

DRAFT

City of Leawood
Planning Commission Minutes
December 6, 2011
Meeting - 6:00 p.m.
Dinner Session – No Discussion of Items – 5:30 p.m.
Leawood City Hall Council Chambers
4800 Town Center Drive
Leawood, KS 66211
913.339.6700 x 160

CALL TO ORDER/ROLL CALL: Pateidl, Jackson, Neff-Brain, Rohlf, Williams, Strauss and Ramsey.
Absent: Roberson. Arrived after meeting began: Elkins.

APPROVAL OF THE AGENDA:

A motion to approve the agenda was made by Jackson; seconded by Ramsey. Motion approved with a unanimous vote of 6-0. For: Pateidl, Jackson, Neff-Brain, Williams, Strauss and Ramsey.

CONTINUED TO JANUARY 24, 2012 MEETING:

CASE 114-10 – LEAWOOD DEVELOPMENT ORDINANCE AMENDMENT – SECTION 16-4-6 – Permanent Sign Regulations – Request for approval of an amendment to the Leawood Development Ordinance. **PUBLIC HEARING**

CONSENT AGENDA:

CASE 133-11 – ONE NINETEEN – LOVE CULTURE – Request for approval of a Final Plan for a Tenant Finish, located at the southeast corner of 119th Street and Roe Avenue.

A motion to recommend approval of the Consent Agenda was made by Williams; seconded by Neff-Brain. Motion approved with a unanimous vote of 6-0. For: Pateidl, Jackson, Neff-Brain, Williams, Strauss and Ramsey.

NEW BUSINESS:

CASE 132-11 – PARK PLACE – BUILDING M (AMC) AND PARKING GARAGE B – Request for approval of a Revised Preliminary Sit Plan, located at the southeast corner of Town Center Drive and Nall Avenue. **PUBLIC HEARING.**

Staff Presentation:

Senior Planner Joe Rexwinkle made the following presentation:

Mr. Rexwinkle: Madame Chair and members of the Planning Commission, this is Case 132-11 – Request for approval of a Revised Preliminary Site Plan at Park Place for Building M and Parking Garage C. The proposed building site is the northwest corner of the Park Place development, adjacent to the intersection of Town Center Drive and Nall Avenue. The applicant would like to reduce the height and number of spaces in Parking Garage G from the existing approved plans. Building M is proposed to be a 135,000 sq. ft. four-level office building, which will serve as the AMC office building. Parking Garage C is proposed to be a five-level, 533-space parking garage. Building M is oriented in a northwest-southeast direction parallel to Town Center Drive, while Garage C is oriented in a north-south direction parallel to Nall Avenue. Immediately to the south of both Building M and Garage C is the proposed Building L, which is a future hotel and is not a part of this request. Between the future hotel, garage and Building M is a proposed courtyard which will provide auto access to the garage, hotel and Building M. Between Building M and the garage is a proposed delivery area. A trash and service area is located between the garage and the future hotel. The courtyard

is designed to accommodate a mixture of automobile and pedestrian traffic. A circular planter in the middle of the courtyard will include a large tree in the center and a seat wall surrounding the tree. The delivery area between the garage and Building M is accessed from the courtyard and is intended to be concealed from view with gates and is deep enough to allow a semi truck to back into it with the gates closed. The service and trash area between the garage and future hotel is designed in a similar manner so that small trucks can back in with the gates closed. A reflective pool and a row of bollards is proposed along the north side of the courtyard adjacent to Building M to help provide an auto boundary to the courtyard. Landscaping is approved with the Final Site Plan; however, a plan has been provided for our review. This plan proposes landscaping in the form of a double row of street trees and shrubs surrounding the site on the west along Nall Avenue and on the north along Town Center Drive. This pattern is consistent with the street tree and shrub pattern elsewhere around the perimeter of the development. Street trees are also proposed along the site's boundary on Ash Street. Elevations are approved with the Final Site Plan and are not approved with this request this evening; however, the applicant has provided preliminary elevations for our review and discussion. These show both the garage and Building M as a contemporary design that is distinct from the other buildings in Park Place. Building M is proposed to consist mostly of a curtain wall with silk-screened glass. Three outdoor terraces are proposed on Building M: one on the ground level of the east elevation, another on the upper level of the south elevation and a third on the upper level of the north elevation. These terraces will be constructed of Brazilian walnut. Aluminum panels are proposed for the west elevation and as the exterior framing for the outdoor terraces. Parking Garage C will be wrapped in aluminum tubes painted in a variety of colors. The garage will have two access points: one from the courtyard and one from Nall Avenue. Staff is concerned with the durability of the proposed aluminum tubes on the exterior of Garage C and recommends that the applicant provide further information about this material prior to Final Site Plan review. Staff is also concerned that the minimum parking requirement is not satisfied with the proposed plans. A total of 1,812 parking spaces are required across the Park Place Development upon completion of Building M. The plans propose a total of 1,626 spaces, which is a difference of 186 spaces. Staff would like to work with the applicant prior to Final Site Plan submission in order to resolve the issue. The plans show the sidewalk along Ash Street to be constructed immediately adjacent to the street, rather than set back from the street. Separation of the sidewalk from the street provides greater comfort and a sense of safety for pedestrians and is generally considered an important design element in creating pedestrian-oriented places such as this. The applicant has indicated the sidewalk design fits with the intent for Park Place; however, staff still feels that it should be moved back a minimum distance to allow the street trees to be placed between the sidewalk and the back of curb.

Though signs are approved with the Final Site Plan, the elevations show conceptual signage for both the garage and Building M. The number of signs on Building M exceeds the current number of signs permitted by the LDO and the proposed Sign Criteria for Park Place. Staff would like to work with the applicant between now and the Final Site Plan in order to try to resolve this issue as well. Since the courtyard is designed to include a mix of pedestrian and auto traffic, staff would like to work with the applicant prior to Final Site Plan to ensure the creation of the desired atmosphere within the courtyard without compromising pedestrian safety. The proposed elevations also indicate aluminum paneling as an exterior material for Building M. The LDO prohibits such materials. Staff would also like to work with the applicant in order to resolve this issue prior to Final Site Plan.

Finally, we are also concerned with the interior of the garage and the fact that it may be visible from the exterior of the garage, specifically, the ramps and cars' headlights. Staff would like the applicant to consider a design modification to the garage exterior between now and Final Site Plan in order to address that issue. Staff is supportive of this request and is recommending approval, subject to the stipulations provided in the report. You did receive a memo on the dais regarding revisions to Stipulation no. 19. That stipulation currently states, "The applicant shall obtain all approvals and permits from the Public Works Department per the memo on file with the City Of Leawood Planning and Development Department prior to recording of the plat." We would like to change "plat" to "building permit."

Chair Rohlf: Have you had an opportunity to talk to the applicant about the staff comments since we continued this particular case from our last meeting?

Mr. Rexwinkle: We have not spoken.

Chair Rohlf: Hopefully we will get feedback from the applicant on some of these issues. Also, would any of these preliminary designs require changes to the design materials for the overall development?

Mr. Rexwinkle: The only design guidelines in place for the development would apply to tenant storefronts within the multi-tenant buildings and their signage.

Chair Rohlf: So the signage is still outstanding. Questions for staff?

Comm. Neff-Brain: In your Site Plan section in the sixth paragraph, you talk about truck access. You say, "This plan shows that, due to their size, such trucks would have to back into the courtyard from Ash Street to access the delivery area." Do you consider that to be dangerous?

Mr. Rexwinkle: We discussed that internally with the fire marshal, who was concerned about access. No one seemed very concerned about semis backing in. The applicant indicated it would happen very rarely.

Comm. Pateidl: You referenced the LDO's prohibiting the use of aluminum siding. Can you give me history as to why that prohibition exists?

Mr. Klein: The primary reason for that prohibition is that the material was viewed as a cheaper material. At one time, brick was the primary material, and then we started welcoming more stone. Leawood tends to prefer more natural materials.

Comm. Williams: Along that same line, there is a difference between aluminum siding and paneling of the commercial grade that would be used on a project like this. Are you saying that applies to aluminum paneling on commercial buildings versus aluminum siding on homes?

Mr. Klein: No, we are talking about the AMC building. Staff's interpretation was that it is aluminum siding. It was watertight structures that wrapped in places where there was no glass. A number of buildings have used aluminum panels. Often times, they will hide structural elements or screen rooftop utility units. Some buildings use the panels for decorative elements. In this case, it is a primary component of the AMC building.

Comm. Williams: In this application for corporate headquarters, I would assume they would be talking about aluminum paneling that you routinely see on high-end commercial buildings, whether in downtown Kansas City or suburban office parks. You are saying it would not be appropriate here?

Mr. Klein: I am saying that the ordinance prohibits aluminum siding. We have not had a problem with aluminum panels as accent elements, but this appears to be aluminum siding.

Comm. Williams: The sidewalks on the Ash Street side are against the curb versus the way they are shown in their renderings.

Mr. Rexwinkle: Yes, they are showing them against the back of curb.

Chair Rohlf: Does anyone else have questions for staff? Then we will hear from the applicant.

Applicant Presentation:

Jeffery Alpert, Park Place Investors, LLC, 11551 Ash Street, Leawood, KS, appeared before the Planning Commission and made the following comments:

Mr. Alpert: First of all, I want to thank you all to make time in your schedules during a busy holiday season to hear us tonight. I would like to make a few comments. When we originally obtained our zoning, we had what we call a Class A seven-story office building on the northwest corner of the site. We always envisioned some kind of a corporate headquarters going into the location. We really never envisioned a corporate headquarters of a corporation with the level of prestige that a company like AMC has. Needless to say, we are extremely excited that they chose Park Place and Leawood for their new home. AMC has an international reputation and recognition; everybody knows who they are, and that is very exciting. Their forward thinking in terms of embracing the latest in technology and the pleasure they give to our lives when we go to the movies are all things that make us very proud that we are here tonight to talk about their headquarters at Park Place. My partner, Melanie Mann, will be here shortly. From 360 Architects, the design architectural firm for the project, we have Erica Moody, Trevor Hoiland, Evan Fox and Steven Roarke. Judd Claussen with PEI Engineering has been our civil engineer since the inception of Park Place. Dustin Elliot with Transystems Traffic Engineers has been looking at the traffic issues related to this project. Kay Young and Chris Dring with Young & Dring Landscape architecture have been with us since inception. Opus Design Build, Gary Schubert, Kavis Real Estate Advisors and Rich Muller are here as well. From AMC, we have William Slusher, Michelle Matune, Stephanie Marcazie and Keith Wheatenkeller, who is the AMC Chief People Officer. I'd like to have Keith make a few opening remarks, and then Trevor Hoiland of 360 to present the project. Then I will come back and discuss stipulation issues.

Commissioner Elkins joined the meeting.

Keith Wheatenkeller, Chief People Officer for AMC, 920 Main Street, Kansas City, MO, appeared before the Planning Commission and made the following comments:

Mr. Wheatenkeller: I happen to be a resident of Prairie Village, and I'm glad to be here today to talk to you. As you may know, AMC is the second largest motion picture exhibitor in the world. We started in Kansas City in 1920. Our roots are here, and we want to stay in this area. We are considered a leader in our industry. We are known for innovation: things we take for granted here in Kansas City are things most other exhibitors don't do. We like to continue that in the way we think about our people and the environment we give them to work in. We are very excited about the opportunity to have our worldwide headquarters right here in Leawood, Kansas. We think about things like our environment for our people as key to their ability to produce good things for our company and for our guests. We take our office environment very seriously. One of the things that is exciting for us, of course, is the opportunity to build from the ground up and be able to have it be open, inviting and embracing cutting-edge technologies in terms of interiors and space planning and also that it is a place that represents us to the rest of the world. From the start, we hoped that when we started this search, we would be able to come up with a building that would be iconic and architecturally significant, someplace our associates could be proud of, someplace that we could bring in our Hollywood partners when they fly in from Los Angeles and have them be impressed and feel that they are working with partners that merit the kind of respect that we give each other. This has been a long process, but we are very glad we have landed here in Leawood, Kansas. We did look at many other locations. Along the process, in terms of design and our ability to come up with that iconic building, we looked at offices of what we considered to be progressive employers around the country. We looked at places here in Kansas City, including H & R Block. We looked at Microsoft's campuses in Seattle, Walt Disney, Nordstrom and the Applebee's campus in an effort to make sure that, when we did this, we did it right. We didn't want this to be just an exercise; we wanted it to be an opportunity for us to significantly upgrade our working environment and our presence in the community. We also went through an extensive search process when we selected 360 Architects to be our partners in this process. We're very pleased

with the choice; they have proven to be insightful, helpful and knowledgeable in terms of best practices. It has helped us to get to this great place where we are today. Thank you for allowing us to be here.

Trevor Hoiland, 360 Architects, 300 W. 22nd Street, Kansas City, MO, appeared before the Planning Commission and made the following comments:

Mr. Hoiland: I never thought, when we were doing a headquarters for a construction company, it would turn into as close as we could get to AMC's new office building, so it was a double compliment that what we did for their building turned into something exciting for AMC's headquarters and what they were seeking for their new office building. I thought I would bring a couple images in case you hadn't seen the building. (*Shows photos on the overhead*) The image on the left shows an open office space. Almost all the private offices are inside the core of the building, letting all the daylight slip into the space. Everybody has a panoramic view to the civic mall downtown, and you can see on the image on the right the main glass wall. That was intended to be as transparent as possible and also reflect the civic buildings. It is very respectful of the character and quality of the civic historic area in downtown Kansas City.

The next slide shows how the building looks at night. AMC headquarters work a lot in the evenings, and this time of year, most people are getting to work when it's still dark. The building will have a presence on the corner of Nall and Town Center Drive, so how the building is perceived in both the day and night is something we consider very carefully. How it looks in the evening is as important as how it functions during the day. The other thing that was intriguing to AMC is that there is a blend of richness and also a blend of rawness to it as well. They wanted this to be a modern version of a loft building, like those old warehouse buildings downtown that smaller companies move into and turn into condos. They wanted the character and blend of downtown living and working. The Districts at Park Place image shows retail, restaurant, hotel and a pedestrian area in yellow. The items in blue are the project that received final approval two weeks ago. The red is the block we are talking about tonight. When we first looked at this site for AMC, it was clear right away that it had an opportunity to be a little bit different. It was intended to be the terminus to the pedestrian street and hold the views in. The location of the office building was important, and that is where we started. I'll let Chris talk about the Landscape Plan, but for the most part, it is a continuation of what was developed and has already been planted.

Chris Dring, Young & Dring Landscape Architecture, 8444 Marty, Overland Park, KS, appeared before the Planning Commission and made the following comments:

Mr. Dring: As staff and Trevor mentioned, the articulation of the landscaping around this complex is largely what has already been designed and implemented along Nall and 117th Street. The intent is that the double row of triangulated maple trees continue around the perimeter of Park Place eventually. The image along Nall and Town Center Drive is the primary landscape statement. Beneath those trees are shrubs that act as planting beds, and those are consistent with the landscaping that has been presented. The other area mentioned is Ash Street. It is our intent to work with staff to get the Ash Street streetscape to be consistent with their expectations. We are continuing the Ash trees down Ash Street as well as the other three-dimensional elements such as the decorative light poles. The third area I would like to talk about is the auto court. We are trying very carefully not to make this look like a cul-de-sac. We want it to be an exterior space, very European in style that welcomes both automobiles and pedestrians. This will be a bit of a trick, and we intend to work with staff to pull it off. As I mentioned before, in the center of the auto court, you will see one island with a large tree in the center to give a presence and a landmark, if you will, for the entire auto court. Other planters in the auto court are intended to guide traffic, and those materials will largely be shrubs and low plantings. With that, I will turn it over to Trevor, who will describe the building in more detail.

Mr. Hoiland: I can go on and on with this building design, but one of the things we started to look at is what you see looking down Ash Street from the roundabout outside the hotel. We tried to estimate what will happen with the hotel. Maybe there will be a sense of an urban space, but we would like that terminus to be

the double-volume outdoor terrace room that you see when you look down the street. We looked at a frame that is also holding to some of the belt lines that the buildings that line Ash Street create going from the retail double-height space up to the office. We are really pulling those datum lines in and creating that as the bottom of the third floor of the office building. That is where we started. You can see that the third level is where AMC will have their test kitchen, which is where they test new products for food and beverage and where they plan on their employees' lunch space. The main function will then spill out to the south to allow connectivity to the rest of Park Place. You will also see that we're going to model the AMC 20 building in Leawood, which creates a visual connection to what AMC is all about: the customers and movie theaters and not necessarily the visitors coming into the building. The view from above shows the mass of the project and how it works together. The view from the northeast side shows the ground-level terrace that opens onto the street. You can see we have already started to address the issue of sidewalks on Ash Street. We are being conscious of the terrace level of the first floor of the building on the east side of the site, which is about 3 feet higher than the site, so there is a nice separation and some privacy for people sitting on the terrace. Landscaping as a buffer to the street is something we are working through, and we will definitely work with staff. The view from the south side shows a terrace lined with wood, just as all of our terraces are. The rest of the space is a panoramic of glass. The entry to the building is pushed in, so on the south side, there is some protection with the building working as a canopy. All these images start to describe the materials.

There was a comment about aluminum siding. We really see it much more as an aluminum panel that is much more decorative and maybe starts to pick up on some of the patterns of the glazing. I also agree that aluminum siding would not be appropriate for this building, but some sort of aluminum panel is a high quality material and would be something we will continue to develop with staff to make sure we are in the realm of what is allowed.

The East Elevation shows the frame of the terrace on the south side away from the building in order to get daylight into the building. The view without the trees shows how the residential block across the street will perceive the building with the maple tree datum line on the third floor. We are also looking at a silk-screen pattern on the glass curtain wall. It helps control heat gain, so about 40% of the glass is opaque in nature. We've been using this a lot on projects all over the country. It is an ornamental way to get better performance out of your glazing system. The next time we meet, we will have samples of patterns that are abstractions of what is important to AMC. We don't want a building that you look at and say, "That is exactly AMC." Buildings have life beyond users; at least, good buildings should. We are still trying to find a pattern that makes sense.

The North Elevation shows the long side of the building. We looked at the massing of the four stories, and because of the datum lines on Ash Street, we split the building into two, horizontally. That helped the building not feel like a big tall mass on the site, and it really worked well with the datum on the trees, allowing for some play on that North Elevation. It gave some real dimension to the façade, and we felt it was a good way to bring in some articulation and interest to what otherwise would be a long, flat façade. We have a pretty small palette of materials and color.

The view from the future hotel shows the tree as a focal point, serving as art or sculpture in that auto court. We love that it breaks down the scale of the buildings inside the auto court as well as really masking quite a bit of the façade. The west façade is one you will almost never see. It is about 20 feet from the face of the garage. This is a façade where we felt we had the opportunity to bank some of our spaces inside the building that don't necessarily need daylight. Not that the building necessarily has a back, but this is also where the loading dock is. It is an elevation that is truly not visible.

Because we don't know what the hotel design is going to be and we have an office building that wants to stand somewhat alone instead of having the garage be an extension of AMC, we felt like the best option was to have the garage truly come from the landscape. We have this double row of maples and staggered plantings of grasses and shrubs in different colors. We looked at taking the colors and life of the landscape and let it lead abstractly to these colored aluminum vines that grow up the façade of the garage. We chose eight colors that are pulled directly from the plants around the garage from different times of the

year. We felt that was an interesting way to add some life to the garage and truly create something unique and let it be more of a feature on Nall or Town Center Drive.

The view of the south side of the garage shows that it is a hidden but still important view. The view without Building M demonstrates that you truly only see about 1/3 of the long façade from the auto port. The close-up detail of the parking garage shows the metal vines. A parking garage in the daytime has blackness of the opening where the fresh air comes in, and it reverses at night. We would like to paint the concrete of the structure so that, during the daytime, it best matches the darkness of the garage so that the vines become a veil for the garage. The concrete crash rails are actually 42 inches high and will mask headlights while working as guardrails throughout the entire building. It is intended to be a simple structure inside the colorful vines.

The view from outside AMC's building with no lighting at all gives you the idea of that front plaza that is contained in the third and fourth floors of the building. You can see the shadow edge that the hotel would cast. The view outside the garage along the sidewalk shows the south face of AMC's building and how the sun lets in the light. In the evening, it creates a wonderful feature as well. Thank you.

Chair Rohlf: Would you prefer us to ask question of Mr. Hoiland now?

Mr. Alpert: I think it would be most productive to ask questions about the design now.

Chair Rohlf: Questions for this portion of the applicant's presentation?

Comm. Williams: Most of this conversation will take place next time, but since staff brought up the aluminum panels, I'd like you to talk to us a bit more about them. Do you know approximately how much of the exterior surface would be aluminum panels?

Mr. Hoiland: It is maybe 5-10%. The majority of it is the west side of the office building that faces the parking garage. (*Shows image on the overhead*) The majority of it that you never see is 20 feet from the entire face of the garage. Wherever the outdoor terrace is, the inside is wrapped in wood. That one outside wall and probably the underside as well would probably be wrapped in aluminum panel. As we currently continue to develop the pattern for the glass, a version of that pattern will be etched into the aluminum or cut out of it. The panel will be applied to the façade with the weatherproofing behind it as more of a rain screen system.

Comm. Williams: Do you know yet what color you may be using?

Mr. Hoiland: It is probably a clear anodized aluminum.

Comm.. Ramsey: Will there be seams?

Mr. Hoiland: Yes, all the glass on the building now is on a 4-foot grid horizontally. Every 4 feet is a mullion, so we think the aluminum will be either in a 4-foot or a 2-foot panel. Because the areas with aluminum are so small, my guess is they will be 2-feet wide by the full floor-to-floor height, which is 13 feet, 9 inches. It is a feature of the façade.

Comm. Williams: Your renderings of the glass show a see-through image. In reality, when it is completed with furnishings, etc., will we see that kind of a look out of this building?

Mr. Hoiland: It depends if it's there or not. Obviously, in the nighttime, buildings are transparent, no matter how black the glass is. In the daytime, we're looking at low-iron glass. The iron in the glass give the clear glass a natural green tint to it, so most of the buildings you see with clear glass are actually green. The low-iron glass is what we use at the Sprint Center that is really a clear glass. It has all the characteristics and

properties of the normal glass without the green tint. This is intended to be something of a silver screen look to the building, like not turning on the movie yet. It is a clean façade. Even though the building is as clear glass as you can get, buildings tend to go dark even with all the lights on inside the building. You will get the reflection of the outside more than you will see what is happening on the inside.

Comm. Williams: One thing you mentioned that is also important is the color of the glass. We have a lot of office buildings in the city with pink glass, green glass, etc. To have something that doesn't repeat will be refreshing. Could you begin to address some of the concerns staff has stated about the plaza, vehicular circulation and this issue of backing up trucks into the service dock?

Mr. Hoiland: There are clearly a handful of issues with the auto court that staff brought up that we need to address, and we currently are doing that. The idea of a seating wall around the large tree was a really fun idea until you started imagining sitting there and having a truck run over your toes. There is definitely a balance we need to achieve and are working toward. While the paving pattern totally changing and looking like a pedestrian plaza is more of a typical thought, maybe it is not too bad an idea to make it more of a vehicular look so it is much clearer what is pedestrian and what is vehicular.

Chair Rohlf: Could you put up that view so I can see the traffic pattern? (*Diagram placed on the overhead*) Is that an entrance and an exit to the parking garage?

Mr. Hoiland: Yes, the main entry to the auto court is along the north side of the tree and then into the garage. There is also an entry on Nall as well. If you are dropping off at the future hotel, you would circle the tree. Then there would be a porte cochere located on the north side of the hotel and back out. It truly is a cul-de-sac with a tree in the middle; it is just not a round cul-de-sac. It takes on the geometries of this triangular site. What you see now as the charcoal grey flagstone pattern is really just demarking where we think it is open for cars to go. The lighter grey is a different material that would clearly be a sidewalk. We have bollards, landscaping and the water to help define the space. The blending of the two would work much like any other auto court where, at some point, it is up to the human to use common sense. We can only control so much, but we definitely want to make the right decisions to promote public safety.

Chair Rohlf: I haven't had a chance to ask about the status of the hotel, but do you see any concerns about that courtyard having that type of appearance, not knowing if there is going to be a hotel there or what it could look like? It looks like there could still be some flexibility there to alter it if it didn't work well with the hotel.

Mr. Alpert: We are in discussion with the hotel developer about the hotel. We do not have the deal progressed far enough along that we are ready to have concrete discussions regarding design; however, we have been soliciting detailed input from the hotel developer with respect to this specific plan in order to do our best to be sure that the functionality of this whole thing considers the needs of the hotel and AMC.

Comm. Williams: Could you discuss the truck route?

Mr. Hoiland: The need for a full-sized off-road truck has very limited use but still is in need at AMC. They bring a lot of equipment in to test. Instead of transferring down from a highway vehicle to a city truck to a box truck, the desire to have a full-sized truck is something we barely figured out how to make work. We had to widen the entry and lay down the curb just like the roundabout is outside of the hotel. We could definitely get a truck to maneuver in the auto court by backing in. As far as fire trucks and city trucks, all work within the cul-de-sac pattern.

Comm. Williams: Have you consulted with an off-road trucker to see if they could get a truck in there?

Judd Claussen, Phelps Engineering, 1270 N. Winchester, Olathe, KS, appeared before the Planning Commission and made the following comments:

Mr. Claussen: In your packet is an exhibit to show you the demonstrations. We use a tool called Auto Turn to simulate truck traffic maneuvering. On the exhibit, I have shown a fire truck and a smaller WB50 truck, which is something like a food delivery truck to smaller restaurants. All those vehicles easily go around the tree and come back out. It is only with the large semis that we do need to have them back in. To make enough room for them to come in head-on would lose the functionality and design concepts of what we are trying to accomplish with the courtyard. When the trucks do come, we envision people helping guide the truck in, keeping people clear and doing it during a time that is not busy in the development. We just need the ability during infrequent time to get a truck in there.

Comm. Ramsey: Was there any thought to obtaining a green building certification?

Mr. Hoiland: We are doing the best we can to follow the LEED guidelines. It has not been decided whether we will go for a certification yet. At 360 Architecture, regardless of whether the client has those goals or not, we always try to make the green decision.

Comm. Neff-Brain: Will you be bringing in samples of the vines on the parking garage with the colors?

Mr. Hoiland: Yes, we will definitely bring in those with the finished boards. We will have the glass samples with the pattern, the wood, the aluminum and paving materials as well. It is a very small palette of materials.

Comm. Neff-Brain: How about the question that has been raised about the number of parking spaces?

Mr. Hoiland: That is something the whole group is still working on. The office building and hotel have different needs and peak demands, and we are really trying to maximize those the best that we can.

Mr. Alpert: We have engaged the services of Lanier Parking Systems, who specializes in these specific issues around the country. They are doing an analysis of our hotel parking usage at the aLoft hotel. We are doing parking counts at all hours of the day and evening to determine exactly how much parking the hotel uses. Then we will combine that with information we have regarding AMC's parking needs to confirm that, when we bring in the Final Plan, we will have the number of parking spaces we need. It is fairly well known that parking structures are expensive to build and can cost anywhere from \$16,000 - \$23,000 per space. While we don't want to build one less parking space than we need, we also don't want to build more than two or three more than we need. We will do that analysis and will bring it in at Final.

Chair Rohlf: What about staff's concerns about visibility of the headlights and all of that in the garage?

Mr. Hoiland: The perimeter of the garage has a crash rail, and we took it up to guardrail height so we didn't have to do a crash rail and then cables to provide safety for pedestrians. We believe the 42 inches is higher than what is needed to mask the headlights. Any more than that, and we really reduce our ability to bring fresh air into the garage.

Comm. Jackson: Have you used these vines before?

Mr. Hoiland: We have done versions of that. We have used cables to grow real vines, but we have definitely used wood louvers, slats and all different types of elements to mask a rather mundane wall and give it a different purpose.

Comm. Jackson: How is the maintenance on those and the color fastness?

Mr. Hoiland: It depends on the paint you use. The colors we are looking at all tend to do well in the sunlight. With painted metal, if it starts to fade or chip away, it can be repainted. The paint is baked enamel, high performance finish. It will be electrostatic so that it completely coats the metal.

Comm. Jackson: I guess I'm having a little trouble imagining it looking anything like a regular parking building with rods going up and down. You said it would look black?

Mr. Hoiland: The concrete of the structure, instead of being just natural concrete, will be painted darker so it will match the darkness of the ribbon you'll get from the open air of the garage during the daytime. It is trying to create a dark wall behind so the color tubes are what stand out.

Comm. Jackson: Are the tubes right up against the building, or is there a space?

Mr. Hoiland: There is a space of about 4-6 inches.

Comm. Jackson: There is quite a bit of drop-off from street level down to the property right now. Does that parking garage get built into the side of the earth up to the Nall level?

Mr. Hoiland: Our first level of the garage is actually 15 feet from floor to floor, so it is a wonderful height for access, whether it is ADA van parking, service vehicles or box trucks. That height works well for a service level while also allowing the second level to exit directly at the elevation of Nall. That is where the ramp comes up from the first to the second level. The second level of the garage will feel like a first level on Nall, so it helps to reduce the height of the garage for the majority of people driving by.

Comm. Jackson: Do you have any renderings going north along Nall so that you can see a Loft?

Mr. Hoiland: Not yet. We have a 3-D model, but we haven't combined all of that together.

Comm. Jackson: This parking garage is bigger than the one already in existence, right?

Mr. Hoiland: I think it is actually the same length or very close.

Comm. Pateidl: It is longer according to the documents.

Mr. Hoiland: The documents don't lie, so it must be longer, but we can definitely look at that.

Comm. Jackson: You mentioned the outside of this building will be somewhat like the Sprint building downtown. There are certain times of day when you're blinded by that building. Will that cause a problem for the residents on the east side of Ash?

Mr. Hoiland: I wouldn't imagine so. The east side has the terrace, so it is really the third and fourth level of the office building that is the shortest space of the building.

Comm.. Jackson: Which is more reflective: the glass or the aluminum?

Mr. Hoiland: I would say the glass would be.

Comm. Jackson: You don't think the sun will cause an issue, or is it blocked by those apartments?

Mr. Hoiland: Are you talking about light reflecting into the apartments?

Comm. Jackson: Yes.

Mr. Hoiland: I'm sure it is possible that light may reflect on the apartments, but the apartments are taller.

Comm. Elkins: Could one of you speak to the issue of the continuity from 119th Street to the end of Park Place on Nall, especially with this parking garage?

Mr. Alpert: The view you get will obviously change significantly when you get to the parking structure because it looks very different than the buildings to the south of it. It has always been our intent, from a design standpoint, that Park Place be eclectic. We created a commercial core that had a specific kind of architecture, but we always envisioned the corporate headquarters building and the parking garage to be different. At 45 miles an hour, I think it will present a distinctly different feel. In terms of the design concept at Park Place, it is perfectly fine because we didn't want everything to match.

Comm. Elkins: It seems to me that you have always had certain design elements in Park Place that tie it together. I guess maybe that's what I'm getting at. How do you see the parking garage, particularly, tying together with the rest of Park Place?

Mr. Hoiland: We started with Nall, and we looked at it going south as well. If you're at that intersection and looking at Park Place, you will see a double row of maples headed down Town Center Drive and then down Nall as it heads to the south. The only continuity, even from aLoft to the parking garage, is the landscaping. As the landscaping creates the visual buffer, this garage can nestle behind those trees better instead of letting the garage be the first thing you see when you come to that corner.

Comm. Pateidl: I would like to remind you that from the middle of October to the middle of April, there are no leaves on those trees. What you will see is the representation you have with no trees, and it will be very stark and very different from the architecture and feel of the City of Leawood. I'm not sure how that is compatible. I'm sure we'll have more conversation on that before the evening is over.

Comm. Elkins: We have a pretty impressive entrance into Park Place at 117th and Nall. It seems like the entrance at Town Center Drive and Nall will be a much different entry, given the difference in architecture of the buildings at that particular entry. Can you speak to that a little bit?

Mr. Alpert: One of the things we have actually submitted for is those entrance markers on either side of 117th on the east side of Nall. We plan on duplicating those at the corner of Town Center Drive and Nall and at the east end of Park Place where 117th intersects with Town Center Drive. In terms of establishing continuity like that, we intend to have those elements at all the corners of the site.

Comm. Elkins: That goes to what I am thinking in that the architecture of those entryways seems much different than the architecture we've seen presented tonight, particularly with the parking garage, but also with the AMC building as well. I wonder if there is not conflict or clash. Maybe that is the architectural element that ties it together; I'm not sure.

Mr. Alpert: Again, I really can't emphasize enough the desire we have to achieve an eclectic nature within the overall development. When you go to downtown Kansas City, you have all kinds of architectural expressions that are very different but collectively make up a downtown. This is the same idea we're trying to achieve at Park Place.

Comm. Neff-Brain: Assuming we approve this, how much does it tie us down to what the parking garage looks like?

Mr. Klein: The architecture that is stated in your staff report is approved at the time of Final Plan. Really, this is intended to give direction to the applicant about what you feel about the architecture and design concept. That way, they have time to adjust it before they come back. There is a stipulation stating that you are not setting anything in stone and a statement within each section that says the architecture, landscaping and lighting are not approved until Final Plan as well.

Comm. Neff-Brain: My feeling, particularly on the parking garage, is I am going to have to see something. I can't imagine how those vines are attached. I've never seen something like that, and before I approve it, I would have to see something.

Mr. Hoiland: That is fair.

Comm. Strauss: I would like to hear how the applicant is taking care of some of the comments made by Public Works on the traffic exiting the parking garage on the west side. A question was raised about exiting 115th Terrace to Nall and ending up in the northbound deceleration lane.

Dustin Elliot, Transystems, 2400 Pershing Road, Kansas City, MO, 64108, appeared before the Planning Commission and made the following comments:

Mr. Elliot: We prepared the traffic analysis for Park Place for the proposed plan. The analysis focused on what is different from the approved plan and the newly proposed plan. There are two primary elements. There is square footage of development shifting a little bit, but it ended up being a bit of a wash in terms of traffic generation from the site. The primary difference is the proposed driveway on Nall. What is being proposed is a right-in, right-out driveway located approximately 400 feet south of Town Center Drive and Nall and approximately 125 feet north of 115th Terrace. From a traffic engineering perspective, we looked at intersection functional area for the signal at Town Center Drive and Nall. In an ideal situation, the driveways would be beyond the point where cars are slowing down and changing lanes for the traffic signal. That location is about 900 feet south of Town Center Drive. This driveway, as well as 115th Terrace, is not an ideal location for a driveway because those drivers are making other decisions, and you're adding another degree of complexity for their driving condition. The staff review pointed out two other concerns which we looked at in the traffic analysis. For a continuous right turn lane to go into the garage, the primary concern is for outbound drivers at 115th Terrace taking a right turn onto Nall. If there is a vehicle making a right turn in the right turn lane, those drivers would not necessarily be able to discern whether they are turning at 115th Terrace or at the parking garage. There is some uncertainty there that could lead to driver confusion, which is not an ideal condition. Along with that, because the driveways are so close together, drivers entering the site may get confused as to which location they need to turn into. Staff also brought up that, to exit 115th Terrace, you would have to cross the right turn lane to enter the thru lane on Nall. That is true under the proposed plan. That is typically not as big of a concern because drivers tend to turn into the lanes that they are destined for. They wait for a gap in traffic to make that maneuver and wouldn't necessarily turn into a right turn lane and then weave over. The reason Park Place wants this driveway is to alleviate some potential congestion internal to the site within the auto court, which, prior to this plan, was the only way to get in and out of the garage. Providing another access point on Nall would allow drivers two different ways to get in and out. It would also relieve some expected long delays on Ash at Town Center Drive in the future. Those are the general advantages and disadvantages we looked at in this study.

Comm. Strauss: It sounds like what you're describing is potential for increased accidents in that zone from 115th to that right-in, right-out.

Mr. Elliot: Yes, I think "potential" is the right word.

Mr. Claussen: Along Park Place, Garage A has two ways in and out. Garage B on 117th Street is the last one we just constructed, and there are two ways in and out of that as well. One is accessed off 117th Street. When we talk about trying to get the number of cars to serve this office development and the hotel, it really becomes important to get a primary access off the adjacent street, just for a functionality to have two ways in and out of the garage. We looked at a couple of different options with right-in, right out, and we're working through some solutions with staff. Dave's memo had a couple solutions in there on how we can accommodate the right-in, right-out. One of those is to change 115th Terrace, which is that existing street on the south side of the new hotel and make that one-way back toward the site. That eliminates that outbound westbound movement where there is driver indecision. Those are things we're still working through, but I'm pretty confident that we can come to an agreement as to what is the best and safest solution to getting a right-in, right-out on the parking garage, which is very important for this development.

Comm. Strauss: Was the original second access point for the garage off 115th Street?

Mr. Claussen: Actually, I think originally, there was not a second access point for this garage; it was all served from internal.

Mr. Ley: That is correct; the garage was about 1,000 parking spots, and they all accessed through the auto court.

Comm. Ramsey: Was that because of the closeness to the intersection?

Mr. Ley: Yes, there were some conversations early on about having an access point off Town Center, but we didn't approve it that way; it was always approved with that one access.

Mr. Claussen: The access Dave was talking about was, at one time, there was talk about building a driveway off Town Center, and that was eliminated early on in the process. I just want to clarify that.

Comm. Neff-Brain: At your peak hours, how many cars do you envision out of that?

Mr. Elliot: Those would typically be mirror images of each other. In the morning, you would have about 200 cars coming in and 50-100 leaving. It would be the opposite in the afternoon.

Mr. Claussen: I also want to point out that this office building originally started out at 200,000 square feet and has gradually decreased as different plans have come in. With this application, we are down to 140,000 square feet. That has reduced the number of trips, which is represented in that traffic analysis as well, which helps some things out as well.

Comm. Elkins: I was surprised by your answer about the number of cars coming in and out in the morning. I read someplace that AMC expects to employ around 400 people. Knowing traffic patterns in the Midwest, I don't see two people in every one of those cars. I'm curious about that number.

Mr. Elliot: We based our traffic estimates off national standards for trip generation for that type of use. With an office use, within a condensed hour, not everybody arrives in that same period, so it gets stretched out.

Mr. Wheatenkeller: We have a non-traditional hour arrangement with our folks. We have a very flexible work schedule. We have people who come in at 6:00 in the morning and leave at 3:00 in the afternoon. We have people that come in at 10:00 in the morning and leave at 7:00 or 8:00 at night. We won't have 400 people showing up at 8:30. We don't work banker's hours at AMC, and we give lots of flexibility. That might alleviate a bit of that issue.

Chair Rohlf: Anything else on the traffic issue? All right, then it's back to you, Mr. Alpert.

Mr. Alpert: We came in here expecting that there would be some potentially lively discussion about the design of the buildings. What I think is important to recall and know is that AMC specifically said that they wanted a distinct architectural statement. They did not want to just blend in to the Park Place architecture or a larger architectural context. They are trying to make a corporate statement through the design and occupancy of this building. The design direction they are giving 360 – and we are completely supportive of it – is what you are seeing.

We don't have too many comments regarding the stipulations. Staff was kind enough to insert some flexibility in a number of the stipulations to give us further opportunity to sit down and work with them as we develop our Final Plan. Stipulation No. 10 reads, "Prior to Final Site Plan submittal, the applicant shall work with staff to identify methods to revise the plan in such a manner that the interior of the garage, including ramps, cars and car headlights, are not visible from the exterior of the garage." The way this is written makes this an absolute. If you look at either of our other two parking structures, I don't think you see much direct headlight effect, except at the entrances and exits to the garage. You do see some residual headlight spilling over the tops of the rails. You can drive by and see cars in the garage, so I just want to be sure that we are not writing a stipulation as an absolute because it is not achievable. Certainly, something along the lines of "substantially not visible" or something that recognizes the realities of parking garage design would be more appropriate. Let me address No. 9 again because it has been brought up. I want to piggyback on some things Mr. Williams said. He was very astute in observing that there is a lot of difference between architectural metals on commercial buildings and the aluminum siding that we see trying to be sold on late-night commercials. What specifically comes to mind are some of the iconic Frank Gehry buildings like the Disney Concert Center in LA or the Guggenheim Museum in Spain that are almost entirely sheet metal but are done in a very creative, unique way. To dismiss the concept of aluminum on a building without considering the unique opportunity, I think, is not a fair approach. Regarding No. 19, I believe you had a memo regarding that. This is a similar situation to one we had a few weeks ago with the residential where we just needed to change the reference to "building permit" as opposed to "plat." Another stipulation we talked about when we brought out apartments through was No. 32, "Conditions and stipulations of the preliminary plan approval of the original Park Place Development shall remain in full force and effect except to the extent expressly modified herein." We added the language, "previously amended and expressly modified herein," to be more reflective of the changes that have taken place over time.

Comm. Elkins: I'd like to go back to your comment on No. 9. I appreciate your comment. I'm not sure what you are asking there.

Mr. Alpert: I am really not asking because I think there is significant flexibility written in to that stipulation to give us an opportunity to work with staff on this, but I just feel it is important enough to the design of the building that I wanted one more word about it.

Chair Rohlf: Before we move on to other comments, Mark, do you have anything with respect to the lights in the garage, given what they explained tonight?

Mr. Klein: Staff is primarily concerned about ensuring the headlights would not be shining out. Currently, we do not see that with other garages because of the wall. The applicant has addressed that with the wall. With regard to the height of the cars, it is true that they will be above the wall.

Mr. Alpert: We fully expect to duplicate the standard that has been set on the previous garages.

Chair Rohlf: Yes, and I do think there is flexibility written into these stipulations for further work between your team and staff. Do you have anything else you would like to add before we move into comments on the overall design?

Mr. Hoiland: I have a comment about the painted vines. Most of the garage is perceived as moving parallel with the garage. People are not typically staring at it perpendicularly, especially from Nall and Town Center Drive. You can see that, as you get more parallel with that, these fins really become the visual barrier of the garage. You create this row that truly will hide the vision you see inside a typical garage. There was some care and thought put into creating that as well.

Chair Rohlf: Mr. Alpert, before we see some of these revisions at final, do you have any concerns about staff's concerns on signage or landscaping? Is there anything here that we need to talk about before you go back for Final Plan?

Mr. Alpert: I don't think so. I'm thinking back to our case two weeks ago, and that was specifically about revising our sign guidelines to allow for the sign on the building on Nall and the double signage on the Generale building where they have two signs for the same tenant because they are, significantly, the primary tenant of the building. We're comfortable that it takes care of our potential signage issues.

Chair Rohlf: With respect to the concerns that staff raised with respect to the parking in the garage and the courtyard circulation, those are the two points that, if you need any additional comments from us, we should share. I think obviously the parking garage only becomes a concern if you add a level or something like that. If you think you can address those issues without modification to the building, we would have to believe what your study tells you. I hope we have given enough feedback that you can continue to work with staff on those two areas. Then that takes us to comments on the overall design, features of the garage or building itself that might provide some helpful feedback at this stage.

Comm. Elkins: I have a follow-up on your sign question. I struggle with the sign ordinance, and I know that we are a long way from the Final, but I did note that, in at least one of the renderings, the AMC logo is on there with a reference to the Theatre Support Center. As I recall, that kind of thing would not be consistent with our sign ordinance. The name of the entity is AMC. Am I mistaken about that? Theatre Support Center is not part of the name, right?

Mr. Klein: I would imagine so. Typically, we have required them to provide us with the legal name of the business. They have used DBAs (Doing Business As), but we do limit them to the legal name of the business.

Comm. Elkins: I just wanted to put it out there.

Mr. Alpert: There is a unique situation here. We have an AMC 20 Theatre right down the street, and there is some concern that the public might confuse this building with that building and think it is a theatre. There is some consideration as to how to address that issue. By identifying it as the support center, it would address the problem. We can continue to think about it as we move forward. I don't think there is any magic on AMC's part to that language except for addressing this specific problem that the public could have.

Comm. Strauss: I am really impressed with the headquarter building. I'm not an architect, but I am inspired by the drawings, and I really applaud you for that design. The parking garage, to me, still looks like a parking garage. I like the way the other parking garages don't jump out as such; they have a façade on them that doesn't look like a parking garage until you stare at it for a while. I'm still a little unsure on the vines. To me, it stands out. The headquarter building, I'm really impressed with.

Chair Rohlf: I know this case does require a Public Hearing, but I thought I would ask for questions and comments and then see if there is anyone who would like to speak.

Comm. Ramsey: I, too, am impressed with the headquarters building. I'm not too worried about the aluminum issue. I think staff will be able to work that out. I agree that it's not aluminum siding like you would see on a residential building. Having said that, my colleagues have all focused on the parking garage and the uniqueness of the design, and I appreciate that it is reaching out there to be unique in compatibility with the headquarter building, but we've still got a long way to go on the parking garage. I think we need to see those materials and be really comfortable with it because this is our one and only shot at this. The reason you're coming to Leawood is the panache of Leawood and the opportunity to live and work in a very fine community that provides a very high quality of life. Part of that is the way we develop in Leawood, and we want to be ensured that we're not going to take a wrong turn with any of this. More than anything, welcome to Leawood. I personally think it's a great design and look forward to the final product.

Comm. Jackson: When you come back, I would like for you to bring a way for us to look up Nall. I don't think it needs to blend in together, by any means, but you need to know that it doesn't just look like massive parking buildings along Nall. You don't want to mirror Sprint with all their outside parking garages. As far as the way the garage and the AMC building go together, to me, the AMC building is light and airy and very modern and welcoming. You're putting it next to a black garage with colorful rods going up. It says, "dark and dreary" to me. They don't work for me. I would really like you to reconsider that parking garage. The other thing I would like for you to look at before you bring it back is if there is an issue with the reflection off that building going to the apartments. I know the sun would have to be pretty high. I don't know if the angle would come back at them, but I think we owe them that consideration.

Comm. Pateidl: I have some pretty strong feelings as far as the garage is concerned, and I'm going to depart from my fellow commissioners as we look at the definition of siding. The fact of the matter is we are going to use aluminum tubes to enclose a garage. If you're going to enclose something, to me, you have to enclose it with something. I regard that something as siding. Our ordinances say that it is disallowed. I will stand by my interpretation of that definition of siding, and should this particular design come back, I can assure you that there will be one commissioner who will vote against it. I asked about the history of the ordinance, and Mr. Klein referenced the fact that the intent was to encourage the developers and builders to use more natural materials. I think that is a good reflection of what this community is really all about. I said earlier that this is a stark departure not from the architecture and development but the overall architecture and feel of the community. At some point in time, I think it's a responsibility for us as commissioners to provide for and protect the integrity of the construction of our community. That has to be taken into consideration. I think Mr. Ramsey summed it up well in his description of the City of Leawood. As to the overall concept that is going on, I believe with the south end of that street being anchored by the aLoft hotel, the concept that has been portrayed for the headquarter building is very acceptable. Within itself, I assume that a second hotel would also be of comparable construction, and you have an integrated triangle that sits very well on the north corner of that street. I think that's great. The aspect of the parking garage is a real problem. I know that there are comments that the colors of these tubes are to be complementary with the landscaping, but quite honestly, an iridescent green vine going up the side of that building is hardly reflective of something that is complementary of the landscape of this territory. Please take that into consideration as you look into your final plans.

Comm. Neff-Brains: I, too, am bothered by the exterior look of the parking garage. As I say, it is hard for me to envision, but those vines almost look neon. I am concerned about that. I am also somewhat concerned about the traffic flow because with the right-in, right-out on Nall, I can see traffic backing up to Nall. People stop as they go in before they make a decision in the parking garage which direction to proceed. If that courtyard is going to service a hotel and an office building, I can see some traffic backup problems at both locations, but I guess the traffic engineer knows best.

Comm. Elkins: Not to pile on, but I would join with my fellow commissioners with respect to the concerns about the parking garage. I am struggling with it. From my perspective, the questions that I asked revealed

that. As you travel from south to north on Nall, certainly you don't see the same architecture. I'm not just talking about Park Place now, but if you go north as far as College Boulevard, there is a certain continuity of colors, materials and different architectural statements there. I recognize and appreciate the developer's desire to have an eclectic architecture, but what we see in this concept with respect to the parking garage seems to go beyond the eclectic. I agree that the aluminum piping seems almost neon. I also would join with my commissioners in asking for a rethink about that garage. I also have concerns about the traffic, and I am particularly concerned about traffic coming to the headquarters from the north. I understand the right-in, right-out, and I have a predisposition to think a lot of your employees will be coming from the north, at least initially, given where the current headquarters is. I worry about the traffic backup in terms of getting into the parking garage from those commuters heading south. Finally, I will say when I first reviewed the plan for the building itself, I was stumped and somewhat concerned about it, but as I've spent more and more time with it, I'm really attracted to it. The continuance probably did you some good there. I would agree with my fellow commissioners that, while it is a modern architecture approach, there are a lot of natural materials incorporated in a really imaginative and unique way. I compliment you on that. If it can grow on me, I think it can grow on our whole community. I do have some residual concerns about the silk-screened glass. I'm anxious to see and hear more about that. I appreciate your directing our attention to the Dunn headquarters because that gives us a good frame of reference. Overall, I'm impressed with the idea and the approach with respect to the headquarter building, but I agree with my commissioners that there is additional creativity that needs to be applied to the parking garage.

Comm. Williams: I think we are going to have a consensus on this parking garage. Even though I'm very intrigued with the concept presented, it clearly needs more work in how it gets presented to us, whether it be in pictures, details, materials themselves. It does seem to be a really dramatic departure from what we have, even within this eclectic mix in Park Place. Every parking garage that has come to us in Park Place has been beaten to death, and we've been promised high expectations. Sometimes, like the first one, they don't come through. This is a very prominent corner, and we can't expect to hide it behind trees because, as my colleague said earlier, six months out of the year, we don't have leaves on the trees. It's a nice added feature for the times that they are in bloom, but let's get the architecture right and enjoy it when the leaves are off the trees.

Chair Rohlf: Anything else before I move to the Public Hearing?

PUBLIC HEARING

As no one was present to speak, a motion to close the Public Hearing was made by Williams; seconded by Elkins. Motion approved with a unanimous vote of 7-0. For: Pateidl, Jackson, Neff-Brain, Williams, Elkins, Strauss and Ramsey.

Chair Rohlf: Before we discuss, Mark, are you satisfied with the feedback we have given on some of staff's concerns as well?

Mr. Klein: Yes, I think so. The important thing was to make sure the applicant knew exactly where you were coming from for when they come back.

Chair Rohlf: Does anyone have any other comments to make about the plan this evening? All right, then I think we've got it on the record, so I would ask for a motion.

A motion to recommend approval of CASE 132-11 – PARK PLACE – BUILDING M (AMC) AND PARKING GARAGE C – Request for approval of a Preliminary Site Plan, located at the southeast corner of Town Center Drive and Nall Avenue – with all 24 Stipulations, modifying the following:

- No 9: Replace "siding," with "aluminum commercial panels" so there is a distinction between the product lines.
- No. 10: Replace "not visible" with "substantially reduce the visibility from the street."
- No. 19: Change to read, "As presented by staff tonight."
- No. 23: Add, ". . .to the extent previously amended and expressly modified herein."

was made by Williams; seconded by Elkins.

Comm. Neff-Brain: Does the wording of No. 3 presuppose that we are accepting proposed aluminum tubes and just questioning the durability?

Comm. Williams: In my recommending approval, given the comments that were made here tonight about the design of the garage, I don't see that as an approval of the design of the garage. We are not actually approving the design of either building's architecture. I read that comment as strictly background for the durability of the product, should we decide it is acceptable.

Motion approved with a unanimous vote of 7-0. For: Pateidl, Jackson, Neff-Brain, Williams, Elkins, Strauss and Ramsey.

MEETING ADJOURNED.