

STAFF REPORT
Planning Commission Meeting March 26, 2018

AGENDA ITEM NO.: 4

PROJECT NUMBER / TITLE: Application # 17-11 Tidal Wave Auto Wash Preliminary and Final Site Development Plan Review

REQUEST: Site Plan review for the redevelopment of the former gas station site into a car wash

LOCATION: 6501 Johnson Drive

PROPERTY OWNER: CStore Investors Too, LLC
700 W 47th St, Ste 200
Kansas City, MO

APPLICANT: Steve Block
Block Real Estate Services, LLC
700 W 47th Ste, Ste 200
Kansas City, MO

STAFF CONTACT: Danielle Sitzman

ADVERTISEMENT: 3/6/2018-The Legal Record newspaper

PUBLIC HEARING: Planning Commission meeting 3/26/2018

Property Information

The subject property is the site of a former gas station and is currently zoned “CP-2B” Planned Retail and Service District. It is located in Block “Y” of the West Gateway Form Based Code (FBC) Overlay District as well as within the Johnson Drive Design Guidelines area. The site is .76 acres in size. The proposed car wash use is an allowed use in this zoning district.



Figure 1: Subject Property-6501 Johnson Drive

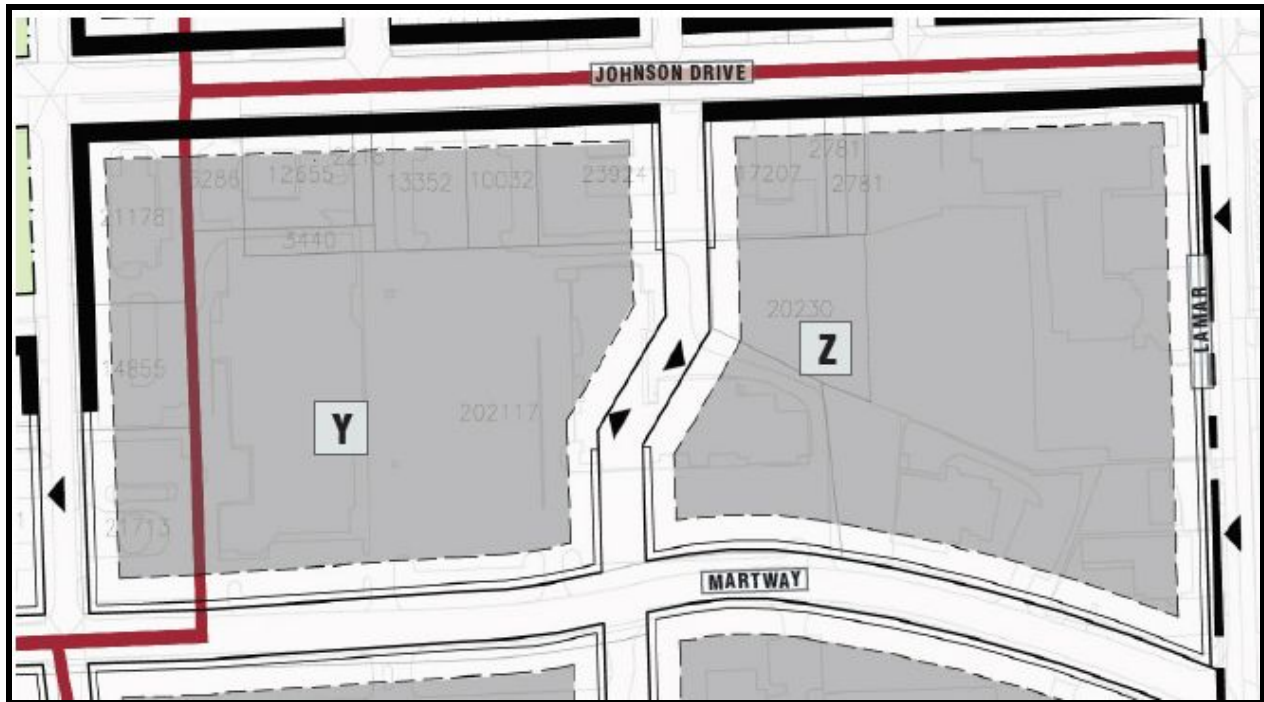
Form Based Code

Sector & Regulating Plan

This property is subject to Form Based Code (FBC) for the West Gateway Study Area. It is located in the northern part of Block “Y” in the Martway Sector. The developer is not proposing to assemble any additional parcels into the project. In the event of a conflict between the provisions of the FBC and the City Code or Johnson Drive Design Guidelines, the FBC takes precedence.

Details from the current regulating plan for this entire block include the following:

- Contains a combination of small and large parcels, many with good visibility from Johnson Drive.
- Ground level retail uses are important facing Johnson Drive. Retail is required along the frontage facing Johnson Drive. Parking and service areas should be accommodated away from Johnson Drive.
- The entire block is large enough to accommodate structured parking which would be a good fit with the existing grade difference between Johnson Drive and Martway Street.
- The extension of Walmer Street to the south connecting with Martway Street would be required in conjunction with development of the western half of Block Z.



Building Types Allowed

The following building types are allowed:

Townhouse type requires a minimum of 2 stories and a maximum of 4. All floors to be residential.

Mid-rise building type requires a minimum of 2 stories and a maximum of 4. Ground floor office or retail and upper floor office, retail or residential uses are permitted.

Parking Structure building type has no minimum or maximum floors. Ground floor commercial or office is required at principal and secondary frontages.

Low-rise building types are currently allowed in any sector, provided the site under development is no larger than ½ acre. The total site area exceeds ½ acre but is less than 3 acres and would qualify for up to 60% of the gross square footage of development (in one or multiple buildings) to be Low-Rise building type. The applicant has chosen not to incorporate the extension of Walmer Street into their redevelopment plans. Such a street dedication may have reduced the area of this parcel below the ½ acre threshold.

Surrounding properties are zoned as follows:

North-"C-0" Office Building District, "C-1" Restricted Business District, "C2-B" Retail & Service District. Free standing medical office, fast food and coffee shop with drive-thru service.

East-"C-2B", Retail & Service District. Free standing auto repair shop.

South-"C2-A" Pedestrian Oriented Business District. Medical office, motor vehicle office, restaurant, fitness centers, discount stores and specialty retail located in a shopping center.

West-"C-2B", Retail & Service District. Free standing fast food restaurant.

Comprehensive Plan Future Land Use Recommendation for this area:

The future land-use map of the Comprehensive Plan designates the area as appropriate for mixed-use medium density re-development to include a pedestrian-friendly mix of housing, limited office and medium density retail to serve the residents of the surrounding neighborhood. It should serve as a transition zone between low to moderate density residential areas and higher intensity development.

Project Background

The applicant is requesting approval to replace the existing gas station canopy and store with a new automatic car wash tunnel and supporting services building totally approximately 9,900 square feet.

Form Based Code & Plan Review

The West Gateway Form Based Code is a tool that assists in determining the appropriateness of development submittals to the City of Mission. Findings by Staff are determined using the scoring system contained in the FBC. The Form Based Code is structured hierarchically, understanding that certain elements are mandatory prerequisites, others are significant and others are minor. During the building of the Code, it was reinforced that, in order to achieve the level of quality in the urban environment from the vision plan process, more attention should be paid to those elements that directly contribute to the public realm than to the individual elements of architectural design. Therefore, the review process is also structured hierarchically, so that major elements are reviewed first. This allows Staff and the City's consultants to provide the applicants with an opportunity to correct major flaws. Similarly, the early stages of review, including block configuration and building type, are more heavily weighted in the scoring process as they focus on elements that the Code regards as inviolate or of significant importance. Conversely, lesser items may yield a lower score but not result in a finding for disapproval. All of the elements are important, but have different values to the public realm.

The threshold score for a recommendation of approval by staff as established by the FBC scoring system is 90 points or more, of a possible 100 points including the prerequisite passing scores in steps 1 and 2. Proposals which achieve this score should be considered to be in compliance with the intent of the FBC. They proceed on under the review steps outlined in the FBC. Development submittals which achieve a score of 89 points or lower will proceed through the approval process of the zoning code including full design review by the Planning Commission and City Council.

Form Based Code review was conducted by the City's master developer and Staff. This application receives a score of 60 points and fails several critical prerequisite steps. This is largely due to the all of the proposed buildings failing to meet the required building type standards. Buildings either failed to meet the minimum heights or were designed in a way that failed to reasonably accommodate the required building features. Additional points were lost as the applicant did not provide sufficient landscape, streetscape, or accessory structure information for review. Please see the attached letter from Core Design for additional details of this review.

The proposed development includes two buildings. One building is a two story, 6,699 square foot building fronting Johnson Drive to the north. The other is a 3,200 square foot building containing an automatic car wash tunnel along the south side of the property. The ground floor of the north building would contain parking stalls containing vacuums for use by car wash customers and a small office. The applicant has indicated that the width of the north building is sufficient to be used for retail space if the proposed use as a car wash facility ceases. The second floor of the north building would contain offices and storage areas.

Exterior building materials include split face block, stone veneer, standing seam metal, EIFS, metal awnings, and glass. Heavier materials such as block and brick are generally placed lower on the building walls. Partial information about percentages of EIFS and storefront glazing was provided. Windows and doors do not meet the minimum 60% requirement for storefronts in the north building along Johnson Drive. EIFS is used on 45% of the ground and upper floor of the north building. Dumpster, retaining wall, pay canopy and pay kiosk details were not provided.

The development would utilize a surface parking lot located on the interior of the lot and accessed by two private driveways. A drive through lane for the wash tunnel is shown along the south side of the property. All traffic would enter the site via the easternmost driveway and exit to the west. The existing median on Johnson Drive will be altered to allow inbound and outbound turning movements. A median break is also shown after the payment kiosk to allow traffic to bypass the wash tunnel and enter the rest of the site.

The City's traffic engineer, GBA, has reviewed the site access plans, vehicle queues, turning templates, sidewalks, and traffic study and are generally satisfied with the design. GBA does recommend moving the median break to the west edge of the eastern drive entrance to allow vehicles to leave the wash tunnel queue before the pay station. It is also unclear how trash and other service vehicles will access and maneuver through the site.

A landscape plan detailing streetscape improvements was not submitted. The civil sheets generally show a sidewalk area meeting the FBC designs of 5' sidewalks with a 4' tree zones. Details of street trees and street furnishings like street lights, benches, trash receptacles and bike racks were not provided for review. All required streetscape improvements shall be installed within the existing or proposed right-of-way. Final placement and configuration of these elements (street and pedestrian lighting system, site furnishings, trees, sidewalk paving, etc.) shall be further coordinated with and approved by staff at the time of public improvement construction plans.

Storm water drainage is gradually west across the site. The proposed redevelopment would reduce the overall impervious surface area by 5%. Therefore, according to city ordinances, stormwater detention and BMP treatment are not required.

The Sustainability Commission has not yet reviewed this proposal for compliance with the Sustainability Scorecard tool. The scorecard contains a set of criteria intended to gauge the sustainability of new developments in Mission. It takes into account such factors as building materials, energy and water conservation, walkability, and light pollution. The score is then passed along to the City Council to help inform decisions about city incentives. No incentives are being requested by the applicant.

Suggested Findings of Fact - Consideration of Site Plans (440.160)

Site plans shall be approved upon determination of the following criteria:

1. The site is capable of accommodating the building(s), parking areas and drives with appropriate open space.

-The building, parking area, driveways, and open space can be accommodated on the site.

2. The plan provides for safe and easy ingress, egress and internal traffic circulation.

-Additional information regarding service vehicle access is needed. An earlier median break in the queue lane is also recommended.

3. The plan is consistent with good land planning and site engineering design principles.

-The plan fails to achieve a passing score of the Form Based Code.

4. An appropriate degree of harmony will prevail between the architectural quality of the proposed building(s) and the surrounding neighborhood.

-The choice of EIFs material in lower elevations of the building can present maintenance concerns. More durable materials such as brick or stone should be used. Additional details regarding windows and doors, trash enclosures, retaining walls, landscaping and streetscape elements should be provided for review.

5. The plan represents an overall development pattern that is consistent with the Comprehensive Plan and other adopted planning policies.

-The proposed mixed use building is consistent with the intent of the Comprehensive Plan to encourage greater density and mix of uses.

6. Right-of-way for any abutting thoroughfare has been dedicated pursuant to the provisions of Chapter 455.

-Any required right-of-way changes for this site to accommodate such things as sidewalks will be satisfied with preparation of a final plat.

Suggested Findings of Fact - Consideration of Final Development Plans (440.190)

Final development plans which contain no modifications or additions from the approved preliminary development plan shall be approved by the Planning Commission if the Commission determines that the landscaping and screening plan is adequate and that all other submission requirements have been satisfied.

-The final development plan contains no modifications or additions. The landscaping and screening plans were not provided for review.

Staff Recommendation

According to Chapter 8 of the Form Based Code, applications are reviewed in a four step process. They must fully comply with all of the requirements of the first two steps in order to automatically proceed to steps 3 and 4. Proposals which achieve a score of 90 or greater should be considered to be approved and do not require further design review by the Planning Commission. The Planning Commission holds the authority for final review and approval of form based code compliant site plan applications. Non-compliant applications will proceed on for approval or denial by the City Council.

The project as submitted fails to receive a passing score. It fails to meet the prerequisite steps. Major flaws such as building types should be addressed and minor supporting details should be provided for review as described in the memo from Core Design. Therefore, Staff recommends the Planning Commission adopt the findings of fact contained in this staff report and recommend denial of the Preliminary and Final Site Development Plan Case # 17-11 for the Tidal Wave Auto Wash project.