

City of MISSION

City Hall - 6090 Woodson Street - Mission, Kansas 66202
Community Development Department
(913) 676-8360 - Fax (913) 722-1415

PLANNING COMMISSION

AGENDA

October 24, 2016

7:00 PM

1. Approval of Minutes from the July 25, 2016 meeting
2. Case #16-08 Marjorie Schmitt - Front porch waiver
Staff Report
Exhibit
3. Staff Update

MINUTES OF THE PLANNING COMMISSION MEETING

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The regular meeting of the Mission Planning Commission was called to order by Chairman Mike Lee at 7:00 PM Monday, July 25, 2016. Members also present: Jim Brown, Scott Babcock, Robin Dukelow, Stuart Braden, Dana Buford, Brad Davidson, Charlie Troppito and Frank Bruce. Also in attendance: Danielle Murray, City Planner; Brian Scott, Assistant City Administrator; Nora Tripp, Secretary to the Planning Commission; and Pete Heaven, City Land Use Attorney.

Election of Planning Commission Secretary

Mr. Babcock moved and Ms. Dukelow seconded a motion to nominate Nora Tripp to serve as the Planning Commission Secretary. The vote was taken (9-0). The **motion carried**.

Approval of minutes from the April 25, 2016 meeting

Mr. Babcock moved and Ms. Dukelow seconded a motion to approve the minutes of the April 25, 2016, meeting, with the following correction:

The word "tow" should be replaced with the word "tag" in Mr. Bruce's comments towards the bottom of page 5.

The vote was taken (7-2-0). The **motion carried**. Mr. Brown and Mr. Troppito abstained from the vote.

Case #16-03 – Revised Preliminary Site Plan – The Gateway Development

Chairman Lee: This will be a public hearing.

[Chairman Lee outlined the process for a public hearing.]

Ms. Murray: I'll give a brief staff report this evening. Much of what you've seen in the last couple of months remains unchanged, but for the benefit of folks in the audience, I'll going through some of the basics again.

Again, this is a revised preliminary site plan. That means you all make recommendation, and then the case goes to City Council next month for them to make a final determination. After that there is one more planning step, which would be a final site plan review. So, before you this evening is a revised preliminary site plan located in a planned mixed use district, or MXD. The intent of this district is to encourage a variety of land uses in closer proximity to one another than would be possible with more conventional zoning districts, and to encourage building configurations that create a distinctive and memorable sense of place. Developments in this district are allowed and expected to have a mixture of residential, office and retail uses, along with public spaces, entertainment uses and other specialty facilities that are compatible in both character and function. Developments are also expected to utilize shared parking facilities linked to multiple buildings and uses by an attractive and logical pedestrian network that places more emphasis on the quality of the pedestrian experience than is generally found in typical suburban development. Buildings are intended to be primarily multi-story structures with differing uses organized vertically rather than the horizontal separation of uses that commonly results from conventional zoning districts. This information comes straight from our zoning code for the planned mixed use district.

At this time, the applicant is requesting a revised preliminary site plan for the entire development. They do intend to proceed on to final site planning stage and then begin

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construction later in the year. As you will recall, the plan that was approved in 2012/2013, included a linear public plaza, or as they called it, an esplanade, along Roeland Drive; a four-story parking structure directly connected to upper level retail and surrounding buildings, as well as Shawnee Mission Parkway. Those features were all removed in the last plan that you saw in 2015/early 2016, and the parking structure was converted to three stories with no below grade parking.

A hotel was added in 2015 to replace the retail and service uses at the south side of the site. Now, with this proposed plan in 2016, they are retaining many of the features of that previous plan, with an additional two floors of apartments on top of the main large retailer in Building A along the northwest and south perimeter of that building with an exterior stairway along Johnson Drive leading up to them. Building A also does contain a small amount of green roof or planted roof in some of those areas. There was an interim concept that some of you may have heard about, that was not actually on any of the approved plans, which included a larger green roof with a walking track. The walking track feature is not part of this plan but the developer has incorporated some of the green roof features. So, as you look at the plans, you can see some of those upper story apartments have a view out onto a little bit of greenery. The total floor area has been increased slightly in this plan from the previous one, about 86,000 square feet, and the amount of parking in that parking garage has been reduced slightly by about 30-31 stalls.

The applicant is proposing a revised site plan tonight with the same perimeter footprint and character, with buildings that line all four streets surrounding the site, Johnson Drive, Roe, Shawnee Mission Parkway and Roeland Drive. The plan identifies six buildings throughout the site, lettered A through F, and surrounding a partially freestanding three-level parking garage, as I said. All of the buildings except for F contain a horizontal mix of uses. All of the other buildings contain either a mix of hotel and retail or retail and residential. Building F is the only building that has one use within it and that would be for offices. Like I said, Building A as a large retailer, does remain consistent with the previous plan, which was for a large ground floor retailer, except however, they have added two floors of apartments above.

There is a table in your staff report that compares the square footages for retail, residential, office, and hotel between the 2012, 2015 and 2016 plans, as well as the number of parking stalls. It also has a breakout for you of the percent of square footage both on the ground floor and above ground floor, with and without the office building included in that mix, since there has been some discussion about whether the office building would or would not be built.

Included in your staff report again is a long discussion of some of the design issues. I am only going to highlight one of them for tonight. Then there is also a long list of conditions. When we get to those conditions, again, I will go over the reason for including such a long list.

The one element that I would like to bring to your attention tonight in the review comments section of the staff report has to do with the Johnson Drive design guidelines. As I mentioned, one of the newer features with this is an exterior stairway feature spanning three stories. Basically from ground level on Johnson Drive up to the apartments above the north side of Building A. This is new, and it is proposed in place of any kind of store front façade of Building A on Johnson Drive. We have always said that when it comes time to review the final site plan, which this is not, but when we finally get to that, that the design features of that large frontage

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would be important. So, I wanted to draw your attention to that, and also to draw the applicant's attention to the fact that we will still be reviewing those elements with the Johnson Drive design guidelines as our measuring stick. Staff is not sure that this stairway is a feature that necessarily is contemplated in the Johnson Drive design guidelines, and we are not sure if that would actually integrate into the streetscape at that point. So, some of the comments that are listed in the staff report about building façades providing visual interest, having display windows, having entrances into the buildings that enter from the street being so important, will require further scrutiny of the stairwell to determine compliance with the intent of the guidelines.

We did also give you an analysis of the civic spaces. The parking calculations do meet our parking requirements. Some of the other elements about sidewalks, signs, public transportation, provision of Rock Creek Trail, traffic engineering, and storm water management are all included in the staff report. The developer has provided sufficient detail for a preliminary site plan, but there are still elements of all of these things that we will have to seek further detail with at the final site plan review to be able to comment on.

To wrap up here, staff does feel that the proposed development conforms with the comprehensive plan and meets the overall intent of the MXD zoning district and the specifics of the height area parking regulations that go with that zoning district. The proposed preliminary site development plan demonstrates a mix of three to four distinct uses within an area approximately equal to four city blocks. Those uses are arranged vertically in all the buildings except for F, like I said, which would be office. All of the floor area in the development is located in multi-story buildings including Building F. They are a minimum of three stories in height, up to seven stories for the hotel.

All those uses will utilize shared parking, which is located centrally and is, like I said, three stories in height. This parking is screened from view from the public realm, multistoried, has pedestrian connections internally and externally, with a significant sidewalk system around the development, including a private boardwalk for the interior civic space. Walkways are designed to make all portions of the development easily accessible on foot. They will be directed to provide special attention to streetscape features such as sidewalks and providing shade trees and pedestrian scale street lighting and other amenities along the street like seating and landscaping to provide for that high quality that we strive for in the zoning district, to make it both an inviting and lively place to be.

Staff believes all these features, when combined with the coordinated architectural style, contribute to creating a distinctive sense of place which is compact, urban and active. That being said, while the development is generally in conformance with the zoning and site planning requirements, there are some details that remain unresolved. Many of those details are beyond the scope of a preliminary site plan, so they are not technical deficiencies at this point. But, we would, as we have done in the past, always point these things out to the developers so that as they proceed on to further steps, they are aware of what our expectations are.

Included in your staff report are the 28 conditions that were with this application the previous time. There, as you will recall, were 27 conditions. The 28th condition has to do with leasing of

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the development, presented by the city council in November 2015. That is just automatically included as a historical condition that they would expect to see.

Staff does recommend that the Planning Commission recommend approval of the preliminary site development plan for this case to the city council with all 28 of those conditions. I am not going to go through all 28 conditions. They are annotated in the staff report, telling you where they came from. If it says “rezoning” and a number, that is the condition that was placed on them by ordinance at the time that the site was zoned in 2006. If it has a date after it instead, like “comments” and then a date, those were conditions developed from staff comments to the developer. They have had two rounds of review now, one in 2015 and 2016. Basically, we gave them the same review comments this last round because they have turned in the same project to us, but for the minor changes to the apartments above Building A. Then, if there are letters after the condition, like “GBA”, that is the abbreviation of the name our engineering firm. So, those comments came to us via our engineer for either traffic or stormwater.

Also, included in the packet is both the proposed plan at this time, and the previously- approved plan. I believe that concludes staff report with just a last reminder that this is a public hearing.

Chairman Lee: Thank you. Any questions for staff before we hear from the applicant? Would the applicant like to step forward please?

Thomas Valenti, Gateway Developers, appeared before the Planning Commission and made the following comments:

Mr. Thomas Valenti: Good evening, Mr. Chairman and members of the Planning Commission. We have brought some changes to you primarily to address the concern that some had with the verticality of the project, and have added about 74 residential apartments on two levels above the main retail building. Danielle had talked about an additional refinement to that, which is a glass stairway feature entrance diagonally across almost the length of Johnson Drive, going diagonally up to the apartments. We think that will make a very nice feature. Danielle had also mentioned some green areas that serve those apartments above that main retail building. We also believe that those will be very nice touches to this.

We believe that this plan is functional, certainly meets the MXD zoning qualifications, will be a great place to live. It will be a great place to work, will be a great place to shop. All of the commitments that I have made to you in the past with respect to maintaining a clean and safe project will be also going forward with respect to 24-hour a day, seven days a week security. Policing the lots for litter, initially three times a day, and after the first several months, we will determine whether or not that needs to be increased or it is more than is needed.

We are looking at a total now of 274 residential units. These will be market rate units. They will hopefully compete with residential units on the Plaza. A price point a little less than the Plaza, but that kind of quality. The apartments that are above the large retail building will be studios and one bedroom units. They will be single loaded, meaning that the entry to each of the apartments will be on the back side of that building, and all the apartments will be facing the street or the parking garage. The units at the second level will have balconies and green areas. There are also some additional green areas that we will point out in greater detail.

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We have made some other refinements that I think are great enhancements to the project that you previously approved. They are not significant, but there are some improvements to the pedestrian features and some of the entrances and exists. Our architect, Josh Shelton, and my son Matt, will go through each of those changes. I know some of you are new or relatively new, and for the benefit of the members of the public, I think it would be appropriate that we give a more detailed explanation.

We understand, as in the past, that the staff would propose the conditions that would have to be either satisfied or otherwise addressed, and we will address those comments. For instance, the issue with respect to the Johnson Drive corridor study requirements. We believe that the glass stairwell, which will be a really beautiful feature, should satisfy that. But, we understand that we have to discuss that with staff and that will be subject to your final decision at final site plan approval.

We would like to get started as soon as possible. We hope that one of the main issues back in 2015 and the beginning of this year, which was the need for additional uses above the main retail building, has now been addressed, and what we wanted to do was have a use above that retail building that we know we can deliver, that there is no question that we can deliver. Some of you who have been on the board in the past knew that we at one time had retailers above that building. We were able to sign one retailer and we were not able to get the other retailers to go above. It was just a question of those retailers saying, why would we go in a non-dense city downtown kind of environment on top of another retailer when there are at-grade opportunities all around us? That was the dilemma that we faced.

However, with respect to the apartments, we know there is a market for these apartments, especially the studios and one bedrooms. And, we know we can deliver them. They are going to be beautiful. They are going to be attractive. I think they are going to be highly sought after. The apartments in the other two buildings are one bedrooms and two bedrooms and will be more spacious. But, as in the past plan, they will all share in the hotel amenities, the pool and the fitness center, and I think will be a great amenity for the potential residents there.

There is covered parking. The residents will have one designated spot for each apartment. There will be a card access area where only they can get into. In addition, there will be card access into those buildings so that we maintain security. We will have camera security as well as patrol.

I will be here for questions, but I would like to turn it over to Josh and Matt so that they can go through some of the details for you.

Matt Valenti, Gateway Developers, and Josh Shelton of el dorado architects appeared before the Planning Commission and made the following comments:

Mr. Matt Valenti: I am just going to take you through the site plan. Again, as my dad said, for the benefit of those who are new, I am going to not just focus on the new, but also give a wraparound of the rest of the project as well.

Obviously this is an aerial sketch. You are looking at the project from the southwest corner of the site at the intersection of Roeland and Shawnee Mission Parkway. This is the hotel building

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which we have an agreement with a national flag for both boutique style, and also an extended stay. So, instead of doing 200 rooms of all boutique, we are going to do about 150 rooms of boutique style, and that same national flag as an extended stay product as well. We are going to do about 50 rooms of extended stay, which will be more suite style. Perhaps people that are at KU hospital for an extended period of time, or whatever, will benefit from those rooms.

Mr. Thomas Valenti: And, as Matt said, that franchise agreement is signed. We have paid the franchise fee. We are ready to go on it.

Mr. Matt Valenti: This is that structure. This is both retail and residential along Roeland. We have some surface parking here for the retail along Roeland. The back side here is also retail and residential along Johnson. There is some on-street parking along Johnson here, as well as a connection. At this point you can get into the public plaza space back here. This is the large retail building with now residential apartments wrapping around the north, west and south face. This is the single-use building, which would be an office. Also, there is parking below this office building that comes and goes with that building if we don't procure that building. Fifty percent of that building sign leases before we are going to be too far down the road. We probably [*inaudible*] the parking that is underneath, [*inaudible*] that is really just required for that use.

Mr. Thomas Valenti: Matt, we want to just mention. We talked about moving the hotel to the east. That, we have already done in this plan. So that the eastern edge of the hotel now lines up with the top edge of that parking garage.

Mr. Matt Valenti: This building slid to the east a little bit, to line up with this. In the event that this building was not here, this building, in a previous submittal, ended back here. We just felt that visually from the street out here, that might look a little awkward, that that does not line up. So, now this actually lines up with this face.

I am going to take you for a spin around the site plan. Basically, you are looking at an aerial view of the project. So, you are looking at the top of the deck, which is outlined here. This is the surface lot entrance off of Johnson Drive, at the surface. This is a surface lot back in here. This is the retail building below with the residential above. These are the green spaces that we are talking about. This is the pedestrian entrance right here, coming from the top of the deck into the residential lobby right here. You will have a single-loaded corridor. The corridor will actually run along the back side of the apartments, and all the apartments will face out. The apartments here on the west side will actually have patios. The first level apartments will actually have patios and a walk out and will experience some of this green space. A parapet from the retail building will come up so that in your patio you have a green divider that you are looking at. You have plantings, a patio, and then the parapet comes up. It will be green, so you have a separation between your visual and the parking lot. You will not actually be looking out over the parking lot. This is another green area. This is going to be a common clubroom and outdoor space that all of these units can utilize.

Mr. Josh Shelton: One thing, that by stacking the two levels of residential above the main retail building, it helps solve an issue that we face with the office building that was looking out over the roof of the main retail building onto all the rooftop equipment. Now, that is shielded and

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actually looks out over a common area green space with residential units. We feel like it is a much more compatible relationship with the office structure.

Mr. Matt Valenti: I am going to spin around. Some of these areas that are bubbled are also showing you some differences that have changed. First, over here, we added a pedestrian connection here from the sidewalk, all the way down, and added a pedestrian connection here up to this terrace level. At this terrace level, you have the restaurant spaces within the hotel building, and then you would also be able to connect, if you are a resident here, into the fitness area and the club room above the fitness area. For the residents, there is a pedestrian connection we have added there.

The pool for the hotel was actually dropped one terrace level. This lower level terrace expanded a little bit and this upper level terrace shrunk. We wanted to have all the upper seating for the two restaurants on this upper level terrace and we felt like it would be better to have a separation between the pool level and those outdoor seating spaces. You will see below here, on another floor plan, that this connects into the hotel lobby area and the hotel cocktail bar, with separate bathrooms and everything. So, if you are a resident and you are using the pool, you do not have to walk by the restaurants necessarily. You can stay down there, use the restrooms just going into the cocktail bar and get some soda or drinks, whatever, and stay at the pool. The restaurant seating will be up above that. Also, I think from the intersection where cars are going to be stopped, you are going to be quite a bit above the pool, so you are not going to have a direct view at people that are at the pool. It is a better visual as well. This terrace just slightly changed in shape and opened up a little bit.

This is level one. Again, this is all retail and green. Main retail building and then service for the hotel. This service area expanded a little bit so that we could place the service elevators in the right spaces for use of the restaurants and the hotel, as well as being able to use the service dock and all that for both of them. There is also a separate entrance in here that goes into a pedestrian elevator so if there is a tour bus drop off, that can be done on this level and then brought straight up into the registration area.

This also has a bubble around it. At Johnson Drive now, the residential actually hangs out a little bit over a retail building. So, there is a little bit of an overhang. It is not just a flat surface. You are actually seeing a pop-out of that residential hub.

Mr. Babcock: You talk about an entrance on that side of the building and there is going to be a glass staircase of some sort. How do you figure you are getting near the 75 percent requirement for windows?

Mr. Matt Valenti: Right now, the way we have shown it and calculated it, we are meeting the 75 percent.

Mr. Babcock: Are you relying on the apartments to give you some of the windows? Is that what you are doing?

Mr. Matt Valenti: No.

Unidentified: PBP A200 shows an elevation of that. So, it correctly follows A014 and begins the elevation series.

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Unidentified: The code calls for 75 percent of the store front or frontage of the building to have glass.

Mr. Babcock: Well, I think it is the whole side of the building. Like, against Johnson Drive, it is supposed to be also. I believe that side of Walmart or Building A on the north side is supposed to have 75 percent glass.

Mr. Matt Valenti: Correct. What we have done, and I will let Josh talk on this a little bit. Previously, to meet that 75 percent, we had storefront glass that were more or less display windows along Johnson Drive there within that Building A face. Instead of having non-utilized glass for the purposes of meeting a code, we thought if we took advantage of, number one, having an entrance on this side into the building and, number two, having more of an activated feature that also incorporated the glass into it, that we could [*inaudible*] around. I can tell you this is going to be more expensive, but we also feel like it will benefit, not only the residents for having an entrance over here, the bus stops over here, you know, the millennial crowd that is going to be using the single bedrooms and the studios are more apt to use the public transit. So, they will be able to easily get in and out here and up to their residence.

Mr. Babcock: What that is depicting, I imagine you are looking at the north side elevation of A200, it looks like kind of a ramp setup that goes up to stairs. That whole thing is glass? Is that what you are talking about?

Mr. Matt Valenti: Yes. From right here. This is actually the entrance and you can walk in and come up and then go upstairs.

Mr. Shelton: That upstairs area we had planned to be common area space. That would be kind of an express gathering area for the residents.

Mr. Babcock: Danielle, you were saying that does not meet the Design Guidelines?

Ms. Murray: We have not discussed its conformance in any great detail.

Mr. Babcock: I know it is a preliminary site plan.

Ms. Murray: At this point, it is more of a massing concept than anything. But, yes, we have questions for them as follow-up to the [*inaudible*] building, [*inaudible*] streetscape.

Mr. Babcock: Thank you. I know I am getting ahead a little bit, but I want to make sure you understand our concerns.

Mr. Shelton: Yes. It is right at the crux of the conversation of how the plan has evolved. Because of Walmart, or a large retail, we know it is contemplated to be Walmart, but any large-scale retail user, which we have to contemplate any and all, because of that orientation, their main entry would be off of the parking lot. As a result, I think there was a concern that we had as the integrity of the design of the project, that the glazing facing Johnson Drive at that point would be a false expression of active storefront. So, what we chose to do instead was celebrate pedestrian circulation through the glazing and also the common area space of the residential, express that as something that would activate the site rather than sit in a less active orientation to Johnson Drive.

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Mr. Brown: I kind of believe that anything can be done with proper design and make it fit if we are all playing by the same book. With that being glass, it seems like there is an opportunity to put something behind the glass to make it engaging from the street. So, some type of design that engages the urban environment that we are now going to have along Johnson Drive. Specifically, something more decorative and not signage related at all.

Mr. Shelton: I think that could be really nice. Actually, we have talked about that amongst the development team. We would like to explore that further, some patterning that is actually etched into the glass or something that is on the wall behind the glass, incorporate lighting detail so it is a beacon at night. Right now, this is kind of preliminary massing and zoning. The idea is expressed, but I think that would be a design detail that we would intend to follow through on.

Mr. Brown: I would not assume you etch into the glass, because then it is more permanent. I would just assume you would do something that would be more design-oriented that you could change over time, that might be flexible more with our environment as time goes along. You might want to change it yourself. You start spending the money on etching that in glass, then you are set with that for a long, long time, versus something that you could design on the interior of the wall and be lighted and more artistic than something permanently etched in glass. That would be what I would prefer. But, it needs to also be that storefront type look environment when you are done. That is a challenge that I would like to see you step up to if you are going to go with that. How do you make that design work and make it look like store front but be artistic and engaging at the same time?

Mr. Shelton: Yes. We would love to rise to that occasion. I think that's right up our alley. Perhaps it is some artistic element that is on the wall behind. Maybe there are different levels of translucency of glass and transparency of glass that we also explore so that it catches light in different ways. There is a lot of potential for unique design expression within the standard storefront system at this location.

Mr. Brown: What is the material below the incline?

Mr. Matt Valenti: That is just the precast that was on the retail building.

Mr. Braden: Tell me again what the entrance at the lower level is, that looks like it is behind the glass?

Mr. Matt Valenti: That is just an entrance in through the glass. You will have carded access for the residents here, so they will be able to come and go into there and then come up. This up in here would be more like a quasi-lobby-ish area up there at each level. The main lobby will be over on the west side that comes from the parking lot there.

Mr. Babcock: Is it environmentally controlled, that entry way, or not?

Mr. Matt Valenti: I would imagine we would have to. Well, it is on the north side.

Mr. Babcock: Jumping ahead to your green space, did you get approval from Walmart?

Mr. Matt Valenti: Yes. The patios will be patios; the green space will be green space. It is not occupy-able. We do not run around on the grass.

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Mr. Babcock: When we get to that point, can we focus on how the residents get into the apartments on the retail building? I am concerned about that. You told me the [inaudible]. What that entrance is going to look like.

Mr. Matt Valenti: Going back to level one, I think we did most of level one. Right now, it's level one, and I mentioned that it is here now because of the residence above. If you are going to have a fire exit stairwell here and an elevator that potentially comes all the way down, [inaudible], whether or not it has an access point here is something that we need to talk about. There could be a fire exit stairwell here, here, here and I think we may have to talk about this.

This is level two. So, you come up to the first level elevator deck. You are coming off Roeland, entering in. This is a hotel drop off. The registration area for the hotel is here and there is a spa/restaurant space here. This is the first level of residential. There will be controlled parking over here for the residential, for all of this residential. There will be a connection here at this point that comes into the lobby of the residential on the second level.

Mr. Shelton: It should be noted that what appears to be a bridge from the parking garage to the large retail, is a dotted line, which indicates a pedestrian connection above. This is really above.

Mr. Thomas Valenti: Just with respect to the security issues, you would have a card access only into that parking area and card access only into the building itself. So, you would have to swipe your card.

Mr. Braden: Okay, so you get to the parking area separately, first, and then come in?

Mr. Matt Valenti: Yes. It is not just that you are going to swipe your card to get into the parking and then walk into the apartment, because anybody could walk around. You have still got to use your card in order to get into the building.

Mr. Troppito: Could you briefly review emergency responder access to the residential area and to the office area?

Mr. Matt Valenti: The height of the first level back allows for fire truck access underneath it. So, you can get underneath there with a fire truck.

Mr. Troppito: And the structure would support its weight?

Mr. Matt Valenti: On the first level. At ground level. So, it is high enough. The next level is high enough so you can get under there with a fire truck and access underneath there. We met with the fire marshal and he signed off on his access points for residential, hotel and office. We went through the exiting strategies, especially for this building, which were a little bit more complicated. We worked through all that with the fire marshal. I think the key is that he can get underneath here and come through this area if he needs to. He has got access here, obviously here on Johnson.

Mr. Babcock: Matt, could you go back to the first level. Because I think at least maybe some members of the public, discussed – and I know Josh will get to it in greater detail – that green area.

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Mr. Matt Valenti: This is at the first level retail, you've got plus or minus [*inaudible*] feet of retail here. There are some restaurant locations that we have pegged as being here, here and here. This actually has an overhang dotted line. There is a dotted line here. So, there is an overhang here. So, this is all covered outdoor seating and then all of this darker material here is a raised patio from this green space. You will have these restaurant locations with outdoor seating back here. This is all green space. This parking deck has cladding as well as a landscape buffer. I think there were 130 or 122 trees that we will plant on site, and some of them are lined right here on the parking deck along with the cladding. So, you are not staring from your seating out into the parking lot.

Mr. Babcock: What are the distances across there, roughly?

Mr. Matt Valenti: This is 65 feet or so. So, this is probably about 70 feet. This is probably closer to 110 feet right here. Then it gets pretty tight down here. This is where the [*inaudible*], and a lot of this stuff, [*inaudible*] stuff. It is also for the restaurant spaces, you have got trash compactor space in here and here.

Mr. Shelton: I think one thing we are excited about with the way that the retail and mixed use residential [*inaudible*] away from the garage is it does create a unique mixed use on this pocket park that is open to the public, open to the residents. I think it is a place where residents can come down and hang out, and also members from the neighborhood can come and have dinner. As Matt mentioned, the parking garage is clad with a faceted perforated screen. So, it is not applied flat to the building. It has slight angles and pivots so it catches sunlight in different ways. I personally do not know of another mixed use pocket park like this in the city. So, we are pretty excited about the role that it will play within the overall project.

I think there has been a misconception, where I have at least heard people say that the boutique dining experience will be overlooking this large retail. It is really not the case. We have used the parking element very strategically and the sculptural wrap of the parking very strategically to provide the right sorts of buffers for the right sorts of problematic elements throughout the project. Not only has the wrap around the parking structure shielded it from the main streets, which is a kind of strategic urban design strategy, we have also used the parking itself to buffer the different problematic elements from one another, so that if you are having a shopping experience at a larger retail facility, you are not in the middle of someone trying to have dinner with the family, and vice versa.

Mr. Matt Valenti: This just shows that landscape plan. The green space, the patio. This is an entry where it goes underneath the residential, so there is no point here to walk straight back in. There is also an opening here to come back in off Johnson.

Again, this is that lower level terrace. We expanded this lower level, put the pool down here. The pool area. This is the hotel registration. Again, you are the first level of the structure deck now. You have come off of Roeland. You are pulling in. Either you do a hotel drop off, park and come in. You have the registration to both hotels, by the way. They share the registration. This is the cocktail bar. If any of you have been into the Aloft down at Leawood and you see that small XYZ Bar that is upstairs, this would be similar to that. It will have actually some sliding glass doors here that can open up into the pool area [*inaudible*], both a men's and women's

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bathroom down here for access to the pool people. Then, potentially either a spa space or a restaurant space or both. There is another pool right down here.

Again, this building has shifted slightly to the east. And then, this is the parking that would come and go with the office. This is the first level of office, your entranceway, some small office space and lobby space.

This is the top of the deck, the top-level deck. This is your pedestrian connection that brings you over into the residential, very similar to these pedestrian connections. You are up above the retail building at this point, coming into the first level of residential above the retailer, and then there is another level of residential above this. At this level, you have these patios at this space facing into this green area. Another green area here with a patio and some green space over here. Then, you see the single-loaded corridor running along the back side of the apartments here. This is the location where the glass staircase that comes from Johnson. It will come up and land here at this level.

Mr. Brown: Could you point out all of the elevated walkway connections coming off the parking deck?

Mr. Matt Valenti: Sure. This one, this one, this one, and then really this is a connection. There is a connection here. This is the fitness center for the residential at this level, and then above it there, is a club room, *[inaudible]*, and a little theater space and stuff like that above this. So, there is a residential patch in here as well.

This is a separation here so that you can daylight down below, *[inaudible]* down below here, so there is actually a connection here as well. This is almost like walking straight into the building as I explained, the office. Those are the connections.

This is the top level of the deck. You have got your restaurant spaces here. This is open to below so you will see the registration down below at this point. There is a connection for the residents to come through here along this terrace. You can come through here and down to the pool, or you can go out to the restaurants. The restaurants will have upper seating at this level. We have got a little more in the design than we need to, but we were trying to figure out programmatically how these buildings will work, especially with trying to figure out how the service will connect to the space down on a lower level.

These are the service elevators. These we would use as kitchen space, and this would be dining space here and here. These would actually be elevators for the hotel itself. These are the service elevators here and here, and then the other hotel elevators here. And then we're showing bathrooms beside here for those ones.

This is the next level up. You are no longer at grade with any parking. This should be a dotted line, but this is the top level of the residential above Building A, and then you are into the hotel rooms here, and you have got two more levels of *[inaudible]*. You have one more level of apartments, actually.

These are nothing other than the pieces for the residential, all of the vertical *[inaudible]* are the same. Vertical circulation is the same. But, the access stairwell and elevator and fire escape, fire-exiting stairwells of the residential would be here.

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This is just showing some pedestrian circulation. This one is showing the private pedestrian elevation. This is for the residential connection. This is a massing study. The blue is all residential. The crimson red is all retail, with restaurants down below in here. The orange is hotel and restaurant on the second level, and then the green is office.

These are some perspective elevations. Other than obviously the elevation above the main retailers changed, except you have a little bit different view here just because the hotel is shifted over a little bit. The actual footprint of the office changed just a little bit to get the footprint off of a sanitary easement that was down here.

This shows the end of the hotel. The separation between the hotel and the office. This is looking at the office from the east. You have two levels of parking underneath the office building itself. This is Shawnee Mission Parkway looking west from the east, and again, parking and the office above it. This is the residential above Building A.

These should be all the same as we have shown in the past. This is the residential connection on level two. Same thing. That is the residential connection at level two.

Unidentified: Those are for the apartments along Roeland?

Mr. Matt Valenti: This is the parking structure, the retail below, and the apartments along Roeland. Residential connection. This would be the parking structure, the retail area and apartments above for that [*inaudible*] section.

Unidentified: You are looking to the north on that one?

Mr. Matt Valenti: Yes. Looking to the north from the south. Your back is up against the office. This was, we kind of started developing this – I'm not sure if this is part of the [*inaudible*] that we had talked about. This is – How would you describe that coming off the retail out to Johnson, [*inaudible*] make that connection?

Mr. Shelton: Yes. It is kind of a shaded covered canopy that hosts bike racks and seating area. But, it makes a pedestrian connection to the main entrance of the larger retail building along Johnson Drive.

Mr. Matt Valenti: That will be right here at ground level. It will come out from the first entrance, along the storefront, out to Johnson. These are the elevations, which we went over pretty well. The only things that we did not look at that were different were, this is the office with the hotel in the background. This is the hotel and its relationship to the office. This has changed a little bit. Again, you can see the office is now looking more at the apartments as opposed to just a roof.

Mr Babcock: If the office does not go, will the hotel stay put or will it still move even farther?

Mr. Matt Valenti: No. It will stay, what's there is there.

Mr. Tom Valenti: From that section of Shawnee Mission Parkway, because what you would be seeing if you could see, would be the lowest level of parking. So, you are not going to see very much of it, if you see any of it. If you are looking to the left, if you are going east, they are going to ticket you.

Mr Matt Valenti: This is just showing underground [*inaudible*].

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Mr. Shelton: Do you all have any questions for us about the design, at this point?

Mr. Braden: How are we treating the corner of Johnson Drive and Roe? From your elevations I know this is elevation looked to me like a warehouse. I am just wondering with the anticipated true appearance will be of that corner?

Mr. Shelton: It is an art screen wall that would have the signage. Monument style signage stating the name of the place.

Mr. Braden: But, then the Walmart building behind that, how is that being treated, because that is visible above that?

Mr. Matt Valenti: This wall is actually the height of the Walmart.

Mr. Braden: Do we have an elevation of that?

Mr. Matt Valenti: It is hard to tell, just because it is not three dimensional, but let's look at the top drawing. This is a single loading corridor behind, of the residential. Then where this line is right here, is the top of Walmart. The trucks go behind this wall. So, this wall comes out from Johnson and curves around. This is a kind of rounded wall. Because it is unique, it is kind of hard to picture it. But, this is the actual height of the Walmart building.

Mr. Braden: I am looking at that wall right there and that whole façade looks like, especially above the top of Walmart, would say it just looks like a flat wall.

Mr. Thomas Valenti: You are not going to see it from the street level.

Mr. Matt Valenti: That is the tricky thing about these elevations. That wall is actually facing the service parking lot. So, it is a good couple hundred feet away.

Unidentified: I think you are going to see it when you're driving to the west, off of Shawnee Mission Parkway.

Mr. Matt Valenti: You are not going to see it along the road.

Mr. Brown: All right. But, you will see it from a distance. The question is, can you dress it up, as in some kind of composite panel?

[Overlapping comments.]

Mr. Brown: It doesn't have to be plain, does it?

Mr. Matt Valenti: No. It doesn't.

Mr. Brown: So, there is something that can be done about making it more attractive than just a single color wall.

Mr. Matt Valenti: Yes. Breaking it up with other colors. Yes. Switching the panels, or something. One of the things that we were talking about on the plane coming out here is perhaps putting some glass up at the top of that, so that you let natural light into that. You do not want people looking out onto the Walmart, quite frankly. But, if you put the windows up high.

Mr. Brown: Like a transom or something?

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Mr. Matt Valenti: Sort of. Yes. That might help that hallway. It will give a better articulation as you are heading west along Shawnee Mission Parkway. But, you are right. It does not need to look plain. We could dress it up.

Mr. Brown: Also, the sun is going to come up on that first thing in the morning. There is not any reason why you should not try to take advantage of that with your design, to make it kind of pop in the morning when people are driving to work.

Mr. Braden: I have two other concerns. One is the entrance into the public space. Can we look at those? Unless there is signage telling me it is back there, a little more inviting entrance - I do not know how much of the public would really utilize that space.

Mr. Shelton: Could you go to the vignettes that show corner of Johnson and Roeland and then the intersection of Martway and Roeland? They are going to be pretty grand features that really invite you in. In these locations there are several signifiers. We use these opportunities as entrances into the site to break up the massing of the residential. At that point the corridor becomes glazing. In this case, it where the pedestrian bridges are coming over from the garage. The pedestrian links are coming on the back side of this glass and linking up with this kind of lobby condition. It is all glass from all three floors, so it will glow at night. It frames a large breezeway into the development. There will be restaurant uses on both sides, and the shift in ground plan also goes from concrete paving to kind of a wooden boardwalk plank right there. So, that entrance where Martway comes into the retail parking is very celebrated. And then, the one at Johnson and Roeland Drive is here. So, the corner building to the right faces the intersection and then subtly offsets another moment where we are breaking up the massing of the residential block and creates another large opening into that parkway that is between the parking garage and the mixed use. Again, glass, highly transparent, no shift in ground surface. In this case, you will really be able to see through and see the depth of that green space, trees, sculpture, unique lighting, that kind of thing. These are very celebrated. There is also, at the entry to the upper level of the parking garages, a kind of celebrated vehicular entry, as well as now added pedestrian entry to the terrace of the hotel.

Mr. Braden: With the preliminary plan, we did not get into the detail that we will get into with the final plan. Matt, can you also show the similar celebrated entry off Johnson near Roeland? I thought you were showing Martway.

Mr. Shelton: The entry to the larger retail, we had covered earlier with that express overhead canopy which is on PDPA014. That is both now a celebrated pedestrian entry as well as a vehicular entry. It is hard to see it in 2D but when you do the 3D ones, when we have the renderings done, this is all open. Because of this, you are seeing the cladding with the parking in the background, but this is all open back to green space and this is all [*inaudible*].

Mr. Braden: Is it still pretty similar to the renderings in the brochure?

Mr. Matt Valenti: Yes. It is the same. We are not changing it at all.

Mr. Braden: So, it is pretty open.

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Mr. Matt Valenti Yes. All of this was open and space at the corner of Johnson and Roeland, and [inaudible] boardwalk, [inaudible] probably out here on the edge of the street connects to the sidewalk right up along Johnson, and you can actually take that right into there.

Mr. Matt Valenti: If it would help to see some of the renderings, we can go on line very easily and show you.

Mr. Braden: I know that is for a final site. I was just saying there is nothing to look at, and I would like to see in more detail at the final

Mr. Matt Valenti: I think that concludes our remarks.

Chairman Lee: At this time, we will open up the public hearing. Once again, I will remind everyone who wants to speak either for or against the application, to limit themselves to three minutes and to direct all your questions to the Chair. With that said the public hearing is now open. Please step forward and introduce yourself.

Ms. Ryan: My name is Wanda Ryan. I own the building at 4800 Johnson Drive which is directly across from the big retail building. So, I appreciate your concerns about what that building looks like from Johnson Drive. They said precast. Well, to me, precast can be a number of things, but I am sure the other word was concrete. I think that material needs to be addressed because it is really – if we looked at those graphic illustrations, it was a tall spot below the steps. I do not know where the back of that building is, Building A. Where the trucks will go and load and where the dumpsters are? My other question would be where do the trucks enter to drop off the merchandise for the large retail space?

The third question will be, we are talking about green space and trees along Johnson Drive. But, as I drove along Johnson Drive in the new development where Five Guys are, those trees were set within a three square foot metal grate and concrete everywhere else. There is no way those trees are going to survive. Along Johnson Drive, I would like to see the green space so that the trees have a way of surviving, having a way to get water into those roots. Thank you.

Ms. Porro: My name is Barb Porro, 4982 W 60th Terrace, and I have some questions about the walkway. I am not quite sure what the destination of the walkway is. Is it towards the east or towards the west? Is it a slope or is it stairways? In either case, where are the people that are going to use the walkway coming from? Is it meant for the residents to come down into the whole area, or is it meant for people, pedestrians to go up into areas. If it is meant for people to go up, where are those people parking? Where are they coming from? Are they being dropped off by buses? It just all seems confusing.

The other question is about for people that are not residents of all these apartment units, is it going to be in any way walkable for people that just want to walk, or are we going to be met with, you can't get through here because it's an apartment, or you can't get through? So, there are these green spaces, and as a neighborhood, we are interested in what is going on in this. I live right nearby and I walk and I would like kind of a walkability myself.

Those are my questions, but my general objection has always been to the Walmart, but now especially to the 24 hours of it. I am not sure if this is the correct place to voice that concern. Way back when it was Mission Mall, it was closed at 10:30 p.m., and there are a lot of

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residential, and now there is going to be even more residential with all these apartments above and below. The idea of a 24-hour Walmart is not very compatible with residential, as far as I can see. It just sort of popped up all of a sudden. In all the talks that we have had up until the last meeting that we had at Sylvester Powell, there was never any mention of Walmart being 24 hours. Now, it is being almost accepted. I even asked one of the council members, where did this come from? Even the council member did not know. It is a huge concern to me. As a resident I just do not want to live near a 24-hour Walmart, and I cannot imagine anybody living above it or around it would want to live there either. Thank you.

Chairman Lee: At this point we will close the public hearing. We will see if we can get your questions answered.

Mr. Thomas Valenti: The first one is regarding the trucks. This is Roe. So, this is the large retailer. This is the loading area. The trucks will come in and they will back up. So, they will be along Roe.

With respect to the green spaces. The green spaces and the walking areas will be open to the public along Roeland, along Johnson, and within the area between the parking garage and the building along Roe and Johnson. This area here. That will all be open to the public. Now, what will not be open to the public would be the green areas that will be serving these apartments.

Mr. Shelton: And those green areas, they're not green areas that you're walking on anyway. Those are patio space with some green around it. So, it's not useable green space.

Unidentified: She was also asking about the back of the building, where is it? It's on Roe.

Mr. Thomas Valenti: Yes, the back of the building is on Roe, right along here. The walkability, time. That is up to Walmart. I do not have any control over that.

Unidentified: I think her other question was the walkability of it and that is the whole idea of the project?

Mr. Thomas Valenti: Yes. We are adding an incredible amount of sidewalk and this boardwalk area, not only around the project but throughout the project. It contemplates a continuation of the Rock Creek trail both on the perimeter of Roeland and Johnson, and then through our common area between the parking garage and the buildings along Roeland and Johnson.

Mr. Brown: Just to clarify, you are speaking of the public access spaces. You are not going to be able to go up and walk through the residential hallways.

Mr. Thomas Valenti: No. That was another question I think Barbara had asked. If I am wrong, Barbara, you correct me. Only residents will be able to go in that glass stairway. They will need a card key to get in, and they will also need a card key to get into the building, so we do not have a situation where someone could sneak in. We have got to provide a safe and secure environment for our residents.

Unidentified: But, it is only the residents on Roeland Drive?

Mr. Thomas Valenti: It would only be the residents that would be above the Walmart building. Barbara, what I am talking about earlier, what Matt was showing earlier was the glass - this is

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Johnson, so it is that glass stairwell, ramp, whatever it is, that is going here, to the level above Walmart, and then there is a lobby here.

Ms. Porro: I see. Thank you.

Mr. Brown: A question also came up about the precast wall there to the right of the stairs and below the stairs. I was thinking about the same thing. I should have said something earlier. That seemed like another opportunity for either a nice urban mosaic to be worked into the precast or something attached to it that is more artistic and gives it that urban pedestrian engaging feel of some kind. I would hate to pass on the opportunity to do something creative rather than just have a massive wall of concrete.

Mr. Thomas Valenti: It will be precast, but they are able to do some really nice things with precast now. We will address that with the final.

Mr. Brown: You guys can get some of your creative thinkers on something urban and engaging there. I think that could be what has to be.

Mr. Troppito: There were a questions about the survivability of trees and plants in general, and also the 24 hour Walmart.

Mr. Thomas Valenti: Most of those trees are on our property. So, we are going to plant them properly so that they thrive and survive. I know the condition that was referred to about the Five Guys, and it is unfortunate.

Mr. Troppito: So, you are saying that is not analogous to here?

Mr. Thomas Valenti: No. For instance, those trees within the pocket park that line the parking garage, we intend for those to grow and to shield that garage. What we did mention at previous planning commission meetings, we did not really mention it much tonight, is that screen also prevents lights shining into the apartments and also shining at the people that are sitting at the restaurants outside or people in the park.

Ms. Dukelow: I am just going to say that I think this approach blends a sense of permanence and quality to Building A that I have not seen yet. So, I am really pleased to see this. I think no matter what is there, or how long it is there, and if there is another opportunity, it enriches that space. It also helps that portion of the site participate and be more in -

[Overlapping comments.]

Mr. Thomas Valenti: It is integrated. The rendering on the very first page, you get a little sense of it. I think that building is going to look great. There are not too many places with a Walmart below and apartments above. There are a few. So, this will be kind of special, and I think it will look really nice.

Ms. Dukelow: I think that is accurate. I do share the concerns that have been expressed with regards to, of course, Johnson Drive, but I will say that that is the number one staff recommendation, is that the Johnson Drive corridor guidelines will apply to these frontages. And that is a document that is available for everyone.

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Another thing I want to mention is that I too am familiar with another location, Fort Totten Square, which perhaps you are familiar with, in DC. That is a very attractive example which is similar to this, and do not know if you are familiar with that, and I do not know how successful. Very attractive. They are completely wrapped around, and as we discussed, I too have quite a bit of concern about the Roe Avenue elevation, and if you think you can rent more apartments, I think it would look really great if you would consider putting some along that side as well.

Mr. Thomas Valenti: The two issues that we have got to deal with, number one, we decided not to put them too close to where the trucks are coming in. The residential building is backed off a bit from the corner of Roe along Johnson, and putting it along Roe, they would be hearing trucks backing up and beeping during the night and there would be garbage containers back there. That was the concern. I think that we can address it, I hope. Maybe not to the extent that you are suggesting, but some of the things that James was suggesting earlier about doing something decorative that is attractive, not only on that wall but also on the wall at the back end of the corridor for the apartments. Both having an attractive look to the precast along that wall on Roe, and also when you are coming westbound on Shawnee Mission Parkway, something that looks good. We cannot make it too shiny, because then people will say you are blinding us.

Ms. Dukelow: I mean, I know we do not want to get down in the weeds on this now, but certainly that will be a focus we will be interested in, because we have neighbors to our east as well. The other item I wanted to mention was, I know we have talked extensively about the glass staircase along Johnson Drive, and I know we have talked about the entrance to the pedestrian space there along Johnson Drive. I also know that we have talked in the past about considering ways to penetrate the box along Johnson Drive, and if that means that the shoppers go into a common lobby that ties in with the other entrance, or however that works, there are some good examples that I think we would benefit from pursuing a design solution.

Mr. Thomas Valenti: We tried to start to address that. Josh had mentioned that canopy that comes out to Johnson and carry that into the main lobby, so we can address that further with you.

Ms. Dukelow: At this point, I believe it does not penetrate the box?

Mr. Thomas Valenti: It does not penetrate the box until you get to the first main entrance to the north of that box. Part of the problem is being secure from the cash wraps, and they want to have a one controlled area because otherwise, if you have too great a distance, there is a lot of pilfering.

Mr. Babcock: This is going to have a garden center?

Mr. Thomas Valenti: Yes. It has a garden center.

Mr. Babcock: Every Walmart that I have seen has an entrance to a garden center separate from the main area.

Mr. Thomas Valenti: Yes. Most them with a separate cash wrap.

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Ms. Dukelow: As I mentioned in September, Natural Grocers also has a solution whereby they are bringing two entrances together. Both of those access points feed into one main entrance into the retail environment.

Mr. Thomas Valenti: I agree that we should work on that. I just wanted to say, I do not think we are going to get an entrance right on Johnson directly into the building.

Ms. Dukelow: I understand that. That is all I have, Mr. Chairman. Thank you.

Mr. Troppito: Questions of staff, commissioners aren't really fully aware of staff's qualifications for the recommendations that they have made to us for tonight. I have some questions for both of you. Not meaning to embarrass you, but I am going to ask them anyway. Danielle, is it true that you have twelve years of experience in city planning and development, a Master's of Science degree in Urban and Regional Planning, that you have earned a certificate as a certified comprehensive planner from the American Planning Association?

Ms. Murray: That is true, and available on my LinkedIn account.

Mr. Troppito: We have research capabilities. All right. Is there any new information that has been presented since the staff report for this project was prepared that would cause the planning staff to make any changes, amendments or additions to the staff report before us for consideration tonight?

Ms. Murray: No, there is not.

Mr. Troppito: Thank you. Pete, how many years in practice of municipal real estate?

Mr. Heaven: About 37.

Mr. Troppito: Is it correct that among other professional distinctions, you were named by the Kansas City, Kansas, Litigation – Land Use and Zoning Lawyer of the Year by *Best Lawyers* in 2012?

Mr. Heaven: That's what I heard.

Mr. Troppito: Is it correct that you are co-editor of the Kansas Bar Association's Real Estate Handbook, and that you were selected as *Best Lawyers* Real Estate Lawyer of the Year for Eastern Kansas in 2010?

Mr. Heaven: I think that's right.

Mr. Troppito: Based on your review of this case before us, is it your informed legal opinion that this case complies with the intent of the City's MXD zoning requirements?

Mr. Heaven: That is my opinion. Yes.

Mr. Babcock: One more question. Could you please quote the section that pertains in this case? The number? And, the reason why I say this is there has been a lot of confusion as far as which section it refers.

Mr. Heaven: I am going to defer to Danielle. I did not bring my code with me.

Ms. Murray: It's 410.410.

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Mr Babcock: Thank you. I knew the answer. I just wanted to make sure.

Mr. Heaven: Yes. Correct, 410.410

Mr. Davidson: I have been listening tonight, and everyone did a good job explaining all the details of how all the different structures lay out. Very good at looking at 2D conventional drawings, and thinking the 3D in my mind. The issues that I am having is with the apartments that were added to the top of Walmart, and the elevations is very, very hard to do with line drawings and sketch drawings, of how the feel of this development is going to look from Shawnee Mission Parkway and from Roeland Boulevard and Johnson Drive, from what we have been shown. The main concern of that is the added apartments on top of Building A and what it would look like from Shawnee Mission Parkway. I could not follow what you guys talked about as far as the screening, if there is screening there, because yes, they are all front-loaded finished studio apartments with single load on the back side. We will be able to see some of that as you are going westbound on Shawnee Mission Parkway. Am I correct?

Mr. Matt Valenti: Yes.

Mr. Davidson: Okay. With the screening that Jim talked about, I'm thinking, you know how one story commercial buildings will have HVAC units up on top of the building, they want to screen it and they use engineered steel panels to hide those units. I don't know what that is going to look like. I am guessing it is going to look like some apartments up on top of a major retailer, and I don't think it could look very good. Yes, I know that Josh is a very good architect, and he knows all the materials that he can play with to make it look its best. That is a concern of ours.

Another concern is, yes, precast concrete, standing seam, whatever, they can be textured, or whatever, but it can be painted, masonry type latex. But, I am concerned that the materials and the relationship to the rest of the urban style. We all know what the major retailer stores look like in general, and then you are trying to throw in urban style materials with that. I know Josh is very good with his designs, but I am very concerned about how those things will work together.

I also understand you guys just did line drawings just for where you are at on the project. I need a lot more detail because it could be awesome design, but as far as materials and how they are used, it could look like, let's just say a stainless steel fascia, okay? That is not the best term I can come up with obviously, but that is my concerns as far as the compatibility of all the materials working together with Building A. Everything else, it is hard again, to see it without having actual materials. I have seen the pictures of styles of materials that you are looking at using. It is still just a concern of mine. The final design and drawings.

Mr. Thomas Valenti: We would address those with the final presentation. You are absolutely right. It is so difficult. You have got some experience so you can see it better than others, but I know it is hard to understand what is happening, and especially with respect to the look and the feel of the materials and the inter-relationship with the residential area above the retail area and making sure that is all compatible. While I was not familiar, I was born in Brooklyn, so Fort Totten to me is in New Jersey, but I have seen the pictures of that. They did a very good job, and I think we will do an equally good job if not better. But, we will provide that all with the final submission.

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Mr. Davidson: I just wanted to say those are concerns of mine, so I wanted them presented tonight.

Mr. Bruce: Mr. Chairman, I have a question for Pete. Section 410.340.D.2, has that also been complied with?

Mr. Heaven: It has.

Mr. Braden: One last very brief question, a follow-up on that, was on the apartments that are facing Roeland Drive and Johnson Drive. With the *[inaudible]* of the various windows and things, it looks very urban and modern. I have seen that trend around town, and I think it can be done very well, and it can be done very poorly. Especially materials. There is set of apartments, I think it is on Madison; I can't remember; it's just west of the Plaza. It has the same concept, but looks very, very cheap.

Mr. Thomas Valenti: The one right, as you're going up the hill, on the righthand side?

Mr. Braden: Right. I don't want it to end up looking like that.

Mr. Thomas Valenti: Neither do I.

Mr. Babcock: Okay. I am going to ask the question. I am sorry, he kind of opened a box of worms when he asked you that last question. Why has section 410.340 been met in your eyes? D2 of section 410.340?

Mr. Heaven: If you find that this plan is in the spirit and intent of MXD, then the regulations for a large superstore or a floor plate exceeding 50,000 square feet has been met.

Mr. Babcock: How is that? And you and I have discussed this a lot. There are people out here that I am sure do not get that nuance. Could you explain that further?

Mr. Heaven: It is really not very confusing. What it says in the East Gateway Design District that we cannot have a retail store with a greater footprint than 50,000 square feet. Obviously, a supercenter is larger than that. So, you start first with the prohibition against anything over 50,000 square feet. Then, you are given discretion as planning commissioners to decide that if a building larger than that is incorporated into a mixed use development and it meets the spirit and intent of MXD, you may approve it, even though it is larger than 50,000 square feet. It is just that simple.

Mr. Babcock: Would I be correct in further saying that 410.410 does not have a square foot limitation?

Mr. Heaven: That is correct.

Mr. Troppito: Do we have a motion?

Mr. Troppito moved and Mr. Babcock seconded the following motion: that following review and due consideration of, and assurances by the city planning staff and legal counsel that the Preliminary Site Development Plan for Case #16-03 is in compliance with the overall spirit and intent of the city's MXD zoning district code requirements as set forth in Mission, Kansas zoning

MINUTES OF THE PLANNING COMMISSION MEETING

July 25, 2016-DRAFT

code; that the Planning Commission recommend approval of Case #16-03 the Gateway to the City Council, with the following staff recommended conditions:

1. The entire development shall be subject to the recommendations of the Design Guidelines for the Johnson Drive Corridor, including frontages along Johnson Drive, Shawnee Mission Pkwy, Roe Avenue, and Roeland Drive. Plans submitted for Final Plan Review shall comply with said Design Guidelines as well as any more restrictive requirements within the “MXD” zoning regulations or as established by the rezoning stipulations. (Rezoning-1)
2. The street level of all buildings along public right-of-way shall incorporate window glazing consistent with the Design Guidelines for the Johnson Drive Corridor. Flat, blank (windowless and un-modulated) or false windows shall be prohibited along public right-of-way. (Rezoning-2)
3. Entrances should be oriented to engage the primary public street. Large buildings that front multiple streets should provide multiple entrances and provide entrances convenient to parking areas. Provide a public entrance for Building A along Johnson Drive. (Comments 9.22.15 & 7.5.16)
4. The appearance of Building “A” facing the intersection of Roe Ave. and Johnson Drive shall have a signature design and shall be oriented to provide a visual appearance consistent with the remainder of the development. (Rezoning-9)
5. Provide additional massing studies/views to demonstrate how the Building “A” truck loading area will be screened from view from Roe Avenue. Any visible wall elevations along Roe Ave should be finished with the same architectural appearance and detailing as the remainder of the structure visible from Johnson Drive and Shawnee Mission Pkwy. (Comments 9.22.15 & 7.5.16)
6. Provide additional massing studies/views to demonstrate how the development design will create a gateway into the community at the Johnson Drive/Roe Avenue intersection. (Comments 9.22.15 & 7.5.16)
7. The exterior of the parking structure visible from public right-of-way shall be finished with a façade treatment consistent with the architectural character of the entire development. (Rezoning-10)
8. Plans need to demonstrate the visibility of the upper deck of the parking structure from Shawnee Mission Parkway and Roeland Drive. Screening may be required in various locations to reduce views of the parking deck. Unscreened views of the Building “A” rooftop will be acceptable if designed as a green roof. (Comments 9.22.15 & 7.5.16)
9. Plans need to demonstrate how the appearance of the upper deck of the parking structure and the rooftops of surrounding buildings will be enhanced for the views from the residential buildings “C”, “D”, “E”, and “B”. HVAC units, antennas, skylights, exhaust fans/vents or other similar elements should be screened from view of these buildings and the public streets. (Comments 9.22.15 & 7.5.16)

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10. A list of special conditions / standards for this development shall be included within an Architectural Standards / Tenant Criteria Booklet. The booklet shall include a list of architectural features, such as awnings, balconies, bay windows etc., that may be permitted to encroach the public sidewalk and also include the maximum distance of encroachment. (Rezoning-13)
11. Unique and creative signage shall be permitted within the development. Sign standards shall be provided in the Architectural Standards / Tenant Criteria Booklet, and shall be reviewed for approval by the Planning Commission with Final Plan Review. (Rezoning-14)
12. Any outdoor seating areas proposed within public right-of-way shall be identified and reviewed with the Final Plan Review. (Rezoning-12)
13. Lighting within the site shall be consistent with the architectural and pedestrian character of the development. Lighting on the site shall be directed away or screened from existing residential properties. (Rezoning-15)
14. Final plans will need to demonstrate safe accommodations for multi-modal Rock Creek Trail traffic from the current terminus of the trail along Roeland Drive to Roeland Park. (Rezoning-18)
15. A continuous public sidewalk shall be provided along Roeland Drive, Johnson Drive, and Roe Avenue. The Roe Avenue sidewalk shall link sidewalks at the intersection of Johnson Drive with a sidewalk extending under Shawnee Mission Pkwy. Sidewalk improvements shall include pedestrian connections/crosswalks across adjacent intersections. These improvements shall be designed to meet ADA and MUTCD criteria and provide functional pedestrian connections to the Rock Creek Trail, transit center, transit stops, and across Shawnee Mission Parkway (Zoning & GBA)
16. Street trees should be planted between the curb and walking path of the sidewalk thus providing a more pleasant pedestrian experience separated from traffic. Minimum sidewalk width along Johnson Drive is an unobstructed walking surface of 8' and 5' unobstructed width along Roeland Drive. Minimum widths may need to be increased to accommodate additional features such as trail connections or building entrances. Sidewalks and on-street parking should be located in the public right-of-way. Dedication of right-of-way should be resolved with the final plat or by separate document. (Comments 9.22.15 & 7.5.2016)
17. Several missing links in pedestrian circulation need to be addressed. Ensure connections from all drives and public sidewalks to adjacent buildings. (Comments 9.22.15 & 7.5.16)
18. Street right-of-way, off-site traffic improvements, permitted points of access, pedestrian connectivity, etc. shall be determined prior to approval of a replat and final development plan for the subject property and shall be consistent with the Design Guidelines for the Johnson Drive Corridor and the East Gateway Streetscape Standards. (Rezoning-3 & 4)

MINUTES OF THE PLANNING COMMISSION MEETING

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19. The developer shall be responsible for streetscape improvements along perimeter roadways and intersections.(Rezoning-5)
20. The developer shall be responsible for implementation of recommended storm water and other utility improvements unless otherwise described in a development agreement with the City of Mission. Required easements shall be coordinated with the City and other utility providers and identified with the final plat and final development plan for the property. (Rezoning-6)
21. A utility and infrastructure plan shall be submitted prior to approval of the development plan. (Rezoning-7)
22. Buildings submitted for Final Plan review shall be designed in accordance with the requirements of city staff, city consultants, and other utility providers to maintain adequate clearance from storm water structures and other utilities. (Rezoning-8)
23. The City of Mission reserves the right to impose time limits on large vehicle deliveries to the site. (Rezoning-17)
24. The City of Mission reserves the right to limit access to a right-in /right-out configuration for vehicular entrances along Roe Ave and the southernmost access point along Roeland Drive. (Rezoning-19&20)
25. Provide additional detail at final site plan regarding vehicle turning accommodations, using the appropriate design vehicles previously identified, for the retail dock area along Roe Avenue, emergency access for the Fire District at each access drive and along all primary internal service routes, school bus/tour bus circulation and parking, and other service delivery routes on the interior of the site. (GBA)
26. A final traffic study and final stormwater drainage design plan must be submitted for review with the final site plan. The appropriate text, maps, drawings and tables must be included. (GBA)
27. Staff reserves the right to provide additional comments or stipulations on development plans until all traffic or storm drainage related concerns have been addressed. (GBA)
28. No construction or building permits will be issued until construction phasing is agreed to by the City and the Developer in an approved Development Agreement. (City Council 11-18-15)

The vote on the motion was taken, (9-0). **The motion carried.**

Staff Update

Staff provided an update on sign inventory, safe routes to school, and the comprehensive plan.

ADJOURNMENT

With no other agenda items, **Mr. Babcock moved and Ms Dukelow seconded a motion to adjourn.** (Vote was unanimous). The **motion carried.** The meeting adjourned at 8:58 P.M.

MINUTES OF THE PLANNING COMMISSION MEETING
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Mike Lee, Chair

ATTEST:

Nora Tripp, Secretary

CITY OF MISSION

KANSAS

To: Mission Planning Commission

From: Danielle Murray, City Planner

Date: October 11, 2016

Re: Case # 16-08 Setback Waiver for Front Porch at 6016 Reeds Rd, Mission, KS

Staff received a building permit application for property located at 6016 Reed Road owned by Marjorie and Robert Schmitt for the addition of a covered front porch. Upon review it was determined that the front porch would not meet the required 30' front setback. According to Section 410.010.D the front setback may be reduced to twenty (20) feet, allowing up to 10 feet of projection into the front yard, if the following conditions below are met. Staff has included the relevant facts for each.



1. The setback reduction is for an attached living area or covered porch to the principal structure, not including the garage, which does not exceed a total of one hundred twenty (120) square feet of above grade finished livable space.

The proposed project is for a 120 square foot covered porch. The porch will project into the front yard 7 feet leaving approximately 23 feet of open space to the property line and 34 feet to the back of curb. The requested projection is 10 feet or less. No additional variances are being requested.

2. The exterior materials of the proposed living area or porch are consistent or complementary in color, texture and quality with those visible at the front of the dwelling.

The proposed materials include wood framing and support posts, composite decking, asphalt composition shingles, and a roofline to match the existing house. Handrails will be wood, composite material or metal as selected by the homeowner. The existing home is of a federal colonial revival style architecture marked by a stately front entry door frame and balanced window displays. The proposed porch is an extension of this entryway and in keeping with the architectural style is oriented symmetrically on the front face of the home. The First Suburbs Coalition Idea Book does not address this specific architectural style but does include the Cape Cod which is a close relative. Attached is the idea book section dealing with general design issues.

3. The roof and design of the proposed living area or porch is properly proportioned to and integrated with the dwelling.

The existing roof is a gable roof. The proposed porch will be similar with a slightly less steep slope.

4. Plans are approved by the Planning Commission.

This memo and the attached plans are submitted for the Commission's review.

5. The structure does not adversely affect drainage on the lot or neighboring properties.

The addition of the porch will not significantly impact drainage on the lot. The maximum total lot coverage allowed in this district is 35%. The current house and outbuilding on the site have a lot coverage of 13%. The addition of the porch will result in a new lot coverage of 15%.

Staff Recommendation

The Planning Commission should conduct its design review and make a motion to either approve, approve with conditions, or disapprove the submitted plans. Staff believes the proposed porch design meets all of the requirements of the code and qualifies for a front setback reduction as requested.

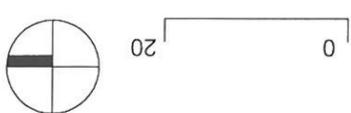
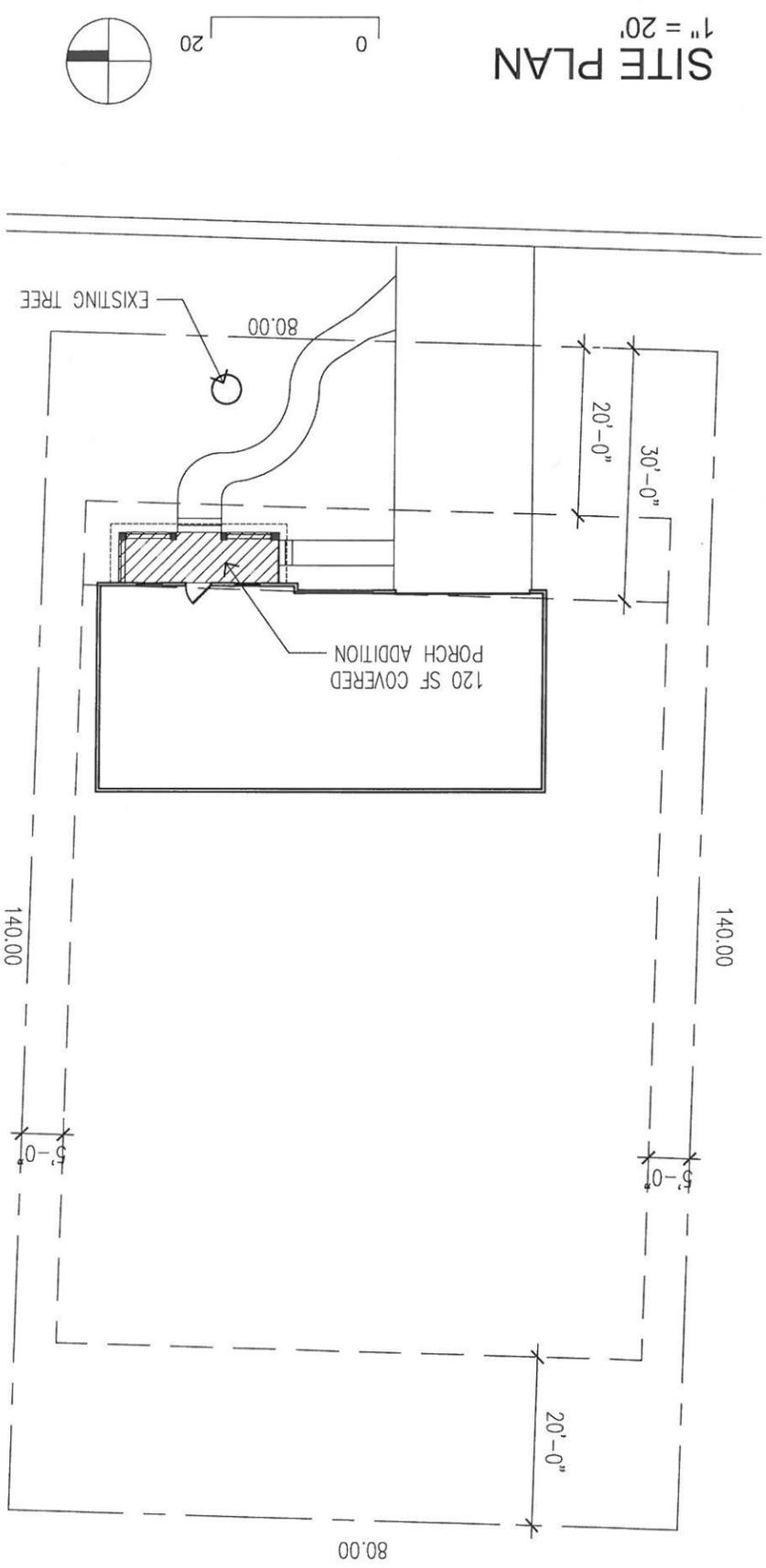
Proposed Motions

I move to (approve) the submitted plans for case #16-08 a covered porch at 6016 Reeds Road

(approve with the following conditions; disapprove the submitted plans for the following reason(s))

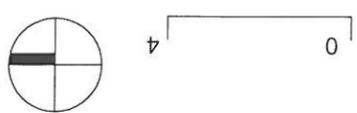
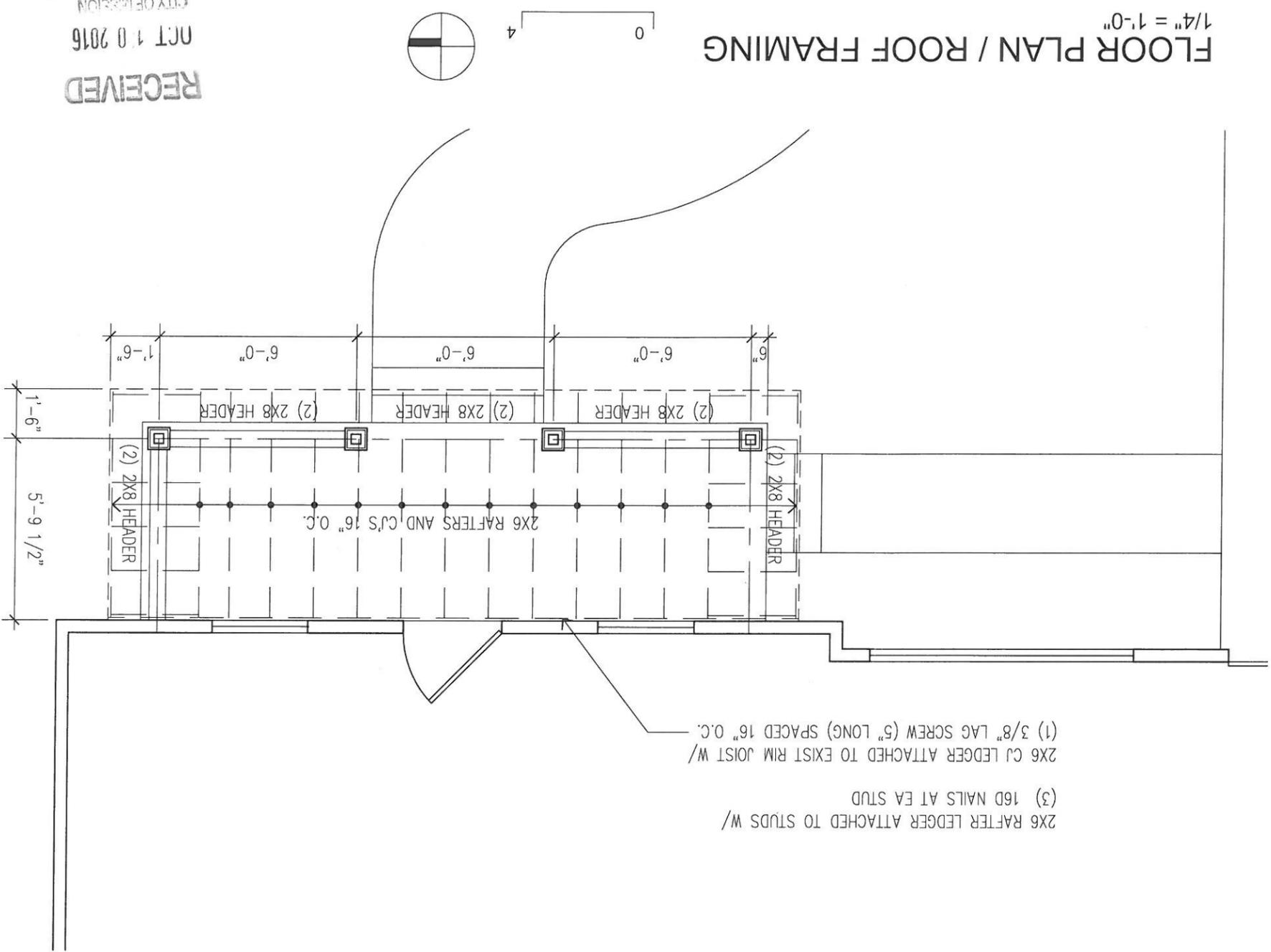
SITE PLAN

1" = 20'

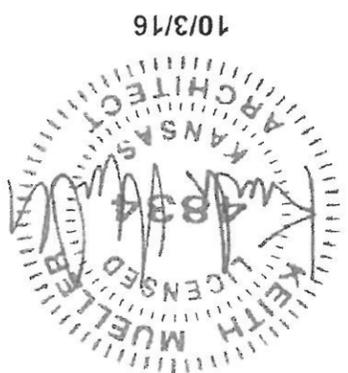


FLOOR PLAN / ROOF FRAMING

1/4" = 1'-0"



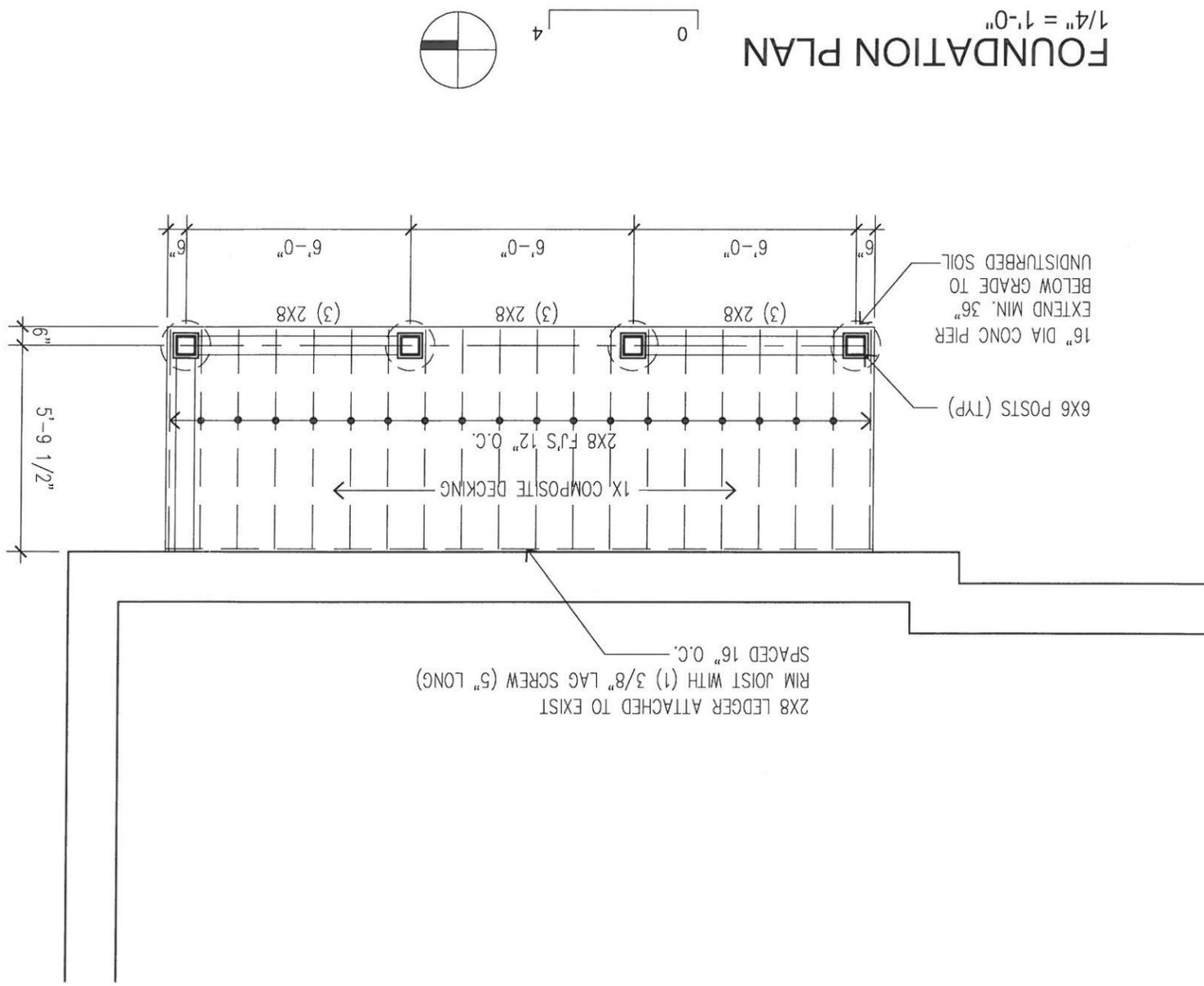
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 OCT 10 2016
 CITY OF MISSION
 COMMUNITY DEVELOPMENT



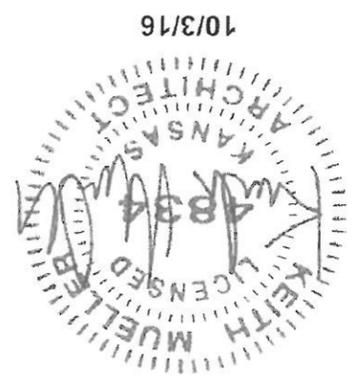
SCHMITT RESIDENCE
 6016 REEDS RD MISSION, KS

Revisions
 10/3/16

**Keith
 mueller**
 architecture



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COMMUNITY DEVELOPMENT



Revisions
10/3/16

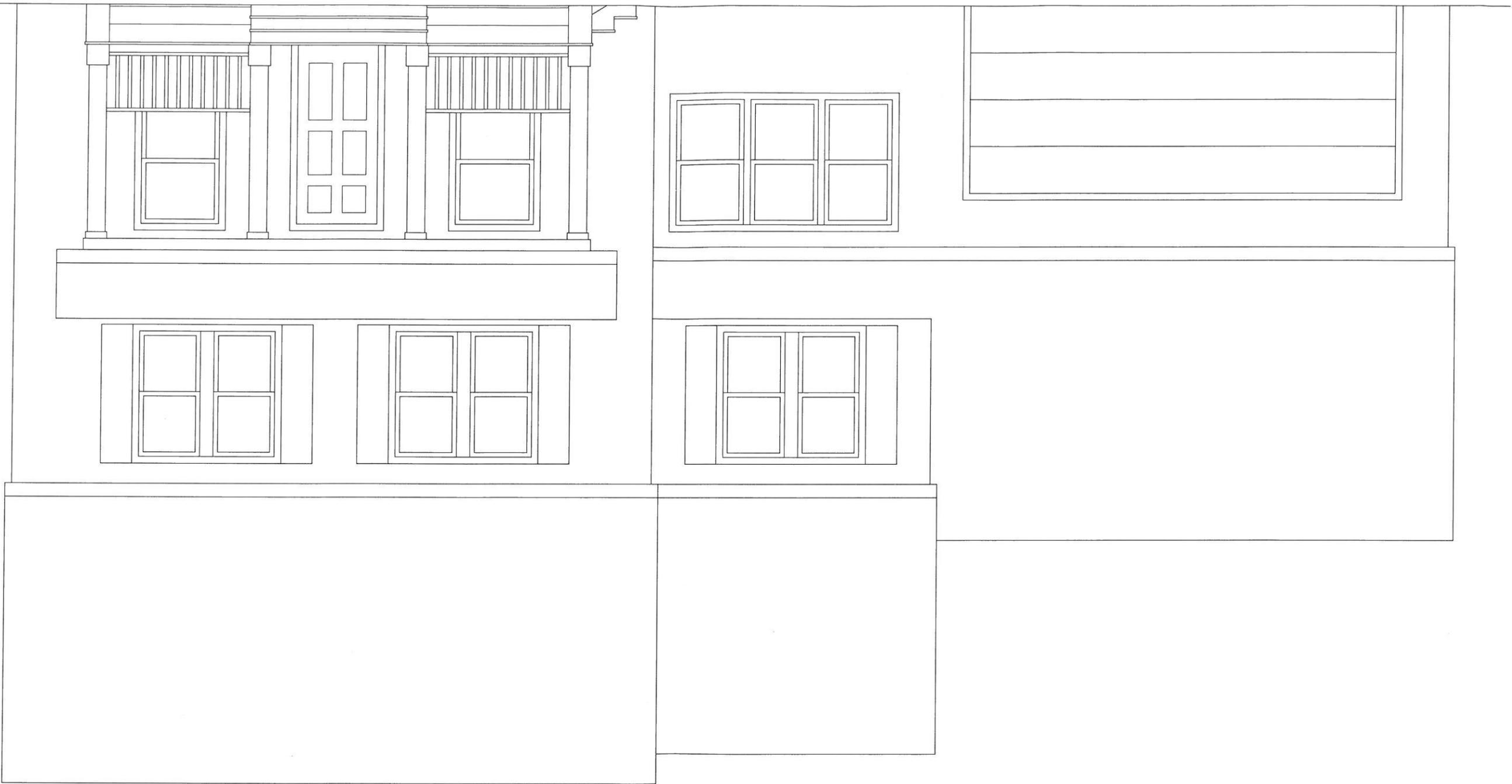
SCHMITT RESIDENCE
6016 REEDS RD MISSION, KS



EAST ELEVATION

1/4" = 1'-0"

0 4



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SCHMITT RESIDENCE
 6016 REEDS RD MISSION, KS

10/3/16

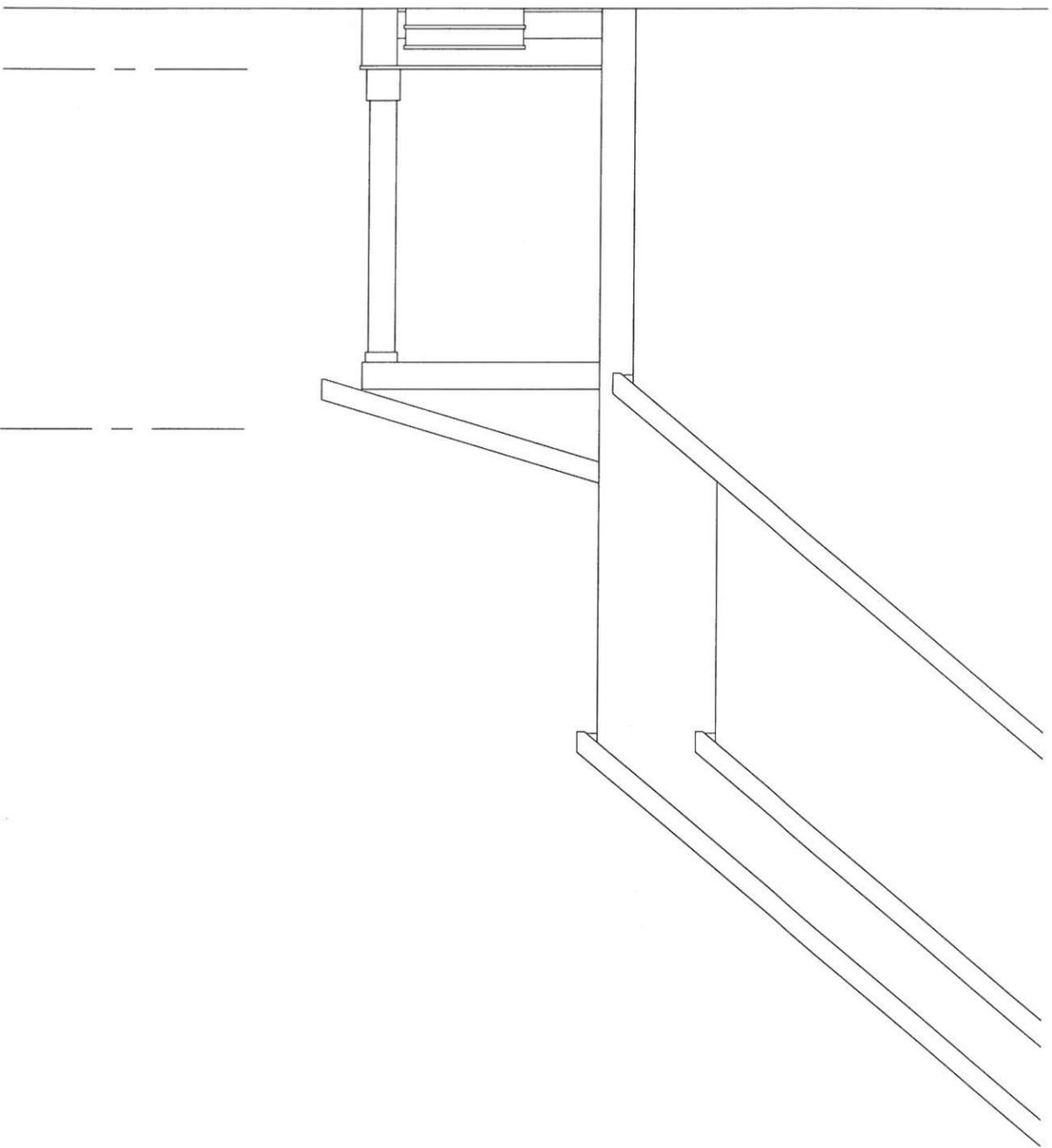


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 mueller
 architecture

SOUTH ELEVATION

1/4" = 1'-0"

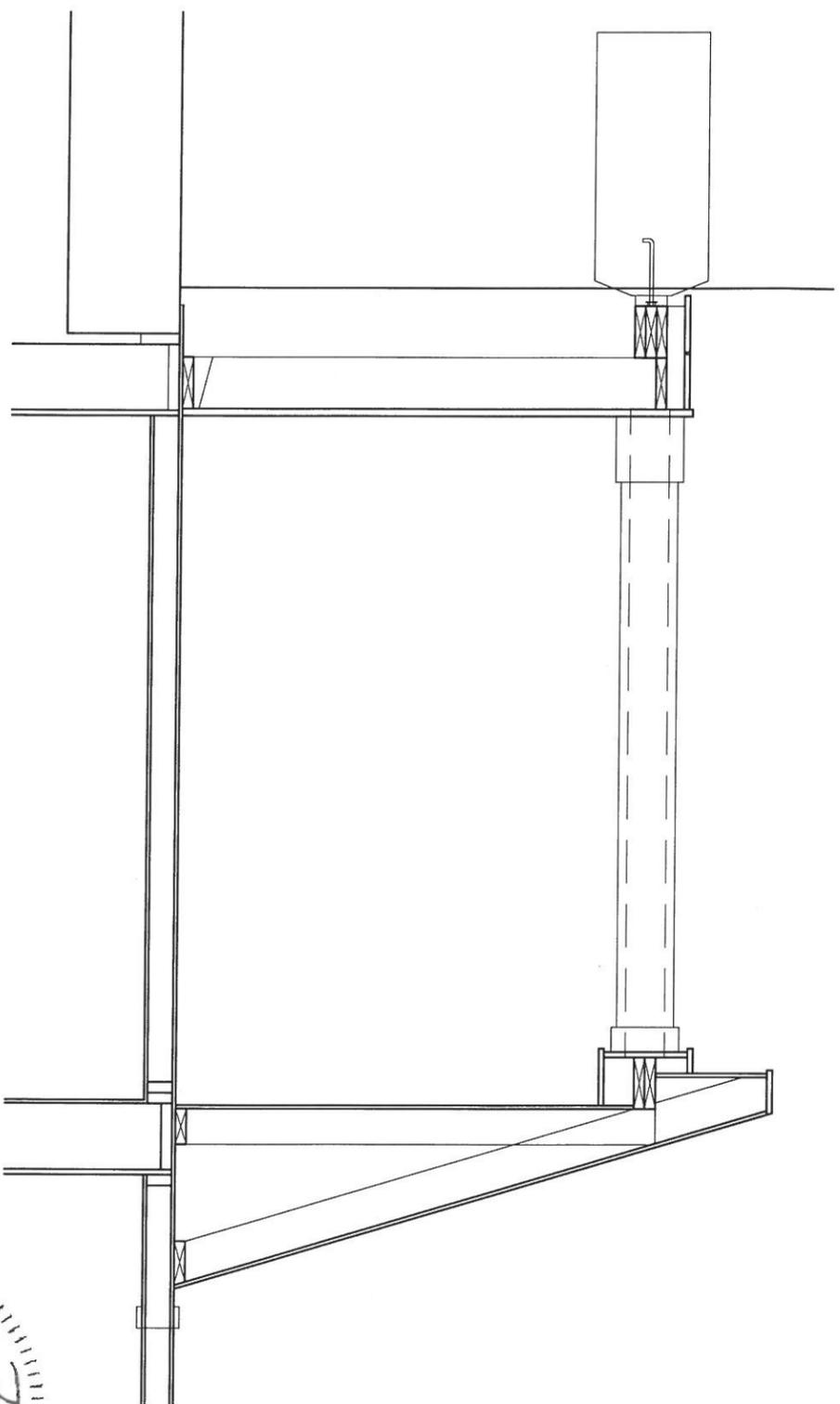
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SECTION

1/2" = 1'-0"

0 2



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4 of 4

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SCHMITT RESIDENCE
6016 REEDS RD MISSION, KS

10/3/16

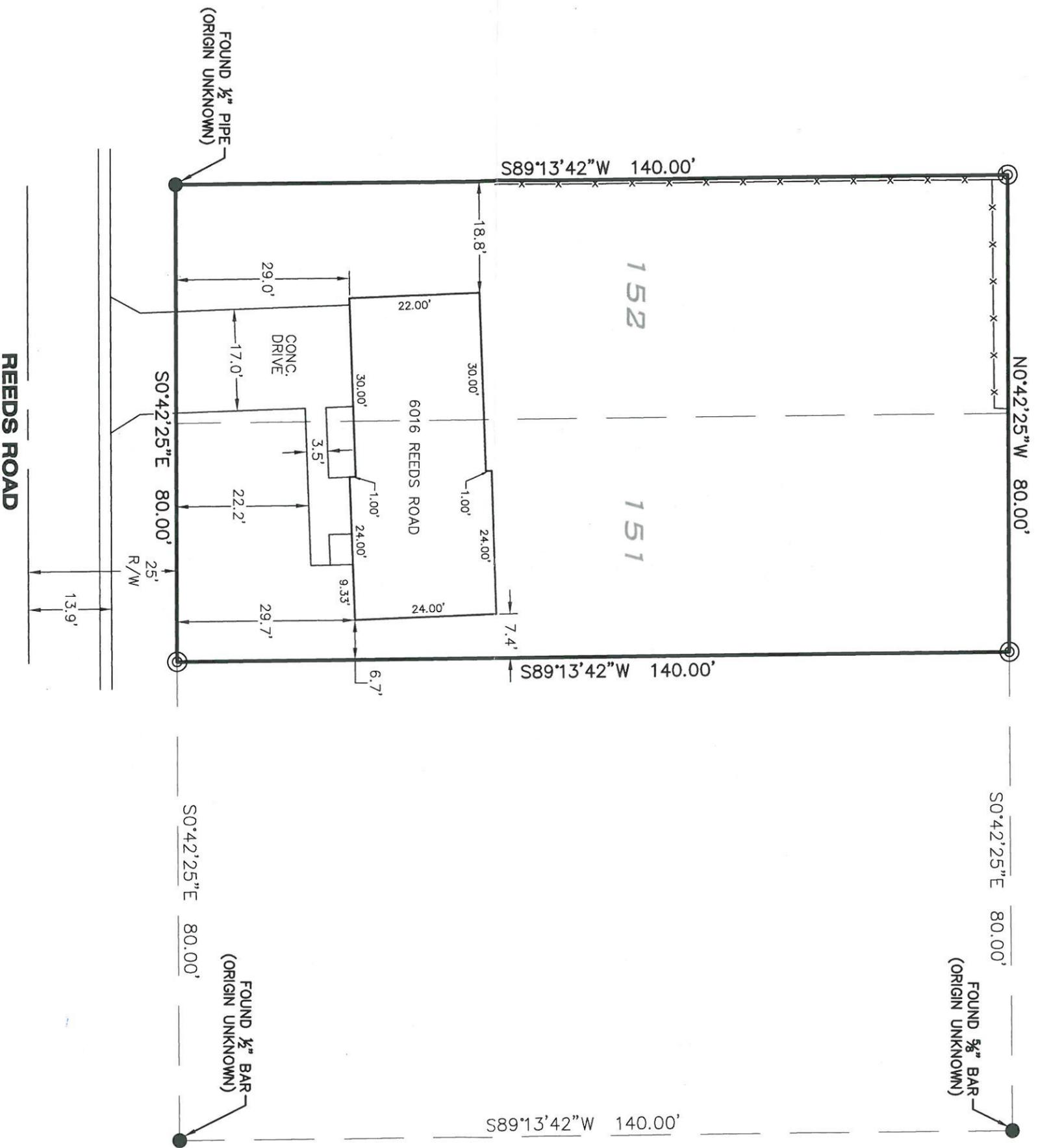


keith
mueller
architecture

CERTIFICATE OF SURVEY

DATE: 9/8/2016
 JOB NUMBER: 31696
 PREPARED FOR: MARGIE SCHMITT
 SECTION 8 TOWNSHIP 12 RANGE 25 COUNTY JOHNSON STATE KANSAS
 PART OF LOTS 151 & 152, MISSIONHILL ACRES, IN THE CITY OF MISSION, JOHNSON COUNTY, KANSAS.
 BEARINGS BASED ON MISSIONHILL ACRES, RECORDED IN REGISTER OF DEEDS BOOK 7, PAGE 20
 NO TITLE POLICY FURNISHED

RECEIVED
 SEP 13 2016
 CITY OF MISSION
 COMMUNITY DEVELOPMENT



- LEGEND**
- BAR FOUND AS DESCRIBED
 - ⊙ SET 1/2" X 24" REBAR WITH PLASTIC KS CLS 93 CAP

THIS IS TO CERTIFY THAT ON THE 31ST DAY OF AUGUST 2016, THIS FIELD SURVEY WAS COMPLETED ON THE GROUND BY ME OR UNDER MY DIRECT SUPERVISION AND THAT SAID SURVEY MEETS OR EXCEEDS THE "KANSAS MINIMUM STANDARDS" FOR BOUNDARY SURVEYS PURSUANT TO K.A.R. 66-12-1.



SCALE: 1"=20'



**CIVIL ENGINEERS
 LAND SURVEYORS - LAND PLANNERS**
 122 N. WATER STREET
 OLATHE, KANSAS 66061
 PHONE: (913) 764-1076
 FAX: (913) 764-8685

14 W. PEORIA
 PAOLA, KANSAS 66071
 PHONE: (913) 557-1076
 FAX: (913) 557-8904

