



City of Olathe
City Planning Division

STAFF REPORT

Planning Commission Meeting: March 11, 2019

Application:	<u>PR19-0001:</u> Revised Preliminary Site Development Plan for Tint World
Location:	1301 E. Santa Fe Street (location of the former QuikTrip building)
Owner:	Larry Dickerson; QuikTrip Corporation
Applicant:	Curtis Petersen (on behalf of AEG, LLC); Polsinelli PC
Staff Contact:	Zachary Moore, Planner II

Site Area:	<u>1.07± acres</u>	Proposed Use:	<u>Vehicle Painting and Body Shop (Window Tinting)</u>
Building Area:	<u>4,049 square feet</u>	Plat:	<u>QuikTrip Santa Fe Addition</u>
Zoning:	<u>C-3</u>		

	Plan Olathe Land Use Category	Current Use	Current Zoning	Site Design Category	Building Design Category
Site	Mixed Density Residential Neighborhood	Vacant Building (Former QuikTrip)	C-3	4	D
North	Commercial Corridor	Car Care Facility & Auto Parts Store	C-3	-	-
South	Commercial Corridor	Shopping Center/Car Wash	CP-2/C-3	-	-
East	Commercial Corridor	Parking Lot	C-3	-	-
West	Commercial Corridor	Bank	CP-2	-	-

1. Proposal:

The applicant is requesting approval of a revised preliminary site development plan for a window tinting facility to operate at the existing building located at 1301 E. Santa Fe Street

as an adaptive reuse of the existing building. The subject property is located at the southeast corner of the intersection of E. Santa Fe Street and Ridgeview Road.

Window tinting facilities are classified as Vehicle Painting and Body Shops, per *Unified Development Ordinance (UDO)* Section 18.20.500. Vehicle painting and body shops are a use allowed by right in the C-3 (Regional Center) commercial district. This revised preliminary site development plan requires consideration by the Planning Commission because the revisions constitute a “major change” per *UDO, Section 18.40.120*. Changes of architectural style and building materials that are proposed on a building which had a plan approved prior to codification of the effective UDO requirements (June 17, 2014) that are not consistent with the Composite Building Design standards, constitute the “major change” to the site development plan.

The City is currently developing a future roadway improvement project for the intersection at Santa Fe Street and Ridgeview Road, which will have impacts on the proposed redevelopment of the site including, but not limited to, installation of landscaping, curb and gutter installation, and parking and paving setbacks. The analysis provided in this report provides details on the impacts of this Roadway Improvement Project on this proposal.

2. History:

The subject property was annexed into the City and platted originally in 1887 as a part of the Lockwood Heights subdivision. Zoning was established on the property in 1970, when conventional zoning districts were first established in the City, and the property was zoned C-3 (Ord. 346-C) and remains zoned C-3 today. In 1995, the property was replatted (P-35-95) as the QuikTrip Santa Fe Addition and had a site development plan (PR-46-95) approved for a gas station with a convenience store (QuikTrip). The gas station and convenience store were constructed in 1996. The building that housed the former convenience store remains standing today, however the canopy that covered the gasoline pumps was demolished in July 2018.

3. Existing Conditions/ Site Photos:

The building on the subject site has remained vacant since the former QuikTrip convenience store relocated last year. The fueling station canopy that was previously located on the subject property has been removed and the site repaved. Photos of the site may be found on the following page.



View of the existing building, looking southwest



Aerial view of the subject property (gas canopy has been removed)

4. Neighborhood Meeting/Correspondence:

The applicant held a neighborhood meeting on February 13, 2019. There were no members of the general public in attendance and staff. has not received any correspondence or inquiries.

5. Zoning Requirements:

- a. **Building Height** – The maximum height allowed for buildings in the C-3 district is 3 stories at a maximum height of 40 feet. The height of the existing building is 14 feet and 10 inches, and the maximum height of the proposed building with improvements is 20 feet and 6 inches.
- b. **Setbacks** – Parking and paving areas within developments in the C-3 District are required to maintain a minimum setback of 15 feet from street right-of-way and 10 feet from property lines. A waiver has been requested with this proposal to reduce the parking and paving setback for the drive aisle that is located on the west side of the subject property. Analysis of this waiver request is provided in Section 10 of this report.

Minimum structure setback requirements are as follows:

	<i>UDO Requirement</i>	<i>Proposed Plan</i>
<i>Front Yard</i>	40 feet from arterial ROW 15 feet from other ROW	120 feet from Santa Fe Street 88 feet from Ridgeview Road
<i>Side Yard</i>	10 feet from the property line	25 feet
<i>Rear Yard</i>	10 feet from the property line	10 feet

- c. **Open Space** – The C-3 District requires a minimum 25% open space to be provided. The proposal before the Planning Commission provides a total of 25.8% open space, thereby meeting this requirement.

6. Site Design Standards:

The subject property is located in the future land use designation of Commercial Corridor according to the *Comprehensive Plan* and the development is subject to **Site Design Category 4** (*UDO 18.15.120*). The following is a summary of the composite site requirements:

- a. **Parking Pod Size** – Parking for developments in Site Design Category 4 must be separated into pods no greater than 80 stalls. The largest parking pod that will be provided on this site is 27 stalls.

- b. **Pedestrian Connection** – Development in Site Design Category 4 must provide enhanced pedestrian connections from surrounding development, parking, and adjacent transit stops. There is an existing crosswalk which connects the sidewalk along the east side of Ridgeview Road to the sidewalk at the front of the building, which will remain with this redevelopment of the site.
- c. **Connections to Driveways on Adjacent Properties** – Connections to driveways on adjacent properties are required where possible for developments subject to Site Design Category 4 standards. There are existing connections from the subject property to adjacent properties within the shopping center at the southwest and northeast of the subject property.

7. Building Design Standards:

<i>Building Design Standard</i>	<i>UDO Requirement (Category D)</i> Proposed Design
<i>Horizontal Articulation</i>	<i>A minimum of one horizontal articulation tool must be used a minimum of every 75 feet of linear façade width.</i> The proposed improvements to the building include wall projections on the north and west façades and projections and a wall offset on the east façade.
<i>Vertical Articulation</i>	<i>A minimum one vertical articulation tool must be used a minimum of every 75 feet of linear façade width.</i> The proposed improvements to the building provide variation in height on all façades
<i>Focal Point Element</i>	<i>All buildings in Building Design Category D must incorporate focal point design elements to help define the character of the structure.</i> The proposed improvements to the building include a raised element to serve as a focal point at the entry of the building.
<i>Ground Floor Pedestrian Interest</i>	<i>All buildings in Building Design Category D must use tools to promote pedestrian interest at the ground floor of the primary façade.</i> The proposed building improvement includes a combination of glass and planters to achieve the pedestrian interest requirement.
<i>Additional Façade Expression Tools</i>	<i>All buildings in Building Design Category D must incorporate additional façade expression to add visual interest</i> The proposed improvements to the building include an awning/canopy above transparent glass windows.
<i>Front Facing Entry Element</i>	<i>All buildings in Building Design Category D must incorporate a front-facing entry element to sign the connection between the sidewalk and the building.</i> A canopy that is 4-feet deep and at least 10-feet above the sidewalk below is being provided as the entry element to the building.

<i>Mix of Building Materials</i>	<p><i>The primary façades of all buildings in Building Design Category D must incorporate a mix of building materials.</i></p> <p>A mix of building materials is being provided on all primary façades of the building.</p>
<i>Transparent Glass</i>	<p><i>Minimum 20% transparent glass provided on primary façades</i></p> <p>The amount of glass being provided on primary façades ranges from 33% to 54%.</p>
<i>Overhead Doors on Primary Façades</i>	<p><i>Not allowed on primary façades in Building Design Category D</i></p> <p>The applicant is requesting a waiver to allow an overhead door to be located on the east (primary) façade. Architectural treatment is provided to soften the visual impact of the overhead door.</p>

Proposed Building Materials

The existing structure of the building will remain, however, the exterior building materials on the structure will be altered, with the exception of the existing brick on the south façade. The materials that are proposed with the renovations to the building include stucco, glass, stone, and architectural metal panels with recessed seams. The stucco, glass, and stone that are proposed to be used are classified as Category 1 materials, and the architectural metal panels are classified as a Category 2 material.

Primary Façade	Category 1 (min. 70%)*	Category 2 (max. 30%)
North Elevation	67%	33%
East Elevation	86%	14%
West Elevation	60%*	40%
Secondary Façade		
South Elevation	100%	0%
<p><i>*Per UDO, Section 18.15.040.I.3, a reduction of Category 1 materials on a primary façade to 60% is allowed if a mix of building materials is provided.</i></p>		

The architectural metal panels proposed for this building are primarily used to draw visual interest to a focal point on the building, which is a design improvement from the existing building. Staff is supportive of the reduction in Category 1 materials to 67% and 60% on the north and west façades respectively because the improvements to the building provide a more cohesive design to the building and draw greater visual interest to the entry of the building, than would occur if strict adherence to the 70% minimum Category 1 materials requirement were met. Additionally, the reduction to a minimum of 60% Category materials is allowed without consideration of a waiver if a mixture of building materials is provided. Both the north and the west façades that are employing this reduction include a minimum of 3 different materials on each façade.

8. Parking:

Parking for an adaptive reuse of a converted building is required at a minimum rate of 1 parking stall per 500 square feet of gross floor area. The existing building on site is a total of 4,049 square feet in size, and therefore, requires a minimum of 9 parking stalls.

The existing pavement area currently has a total of 43 parking stalls provided. With this application, required parking lot landscape islands will be added to the parking area and the total number of parking spaces will be reduced to 24. There is a total of 14 existing parking stalls that are existing along the western side of the subject property that will be removed with the City roadway improvement project. Along the northern parking and paving setback line, 15 parking spaces are shown.

9. Landscaping:

The applicant has provided a preliminary landscape plan with the revised development plan. The applicant is providing the required perimeter landscaping along the west and north property lines, adjacent to the arterial street right of way. Existing landscaping along the eastern property line south of the building provides the required plantings for the Type 1 buffer that is required. The applicant is providing a significant amount of new landscaping to the west of the building. The required foundation landscaping is provided at the north and south of the building, and the landscaping that is to be provided along the south of the building not only fulfills the requirement of foundation landscaping but will also provide screening for existing utility equipment at the rear of the building that was previously not screened.

The landscaping area at the north of the subject property along Santa Fe Street is located in an area that will be impacted with the City's roadway improvement project, and therefore would be damaged and/or removed throughout the work on the intersection of Santa Fe Street and Ridgeview Road. A stipulation has been recommended that all landscaping in this area at the north of the subject property may be deferred until after a certificate of occupancy is issued, but installation of the landscaping must occur within 45 days of the completion of the roadway improvement project at the southeast corner of the intersection of Santa Fe Street and Ridgeview Road.

10. Waiver Requests:

The applicant is requesting two waivers from the City's development standards regarding architecture and setbacks for parking and paved areas. The justification provided to support the waiver requests by the applicant can be found in the waiver request letter included in this packet.

1. Waiver from *UDO, Section 18.15.040.K – Request for a waiver to allow an overhead door to be located on a primary façade on a building subject to Building Design Category D standards.*
2. Waiver from *UDO, Section 18.20.150.B – Request for a waiver to allow a reduction in the minimum required parking and paving setback from the Ridgeview Road right-of-way from 15 feet to 10 feet.*

UDO, Section 18.40.240.D.2 states, "The Approving Authority may approve the Waiver if the applicant demonstrates one (1) or more of the following, and if the area proposed for modification is illustrated on the plat or site development plan."

- a) An alternative higher quality development design with no negative impacts to either the residential or nonresidential properties.
- 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.
- c) Existing topography, hedgerows, or natural features provide significant screening and an appropriate buffer for 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.
- 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 that are not possible. In such instances, findings shall be prepared that:
 - a. No private rights will be injured or endangered by the Waiver.
 - b. The public will suffer no loss or inconvenience thereby and that in justice to the applicant or applicants the application should be granted.

Staff Analysis of Waiver Requests:

Staff is supportive of the waiver request to allow the overhead door on a primary façade due to the proposal meeting the higher design quality criteria found in *Section 18.40.240.D* of the *UDO*. The proposed building design provides a higher architectural quality than what exists on the site today and also provides design qualities that mitigate the visual impacts of the overhead door. Rather than a typical garage door that might be solely composed of metal, the proposed overhead door incorporates a high amount of glass in its design (54% of the total east façade). There is a 4-foot canopy that extends over the overhead door and is supported on either side by masonry columns to provide screening of the overhead door. The applicant is also providing landscaping along the eastern portion of the northern façade to help mitigate the visual impact of the overhead door as seen from Santa Fe Street.

Staff is also supportive of the waiver request to reduce the parking and paving setback from the Ridgeview Road right-of-way from 15 feet to 10 feet. The building façade on the west side, which will face Ridgeview Road is significantly upgraded from its existing condition and meets or exceeds all minimum *UDO* requirements for building design. In addition, the paving area to the west of the subject property will be moved east from its existing location because of the City roadway improvement project, which required additional street right-of-way for Ridgeview Road. To increase the parking/paving area setback to the required 15-feet from the right-of-way, the drive aisle to the west of the existing building would not meet the minimum width requirement of the Fire Code (26 feet). The proposed width of the drive aisle is 29 feet, compliant with the Fire Code.

11. Streets/Right-of-way/Vehicular Access:

The subject property is located at the southeastern corner of the intersection of Santa Fe Street and Ridgeview Road. A City Roadway improvement project (3-C-083-15) is scheduled to begin in Spring 2020 and is anticipated to be completed in Winter 2020. The improvements that will occur with this project will impact the perimeter of the subject property and will delay some of the improvements on site that will occur. A temporary construction easement related to this project is located along the north side of the subject property. Also, with the roadway improvement project, the access that the site currently has along Ridgeview Road to the south of the subject property will be closed. Access will remain at the south of the subject property just west of the existing building to the shopping center, and the right-in/right-out access that exists on Santa Fe Street will remain as well.

12. Staff Recommendation:

- A. Staff recommends approval of the revised preliminary site development plan (PR19-0001) with the following stipulations:
1. A final site development plan shall be approved prior to issuance of a building permit.
 2. A waiver shall be granted to allow an overhead door to be located on the eastern (primary) façade. The overhead door shall be made primarily of glass and shall have a minimum 4-foot canopy projecting above it, with support columns constructed of masonry as shown on the building elevations dated February 19, 2019.
 3. A waiver shall be granted to allow the reduction of the parking and paving setback from 15 feet to 10 feet on the western property line.
 4. Landscaping along the northern property line may be deferred until after a certificate of occupancy is issued, but the landscaping shall be installed according to the approved plans within 45 days of the completion of the roadway improvement project at the southeast corner of the intersection of Santa Fe Street and Ridgeview Road.
 5. All areas of asphalt and parking lot removal and all tie in points to existing and/or proposed conditions shall be identified on the final site development plan.
 6. The parking lot improvements, interior curb lines, and storm sewer work at the north of the site shall be completed prior to issuance of certificate of occupancy.
 7. All landscaping on site shall be irrigated.
 8. As required by the *UDO*, all exterior ground or building mounted equipment, including but not limited to mechanical equipment, utility meter banks and coolers, shall be screened from public view with landscaping or an architectural treatment compatible with the building architecture.
 9. The final site development plan shall reflect that the existing tie-in inlets shall be converted to junction boxes.
 10. All signage on the site and building shall comply with the requirements of *UDO*, *Section 18.50.190*.