STAFF REPORT
Planning Commission Meeting July 25, 2016

AGENDA ITEM NO.: 3

PROJECT NUMBER / TITLE: Application # 16-03

REQUEST: Revised Preliminary Site Development Plan for The Gateway Development

LOCATION: Property located on the south side of Johnson Drive between Roeland Dr, Shawnee Mission Pkwy, and Roe Ave

APPLICANT: Korb Maxwell, Polsinelli PC

PROPERTY OWNER: Aryeh Realty LLC
6201 College Blvd, Ste 500
Overland Park, KS 66211

STAFF CONTACT: Danielle Murray

ADVERTISEMENT: June 28, 2016-The Legal Record newspaper

PUBLIC HEARING: Planning Commission meeting, July 25, 2016

<u>Property Information:</u>
The subject property is the site of the former Mission Mall and is zoned Planned Mixed Use District "MXD". Per the City's Municipal Code, "This district is intended 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" (Section 410.410). The property is also subject to the Mission, Kansas *Design Guidelines* for the Johnson Drive Corridor.

Surrounding properties are zoned and developed as follows:
North:Roeland Park "OB" Office Building District-small offices, "PUB" Public Services-vacant, and "MXD" Mixed Use District-vacant
West: Mission "RP-3" Planned Townhome District-Roeland Court Townhomes, "MS2" Main Street District 2-vacant, restaurant, "R-1" Single Family Residential District-detached dwelling units,
South: Mission "RP-6" Planned High Rise Apartment District-vacant "C-1" Restricted Business District-bank, "C-O" Office Building District-dentist and other office uses.
East: Fairway "R-1" Single Family Residential District-detached dwelling units.

Comprehensive Plan Future Land Use Recommendation for this area:
The Comprehensive Plan indicates this area is appropriate for Mixed Use High-Density to be composed of a pedestrian friendly mix of neighborhood and community office uses, retail-commercial and service-commercial uses, institutional, civic, and medium to high density residential.

Project Background:
In 2005 The Cameron Group, LLC, a development company from East Syracuse, New York, purchased the Mission Mall property with plans to build a mixed-use development on the site. In 2006 the Planning Commission reviewed and approved the rezoning and preliminary site plan for the redevelopment of the subject property for urban development composed of retail, office, hotel, restaurant, and residential uses (Ordinance #1203). Since the "MXD" zoning and preliminary site plan was first approved the project has evolved through several revisions reflected in revised plans presented to the Planning Commission and City Council in 2007, 2008, 2012 and December 2015. Each of these plan approvals included a range of stipulations for site development issues, and requirements for additional details to be provided with final plan reviews.

At this time the applicant is again requesting a revised preliminary site plan approval for the entire development. The applicant intends to proceed to file a final site development plan and to begin construction of the entire project as a single phase.

The plan approved in 2012 included a linear public plaza, or esplanade, along Roeland Drive and a four story parking structure directly connected to upper level retail and surrounding buildings as well as Shawnee Mission Parkway. These features were removed in 2015, and the parking structure converted to 3 stories with no below grade levels. A hotel was added in 2015 to replace the retail and service uses at the south

side of the site. The 2016 proposed plan retains the features of the 2015 plan and adds an additional two floors of apartments to the north, west, and south perimeter of building "A" and an exterior stairway along Johnson Drive. Building "A" also contains a small amount of green roof or planted roof on these same sides. The development floor area has been increased by 86,691 square feet, and the amount of parking has been reduced by 31 stalls.

Plan Review

The applicant is proposing a revised site plan maintaining the same perimeter footprint and character with buildings lining all four surrounding streets. The plan identifies six buildings throughout the site surrounding a partially free-standing three level interior parking garage. Buildings "A","B","C", "D" and "E" along Roeland Drive and Johnson Drive will contain a horizontal and vertical mix of users including retail and residential in 4-7 floors. Building "F" is designated for 6 floors of office use. Building "A" remains consistent with previous plans for a large single retailer on the ground floor however, now with two floors of apartments wrapped above its north, west, and south roof perimeter. The total floor area of this version has been increased from 576,124 square feet to 662,815 square feet. In addition, the total number of parking spaces has been reduced slightly.

The preliminary plan submitted for review by the Planning Commission includes the following total planned square footage by use:

Use	**2012 (SqFt)**	**2015 (SqFt)**	**2016 (SqFt)**
Retail	390,866	210,706	209,695
Residential	324,360	175,047	255,360
Office	0	54,540**	58,200**
Hotel	0	138,610	139,560
Total	**741,402**	**576,124**	**662,815**
Parking Provided	2,288	1,533	1,502
Project % SF Above Lvl 1 (w.o. office)		76% (74%)	67% (64%)

**The applicant has stated that an office building would not be constructed unless a tenant has been identified first.

A wide range of review comments and issues were provided to the applicant's representatives. They were similar to the comments provided upon the review of Case 15-10. While some issues are best addressed at the time of final plan or are construction details in nature, it was important to ensure such issues were considered by the applicant during the current planning stage since it is anticipated that final plans and building permits may be completed by late 2016 or early 2017.

The following is a summary of issues identified by the city that must be addressed with final plans and/or development agreements:

- Sustainable design and construction practices
- Building elevations and details for compliance with the Johnson Drive Design

Guidelines
- Private Sign Criteria
- Building and site design creating a "gateway" image at the intersection of Johnson Dr. and Roe Ave
- Useable open space and amenities for residential occupants (e.g. location, type, area)
- Screening of rooftop mechanical units and the upper level of the parking garage
- Sidewalk and streetscape design and amenities
- Integration of the Johnson County transit stop along the Johnson Drive frontage
- Safe accommodations for pedestrians and bike riders using the Rock Creek Trail
- On-site traffic controls
- Off-site traffic improvements to surrounding intersections and streets
- Turning movements and loading for trucks and emergency equipment
- Screening of the truck loading areas
- Dedication of right-of-way as needed
- Storm water design information

Sustainable design and construction practices

The City's development review team initially suggested the project pursue and demonstrate a commitment to achieve LEED for Neighborhood Development (LEED-ND). This certification by the U.S. Green Building Council addresses a wide range of design and construction practices related to site design and green infrastructure and building components, such as energy and water efficiency, storm water management, civic spaces, and relationship to the surrounding community. The applicant is opposed to certifying the project through this agency due to the increased upfront certification costs; however as indicated with previously approved plans will *"…entertain and implement prudent design principles that follow a 'green' protocol in the spirit of a LEED project in the form of a Sustainable Design and Construction Implementation Plan (SDCIP).*"

Staff Notes-Sustainability- The Mission Sustainability Commission has developed a rating and certification system for development projects. The proposed revised plans would be reviewed by the Sustainability Commission who would provide their opinion of the plan to the Planning Commission at the time of Final Site Plan review.

Johnson Drive Design Guidelines

The Johnson Drive Design Guidelines provide a wide range of recommended and required design elements applicable to the development. These include streetscaping and the relationship of buildings and their exterior facades to public streets.

Staff Notes-Design Guidelines: The plans submitted for consideration by the Planning Commission (including architectural vignettes and artist sketches) do not clearly demonstrate compliance with key elements of the Design Guidelines, most notably for Building "A" which is the large retail building on the east side of the site. An exterior stairway feature spanning three stories has been added to the Johnson Drive facade in place of any storefront windows. Critical design details not addressed with submitted plans include, but are not limited to, the following:

a. Building facades should be detailed, provide visual interest and concentrate details at the ground or sidewalk level to enhance the pedestrian environment.

b. Display windows of all buildings facing Johnson Drive. The Design Guidelines indicate at least 75% of the façade is required to incorporate glass for the first floor of buildings facing Johnson Drive and is encouraged along Roe Avenue. False windows, glass block, dark tinted glass, or windows at a height not allowing visibility into the retail space for pedestrians at street level would not achieve the requirement for display windows for the street frontage of Building "A". The street level of Building "A" may include display windows as traditionally included with department stores in urban mixed-use environments. These walls should not serve as large sign panels as they otherwise would in a conventional suburban district big box shopping center.

c. Large buildings fronting multiple streets should provide multiple entrances oriented to engage the primary public street. Building "A" as currently depicted does not achieve the design guidelines outlined in this section.

d. Building awnings and canopies along street frontages. Final plans should make clear how building frontages along perimeter streets achieve this design requirement.

e. Signage. Final plans will need to include private sign criteria that clearly identify the proposed sign standards. It is recommended that such signage be consistent with the character of the development and should not reflect the appearance of a suburban big box shopping center.

f. Screening of truck loading areas. Additional detail will be needed with final plans to identify the treatment of building walls facing Roe Ave. and screening of truck loading areas.

<u>Building Design and Material Pallet</u>
The proposed building materials and architectural style is reflected in photos submitted on plan sheets PDP-A800. Specific building materials and colors have not been identified. A modern contemporary architectural theme is represented by the images, generally consisting of concrete, glass, and metal finishes.

Staff Notes-Buildings: The modern contemporary theme of the submitted plans is consistent with plans approved in 2012 and 2015, and visually sets this development apart from other conventionally designed retail destinations and residential areas in the Kansas City area.

Final plans will need to provide more detail about the relationship of the buildings to the pedestrian realm as required by the Johnson Drive Design Guidelines. Of particular concern on Building "A" is the street level façades and the appearance of the building facing the intersection of Johnson Drive and Roe Avenue.

Civic Space

The 2015 approved plans replaced the Roeland Drive linear public space or esplanade and plaza area with a boardwalk system that connects to courtyard area between the buildings along Roeland Drive and the parking structure. This space is proposed for the benefit of residents and as an amenity for the ground floor restaurants or retailers. This courtyard does include seating and a small performance area. No changes to this space are proposed with this plan. An area of green roof or planted roof is added to building "A" adjacent to the proposed apartment units.

Staff Notes-Civic Space: The proposed plan contains outdoor spaces that are interior to the site and designed to benefit on-site residents and customers. Additional amenities for residents are contemplated in cooperative arrangements with the hotel for the shared use of their facilities such as the pool facilities. The intent of the "MXD" zoning district is to encourage public spaces that are compatible in in character and function with the other uses surrounding them. With the primary ground floor focus on retail, a boardwalk and courtyard allow for circulation between stores and restaurant and provides an area of greenspace for residents.

Parking and Loading

The submitted plan provides 1,502 parking spaces for the mix of retail, residential, office and hotel uses. This includes angled parking spaces along Johnson Drive adjacent to street-level retail in Building "E" and a surface parking lot is adjacent to Roeland Drive for Buildings "C" and "D".

The submitted plans are consistent with the previous plans with the multi-level parking structure located in the center of the development, and mostly wrapped with buildings.The parking structure is L-shaped with two floors of parking above one slightly larger level of surface parking. A single vehicular circulator to the upper floors is located on the south end of the structure. The lowest level is at grade and is intended for retail visitors. The upper levels will be for hotel guests and the residential units.

The applicant has supplied an analysis of the minimum number of parking spaces based on the submitted mix of uses required by the City Zoning Ordinance. A minimum of 1,372 spaces is required and a maximum of 2,058 is allowed. Also, in compliance with ordinances, no more than 60% of the parking provided is located at grade. In accordance with city ordinances, the Planning Commission and City Council may reduce the required parking after considering documentation and/or a study provided by the applicant (Section 410.440). No such reduction is necessary at this time.

Staff Notes-Parking: The zoning district and the Johnson Drive Design Guidelines support structured parking and minimizing the amount of surface parking in redeveloping areas of the city. While some parking may be reserved for specific users (e.g. residential or hotel), it is anticipated that the parking in the ground level of the structure will be shared between various tenants or users. It is desirable to minimize the amount of unnecessary and costly parking that would otherwise not be used due to the ability to share parking. The close proximity of transit services and the Rock Creek

Trail may also help reduce parking demand and improve transportation choices.

The proposed plan includes a 96 stall surface parking lot between Roeland Drive and Buildings “C” and “D”. Significant landscaping, berms, decorative walls or a combination of these things will be required around it’s perimeter to comply with the zoning standards.

Additional details will be necessary with final plans to ensure parking decks are screened from the view of surrounding roadways to the fullest extent possible. Additional details are needed with final plans to ensure rooftops and mechanical areas are also adequately screened from view.

<u>On and Off Site Public Improvements</u>
The developer is responsible for installation of streetscaping (sidewalk, street trees, benches, bike racks, street lights, etc) around the perimeter of the development and for providing public improvements off-site (crosswalks, modifications to traffic signals, turn lanes, etc).

Staff Notes-Public Improvements: A minimum 8-foot wide sidewalk clear zone along Johnson Drive must be provided in addition to adequate space for a streetscape amenity zone (street trees, tree wells, street lights, signage, etc.) and a seating area zone for any proposed outdoor restaurant space. The ideal minimum width for all zones combined is 20-feet from the street curb to the building wall. Additional details are needed with final plans to ensure the Johnson Drive frontage provides adequate sidewalk dimensions to ensure a comfortable pedestrian environment for a successful retail and walking atmosphere. A minimum 5-foot wide sidewalk clear zone along Roeland Drive (except Rock Creek Trail segments) and Roe Avenue is required for the same reasons. Dimensions for the portion of Roeland Drive to accommodate the extension of the Rock Creek Trail is discussed below. Additional street right-of-way dedication may be required with final plans and plats.

<u>Signs</u>
The City ordinance currently does not specifically regulate signs in the “MXD” Planned Mixed Use District. However, the Sign Code requires shopping centers to establish private sign criteria governing all exterior signs in the development and that the Planning Commission review and approve these criteria as part of a final site plan approval. For purposes of the sign code, the term "shopping center” means a project of one (1) or more buildings that has been planned as an integrated unit or cluster on property under unified control or ownership at the time that zoning was approved by the City. The sale, subdivision or other partition of the site after zoning approval does not exempt the project or portions thereof from complying with these regulations relative to signs to be installed. Approved private criteria are binding upon all subsequent purchasers or lessees within the development.

Staff Notes-Signs: The city’s sign code indicates criteria shall be for the purpose of assuring harmony and visual quality throughout the development. The size, colors, materials, styles of lettering, appearance of logos, types of illumination and location of

signs shall be set out in such criteria. Unless addressed by the Planning Commission and City Council with the preliminary plan approvals, signs will be further addressed with final development plans. This will be an opportunity to ensure the signage for large retailers will be aesthetically compatible with the character of the development and the surrounding area. Final development plans shall not be approved until the Planning Commission has approved the sign criteria. After approval, no sign permit will be issued by the City for a sign that does not conform to the approved criteria.

Public Transportation

A transit stop area has been installed along Johnson Drive near the intersection of Roe Avenue.

Staff Notes-Transit Stop: The transit adjacent to the Gateway site is part of the system of newly enhanced bus facilities installed in the Metcalf Ave/Shawnee Mission Parkway corridor as part of a federal TIGER grant. Final plans will need to provide additional detail about the integration of the transit stop with the sidewalk and streetscape designs.

Rock Creek Trail Extension

The continuation of the Rock Creek Trail from Martway Street to the Roeland Drive Johnson Drive intersection is required. The submitted plans identify a 10-ft wide sidewalk along the east side of Roeland Drive north of the Martway intersection, continuing north across Johnson Drive to Roeland Park.

Staff Notes-Trail: Final plans will need to further detail this multi-use path to ensure an unobstructed width and adequate crosswalks for trail users. Additional directional signs may be required to mark the trail continuation.

Traffic

Access into the site is proposed from five access points, three on Roeland Drive, one on Johnson Drive, and one on Roe Avenue. All intersections surrounding the subject property are currently signalized. In the past, the applicant has proposed improvements to accommodate the expected daily trips the development will generate based on traffic studies analyzing current conditions and proposed conditions after development. At this time, the applicant has not submitted an update to the previous traffic study reflecting the additional apartment units proposed nor addressed the comments previously sent by the City's on-call traffic engineer, George Butler Associates (GBA). Any comments for the applicant to address will be required to be resolved before the study or final site plan are accepted.

The Kansas Department of Transportation (KDOT) will also need to review and accept any changes proposed to the intersection of Shawnee Mission Parkway at Roeland Drive as this is a US Highway under their jurisdiction.

Stormwater Management

The subject property generally drains to the east-northeast with the main outfall near the northeast corner. A multi-barrel reinforced concrete box (RCB) drainage system was installed across the site for this portion of Rock Creek. The RCB's were designed to

convey the 100 year storm event and a letter of map revision (LOMR) has been approved by FEMA taking the property out of the flood zone. Therefore a floodplain permit is not required.

The City's on-call engineer at GBA is also reviewing the Drainage study and the proposed preliminary site plans for storm water control. Under consideration is the amount of impervious surface in the development scenario, peak water flows after rain storms, and the location of below ground development features in relation to existing storm sewers. In the past, a reduction in the amount of impervious surface has been demonstrated by the addition of green space compared to the existing (pre-demolition) condition. Also, the layout of the piers footings for the new buildings will be reviewed against the pier plan used during the construction of the RCB's. Any comments for the applicant to address will be required to be resolved before the study or final site plan are accepted.

Staff Recommendation

The proposed development conforms with the Comprehensive plan and meets the overall intent of the "MXD" 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 buildings "A","B", "C", "D", and "E". All of the floor area of the development is located in multi-story buildings which are a minimum of 3-stories in height. These uses will utilize shared parking which is to be centrally located, screened from view from the public realm, and multi-storied. Pedestrian connections via public sidewalks, and private boardwalks or walkways are designed to make all portions of the development easily accessible on foot. Special attention to streetscape features such as sidewalk widths, shade trees, pedestrian scale street lights, and amenities like seating and landscaping will make the quality of the pedestrian experience inviting and lively. All of these features when combined with a coordinated architectural style contribute to create a distinctive sense of place which is compact, urban, and active.

While the development is generally in conformance with zoning and site planning requirements, several details do remain unresolved. Many of these details are beyond the required scope of a preliminary site plan and therefore not deficiencies in the submitted plans which would necessitate rejection of the application at this point. However, Staff desires to be proactive in its recommendations in preparation for the eventual submittal of a final site plan. The following recommendation contains conditions which are both carry-overs from the original rezoning of the property in 2006 under Ordinance #1203 and specific directions for revisions to be included in a future and separate final site plan submittal. Conditions placed on the rezoning of the property which are still applicable to the development are included below as noted in parenthesis as Rezoning. The sources of all other conditions are noted as such.

Therefore, Staff recommends the Planning Commission recommend approval of the Preliminary Site Development Plan for Case # 16-03 The Gateway to the City Council with the following 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 visiblity 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)

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)

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)