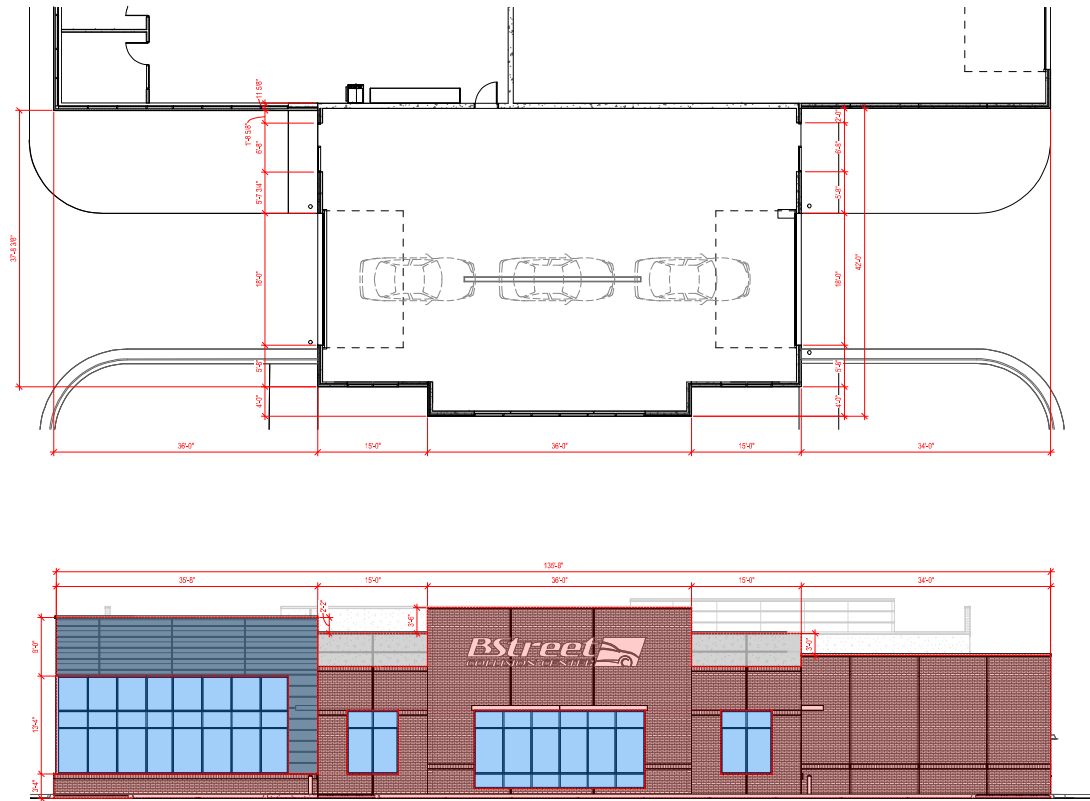
EXTERIOR FINISH MATERIALS (LESS WINDOWS/DOORS)
BRICK MASONRY REQUIRED ON 80% OF BUILDING AREA

NORTH ELEVATION: 2,035 SF
% BRICK MASONRY: 1,634 SF (80%)

EAST ELEVATION: 4,541 SF
% BRICK MASONRY: 3,948 SF (87%)

SOUTH ELEVATION: 2,361 SF
% BRICK MASONRY: 1,898 SF (80%)

WEST ELEVATION: 4,551 SF
% BRICK MASONRY: 3,912 SF (86%)



SOUTH FACADE (PRIMARY FACADE)			
PROPOSED BUILDING DESIGN DATA			
TOTAL WALL AREA			3,196 SF
DEKIN STANDARDS & CALCULATIONS			
REQUIRED			
MIN. CLASS 1 AND 2 MATERIALS = 80% WALL AREA			2,557 SF (80%)
PROVIDED			
CLASS 1 MATERIAL A	ARCHITECTURAL METAL PANEL	136 SF (17%)	
CLASS 1 MATERIAL B	CLEAR GLASS (REQ. 20% WALL AREA)	708 SF (22%)	
CLASS 1 MATERIAL C	ARCHITECTURAL CONCRETE PANEL	135 SF (4%)	
CLASS 2 MATERIAL A	PAVED BRICK VENEER	1,080 SF (34%)	
TOTAL		3,196 SF (100%)	
NOTE	NON-GLAZED DOORS		

South Elevation (Primary)

1/8" = 1'-0"

1



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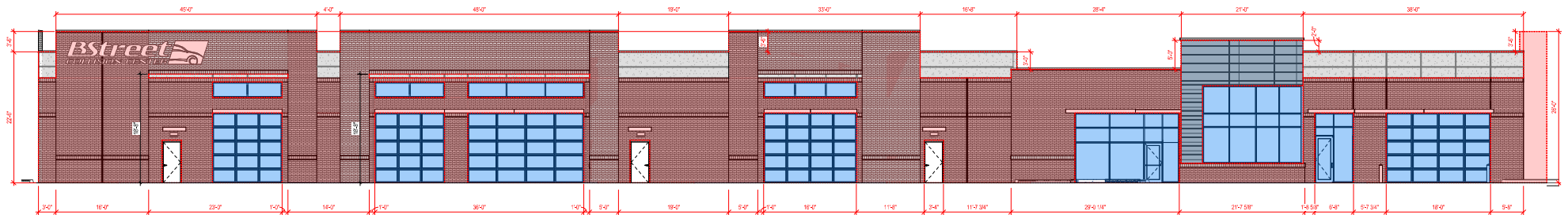
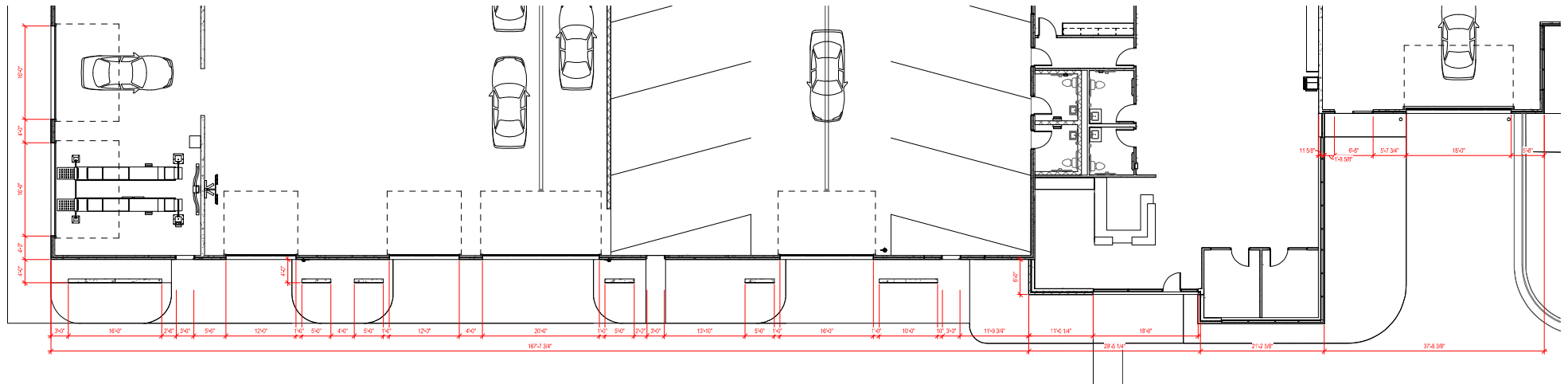
B-Street Collision Center

151st and Pflumm, Olathe, Kansas 66062

02/05/2024

Design Standard
Calculations

xA-203



WEST FACADE (PRIMARY FACADE)		
PROPOSED BUILDING DESIGN DATA		
TOTAL WALL AREA	5,384 SF	
DESIGN STANDARDS & CALCULATIONS		
REQUIRED		
MIN. 1/2 CLASS 1 AND 2 MATERIALS = 80% WALL AREA	4,307 SF (80%)	
PROVIDED		
CLASS 1 MATERIAL A	ARCHITECTURAL METAL PANEL	214 SF (4%)
CLASS 1 MATERIAL B	CLEAR GLASS (REQ. 20% WALL AREA)	1,830 SF (34%)
CLASS 1 MATERIAL C	ARCHITECTURAL CONCRETE PANEL	414 SF (8%)
CLASS 2 MATERIAL A	PAVED BRICK VENEER	1,540 SF (29%)
TOTAL		4,198 SF (78%)
NOTE	NON-GLAZED DOORS	12 SF (0%)

West Elevation (Primary)

1

1/8" = 1'-0"



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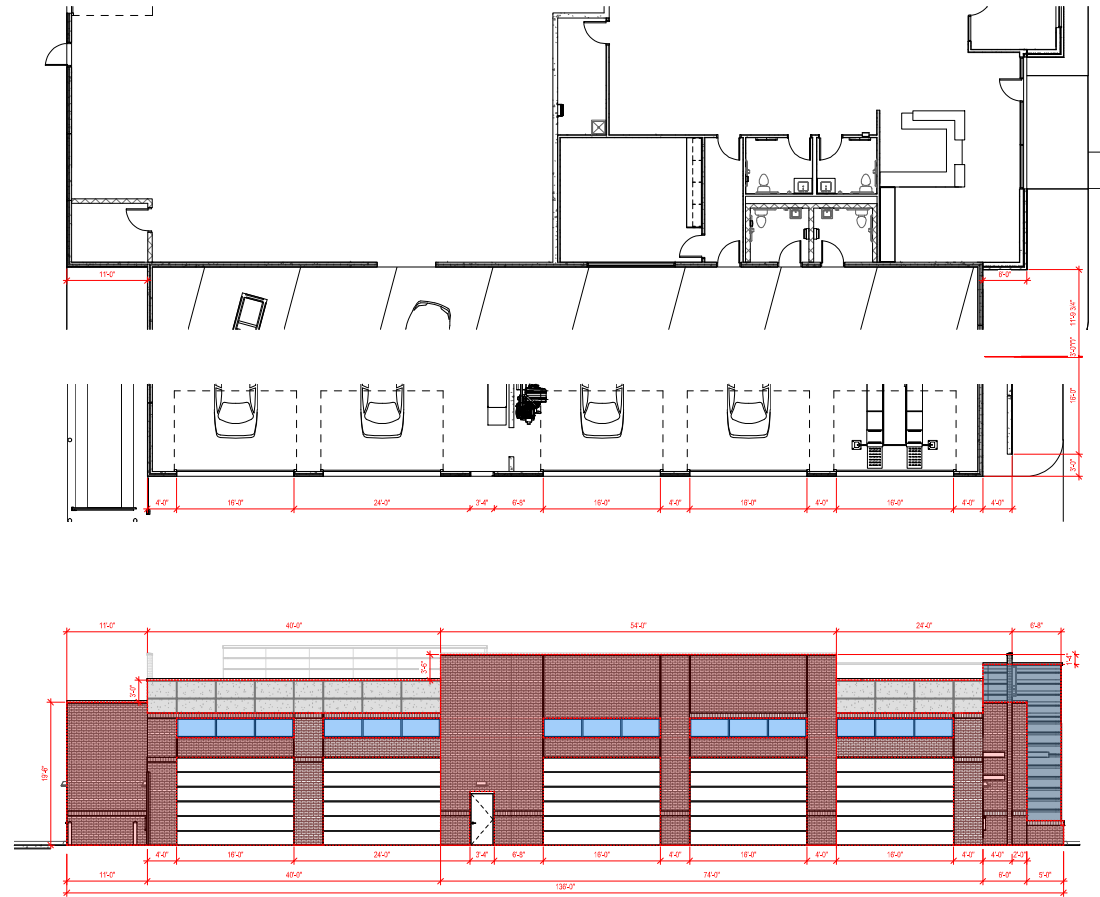
B-Street Collision Center

151st and Pflumm, Olathe, Kansas 66062

02/05/2024

Design Standard
Calculations

xA-204



NORTH FACADE (SECONDARY FACADE)			
PROPOSED BUILDING DESIGN DATA			
TOTAL WALL AREA			3,202 SF
DESKIN STANDARDS & CALCULATIONS			
REQUIRED			
NON-GLASS 1 AND 2 MATERIALS = 90% WALL AREA			1,818 SF (90%)
PROVIDED			
CLASS 1 MATERIAL A	ARCHITECTURAL METAL PANEL	150 SF (4%)	
CLASS 1 MATERIAL B	CLAR GLASS	733 SF (7%)	
CLASS 1 MATERIAL C	ARCHITECTURAL CONCRETE PANEL	700 SF (6%)	
CLASS 2 MATERIAL A	TRIAL BRICK VENEER	1,034 SF (32%)	
TOTAL		2,217 SF (70%)	
NOTE	NON-GLAZED DOORS		

North Elevation (Secondary) 1



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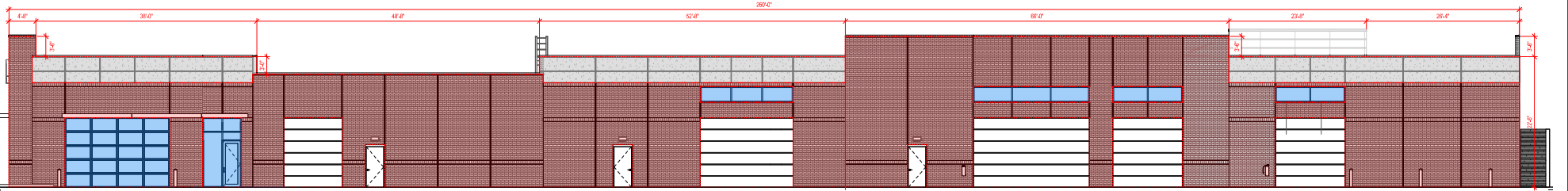
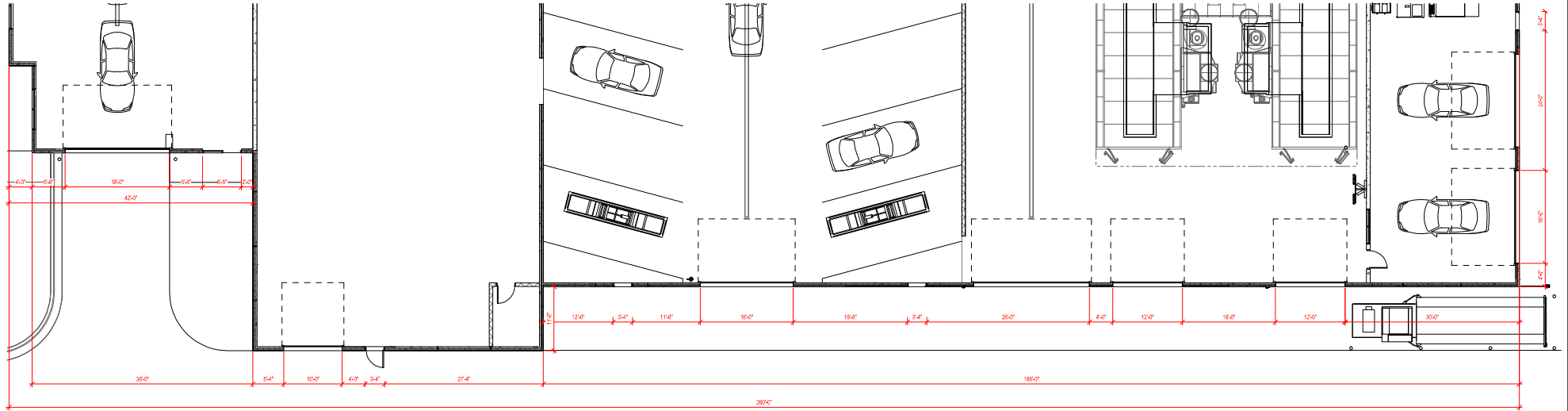
B-Street Collision Center

151st and Pflumm, Olathe, Kansas 66062

02/05/2024

Design Standard
Calculations

xA-205



EAST FACADE (SECONDARY FACADE)			
PROPOSED BUILDING DESIGN DATA			
TOTAL WALL AREA			5,900 SF
DESKIN STANDARDS & CALCULATIONS			
REQUIRED			
NON-GLASS CLASS 1 AND 2 MATERIALS = 90% WALL AREA			2,875 SF (90%)
PROVIDED			
CLASS 1 MATERIAL A	ARCHITECTURAL METAL PANEL		0
CLASS 1 MATERIAL B	CLEAR GLASS		250 SF (8%)
CLASS 1 MATERIAL C	ARCHITECTURAL CONCRETE PANEL		150 SF (5%)
CLASS 2 MATERIAL A	HALF BRICK VENEER		3,940 SF (67%)
TOTAL			4,340 SF (84%)
NOTES	NON-GLAZED DOORS		

East Elevation (Secondary) 1



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Design Standard
Calculations

xA-206

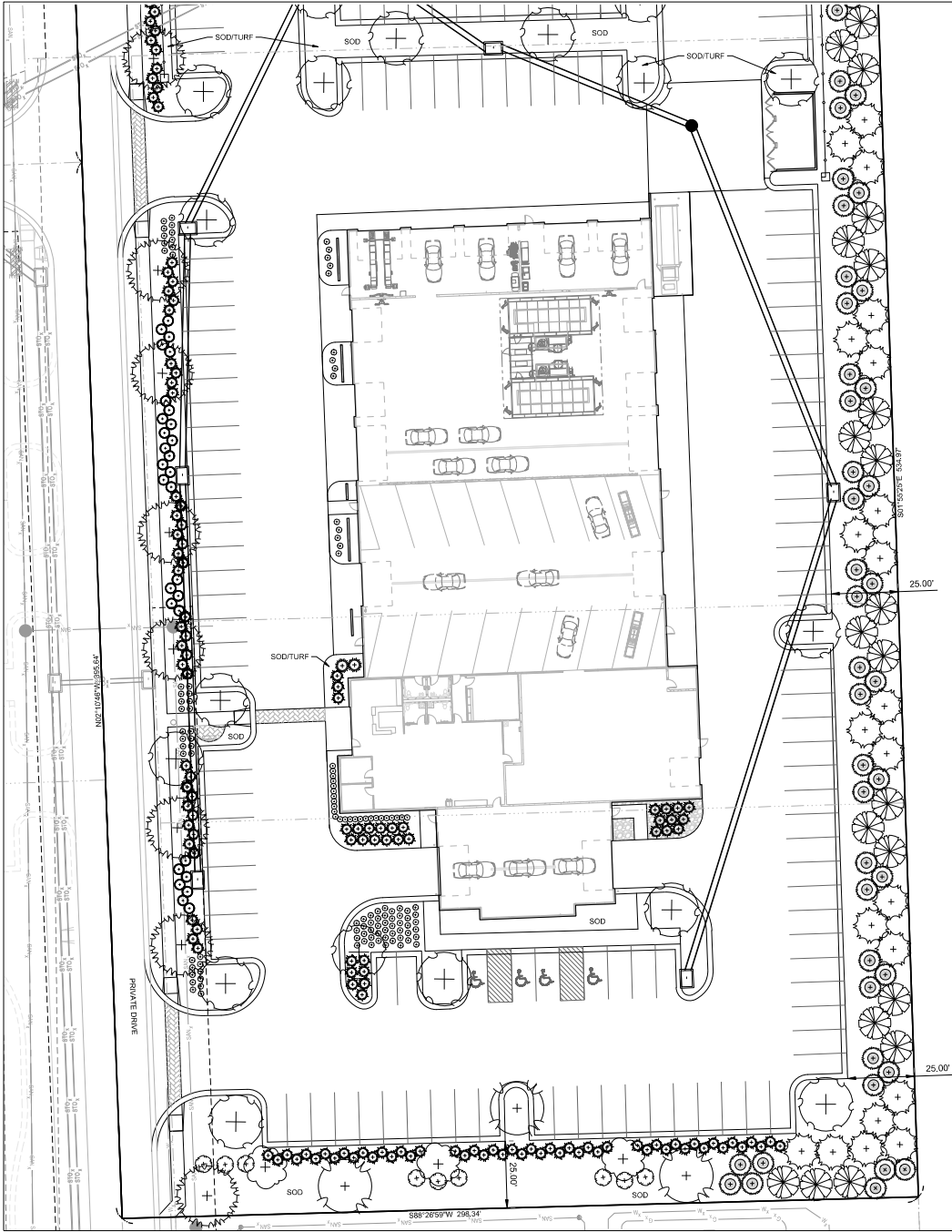


100% 90% 80% 70% 60% 50% 40% 30% 20% 10% 0%

SCALE: 1" = 4'

L1.0

[illegible]



SHADE TREES

- ATW 3 EA. Acer truncatum 'Wormleaf'
- URF 16 EA. Ulmus x Fraxinus
- ZSS 10 EA. Zizia aurea 'Greenleaf'

ORNAMENTAL TREES

- SH 3 EA. Syringa reticulata 'Purple Snow'

EVERGREEN TREES

- AK 112 EA. Juniperus chinensis 'Horizontal'
- JCS 28 EA. Juniperus chinensis 'Spartan'
- JVC 62 EA. Juniperus chinensis 'Caracas'
- PA 56 EA. Pinus strobus

SHRUBS

- BOV 25 EA. Buxus x Green Velvet
- JHM 152 EA. Juniperus horizontalis 'Hugobon'
- JVS 2 EA. Juniperus virginiana 'Grey Owl'
- RAS 96 EA. Rhus aromatica 'Glow-Low'
- SHR 25 EA. Syringa pinnatifida 'Miss Kim'

GRASSES

- MSE 44 EA. Miscanthus sinensis 'Morning Light'

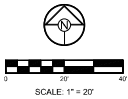
- Pink Sunset Maple 2.0' Cal. BAB
- Frontier Elm 2.0' Cal. BAB
- Japanese Zelkova 2.0' Cal. BAB

- Italy Elm-Like 2' Cal. & 8' H. BAB

- Kelley Juniper 8' RL BAB
- Spartan Juniper 8' RL BAB
- Caracas Juniper 8' RL BAB
- Norway Spruce 8' RL BAB

- Green Velvet Roseod 5 gal. Cont.
- Hughes Juniper 5 gal. Cont.
- Grey Owl Juniper 5 gal. Cont.
- Glow-Low Fragrant sumac 5 gal. Cont.
- Miss Kim-Like 5 gal. Cont.

- Morning Light Maiden Grass 5 gal. Cont.



SCHLAGEL

ENGINEERS PLANNERS SURVEYORS LANDSCAPE ARCHITECTS

1405 WEST 15TH AVENUE SUITE 100

DENVER, CO 80202

(303) 455-5158 • Fax: (303) 455-5400

WWW.SCHLAGEL-ASSOCIATES.COM

schlagel@schlagel.com

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PREPARED BY:

SCHLAGEL & ASSOCIATES P.A.

B-STREET COLLISION CENTER

REZONING & PRELIM. DEVELOPMENT PLAN

EXECUTIVE PLAZA 151ST & PFLUMM

OLATHE, KANSAS

DESIGNED BY:

CHECKED BY:

DATE PREPARED:

SCALE:

DATE:

BY:

DATE:

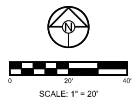
BY:

DETAIL LANDSCAPE PLAN

SHEET

L1.1

SHEET
L1.2



RZ23-0008 Rezoning and Preliminary Site Development Plan for B Street Collision Center REQUEST FOR WAIVER

18.20.150(C) – Parking Regulations

Requirement: No more than one hundred fifty (150) percent of the required parking for a use may be provided on site.

(a) An alternative higher quality development design with no negative impacts to either the residential or nonresidential properties.

RESPONSE: The developer is proposing to construct an approximately \$10 million project with high quality building design including glazing and masonry building materials as well as extensive perimeter landscaping and fencing that meets or exceeds the UDO's building and site design standards.

(b) Development restrictions imposed on the property to ensure low impact land uses, low scale buildings and a site design arrangement in which adjoining residential properties will not be negatively impacted by any change in the applicable regulations.

RESPONSE: The subject property does not have any adjoining residential properties. The Developer has not only taken appropriate measures to provide exceptional landscaping and fencing at its own property line, it has worked with other commercial property owners who do share a property line with residential properties to the north to provide exceptional landscaping at their shared property line.

(c) Existing topography, hedgerows or natural features provide significant screening and an appropriate buffer for adjoining properties.

RESPONSE: The subject property is providing significant screening and an appropriate buffer for all adjoining properties.

(d) Significant buffers are provided on adjoining residential properties and those properties will not be negatively impacted by any change in the applicable regulations.

RESPONSE: The subject property is providing a significant buffer of more than 315 feet to the residential property line to the north and is also screened with enhanced landscaping and fencing. These residential properties will not be negatively impacted by the requested waiver.

(e) The regulations impose an unnecessary hardship upon the property owner arising from conditions unique to the property and alternative site design, building design and building arrangements are not possible. In such instances, findings shall be prepared that:

- (i) No private rights will be injured or endangered by the waiver.
- (ii) The public will suffer no loss or inconvenience thereby and that in justice to the applicant or applicants the application should be granted.

RESPONSE: The regulations impose an unnecessary hardship to the applicant as the Off-Street Parking Regulations do not contemplate sufficient parking for this type of premier post-collision service provider. The provider needs sufficient parking for its skilled technicians, administrative staff and customers as well as parking in order to accommodate a collision repair process that is as seamless

and efficient as possible for its customers. In addition, the proposed parking lot will meet all other design and landscaping standards for parking area such as this. Lastly, no private rights will be injured or endangered by the waiver and the public will not suffer loss or inconvenience by granting the requested waiver.

From: [Bill Lamb](#)
To: [Planning Contact](#)
Subject: 151st Street and Pflumm
Date: Monday, January 22, 2024 1:19:04 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Let me first thank you for your service on the planning commission. We live in the Willow Point neighborhood on 147th Terr., just east of Pflumm. The proposed B Street Collision Repair facility really seems out of sync with the current development, and we would like to share our objection to the proposal. The corner property is adjacent to our neighborhood and by the nature of the location would become a part of our area. The increased traffic would be detrimental to the shopping available there now, and the potential for noise pollution is concerning. The area is perfect for small retail development which is appropriate for similar areas in Johnson County.

I encourage you to review the request closely and to reject the proposal to ensure the area remains a small, retail development area.

Thank you for your careful consideration,

Bill and Vicki Lamb

Anna Gourley

From: Devonie Atchison <devandseth@gmail.com>
Sent: Friday, February 2, 2024 2:06 PM
To: Planning Contact
Subject: Collision Repair Facility Concerns

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

My family and I feel strongly that a collision repair company at the corner of 151st and Pflumm is not something that we want. It would turn an otherwise residential and quiet area into a more industrial environment. Please consider that a lot of us that live closest to this area (The Willows) just purchased our homes within the last 1-2 years and did so after building and expecting to stay in this area for decades. We never would have built at this location had we known it would end up with a collision repair place in our backyards. Thank you for your time and consideration.

Devonie and Seth Atchison

Anna Gourley

From: Evan Benbow <evan.benbow@gmail.com>
Sent: Friday, February 2, 2024 1:36 PM
To: Planning Contact; John Bacon; Marge Vogt; Robyn Essex; Dean Vakas; LeEtta Felter; Kevin Gilmore; Matthew Schoonover
Subject: Rezoning 151st and Pflumm
Attachments: Rezoning letter.pdf

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Planning Commision and Olathe City Council,

Please find attached to this email my letter addressing concerns over the rezoning at the corner of 151st and Pflumm.

Thank you and should you have any questions please do not hesitate to contact me.

Evan Benbow
850-294-2421

Dear Olathe City Council and Planning Commission,

I am writing you this letter regarding the rezoning at the corner of 151st and Pflumm to allow for the construction of an automotive body shop, B Street Collision Repair. As a parent, homeowner in Willow Grove, and a Vice President of R&D for industrial chemical company in Kansas City, I feel this gives me a unique perspective on the situation. I have serious concerns over this type of business being located near residential areas.

Auto Body workshops can discharge a variety of harmful emissions in the air, water, and land. These can include, volatile organic compounds (VOC's), heavy metals, and hazardous air pollutants (HAPS). These pollutants can come from cleaners, paints, paint strippers, and metal preparations like sanding. VOC's and HAP's can have an immediate impact on air quality in the surrounding areas by generation of smog and depletion of ozone. While mitigation steps can be in place, ultimately VOC's and HAP's are going to be exhausted into air in our surrounding community. Exposure to these VOC's can cause eye, nose and throat irritation, shortness of breath, headaches, fatigue, nausea, dizziness and skin problems. Other land-based emissions of heavy metals and other persistent organic pollutants might not be readily observed in the short term. Do not be confused by usage of terms as waterbased paints or VOC exempts chemicals, as they portray an element of safety, but the truth is far from it.

As a parent I have serious concerns over the exposure of my children to potential pollutants from this type of operation. One of the many reasons we chose to live in this area was access to high quality schools and no exposure to industrial operations. There are numerous studies available that demonstrate that exposure to VOC's and HAP's negatively influence academic achievement and cognitive development. Being so closely located to Liberty View Elementary and Churches, should be given further consideration for this type of operation.

Lastly, I have serious concerns over the impact this operation will have on the value of our homes in Willow Grove and the surrounding area. With the current state of the real estate industry and interest rates home prices are already facing a challenging environment. Many studies show that homes are the primary investment for many Americans and will rely on that investment in retirement. By placing such an operation in close proximity to homes, you are making our homes less desirable in the future and therefore are impacting those investments.

Thank you for taking my letter into consideration during your assessment.

Evan M Benbow, Ph.D.

14382 S Haskins St
Olathe, KS 66062

Anna Gourley

Subject: FW: 151st and Pflumm/B Street Collision Repair

From: J. Ryan Erker <ryan@erkerlaw.com>
Date: Wednesday, January 31, 2024 at 9:16 PM
To: Marge Vogt <MVogt@OLATHEKS.ORG>
Subject: 151st and Pflumm/B Street Collision Repair

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Marge -

I hope you are well and that 2024 is off to a good start for you. I am a resident in The Willows off of Pflumm just north of 151st Street. I understand that the Olathe Planning Commission is considering a request to rezone the northeast corner of 151/Pflumm to allow B Street Collision Repair to construct and operate a business. The nature of the businesses currently on that corner (Casey's and Fareway Market) serve the local neighborhood interests and are a good fit for the surrounding area. I don't believe that a collision repair center does fit the surrounding neighborhoods well and I support a denial of the request to rezone.

Sorry if you've been flooded with messages like this - I'm sure you're accustomed to neighborhoods organizing and emailing en masse.

Truly hope that you are well.

Respectfully,

J. Ryan Erker
Erker Law Firm, P.A.
7211 W. 98th Terrace, Building 4, Suite 140
Overland Park, Kansas 66212
Ph: (913) 829-2500
Fax: (913) 347-4563
E-mail: ryan@erkerlaw.com
www.erkerlaw.com

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Jeannie & Stuart Whitenack
14867 S Haskins Street
Olathe, KS 66062

October 31, 2023

City of Olathe, KS Planning Commission &
City of Olathe, KS City Council Members

RE: Case # RZ-23-0008 (B Street Collision Repair Facility) NEC of 151st & Pflumm

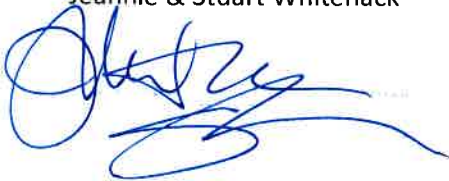
To Whom It May Concern:

We are writing to you to voice our opposition to the rezoning request referenced above. We are residents in the adjacent neighborhood, Willow Pointe. Our subdivision is just to the north of this proposed rezoning. We believe the building of what is a warehouse sized structure, right behind our new home community will be a detriment to the area environmentally and lower our home values. We were aware of the commercial zoning in the area, but this particular use is not something you find in residential areas. The other locations that this company operates are all in industrial areas near car dealerships. The noise and fumes that will come from this business are a hazard to the many residential communities surrounding this property. Additionally, other retailers that are looking for property in residential areas (coffee shops, boutiques, financial planners, dental offices, etc) will not look in this particular area because they'll be near an establishment that is loud & has toxic fumes coming from it. Lastly, if and when the proposed body shop goes out of business, we will be left with an empty warehouse in our backyards that is unleaseable/unsellable, or worse, inhabited by another use that is unfitting to a residential neighborhood. And, let me add, I have worked in commercial and retail development for the last 19 years, so I know what I am talking about. This proposed development, in this area, makes no sense. We will be at the November 13th planning meeting to further voice our opposition in person.

We appreciate your time and consideration and kindly request that you deny this rezoning application.

Sincerely,

Jeannie & Stuart Whitenack

A handwritten signature in blue ink, appearing to be a stylized combination of 'J' and 'S' for Jeannie and Stuart Whitenack.

From: [Justin Orr](#)
To: [Planning Contact](#)
Subject: Concern for New Business - B Street Collision Repair
Date: Friday, February 2, 2024 10:44:16 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning, I am writing as a concerned citizen of the Willows neighborhood located near the newly proposed site for B Street Collision Repair at 151st and Pflumm. It is my understanding that there have been a few meetings regarding this proposed development in the past, and that another planning meeting is forthcoming, albeit one where local citizen will not be able to participate.

I wish to convey my hesitancy in the choice of this location for a collision repair center. This area is largely residential, with only a Casey's gas station and Fareway Meat Market as the only commercial properties in this area. Both of these businesses are beneficial and essential to the surrounding neighborhoods.

Conversely, while collision repair centers are necessary for people from time to time, I do not feel that it would appropriately fit this area. From my brief survey of other B Street Collision Repair centers, along with other similar types of commercial properties, I have found that most reside in much more commercialized areas often located near car dealerships, highways, or other largely developed commercial zones. Having this new business built on a relatively quiet area near farmland and residential zones would be disruptive to the surrounding citizens.

Please take this into consideration when moving forward with this proposal. I appreciate your time and attention to this matter.

Justin C. Orr, DDS
Diplomate, American Board of Orthodontics
Fry Orthodontic Specialists

Anna Gourley

From: Karen Schneller <schneller.karen@yahoo.com>
Sent: Friday, February 2, 2024 10:50 AM
To: Planning Contact
Subject: Rezoning on 151st and Pflumm

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi,

As a resident of Willow Grove our family is AGAINST the B Street Collision Repair. This is not a good business that fits with the neighborhood around it. Ideally it would be nice to add shops/restaurants that would go well with the Fareway Meat Market grocery store.

Thank you for your consideration.

The Schneller Family
14564 S Parkhill St
Olathe, KS 66062

#

[Sent from Yahoo Mail for iPhone](#)

Anna Gourley

From: Micah Cogan <mtwaddle@gmail.com>
Sent: Friday, February 2, 2024 10:55 AM
To: Planning Contact
Subject: Olathe Planning, rezoning on the corner of 151st and Pflumm

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I am reaching out as an Olathe resident with concerns about how the city is being shaped and how the community is being built within the different neighborhoods.

I want to strongly ask you to not move forward with the rezoning of the land at this intersection to bring in B Street collision repair. That type of business needs to be in an industrial zone, not in a walkable neighborhood with families and children.

I moved to Olathe from Denver, where we lived in an amazing planned community (Stapleton, now Central Park). We had a walkable location to restaurants, ice cream shops, and yoga studios, to name a few. With architecture that was well thought out and not another strip mall. These are the things we need to bring to the space at the 151st and Pflumm location. I would love to be able to walk with my kids to get our Saturday morning breakfast. I have already reached out to several restaurant chains that I believe would be an amazing addition to our area to create the sense of community that we want in our area. (Denver Biscuit and Urban Egg to name a few).

Using the land available to encourage a more cohesive community not only brings neighbors together, it also helps raise the value of the homes and makes Olathe a place that people want to move to.

I urge the committee to strategically look long-term at how we shape our neighborhoods and the value that brings to everyone who lives here.

--

Micah Cogan
Cell: 816-304-4932

From: [Michelle & Andy Bolin](#)
To: [Planning Contact](#)
Subject: Rezoning at NE corner 151st & Pflumm
Date: Wednesday, January 17, 2024 4:39:17 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Michelle Bolin

[13410 W. 149th Street](#)

Olathe, KS 66062

January 17, 2024

City Of Olathe Planning Commission

RE: Rezoning for B Street Collision Repair Facility

Dear Planning Commission Members,

I am writing again, to ask that you hear my concerns about the potential rezoning at the NE corner of 151st Street & Pflumm. It has been brought to my attention that the planning commission recommended that the rezoning not take place and that it was sent back to you for further study by the Olathe City Council.

Please be aware that nothing has changed from the neighborhood perspective-The B Street Collision Repair facility is not the type of business that should be located in this area.

My points are as follows:

*There is no easy access to this location from the highway, therefore creating more traffic. This will also result in more streets in disrepair on the main thoroughfares with big trucks delivering the vehicles to this facility.

*This is a business that expects to have 40 employees. 40 employees will generate even more congestion to this area. This is not a business that will serve the people in the local community-it will be bringing employees and customers in from other areas of the metro. This type of business, it's customers and employees would be better served if it was located near a highway and in an area zoned for industrial.

*The street in the proposed area is not very wide and already lined with cars parked on it from employees at other businesses. Only one car can go through at a time. A vehicle coming from the other direction must wait for others to pass, to be able to go forward. Extra traffic of this magnitude and the size of the delivery vehicles will create an even bigger problem than is already there.

*There is an environmental concern for this type of business to be located so close to a residential neighborhood. **Collision Repair operations can produce emissions of toxic air pollutants and metals. Paints, cleaners, and paint strippers can release toxic air pollutants and volatile organic compounds even with the most sophisticated equipment!** Needless to say, this is not the type of business that anyone should be living close to. Please do not expose any Olathe residents to this type of risk by allowing it to be built so close to surrounding neighborhoods.

*There will be 125 parking spots at this business. Even though B Street Collision Repair is saying that they will bring in the cars every night, no one in the area wants to see vehicles in various states of

disrepair during the day! This will not help attract any other business to the area that it is actually zoned for.

We just moved to the Olathe area in 2022. We were drawn to the neighborhood because of the proposed businesses that would be allowed in that area. We are not opposed to any of the types of businesses that the property is currently zoned for. We are hoping to walk to and support them, as well as for them to enhance the neighborhood community. The neighborhood dynamic will change dramatically with a business such as B Street Collision Repair in that area. Please do not approve something that each one of you would not like right in your backyard.

I am asking that you remain strong and not give in to the City Council. Please stick by your original decision and help our neighborhood remain what it was intended to be zoned for.

Respectfully submitted,

Michelle Bolin

The information contained in this e-mail and any attachments thereto ("e-mail") is sent by the Johnson County Community College ("JCCC") and is intended to be confidential and for the use of only the individual or entity named above. The information may be protected by federal and state privacy and disclosures acts or other legal rules. If the reader of this message is not the intended recipient, you are notified that retention, dissemination, distribution or copying of this e-mail is strictly prohibited. If you have received this e-mail in error please immediately notify JCCC by email reply and immediately and permanently delete this e-mail message and any attachments thereto. Thank you.

From: Paul Tung <paul.c.tung@gmail.com>
Sent: Wednesday, January 31, 2024 7:46 PM
To: Planning Contact
Subject: B Street Collision Repair Planning for rezone

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To whom it may concern,

As a resident of The Willows at 151st and Pflumm, we strongly believe that "B. Street Collision Repair" is not an appropriate business to have next to the neighborhood. (151st and Pflumm)

This collision center will not only be disruptive to the peacefulness of outside, it will also change the dynamic to our quiet neighborhood. Body shops are notoriously loud with the tools used and also make the air quality poor with the paints and chemicals vented from the shop.

Lastly, the additional traffic for having this business poses an increased danger to children walking along the sidewalk of Pflumm. Children of the neighborhood have to cross an already busy street to get to their elementary school (Liberty view elementary)

There are plenty of other vacant areas more suitable for this company to build their auto repair business. This area is residential and not industrial. By having "B. Street collision repair", it will alienate future shops and restaurants in the out lot of the current friendly neighborhood Fairway market and Casey's gas station.

As part of the community, we urge the planning commission to prevent the rezoning and allowing of this business to be built in our community.

Sincerely,
Dr. Paul Tung, DNP, CRNA

Anna Gourley

From: Sachin Darshale <darshalesachin@gmail.com>
Sent: Friday, February 2, 2024 10:54 AM
To: Planning Contact
Cc: John Bacon; Marge Vogt; Robyn Essex; Dean Vakas; LeEtta Felter; Kevin Gilmore; Matthew Schoonover
Subject: Objection and request to deny proposed zoning change at 151st and Pflumm and proposed B Street Collision Center

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi all,

I am writing to express my objection to the proposed rezoning and building of the B street Collision repair facility at the 151st and Pflumm location.

I am a longtime resident of Willow Grove, a quiet, nice and attractive residential community situated just north of this proposed commercial area.

1. The homes in this community are all new and were purchased in the area understanding the existing zoning. Changing this now and allowing a business such as B street to build this large facility next to our community will be detrimental to our property values.
2. The rezoning of the part of the land will make it very unlikely that rest of the land will be attractive to a small retails or office facilities and this has direct impact on our neighborhood and property values.
3. Noise, lighting and crime concerns will increase resulting in direct impact on our neighborhood character, safety and property value.
4. Proposed development would also generate hazardous waste, air pollution etc, all of which will negatively impact the environment and quality of life for residents in the vicinity of the auto body shop.

I kindly request that you deny this rezoning request.

Thanks,
Sachin

Sent to:
PlanningContact@olatheks.org,
jbacon@olatheks.org,
mvogt@olatheks.org,
rressex@olatheks.org,
dvakas@olatheks.org,
lfelter@olatheks.org,
kpgilmore@olatheks.org,
mschoonover@olatheks.org

Anna Gourley

From: Scott Mitchell <scottm5443@gmail.com>
Sent: Wednesday, January 17, 2024 7:43 PM
To: John Bacon; Marge Vogt; Robyn Essex; Constantine Vakas; LeEtta Felter; Kevin Gilmore; Matthew Schoonover; Planning Contact
Subject: Case # RZ-23-0008 (B Street Collision Repair Facility) - NEC of 151st & Pflumm - Opposition to rezoning
Attachments: Case # RZ-23-0008 (B Street Collision Repair Facility).docx

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

It has come to our attention that the issue of rezoning is still being considered, even after being denied by the Planning Commission in November. We have learned that it will be discussed again at the Planning Commission meeting on February 12th and the City Council meeting on March 5th. Unfortunately, it seems that members of the public will not be allowed to make comments during these meetings. We have attached a letter expressing our opposition to this rezoning proposal. We sincerely hope that you will take the concerns of residents into account and deny this rezoning application.

Scott and Abbe Mitchell
13368 W 147th Terr
Olathe, KS 66062

City of Olathe, KS Planning Commission & City of Olathe, KS City Council Members

RE: Case # RZ-23-0008 (B Street Collision Repair Facility)

Dear Chairman Wayne Janner, Members of the Planning Commission, and City Council,

I extend my appreciation for your commitment to the community. I am writing to express my strong opposition to the rezoning request for the property located at the Northeast of W. 151st Street and Pflumm Road.

I am a longtime resident of Willow Pointe, a quiet, older, maintenance-provided residential community situated just north of the proposed commercial area.

Impact on Neighborhood Character and Safety

An auto-body shop is an industrial use that would be incompatible with the existing character of our neighborhood. The noise, pollution, and heavy machinery associated with such a facility would disrupt the peaceful and tranquil atmosphere that residents currently enjoy.

Furthermore, the presence of an auto-body shop would attract a wider range of businesses, some of which may not be compatible with our quiet residential setting.

I am particularly concerned about the safety of residents, especially children near the Casey's and Fareway. Auto-body shops often have large trucks and heavy machinery coming and going, posing a significant safety hazard, especially given the proximity to the school.

Additionally, the proposed development would exacerbate the already existing parking shortage for Fareway employees and customers.

Environmental Concerns

The proposed development would generate hazardous waste, air pollution, and noise pollution, all of which would negatively impact the environment and the quality of life for residents in the vicinity of the auto-body shop. The unsightly fence required to secure the awaiting cars would further detract from the aesthetics of the area.

Inadequate Zoning Classification

The proposed rezoning from CP-2 (Planned General Business) District to C-3 (Regional Center) District is not appropriate for this area. While CP-2 is intended for general commercial uses that are compatible with residential neighborhoods, C-3 is intended for larger-scale commercial uses that are typically found in regional centers.

Approving this rezoning request would open the door to industrial-type businesses that are not aligned with the character of the area.

Traffic Congestion and Quality of Life

The proposed rezoning would introduce a new level of traffic congestion to our streets, further diminishing the peaceful and tranquil atmosphere we currently enjoy. The noise and pollution generated by the increased commercial activity would also have a detrimental impact on our quality of life.

Fairness and Community Impact

I appeal to your sense of fairness. Would you want a warehouse-sized auto-body shop with a sizeable, unsightly fence in your backyard? Would you want your children or grandchildren playing near such a facility?

I urge you to consider the impact of this rezoning request on the residents of Willow Pointe and other area neighborhoods, as well as the long-term development of this specific area. This type of business is more appropriately located where similar businesses are clustered, just like their existing facilities.

Request for Denial

I kindly request that you deny this rezoning request. I believe that it would be a mistake for our community as well as the city of Olathe as a whole.

Thank you for your time and consideration.

Sincerely,

Scott and Abbe Mitchell

Here are photos taken of the Overland Park Location.

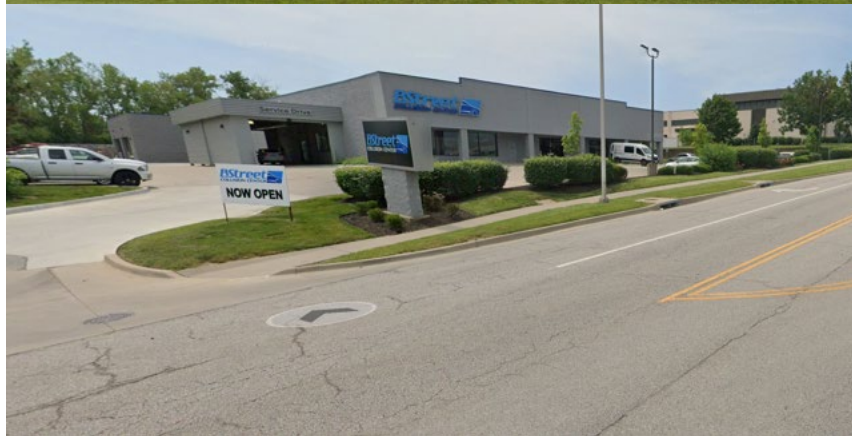
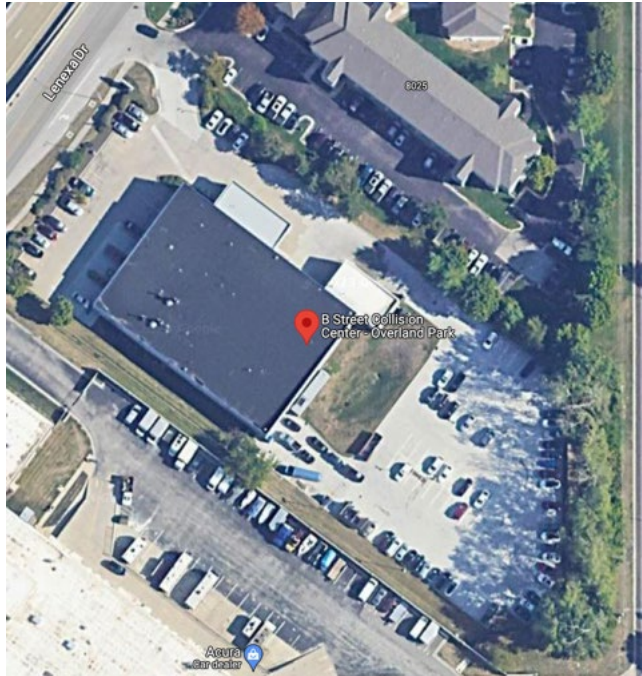


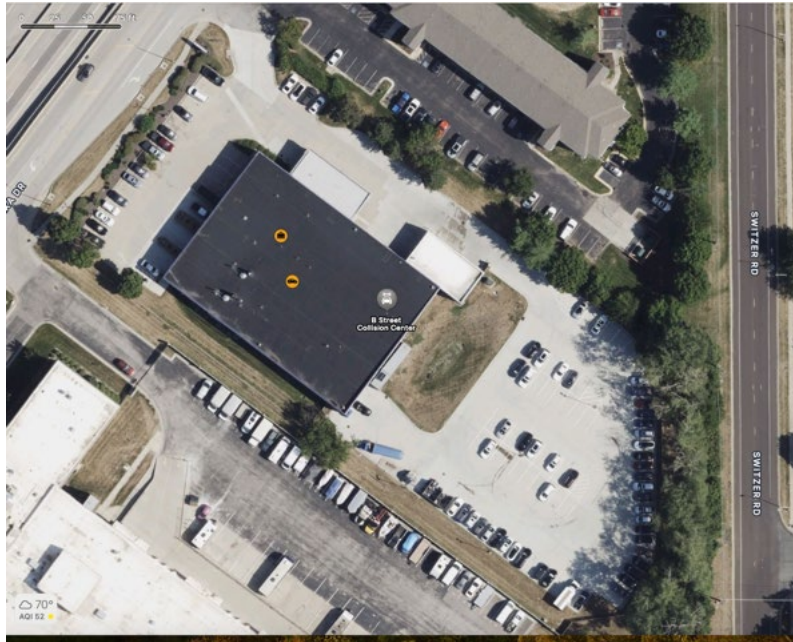












Here are some photos from the Legends location in Kansas, which is also close to other commercial areas.





And finally, here are the Omaha Locations, also near other areas of commercial property.



Jessica Schuller

From: Sheila Doolittle <sheila.doolittle@gmail.com>
Sent: Thursday, January 11, 2024 7:19 PM
To:
Subject: Proposed B Street Collision Site

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear all,

I'm writing to express my objection to the proposed rezoning and building of the B Street Collision Repair Facility at the 151st and Plumm location. I live in the neighborhood, Willow Pointe, where this proposed building is adjacent and am very concerned about the potential placement of this business at this location.

My concerns are centered around the following

1. Although there are a couple of small businesses on the corner of 151st and Pflumm, this type of business does not match the profile of those existing businesses. The very nature of this industrial business is in direct conflict with the intent of the existing area. Other locations for B Street in various cities are in areas such as hotels, car dealerships or industrial and heavy high traffic areas. Again, they do not sit beside residential neighborhoods or small commercial areas.
2. This is a mainly residential corridor between 151st and 143rd street on Pflumm. Many families, including myself, live along Pflumm and already deal with some busy traffic. The proposed business is expected to employ 45 individuals and have 125 parking spaces with a customer and employee base coming and going frequently. Bringing this type of business into that space will only increase the volume of traffic coming in and out of that entrance on Pflumm and add more traffic noise in this family orientated area. Additionally, the nature of this business and its operation will create daily operational noise and fumes impacting the quality of the use of our neighborhood. The appearance of the building and area will also be unsightly from our neighborhood.
3. The homes in this community are all new and were purchased in the area understanding the existing zoning. Changing this now and allowing a business such as B Street to build this large facility next to our community will be detrimental to our property values both short and long term.

Thank you for taking my comments under consideration.

Sheila Doolittle
13478 W. 147 Terrace
Olathe, KS 66062

From: Steve Salter <ssalter500@gmail.com>
Sent: Saturday, February 10, 2024 9:11 PM
To: Planning Contact
Subject: STOP B Street Collision Repair

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please do NOT allow the B Street Collision Repair facility to be built at 151st and Pflumm (NE corner).

I am surprised this issue has come back up. I was at the Planning Commision meeting in the Fall and it had absolutely NO support. What happened??

This is not the kind of facility we want in our neighborhood. I have recently spent 18 long months building a new house in the Willows Subdivision that is approximately \$740,000 in value. We don't want this kind of industrial facility close by.

Here are several reasons to not place this facility in our neighborhood:

- it does not fit into our upscale neighborhood image
- an auto repair business is not consistent with the the nice Fareway Meat Market and Casey's next door
- this kind of business is best suited off a highway or in an industrial area, NOT a quiet upscale neighborhood.
- they park damaged cars outside the building during the day and at night. It is impractical to pull all these cars in each evening, as they say.
- there will be fumes and loud noises emitted
- more cars are going electric and the batteries that have been exposed to fire are dangerous

If YOU lived in my neighborhood, you wouldn't want this type of facility close by either. Please do NOT allow this to happen. It wouldn't occur in Leawood or Overland Park. OLATHE CAN DO BETTER!

Thank you,
Steve Salter
14451 S. Hauser St.
Olathe, KS 66062

Jessica Schuller

From: Steve Salter <ssalter500@gmail.com>
Sent: Saturday, February 10, 2024 9:44 PM
To: Jessica Schuller
Subject: STOP the B Street Collision Building

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please do NOT allow the B Street Collision Repair facility to be built at 151st and Pflumm (NE corner).

I am surprised this issue has come back up. I was at the Planning Commision meeting in the Fall and it had absolutely NO support. What happened??

This is not the kind of facility we want in our neighborhood. I have recently spent 18 long months building a new house in the Willows Subdivision that is approximately \$740,000 in value. We don't want this kind of industrial facility close by.

Here are several reasons to not place this facility in our neighborhood:

- it does not fit into our upscale neighborhood image
- an auto repair business is not consistent with the the nice Fareway Meat Market and Casey's next door
- this kind of business is best suited off a highway or in an industrial area, NOT a quiet upscale neighborhood.
- they park damaged cars outside the building during the day and at night. It is impractical to pull all these cars in each evening, as they say.
- there will be fumes and loud noises emitted
- more cars are going electric and the batteries that have been exposed to fire are dangerous

If YOU lived in my neighborhood, you wouldn't want this type of facility close by either. Please do NOT allow this to happen. It wouldn't occur in Leawood or Overland Park. OLATHE CAN DO BETTER!

Thank you,
Steve Salter
14451 S. Hauser St.
Olathe, KS 66062

Anna Gourley

From: Tejaswi Gade <tejagade@gmail.com>
Sent: Friday, February 2, 2024 10:26 AM
To: Planning Contact
Subject: Concerns about rezoning on the corner of 151st and Pflumm

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Planning Commission,

I am writing to express my concerns regarding the potential establishment of B Street Collision Repair in our neighborhood. It has come to my attention that there is limited opportunity for community input at the upcoming hearing, and therefore, I am reaching out via email to ensure our voices are heard.

As a resident of this subdivision, I strongly believe that the addition of B Street Collision Repair does not align with the vision we have for our neighborhood. While I understand the importance of diverse businesses, it is crucial that any new establishment complements the character and values of our community.

B Street Collision Repair may bring noise, increased traffic, and potential environmental concerns that could disrupt the peaceful atmosphere of our neighborhood. Furthermore, the lack of transparency in not allowing public participation at the hearing is concerning and undermines the principles of democratic decision-making.

I urge the Planning Commission to carefully consider the impact of permitting B Street Collision Repair in our neighborhood. Our collective support against this establishment demonstrates the cohesion and solidarity of our community. I implore you to prioritize the interests and well-being of the residents in your decision-making process.

Thank you for taking the time to consider our concerns. I trust that you will make a decision that reflects the best interests of our neighborhood.

Thank you,
Willows Resident