City of Leawood
Planning Commission Agenda - Revised
November 26, 2019
Dinner Session – 5:30 p.m. – No Discussion of Items
Leawood City Hall – Main Conference Room
Meeting – 6:00 p.m. - City Council Chambers
4800 Town Center Drive
Leawood, KS 66211
913.339.6700 x 160

CALL TO ORDER/ROLL CALL:
McGurren, Hunter, Belzer, Hoyt, Elkins, Coleman, Block, Stevens, Peterson

APPROVAL OF THE AGENDA:

APPROVAL OF MINUTES:
Approval of minutes from the October 22, 2019 Planning Commission meeting.

CONTINUED TO THE JANUARY 28, 2020 PLANNING COMMISSION MEETING:
CASE 112-19 – LEAWOOD DEVELOPMENT ORDINANCE AMENDMENT TO SECTION 16-4-6, SIGN REGULATIONS – Request for approval of an amendment to the Leawood Development Ordinance, pertaining to electronic and digital displays.
PUBLIC HEARING

CONSENT AGENDA:

CASE 117-18 – ELITE PHYSICAL THERAPY – MONUMENT SIGN – Request for approval of a Final Sign Plan, located south of 127th Street and west of State Line Road.

CASE 118-19 – TOWN CENTER PLAZA – ARRAY – Request for approval of a Final Plan for Changes to the Façade of a Tenant Space, located north of 119th Street and west of Roe Avenue.

CASE 119-19 – CORNERSTONE OF LEAWOOD – REVISED SIGN CRITERIA – Request for approval of a Revised Final Sign Plan, located south of 135th Street and east of Nall Avenue.

CASE 125-19 – HIGHLANDS CREEK – SEVENTH PLAT – Request for approval of a Revised Final Plat, located south of 146th Street and west of Cedar Street.

NEW BUSINESS:
CASE 102-19 – CURÉ OF ARS CATHOLIC CHURCH AND SCHOOL – Request for approval of a Rezoning to R-1 (Planned Single Family Low Density Residential), Special Use Permit for a Place of Worship and Elementary School, Preliminary Plan, Preliminary Plat, Final Plan, and Final Plat, located east of Mission Road and north of 95th Street.
PUBLIC HEARING
CASE 120-19 – RANCH MART NORTH SHOPPING CENTER – REDEVELOPMENT – Request for approval of a Revised Final Plan, located north of 95th Street and east of Mission Road.

CASE 121-19 – CITY OF LEAWOOD PUBLIC ART – WOMEN OF THE WORLD – Request for approval of a Final Plan, located south of Town Center Drive and west of Tomahawk Creek Parkway.

CASE 122-19 – CITY OF LEAWOOD PUBLIC ART – INSPIRATION – Request for approval of a Final Plan, located south of College Boulevard and east of Tomahawk Creek Parkway.

CASE 124-19 – LEAWOOD DEVELOPMENT ORDINANCE AMENDMENT TO SECTION 16-3-9, DEVIATIONS – Request for approval of an amendment to the Leawood Development Ordinance, pertaining to lot frontage. PUBLIC HEARING

CASE 123-19 – LEAWOOD DEVELOPMENT ORDINANCE AMENDMENT TO SECTION 16-1-4.2, MINIMUM STANDARDS – Request for approval of an amendment to the Leawood Development Ordinance, pertaining to heights of ground mounted utilities. PUBLIC HEARING

CASE 113-19 – LEAWOOD DEVELOPMENT ORDINANCE AMENDMENT TO SECTION 16-4-12.4, DISTRIBUTED ANTENNAE SYSTEM (DAS) AND SMALL CELL FACILITIES (SCF) – Request for approval of an amendment to the Leawood Development Ordinance, pertaining to Distributed Antenna Systems (DAS) and Small Cell Facilities. PUBLIC HEARING

CASE 111-19 – LEAWOOD DEVELOPMENT ORDINANCE AMENDMENT TO SECTION 16-4-7, LANDSCAPING AND SCREENING REQUIREMENTS – Request for approval of an amendment to the Leawood Development Ordinance, pertaining to landscaping of parking lot islands, and required maintenance of natural areas. PUBLIC HEARING

ADJOURN REGULAR MEETING:
Meetings will end at 9:00 p.m. unless the Commission votes to extend the meeting for a period of thirty (30) minutes. An additional thirty (30) minute extension, for a maximum of two (2) extensions, may be voted by the Commission members.

LEAWOOD PLANNING COMMISSION

The Leawood Planning Commission is a nine member non-partisan body whose members are appointed by the Mayor and confirmed by the Governing Body.

The Planning Commission prepares the Comprehensive Plan that is used as a general guide for the development of the community. The Comprehensive Plan is reviewed and updated annually as part of the commission's ongoing process of evaluating trends and patterns. The Commission also reviews all zoning, special use permit, and site plan and plat applications prior to making recommendations to the governing body for final action.

The regular scheduled public meetings of the Planning Commission are held at 6:00 PM on the fourth Tuesday of each month in the City Council chambers, 4800 Town Center Drive. The Commission may also conduct a study session followed by a meeting on the second Tuesday of each month.

Anyone wishing to appear on the Planning Commission agenda or study session agenda should contact Planning Services at (913) 339-6700.

REZONING AND SPECIAL USE PERMIT PROCEDURES FOR LEAWOOD, KANSAS

Newspaper publications: The city will be responsible for publishing the notice of public hearing in the official City newspaper not less than 20 days prior to the end of the public hearing.
Posting of the sign: Upon submission of the application, the City will supply the applicant with a sign to be posted on the property. The sign must be posted not less than 20 days prior to the public hearing.

Letters of notification: The applicant will be responsible for mailing notices by certified mail, return receipt requested, of the proposed zoning change to all land owners located within 200 feet of the area proposed to be altered. These notices must be sent a minimum of 20 days prior to the Planning Commission hearing.

Public hearing: The Planning Commission hears all zoning requests, hearing from the applicant and anyone in the audience wishing to speak for or against the proposal. The Commission will then make a recommendation for approval or denial to the City Council or continue the application to another Planning Commission agenda. The following is an outline of the public hearing process.

1. Staff summarization of comments and recommendations.
2. Applicant presentation and response to staff comments and recommendations.
3. Public Hearing
   a. Anyone wishing to speak, either in favor or in opposition has an opportunity to speak.
   b. It is appreciated if the speakers keep repetition to a minimum.
4. The applicant will have an opportunity to respond to points raised during the hearing.
5. Planning Commission discussion.
6. Motion and second by the Planning Commission.
7. Planning Commission discussion of motion.
8. Planning Commission vote on the motion.

Protest period: Certain property owners may file a petition protesting the application within 14 days after the close of the Planning Commission public hearing. The petition must be signed by the owners of record of 20% or more of any real property proposed to be rezoned, or by the owners of record of 20% or more of the total real property within the area required to be notified in Article 16-5-4.1 of the proposed zoning of specific property, excluding streets and public ways and property excluded pursuant to 16-5-4.3.

City Council Action: After the protest period has concluded, the application will be placed on an agenda for a City Council meeting. The Council may then take action on the proposal. The Council may approve the Planning Commission’s recommendation, or it may amend and approve or remand the proposal to the Planning Commission for further consideration.
CALL TO ORDER/ROLL CALL: McGurren, Hunter, Belzer, Hoyt, Elkins, Coleman, and Petersen. Absent: Block and Stevens.

APPROVAL OF THE AGENDA

Chairman Elkins: We have a revised agenda. Would staff care to describe the changes?

Mr. Klein: The only change is we showed Case 102-19 being continued to the November 26th Planning Commission meeting.

A motion to approve the agenda was made by Hoyt; seconded by Belzer. Motion carried with a unanimous vote of 6-0. For: McGurren, Hunter, Belzer, Hoyt, Coleman, and Peterson.

APPROVAL OF MINUTES: Approval of the minutes from the September 24, 2019 Planning Commission meeting.

Comm. Coleman: On Page 1, under approval of minutes, it should be Commissioner Coleman instead of Mr. Coleman.

Chairman Elkins: Are there any other changes?

A motion to approve the revised minutes from the September 24, 2019 Planning Commission meeting was made by Coleman; seconded by Hoyt. Motion carried with a unanimous vote of 6-0. For: McGurren, Hunter, Belzer, Hoyt, Coleman, and Peterson.

CONTINUED TO THE NOVEMBER 26, 2019 PLANNING COMMISSION MEETING:
CASE 102-19 – CURÉ OF ARS CATHOLIC CHURCH AND SCHOOL – Request for approval of a Rezoning to R-1 (Planned Single Family Low Density Residential), Special Use Permit for a Place of Worship and Elementary School, Preliminary Plan, Preliminary Plat, Final Plan, and Final Plat, located east of Mission and north of 95th Street. PUBLIC HEARING

NEW BUSINESS:
CASE 100-19 – PLAZA POINTE – 5 O’CLOCK LIQUOR – Request for approval of a Special Use Permit for Packaged Liquor Sales, located south of 135th Street and east of Briar Street. PUBLIC HEARING

Staff Presentation:
City Planner Ricky Sanchez made the following presentation:

Mr. Sanchez: This is Case 100-19 - Plaza Pointe - 5 O’Clock Liquor - Request for approval of a Special Use Permit for Packaged Liquor Sales, located south of 135th Street and east of Briar Street. This case is before you tonight due to a change in the operational staff of the liquor store. Special Use Permits for the City of Leawood run with the applicant/operator instead of with the site. This way, as operations or ownership changes are made, the city will have an additional opportunity to review the use and the site to ensure the use that is being asked to be permissible should stay as that use. The property has operated as a retail liquor store since 2001, and the new operator of the store has confirmed that the hours of the store will remain the same. No exterior changes to the building or signage with this application. Staff recommends approval of Case 100-19 with the stipulations outlined in the Staff Report.

Chairman Elkins: Thank you. Questions for staff?

Comm. Coleman: I have a question on the name of the entity. On the last page on the map, it says Par 4 Liquor. Is there a name change from Par 4 Liquor to 5 O’Clock Liquor?

Mr. Sanchez: The Site Plan was actually one from an existing case. The new name of the applicant will be BHAHB, LLC, and 5 O’Clock Liquor will remain the name of the store.

Comm. Coleman: Do you know where the interact meeting was held?

Mr. Sanchez: I believe it was held at the liquor store, but the applicant may be able to answer that better.

Chairman Elkins: Thank you. Are there other questions for staff? Mr. Sanchez, what is the duration of the Special Use Permit being applied for here?
Mr. Sanchez: For packaged liquor sales, they will get a Special Use Permit for 20 years; however, since the ownership changed with that regulation set, we will see it more often than that.

Chairman Elkins: Hopefully the new owner will operate for more than 20 years. Any additional questions for staff? Seeing none, I would invite the applicant to come forward.

Applicant
Ramesh Shakamuri, 4821 W. 135th Street, Leawood, appeared before the Planning Commission and made the following comments:

Mr. Shakamuri: I have no additional comments.

Chairman Elkins: Do you have an objection to the stipulations in the Staff Report?

Mr. Shakamuri: I don’t.

Comm. Coleman: Where was the interact meeting held?

Mr. Shakamuri: At the store.

Chairman Elkins: Any other questions for the applicant? This case requires a Public Hearing.

Public Hearing

As no one was present to speak, a motion to close the Public Hearing was made by Hoyt; seconded by Coleman. Motion carried with a unanimous vote of 6-0. For: McGurren, Hunter, Belzer, Hoyt, Coleman, and Peterson.

Chairman Elkins: With the closing of the Public Hearing, is there any discussion by the commission of this application?

A motion to recommend approval of CASE 100-19 – PLAZA POINTE – 5 O’CLOCK LIQUOR – Request for approval of a Special Use Permit for Packaged Liquor Sales, located south of 135th Street and east of Briar Street - was made by Coleman; seconded by Belzer. Motion carried with a unanimous vote of 6-0. For: McGurren, Hunter, Belzer, Hoyt, Coleman, and Peterson.

CASE 101-19 – LEAWOOD ELEMENTARY SCHOOL – TEMPORARY MODULAR CLASSROOMS – Request for approval of a Special Use Permit for a Temporary Modular
Classroom Building, Preliminary Plat, Revised Preliminary Plan, Final Plat, and Revised Final Plan, located north of 123rd Street and west of High Drive. **PUBLIC HEARING**

**Staff Presentation:**
City Planner Ricky Sanchez made the following presentation:

**Mr. Sanchez:** This is Case 101-19 - Leawood Elementary School - Temporary Modular Classrooms - request for approval of a Special Use Permit, Preliminary Plat, Revised Preliminary Plan, Final Plat, and Revised Final Plan. The property is located north of 123rd Street and west of High Drive. The Leawood Elementary School is currently seeing an increase in its student population and are projecting for increases in students to come. This modular classroom building will be used to help overcome some of those capacity limitations within the school. The modular classroom will be located at the northeast corner of the existing elementary school and will contain enough space for two classrooms. The trailer will be approximately 561 feet from the closest residential properties. The applicant has proposed trees within the median of the drive aisle just east of the proposed modular building to help screen the trailer from the residents within Pembroke Court subdivision. The applicant is also proposing to replat the property. The current school property is located on two separate parcels. The revised plat will create one lot for the entire site. The applicant has communicated with staff that they intend the classroom to stay for at least a period of five years. Per the Leawood Development Ordinance (LDO), temporary buildings are allowed with a Special Use Permit in two-year increments. The school district will have the ability to come back and renew those two years, so they would come back for another one and then another one after that to complete the five years. Staff recommends approval of Case 101-19 with the stipulations listed in the Staff Report.

**Chairman Elkins:** Thank you. Are there questions for staff?

**Comm. Hoyt:** Maybe this is a better question for the applicant, but I’ll start with you. What is the expectation that is going to occur over that five-year period of time that will then eliminate the need for the modular classroom?

**Mr. Sanchez:** I think that would be a better question for the applicant.

**Comm. Hoyt:** You’re not aware of any permanent structures they will be asking for?

**Mr. Sanchez:** Not at this time. We don’t know of any indication that the school is intending to expand. That would have to be a separate application at a later date.

**Comm. McGurren:** What do you believe is the advantage of going from two to one lot?
Mr. Sanchez: The reason we had the applicant go from two lots to a single lot is that right now, the lot zig-zagged into the building and didn’t meet the setback requirements. The trailer would also have to meet setback requirements. That takes care of that whole issue of setbacks and non-conformace.

Comm. McGurren: Staff sees nothing negative in this proposed change or potential things that could come up in the future?

Mr. Sanchez: No.

Comm. Coleman: I have a question with regard to fencing around the structure. I didn’t see anything on the drawings. Can you elaborate if there is any fencing proposed.

Mr. Sanchez: There is a 4’ fence proposed on the north and south sides that will connect to the school to keep the students from leaving the campus if they go from the building to the modular school.

Comm. Coleman: Would you mind pointing that out on the drawings?

Mr. Sanchez: (Refers to plan) I’ve outlined in red where the fencing would be on the north side to connect to the school. On the south side is an existing sidewalk that would be gated, and it would continue on to the school.

Comm. Coleman: Is the gate currently in the plans?

Mr. Sanchez: The gate is shown on the plan.

Chairman Elkins: Other questions? Thank you. With that, I would invite the applicant to step forward.

Applicant Presentation:
Brad Kiehl, HTK Architects, 9300 W. 110th Street, Overland Park, appeared before the Planning Commission and made the following comments:

Mr. Kiehl: I don’t have additional comments at this time.

Chairman Elkins: Do you have any objections to the 25 stipulations in the Staff Report, including the Special Use Permit term of two years?
Mr. Kiehl: We don’t have objections. We’ve discussed it with the district, and we’ve gone back and forth and are good with the stipulations.

Comm. Hoyt: Do you know the answer to my question about the expectation of what will occur over the five-year period that would mean there would no longer be a need for the modular building?

Kent Anderson, Assistant Director of Facilities and Operations for Blue Valley School District, appeared before the Planning Commission and made the following comments:

Mr. Anderson: We don’t know how far out we’re going to need the mobile units. We’re seeing younger families coming back into the area. That school is designed for a certain capacity, and at this point, we have no plans to add on to that. We would be looking at things such as boundary changes and so on if we need to go that far. This is something we can’t project out that far and know for sure whether we will need that trailer in five years or not or whether we need an addition on the building. That would be something that would probably come up in a bond-planning process in a couple years. We would implement that if it were needed at that time. If not, we could always pull that mobile unit and move it somewhere else.

Comm. Hoyt: I was curious because once upon a time, I was on the Blue Valley Planning and Facilities committee. That school was losing population.

Mr. Anderson: We’ve been seeing re-greening in a lot of the older neighborhoods now. As they become more affordable, younger families are moving in. It’s happening all over, especially on the north side of the district.

Comm. Belzer: What classes will specifically be in the modular unit?

Mr. Anderson: It’s not typically regular classroom classes; it’s usually a special class such as special education, music, or something to that effect. We don’t know for sure what is going in, but the standard K-5 classes would stay in the main building.

Comm. Coleman: Obviously, I got my question answered on the fencing. With regard to the gate, can you describe it in a bit more detail? How will the access work?

Mr. Kiehl: The intent is not to make this a lockdown situation. It’s always going to be unlocked because we want to provide egress through that side door coming out of the building that goes into that area. That allows us to go out through the gate. It’s just a matter of defining a perimeter for visitors and for kids. We can provide a visual barrier as well.
Comm. Coleman: The gate itself is going to remain unlocked 24/7?

Mr. Kiehl: Yes.

Comm. Coleman: Will it just be a little latch?

Mr. Kiehl: Yes.

Chairman Elkins: Thank you. Other questions? Is the mobile classroom that is proposed a new purchase, or is it a mobile classroom that Blue Valley has in inventory right now?

Mr. Anderson: It’s one we have in inventory. I couldn’t tell you the exact age on that.

Chairman Elkins: What typically is the useful life for a mobile classroom like this?

Mr. Anderson: It really depends on how often it is moved because that causes more wear and tear. We can get 20 years if we need to pretty easily. We maintain things the best we can to keep them lasting. I think this is only the second location.

Comm. Coleman: Assuming you get approval, what is your timeline for starting the construction of it, and when do you hope to have it in operation?

Mr. Anderson: It’s something we want to get done and operable for next year, but we want to start the construction of it so we can move it over spring break. Construction could start over winter break and then get it prepped to move over spring break.

Comm. Coleman: You’re hoping to use it this school year?

Mr. Anderson: If it’s functional at that point and if the school has a need for it, yes. We don’t typically move classes mid-semester like that. If we do, it would be the second half of the second semester.

Comm. Coleman: So, it’s currently in storage somewhere?

Mr. Anderson: It’s being used at Liberty View Elementary school on the west side of the district. We’re moving it from there.

Chairman Elkins: Thank you. Because this is a Special Use Permit, our LDO requires a Public Hearing.
Public Hearing

As no one was present to speak, a motion to close the Public Hearing was made by Hoyt; motion seconded by Belzer. Motion carried with a unanimous vote of 6-0. For: McGurren, Hunter, Belzer, Hoyt, Coleman, and Peterson.

Chairman Elkins: That takes us to a discussion of the application. Are there comments from the commission? I would just have a question for staff. Is there provision in either the LDO or in other rules and regulations that would govern the appearance of the mobile classroom in the event that, when they come back in two years and staff has a view that it has deteriorated in an inappropriate fashion, there would be an avenue for staff to consider?

Mr. Klein: Neighborhood Services Department requires all properties in the City of Leawood to be maintained. If it was falling out of repair, the school district would be contacted and would have an opportunity to repair the trailer.

Chairman Elkins: From a jurisdictional standpoint, staff’s view is that the school district is like any other property holder in the City of Leawood?

Ms. Bennett: Yes.

Chairman Elkins: Any other questions or comments?

A motion to recommend approval of CASE 101-19 – LEAWOOD ELEMENTARY SCHOOL – TEMPORARY MODULAR CLASSROOMS – Request for approval of a Special Use Permit for a Temporary Modular Classroom Building, Preliminary Plat, Revised Preliminary Plan, Final Plat, and Revised Final Plan, located north of 123rd Street and west of High Drive - was made by Coleman; seconded by McGurren. Motion carried with a unanimous vote of 6-0. For: McGurren, Hunter, Belzer, Hoyt, Coleman, and Peterson.

CASE 116-19 – TOWN CENTER PLAZA – LOT 4-A TOWN CENTER PLAZA THIRD PLAT – Request for approval of a Revised Final Plat, located north of 119th Street and east of Nall Avenue.

Staff Presentation:
City Planner Ricky Sanchez made the following presentation:

Mr. Sanchez: This is Case 116-19 - Town Center Plaza - Lot 4-A - Town Center Plaza Third Plat - request for approval of a Revised Final Plat. The property is located north of 119th Street and east of Nall Avenue. An updated Staff Report has been placed on the dais pertaining to this case.
Staff would like to make a few small corrections to the Staff Report. You will see that they are already highlighted in the Staff Report that is provided to you. On Page 2 under the History section, the Governing Body approved the plat and plans for this site and the Shake Shack site on November 19, 2018, not 2019. The second correction is under the Deviations section. It is the reference to the LDO section for the correct deviation. It should read 16-4-9A(c)(d). With this case, the applicant is requesting a deviation to the interior side yard setback from 10 feet to 7 feet. The multi-tenant building on this site is existing and currently operational. During the permit review process, the building was shifted east to allow for 7’ sidewalks along the west side of the multi-tenant building. The reason for that is there is a parking lot on that side, so to allow for the overhang of the cars, we would still want a 5’ walking aisle for pedestrians. A deviation to the interior side yard setback is available per the LDO as long as the project provides sufficient compensating open area for the deviation and still meets the requirement of 30% open space for the lot, and the applicant has met this criterion. No other changes are being proposed to this site or building with this application. Staff recommends approval of Case 116-19 with the stipulations listed in the Staff Report.

Chairman Elkins: Thank you. Questions for Mr. Sanchez? I think you described this, but I’m having a little trouble getting my head wrapped around it. Originally, this was platted at Lot 4-A and 4-B, or was it a single lot?

Mr. Sanchez: Before it was On the Border, it was one singular plat. When the Shake Shack and the multi-tenant building came in, they split the lot. Now, it is two separate lots. This is just pertaining to Lot 4-A, which is the multi-tenant building.

Chairman Elkins: Again, what exactly is being done to Lot 4-A as a result?

Mr. Sanchez: It is the side yard setback, so the eastern side yard that is closest to Shake Shack has a middle sidewalk area. During the permitting process, the building had to shift over to the east to allow for that other sidewalk on the west side. Doing that shifted the building over from the 10’ side yard setback it was originally planned for. Now, they are coming back to request the deviation to allow for a 7’ side yard setback.

Chairman Elkins: So, this is largely an academic question, but I’m trying to get my head wrapped around it. When they shifted the Shake Shack building over, why did that not violate the side yard setback for the Shake Shack lot?

Mr. Klein: There are two buildings. One is on Lot 4-A, which is the multi-tenant building. Lot 4-B is the Shake Shack building, which is actually 10 feet from the interior property line that splits north and south. The multi-tenant building shifted closer to that interior property line. The standard requirement is a minimum of 10 feet from interior property lines, but deviations were available.
through the LDO. If we had known about this originally, we would have requested the deviation at that time; however, this happened at the time of building permit when it was determined that sidewalk needed to get wider in order to accommodate the pedestrian traffic. As a result, it was closer than 10 feet; it was down to 7 feet. That’s when the applicant contacted staff. We are bringing it through the process to request that deviation to allow it to go to 7 feet. We checked to make sure they had the required open space they would need for the deviation as well.

**Chairman Elkins:** Thank you. Questions for staff? Now is perhaps not the time to push the point, but it is probably the more appropriate time to give you an opportunity to respond. I’ve got a little bit of concern about coming in after the fact and modifying to accommodate what has happened. I understand the circumstances, but as a matter of proper order and procedure, I’m a little concerned that we permitted this to go on. As it turns out, all’s well that ends well, and if it had not, I know you would have stopped it, but can you comment a little bit as to how slippery this slope is for us to be considering an after-the-fact revision?

**Mr. Klein:** There have been other times in the past with a modification in the field. In this case, the first I became aware was when the applicant submitted a letter. They needed to get a letter to the bank for title and insurance on the building. They did a survey, and they noticed that the building was closer than 10 feet. When they contacted us, we verified that it was closer. At that point, we figured the best way to remedy the situation if it was available was to take it through this way. Really, it should be the Planning Commission and Governing Body approving a deviation and not staff. That is part of the reason we’re bringing it through the process. We want to ensure legal requirements are being checked and it comes through Planning Commission and Governing Body.

**Chairman Elkins:** Had the multi-tenant building already been constructed when this came to everyone’s attention?

**Mr. Sanchez:** The building was already operational by the time staff knew about the side yard setback encroachment.

**Chairman Elkins:** Again, hindsight is 20/20, but is there a failure by building codes or inspectors? I’m concerned that it was the bank that picked up on it as opposed to our staff.
Mr. Klein: That was the first I was aware of the situation. I did contact the building department and talked to Travis Torrez. I tried to find the approved building plans. I think there was some discussion at the time that the building needed to move over, but I don’t think it was to this extent. From the plans I saw, it was supposed to move over 7 feet, 4 inches, and it ended up moving closer than that. At that point, staff checked the approved plans and noticed there was no deviation. We checked to make sure it was available through this process.

Comm. McGurren: Would it have been possible or feasible at the time that staff found out for Planning Commission to review a deviation months ago?

Mr. Klein: At the time it went through Planning Commission and City Council, if we knew about it, the deviation would have been requested at that time. If you’re asking if it was possible to put the construction on hold for a couple months while they went through the process for approval, it would have been a difficult situation.

Comm. McGurren: Not at the start of construction but when it became known; was that five months ago or three months ago?

Mr. Sanchez: This was the quickest staff was able to get this project into this process for you to hear. We have done our due diligence to try to work with the applicant to figure this out. This was the quickest route to go.

Chairman Elkins: I think Mr. Klein indicated that staff found out about it after the building was already operational. They couldn't have brought it to us any earlier. That’s why I’m concerned about it being an after-the-fact revision. Thank you. Is the applicant present?

Applicant Presentation:
J.D. Christie, 4800 Main Street, Suite 400, Kansas City, MO, appeared before the Planning Commission and made the following comments:

Mr. Christie: I have nothing to add to the comments.

Chairman Elkins: Do you have any objections to staff’s stipulations?

Mr. Christie: No.

Chairman Elkins: Questions for Mr. Christie? Can you tell us a little bit from your perspective about how this came to be and why it is that we’re being asked after the building is constructed to approve the deviations in this particular application?
Mr. Christie: As Mark and Ricky may have mentioned, we came through last fall with our Preliminary Plan, Final Plan, Final Plat, and all that through the entire process. We had full approval through you and Governing Body. I believe it was November. This was a matter that was done through the building permit process. Our original plan that was approved by the Governing Body did have a 10’ interior setback. We were working with staff, and that’s when it was moved to accommodate a wider sidewalk toward our house on the west side of the property. It just kind of shifted our building closer to the interior line.

Chairman Elkins: Thank you. Are there other questions? That brings us to a discussion of the application. Are there comments? Again, I would note my concern. These things do happen, but there is a proper order and sequence. I would note for the record that sometimes Leawood has a reputation of being difficult to work with by developers. In this instance, I think we ought to note that we did accommodate practicality and moved forward in an expeditious manner. It does concern me that the offset of the building didn’t come to the attention during the permitting process; it seems that it came to attention afterward. That gives me pause for concern.

Mr. Klein: I just want to make sure you understand that when it went through the building process, it was discussed. That’s why I mentioned that I saw some plans that said 7’4” as opposed to 7’. There was maybe discussion at that time. The first I became aware of that was when this letter request came. Then there were a couple different numbers thrown out. In the process, they were trying to accommodate the building and correct the sidewalk situation. When we became aware of it, we figured the best thing to do was to make sure the approvals were given by the proper entities.

Chairman Elkins: I appreciate that fact, and as you know, I’m one for dotting I’s and crossing T’s. That’s clearly what’s happening here. I just have a little bit of queasiness about the process. Good news if it was identified in the building permitting process and if they discussed it. I would have preferred them to discuss it with you. I’m a little concerned that it didn’t get to you until after the fact. It’s something for everyone to take a look at. Any other comments?

Comm. Hoyt: It seems like it would be fairly simple to pinpoint where this came up in the process. Whatever point that is ought to be made aware that, in the future, when things like this happen, it needs to be immediately brought to your attention so you can expedite it.

Chairman Elkins: I would agree with that. If there are no other comments, is there a motion?

A motion to recommend approval of CASE 116-19 – TOWN CENTER PLAZA – LOT 4-A TOWN CENTER PLAZA THIRD PLAT – Request for approval of a Revised Final Plat, located north of 119th Street and east of Nall Avenue - with the stipulations in the Staff Report and the noted deviation - was made by Hoyt; seconded by Peterson. Motion carried with a unanimous vote of 6-0. For: McGurren, Hunter, Belzer, Hoyt, Coleman, and Peterson.
CASE 39-19 – LEAWOOD DEVELOPMENT ORDINANCE AMENDMENT TO SECTION 16-2-10.3, MATERIALS AND COLORS – Request for approval of an amendment to the Leawood Development Ordinance, pertaining to permitted and prohibited materials. PUBLIC HEARING

Staff Presentation:
Assistant Director Mark Klein made the following presentation:

Mr. Klein: This is Case 39-19 - Leawood Development Ordinance Amendment to Section 16-2-10.3, Materials and Colors. I want to draw your attention to a revised ordinance. The word “include” was left out. Section 16-2-10.3(b), it read, “Prohibited exterior building materials for both commercial and residential unless otherwise noted, but are not limited to the following . . .” We added the word “include” before “. . .but.” Staff was looking at different materials and colors. As time has gone on, technology changes, and different materials come through. Although this list isn’t exclusive or inclusive, it’s not completely limited. We do like to try to make sure people have guidance when they go to the LDO as far as allowed materials. In this particular case, there are two lists. The first is for permitted materials. We actually added six new materials to that list. We also clarified some of the other materials. For instance, we originally listed stone but clarified that we meant natural stone. We clarified “clay-fired” with brick. Cementitious stucco is the one that’s most confusing because often times, the architects are used to using architectural stucco, or what they perceive to be Exterior Insulated and Finish System (EIFS). EIFS is allowed for detailing, but they are using it as a fill material, so we generally try to clarify that early on. We figured we would modify that here as well. There was one material that was added to the prohibited list: manufactured stone. It originally came in early 2000. Originally, the city was excited about it; however, over time, we noticed that there seemed to be some problems with it that we noticed when we did site inspections. We want to add that to the prohibited list. It doesn’t prohibit it completely; it still allows it for detailing, commercial, and single-family. This application clarifies that the permitted and prohibited materials lists are not all-inclusive. We also want to make the clarifications I mentioned. We also wanted to make sure that we had a list of the materials in the prohibited section that state whether they are allowed within the single-family or commercial because those are the two categories we typically see. Staff is recommending approval of this application, and I’d be happy to answer any questions.

Chairman Elkins: Questions for Mr. Klein? It seems like it’s my night to answer questions. Mr. Klein, I know we’ve talked about this, but just to clarify for the record, describe for us the difference between the cast stone that is permitted in the proposal and the manufactured stone that is not permitted.

Mr. Klein: Cast stone is regulated by the Architectural Cast Stone Institute, and they have certain standards as far as creating the material. Most of the time, the cast stone looks like limestone. I’m
not sure if you’re aware, but the sills of City Hall are cast stone. The difference is it has a much higher compressive strength, and it also has a lower absorption rate, which makes it a bit more durable. The manufactured stone is also called cultured stone and has a much lower compressive strength. We’ve noticed that it tends to detach from the buildings, which is more a product of the installation. We have noticed this at Ironhorse Center, Nall Valley Shops, and Cornerstone. We’ve noticed it has actually fallen off the building. Additionally, it does not have the same texture all the way through, so if it breaks, it looks obvious. Also, some are fading rapidly over time.

Chairman Elkins: Both the cast stone and the manufactured stone are not natural stone, but the difference is that the cast stone we’re looking to put on the approved list meets the standards of the Architectural Cast Stone Institute.

Mr. Klein: Correct; just like the vinyl windows and the soffits that meet certain requirements.

Chairman Elkins: Can you explain what the cementitious stucco is as distinguished from plaster stucco?

Mr. Klein: The plaster stucco is also called architectural stucco and is really EIFS. It’s a system that has some drainage behind it. I’m not an architect, so I can’t get too specific about it. I’m not sure if you remember back in the early 2000s with questions about mold and stuff going around. I think the product has gotten a lot better since then, but it’s not as durable. The cementitious stucco is actually more like concrete; it’s much more solid and holds up a bit better, especially lower down on the building with mowers and landscaping.

Chairman Elkins: Plaster stucco has always been on the approved list?

Mr. Klein: Plaster and cementitious are the same thing. Typically, when staff is coordinating with the applicants, we’ll call it cementitious because the architects know what we mean.

Chairman Elkins: Does the old-time stucco that I grew up with had chicken wire fall within these categories?

Mr. Klein: That’s what we want. That’s plaster stucco, and it has a good record as far as being durable.

Comm. Coleman: Mr. Klein, I know you sent an email out this afternoon. Can you describe the difference between what you put on the dais versus what is in our packets?

Mr. Klein: The only difference is the word “include” was added to item B (shows on monitor).
Chairman Elkins: Because this is an amendment to the LDO, a Public Hearing is required.

Public Hearing
Kevin Jeffries, Leawood Chamber of Commerce, 13451 Briar Drive, Leawood, appeared before the Planning Commission and made the following comments:

Mr. Jeffries: I’m glad you’re addressing this. What is interesting to note, too, is the cost difference of these materials because it can run the building costs up a lot. As we’ve seen, construction costs have gone up continuously, but we also don’t want our buildings falling apart, either. I know we say we like natural stone, but with all the ice melt we use around here, even natural stone starts getting eaten up because I’ve seen it in several buildings around town. When we put anything near the ground where ice melt is, it’s at risk. I just want you to be aware of that, too. That was all I wanted to add.

As no one else was present to speak, a motion to close the Public Hearing was made by Hoyt; seconded by Belzer. Motion carried with a unanimous vote of 6-0. For: McGurren, Hunter, Belzer, Hoyt, Coleman, and Peterson.

Chairman Elkins: That takes us to discussion on the proposed amendment to Section 16-2-10.3, relating to permitted and prohibited building materials in the City of Leawood.

A motion to recommend approval of CASE 39-19 – LEAWOOD DEVELOPMENT ORDINANCE AMENDMENT TO SECTION 16-2-10.3, MATERIALS AND COLORS – Request for approval of an amendment to the Leawood Development Ordinance, pertaining to permitted and prohibited materials - to include the revision provided by staff - was made by Coleman; seconded by Belzer. Motion carried with a unanimous vote of 6-0. For: McGurren, Hunter, Belzer, Hoyt, Coleman, and Peterson.

CASE 115-19 – LEAWOOD DEVELOPMENT ORDINANCE AMENDMENT TO SECTION 16-4-4, TEMPORARY USES STANDARDS – Request for approval of an amendment to the Leawood Development Ordinance, pertaining to temporary use standards.

Staff Presentation:
Assistant Director Mark Klein made the following presentation:

Mr. Klein: This is Case 115-19 - Leawood Development Ordinance Amendment to Section 16-4-4 regarding temporary use standards. Temporary use permits are issued by the Director of Community Development for special events typically. When you see a concert series at Town Center Plaza or a sidewalk sale or something similar, they get a Temporary Use Permit. Currently, there are limitations on these permits that have recently become more difficult to really allow some
of the events. The reason is developments are trying to be successful and draw people in. They’ll have promotions in the wintertime. Previously, there was a limitation of no more than six events annually. That has become a limiting factor that is not workable. We are recommending eliminating that factor. Additionally, there is currently a limitation of no more than ten consecutive days. That works well for some events but not others. Occasionally, a seasonal store will come in and will need more time. We would like to allow for 30 days. We also used to offer a ⅔ discount if all six permits were purchased at the same time so we could plan when certain events would take place. Currently, the fee is $50 for a Temporary Use Permit. Staff is recommending approval of this application, and I’d be happy to answer any questions.

Chairman Elkins: Thank you. Questions for Mr. Klein? I’m curious about removing the limit on the number of special event permits that any one applicant can have. It seems that it removes a lot of the city’s regulatory authority over such events. Can you speak to that in a bit more detail? I understand six may not be workable, but it seems that there ought to be some sort of limit.

Mr. Klein: I spoke with Richard about this as we were working through it. He is the one who has to approve these. We see a lot more of these requests coming for Park Place and Town Center Plaza. I’m sure Ranchmart will have a number of events as well. It affects the shopping centers more than individual residents. In talking with him, he thought it would be best to eliminate the limit altogether.

Chairman Elkins: So, what kind of discretion does he have to approve or not approve a special event application? Does he run a risk of a claim of arbitrary capricious action if he denies an application?

Mr. Klein: The current ordinance lays out standards that he has to approve it. They do have to provide an application, Site Plan, off-street parking spaces. Seasonal flower sales are easy because there are criteria that fit. The rest of the permits are limited to the event. For instance, a concert series is different than a birthday party, which is a lot different than a sidewalk sale. There are standards that have to be met to ensure it doesn’t have an adverse effect on the surrounding properties. He has to make sure it doesn’t obstruct pedestrian areas. In general, he has to determine if the event would have a negative impact on the surrounding areas. As long as it meets those criteria, it typically gets approved.

Chairman Elkins: I guess the concern I have is I know in one of our neighboring cities, the seasonal flower sales, in particular, seem to be a four-season event. There was a tent on the same corner year after year. It wasn’t terrible, but they were selling different types of flowers depending on the season. I’m curious if you think that once we remove this six-event limit whether Mr. Coleman would have the authority to decline an application if necessary.
Mr. Klein: The seasonal flower sales are a separate entity within this permit, and they have a limitation as far as what they can do. I believe it’s a maximum of 90 days. These are mostly on the rest of the Temporary Use Permits, and they vary. Town Center Plaza might have the concert series or a sidewalk sale. They have had a car show before or holiday events. Because they are variable, the intent is to allow it if it is not causing an adverse impact. If it became a problem, I think staff would be back before you, requesting a limitation.

Chairman Elkins: Thank you. Other questions for staff?

Comm. Hunter: You’re seeing most of these with the large multi-tenant areas.

Mr. Klein: Yes, they are the ones we see. Town Center Plaza used to do the Temporary Use Permits for the special screenings for AMC so they could go a bit later. Park Place might want an event where they block off the streets and have a farmers’ market. I think we’re seeing more of these as retail is getting more competitive. It’s understandable, and obviously, we want everyone to succeed. As long as it doesn’t have an adverse impact on surrounding properties, we would support it.

Chairman Elkins: Thank you. Other questions? This case requires a Public Hearing.

Public Hearing

As no one was present to speak, a motion to close the Public Hearing was made by Hoyt; seconded by Belzer. Motion carried with a unanimous vote of 6-0. For: McGurren, Hunter, Belzer, Hoyt, Coleman, and Peterson.

Chairman Elkins: That takes us to discussion.

A motion to recommend approval of CASE 115-19 – LEAWOOD DEVELOPMENT ORDINANCE AMENDMENT TO SECTION 16-4-4, TEMPORARY USES STANDARDS – Request for approval of an amendment to the Leawood Development Ordinance, pertaining to temporary use standards - was made by Belzer; seconded by Hoyt. Motion carried with a unanimous vote of 6-0. For: McGurren, Hunter, Belzer, Hoyt, Coleman, and Peterson.

MEETING ADJOURNED
STAFF RECOMMENDATION:
Staff recommends approval of Case 110-19, Hallbrook Farms Subdivision – Lot 17 – Residential Emergency Generator request for approval of Final Landscape Plan, with the stipulations outlined in the staff report.

APPLICANT:
- The applicant is Sean Holler and Sarah McDonough with C.M. Mose and Son.
- The property is owned by Karen K Gortenburg Revocable Trust.

REQUEST:
- The applicant is requesting approval for a 72 cubic foot residential generator to be placed at the rear southwest corner of the house.
- All residential emergency generators must approved as part of a Final Landscape Plan if the generator exceeds 22 KW and 48 Cubic Feet.

ZONING:
- The property is currently zoned RP-1 (Planned Single Family Residential District).

COMPREHENSIVE PLAN:
- The Comprehensive Plan designates this property as Low Density Residential.
SURROUNDING ZONING:
- North, East, and South Surrounding the north, east, and south boundaries of the property is the Hallbrook Farms Subdivision, a single-family residential subdivision, zoned RP-1 (Planned Single Family Residential District).
- West To the west of the property is Leawood Greenway and Parks, a natural area with a pedestrian trail, zoned REC (Planned Recreation).

SITE PLAN:
- Permanently installed generators for residential dwellings larger than 20 KW or 48 cu.ft. shall be required to be reviewed as part of the final landscape plan to address location, screening, and design subject to approval by the Governing Body after recommendation of the Planning Commission.
- A 60 KW generator for residential use is proposed at 2917 W 112th Street (Hallbrook Farms – Lot 17), south of 112th Street and west of Brookwood Street.
- The generator is proposed to be 35” in width, 76.8” in length, and 46.1” in height, for a total of approximately 72 cubic feet.
- The generator shall be located in the rear yard of the home, adjacent to the dwelling. The generator will be 5’ away from the main structure of the home.
- An existing 6’ tall black wrought iron fence will help screen the generator on north and west sides.
- The manufacturer has stated the generator shall be a maximum of 72 dbs at 7 meters (approximately 23’) from the generator. The generator is setback 50’ from the side property line. Existing landscaping is located around the generator to screen the generator from view and buffer the noise. The applicant is aware that the generator must be a maximum of 60 dbs at the property line, which will be checked and verified at the time of installation of the generator. If the generator is over the allotted 60 dbs, noise mitigation must be provided to ensure that this requirement is met.
- Per the Leawood Development Ordinance, all residential emergency generators shall be powered using a propane or natural gas generator. The applicant has confirmed that the generator will be natural gas powered, meeting the requirement of the Leawood Development Ordinance.
- Per the Leawood Development Ordinance, permanently installed generators for residential use must meet the following criteria, as defined in Section 16-4-1.3(A)(7).

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<tr>
<th>Criteria Required</th>
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<tr>
<td>Only in Rear Yard</td>
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<td>Only powered by Propane or Natural Gas</td>
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<td>Screened by either a fence not exceeding 4’in height or evergreen plantings</td>
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<td>Not to be placed more than 5’ from the primary structure</td>
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<td>Not to encroach setbacks</td>
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<tr>
<td>Shall not exceed a noise level of 60 dbs at the property line</td>
<td>Compliance with this requirement will be checked and verified at installation of the generator</td>
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LANDSCAPING:
- An existing abundance of trees and shrubbery are located surrounding the proposed location of the emergency generator.
- Per the Leawood Development Ordinance 16-1-4.2(A)(5), at the time of planting, plant material screening ground mounted utilities shall be a minimum of 6” taller that the utility it is to screen. Staff have reviewed the existing landscaping on the property that will screen the generator and have noted that the existing landscaping meets the requirements of the Leawood Development Ordinance.
STAFF RECOMMENDATION:
Staff recommends the Planning Commission approve Case 110-19, Hallbrook Farms Subdivision – Lot 17 – Residential Emergency Generator – with the following stipulations:

1. The project shall be limited to the installation of a 72 cubic foot, 60 KW, emergency residential generator with landscaping for a single-family residence within the Hallbrook Farms Subdivision – Lot 17, zoned RP-1.

2. Per Section 16-4-1.3(A)(7)(g) of the Leawood Development Ordinance, noise from the generator shall be a maximum of 60 dbs at the property line, which shall be checked and verified at the time of final inspection of the generator. If it is determined that the noise from the permanently installed generator is greater than 60 dbs at the property line, noise mitigation shall be required to meet this requirement.

3. The landscaping screening the generator shall be installed and maintained in a manner that meets the requirements of the Leawood Development Ordinance, including being a minimum of 6" taller than the generator at the time of planting.

4. Development rights under this approval shall vest in accordance with K.S.A. 12-764.

5. In addition to the stipulations listed in this report, the developer/property owner agrees to abide by all ordinances of the City of Leawood Development Ordinance, unless a deviation has been granted, and to execute a statement acknowledging in writing that they agree to stipulations one through five.
These Notes apply to plants located in the City Review area indicated above:

ALL PLANTS ARE INTERIOR SITE LANDSCAPING

All trees shall be canopy and understock trees shall be rejected.

All hedges shall be trimmed to maintain a solid hedge appearance.

Any deviation to the approved final Landscape Plan shall require the written approval of the landscape architect and the City of Leawood, prior to installation.

A letter, signed and sealed by a KS Registered Landscape Architect, shall be submitted prior to final occupancy that states that all landscaping has been installed per the approved landscape plan and all plant material used is to the highest standards of the nursery industry.

All plant identification tags shall remain until Staff has completed final inspection.

- Generator location
- Existing 2" N.G. Riser

PLANT SCHEDULE CITY REVIEW

<table>
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<tr>
<th>TREES</th>
<th>QTY</th>
<th>COMMON / BOTANICAL NAME</th>
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<td>1-4</td>
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<td>2</td>
<td>Leatherleaf Viburnum</td>
<td>Viburnum rhytidophyllum &quot;Alleghany&quot;</td>
<td>5 gal</td>
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Gortenburg Residence
2917 W 112th Street
Leawood, KS 66211

City of Leawood
Concrete Pad Review
These Notes apply to plants located in the City Review area indicated above:
ALL PLANTS ARE INTERIOR SITE LANDSCAPING
All trees shall be caliper and underlay trees shall be rejected
All hedges shall be trimmed to maintain a solid hedge appearance
Any deviation to the approved Final Landscape Plan shall require the written approval of the landscape architect and the City of Leawood, prior to installation
A letter, signed and sealed by a KS Registered Landscape Architect, shall be submitted prior to final occupancy that states that
all landscaping has been installed per the approved landscape plan and all plant material used is to the highest standards of
the nursery industry.
All plant descriptions in the City Review area shall comply with the Kansas landscape code.

**PLANT SCHEDULE CITY REVIEW**

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<th>COMMON / BOTANICAL NAME</th>
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<td>Leatherleaf viburnum Viburnum rhytidophyllum &quot;Alleghany&quot;</td>
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**Scale:** 1" = 20'

**Gortenburg Residence**
2917 W 112th Street
Leawood, KS 66211

City of Leawood Concrete Pad Review

**Gortenburg Residence**
2917 W 112th Street
Leawood, KS 66211
Stone slab path
Existing trees to remain (typ)
Center Glow Ninebark (4)
Existing water feature
Boulders (typ)
(21) Cinnamon Fern
(18) Center Glow Ninebark
(2) Leatherleaf Viburnum
(3) Canadian Hemlock
(5) Japanese Kerria
Little Henry Sweetspire (9)
Canadian Hemlock (5)
Japanese Kerria (5)
Gortenburg Residence
Proposed concrete pad
Concrete pad location for City review
Dimensions are in feet

Scale: 1" = 10'
2917 W 112th; backyard view from closest property line

50' to property line

New trees are 10 - 12 feet tall

Generator is here; inside fence
Description
Generac Automatic Transfer Switches are designed for use with single phase generators that utilize an Evolution™ or Nexus™ Controller. The 100, 200, and 400 amp open transition switches are available in single phase in both service equipment rated and non-service equipment rated configurations. The 150 and 300 amp open transition switches are only available in a service rated equipment configuration.

Standard Features
Service rated (RXSW) Generac Automatic Transfer Switches are housed in an aluminum NEMA/UL Type 3R enclosure, with electrostatically applied and baked powder paint. The Heavy Duty Generac Contactor is a UL recognized device, designed for years of service. The controller at the generator handles all the timing, sensing, exercising functions, and transfer commands. All switches are covered by a 5 year limited warranty.

DPM Technology
Through the use of digital power technology (DPM), these switches have the capability to manage up to 4 individual HVAC (24 VAC controlled) loads with no additional hardware. When used in tandem with Smart Management Modules, up to 8 more loads can be managed as well, providing the most installation efficient power management options available.
## Functions

- **Utility voltage drop-out**
- **Engine run-up delay**
- **Initial warm-up delay**
- **Engine cool-down timer**
- **Engine oil change timer**
- **Backup timer delay**
- **Backup timer delay**
- **Backup timer delay**

The transfer switch can be operated manually without power applied.

*When used in conjunction with load isolating switches**

**Adjustable via the controller**

### Specifications

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### Dimensions

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<td>22.97/52.21</td>
<td>22.97/52.21</td>
<td>22.97/52.21</td>
<td>22.97/52.21</td>
</tr>
</tbody>
</table>
Protector® Series

INCLUDES:

• Two-Line LCD Multilingual Digital Evolution™ Controller (English/Spanish/French/Portuguese) with external viewing window for easy indication of generator status and breaker position.
• Capability to be installed with 18" (457mm) of a building*
• True Power™ Electrical Technology
• Isochronous Electronic Governor
• Sound Attenuated Enclosure
• Closed Coolant Recovery System
• Smart Battery Charger
• UV/Ozone Resistant Hoses
• ± 1% Voltage Regulation
• Natural Gas or LP Operation
• 5 Year Limited Warranty
• UL 2200 Listed

Note: 25-45 kW units are field convertible between natural gas or liquid propane. 60 kW units are built per fuel requirement and are not convertible.

FEATURES

• INNOVATIVE DESIGN & PROTOTYPE TESTING are key components of GENERAC’S success in “IMPROVING POWER BY DESIGN.” But it doesn’t stop there. Total commitment to component testing, reliability testing, environmental testing, destruction and life testing, plus testing to applicable CSA, NEMA, EGSA, and other standards, allows you to choose GENERAC POWER SYSTEMS with the confidence that these systems will provide superior performance.
• SOLID-STATE, FREQUENCY COMPENSATED VOLTAGE REGULATION. This state-of-the-art power maximizing regulation system is standard on all Generac models. It provides optimized FAST RESPONSE to changing load conditions and MAXIMUM MOTOR STARTING CAPABILITY by electronically torque-matching the surge loads to the engine. Digital voltage regulation at ±1%.
• SINGLE SOURCE SERVICE RESPONSE from Generac’s extensive dealer network provides parts and service know-how for the entire unit, from the engine to the smallest electronic component.
• GENERAC TRANSFER SWITCHES. Long life and reliability are synonymous with GENERAC POWER SYSTEMS. One reason for this confidence is that the GENERAC product line includes its own transfer systems and controls for total system compatibility.
### GENERATOR SPECIFICATIONS

<table>
<thead>
<tr>
<th>Type</th>
<th>Synchronous</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rotor Insulation Class</td>
<td>H</td>
</tr>
<tr>
<td>Stator Insulation Class</td>
<td>H</td>
</tr>
<tr>
<td>Telephone Interference Factor (TIF)</td>
<td>&lt;50</td>
</tr>
<tr>
<td>Alternator Output Leads 1-Phase</td>
<td>4 wire</td>
</tr>
<tr>
<td>Alternator Output Leads 3-Phase</td>
<td>6 wire</td>
</tr>
<tr>
<td>Bearings</td>
<td>Sealed Ball</td>
</tr>
<tr>
<td>Coupling</td>
<td>Flexible Disc</td>
</tr>
<tr>
<td>Excitation System</td>
<td>Direct</td>
</tr>
</tbody>
</table>

### VOLTAGE REGULATION

<table>
<thead>
<tr>
<th>Type</th>
<th>Electronic</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sensing</td>
<td>Single Phase</td>
</tr>
<tr>
<td>Regulation</td>
<td>± 1%</td>
</tr>
</tbody>
</table>

### GOVERNOR SPECIFICATIONS

<table>
<thead>
<tr>
<th>Type</th>
<th>Electronic</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frequency Regulation</td>
<td>Isochronous</td>
</tr>
<tr>
<td>Steady State Regulation</td>
<td>± 0.25%</td>
</tr>
</tbody>
</table>

### ELECTRICAL SYSTEM

<table>
<thead>
<tr>
<th>Battery Charge Alternator</th>
<th>12 Volt 15 Amp - 25 &amp; 30 kW</th>
</tr>
</thead>
<tbody>
<tr>
<td>Static Battery Charger</td>
<td>2 Amp</td>
</tr>
<tr>
<td>Recommended Battery (battery not included)</td>
<td>Group 26, 525CCA</td>
</tr>
<tr>
<td>System Voltage</td>
<td>12 Volts</td>
</tr>
</tbody>
</table>

### GENERATOR FEATURES

- Revolving field heavy duty generator
- Directly connected to the engine
- Operating temperature rise 120 °C above a 40 °C ambient
- Class H insulation is NEMA rated
- All models fully prototyped tested

### ENCLOSURE FEATURES

- Aluminum weather protective enclosure
- Ensures protection against mother nature. Electrostatically applied textured epoxy paint for added durability.
- Enclosed critical grade muffler
- Quiet, critical grade muffler is mounted inside the unit to prevent injuries.
- Small, compact, attractive
- Makes for an easy, eye appealing installation.
- SAE
- Sound attenuated enclosure ensures quiet operation.

### ENGINE SPECIFICATIONS: 25 & 30 kW

<table>
<thead>
<tr>
<th>Make</th>
<th>Generac</th>
</tr>
</thead>
<tbody>
<tr>
<td>Model</td>
<td>In-line</td>
</tr>
<tr>
<td>Cylinders</td>
<td>4</td>
</tr>
<tr>
<td>Displacement (Liters)</td>
<td>1.5</td>
</tr>
<tr>
<td>Bore (in/mm)</td>
<td>3.05/77.4</td>
</tr>
<tr>
<td>Stroke (in/mm)</td>
<td>3.13/79.5</td>
</tr>
<tr>
<td>Compression Ratio</td>
<td>11:1</td>
</tr>
<tr>
<td>Intake Air System</td>
<td>Naturally Aspirated</td>
</tr>
<tr>
<td>Lifter Type</td>
<td>Hydraulic</td>
</tr>
</tbody>
</table>

### ENGINE SPECIFICATIONS: 36, 45 & 60 kW

<table>
<thead>
<tr>
<th>Make</th>
<th>Generac</th>
</tr>
</thead>
<tbody>
<tr>
<td>Model</td>
<td>In-line</td>
</tr>
<tr>
<td>Cylinders</td>
<td>4</td>
</tr>
<tr>
<td>Displacement (Liters)</td>
<td>2.4</td>
</tr>
<tr>
<td>Bore (in/mm)</td>
<td>3.41/86.5</td>
</tr>
<tr>
<td>Stroke (in/mm)</td>
<td>3.94/100</td>
</tr>
<tr>
<td>Compression Ratio</td>
<td>9:5:1</td>
</tr>
<tr>
<td>Intake Air System</td>
<td>Naturally Aspirated (36 &amp; 45 kW) or Turbocharged/Aftercooled (60 kW)</td>
</tr>
<tr>
<td>Lifter Type</td>
<td>Hydraulic</td>
</tr>
</tbody>
</table>

### ENGINE LUBRICATION SYSTEM

<table>
<thead>
<tr>
<th>Oil Pump Type</th>
<th>Gear</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oil Filter Type</td>
<td>Full flow spin-on cartridge</td>
</tr>
<tr>
<td>Crankcase Capacity (qt/l)</td>
<td>4/3.8 - 25, 30, 36 &amp; 45 kW</td>
</tr>
<tr>
<td></td>
<td>5.25/4.96 - 60 kW</td>
</tr>
</tbody>
</table>

### ENGINE COOLING SYSTEM

<table>
<thead>
<tr>
<th>Make</th>
<th>Closed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Water Pump</td>
<td>Belt driven</td>
</tr>
<tr>
<td>Fan Speed (rpm)</td>
<td>2484 - 25 &amp; 30 kW</td>
</tr>
<tr>
<td></td>
<td>1865 - 36 &amp; 45 kW</td>
</tr>
<tr>
<td></td>
<td>2100 - 60 kW</td>
</tr>
<tr>
<td>Fan Diameter (in/mm)</td>
<td>17.7/449.6 (25 &amp; 30 kW) or 22/558.8 (36, 45 &amp; 60 kW)</td>
</tr>
<tr>
<td>Fan Mode</td>
<td>Pusher (25 &amp; 30 kW) or Puller (36, 45 &amp; 60 kW)</td>
</tr>
</tbody>
</table>

### FUEL SYSTEM

<table>
<thead>
<tr>
<th>Make</th>
<th>Natural gas, propane vapor</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carburetor</td>
<td>Down Draft</td>
</tr>
<tr>
<td>Secondary Fuel Regulator</td>
<td>Standard</td>
</tr>
<tr>
<td>Fuel Shut Off Solenoid</td>
<td>Standard</td>
</tr>
<tr>
<td>Operating Fuel Pressure</td>
<td>5-14&quot; water column/9-26 mm HG</td>
</tr>
<tr>
<td>LP Fuel Pressure</td>
<td>11 - 14&quot; Water Column</td>
</tr>
<tr>
<td>NG Fuel Pressure</td>
<td>5 - 14&quot; Water Column</td>
</tr>
</tbody>
</table>

(All ratings in accordance with BS5514, ISO3046, ISO8528, SAE J1349 and DIN6271)
### GENERATOR OUTPUT VOLTAGE/kW - 60 Hz

<table>
<thead>
<tr>
<th>kW LPG</th>
<th>Amp LPG</th>
<th>kW Nat. Gas</th>
<th>Amp Nat. Gas</th>
<th>CB Size (Both)</th>
</tr>
</thead>
<tbody>
<tr>
<td>RG025</td>
<td>120/208 V, 10, 1.0 pf</td>
<td>120</td>
<td>104</td>
<td>25</td>
</tr>
<tr>
<td>RG030</td>
<td>120/208 V, 30, 0.8 pf</td>
<td>30</td>
<td>104</td>
<td>30</td>
</tr>
<tr>
<td>RG036</td>
<td>120/208 V, 10, 1.0 pf</td>
<td>30</td>
<td>108</td>
<td>30</td>
</tr>
<tr>
<td>RG045</td>
<td>120/208 V, 30, 0.8 pf</td>
<td>45</td>
<td>188</td>
<td>45</td>
</tr>
<tr>
<td>RG060</td>
<td>120/208 V, 10, 1.0 pf</td>
<td>60</td>
<td>250</td>
<td>60</td>
</tr>
</tbody>
</table>

### SURGE CAPACITY IN AMPS

<table>
<thead>
<tr>
<th>Voltage Dip @ &lt; .4 pf</th>
</tr>
</thead>
<tbody>
<tr>
<td>15%</td>
</tr>
<tr>
<td>RG025</td>
</tr>
<tr>
<td>RG030</td>
</tr>
<tr>
<td>RG036</td>
</tr>
<tr>
<td>RG045</td>
</tr>
<tr>
<td>RG060</td>
</tr>
</tbody>
</table>

### ENGINE FUEL CONSUMPTION

<table>
<thead>
<tr>
<th>Natural Gas</th>
<th>Propane</th>
</tr>
</thead>
<tbody>
<tr>
<td>(ft³/hr)</td>
<td>(gal/hr)</td>
</tr>
<tr>
<td>(m³/hr)</td>
<td>(l/hr)</td>
</tr>
<tr>
<td>(ft³/hr)</td>
<td></td>
</tr>
<tr>
<td>Exercise cycle</td>
<td>60</td>
</tr>
<tr>
<td>25% of rated load</td>
<td>220</td>
</tr>
<tr>
<td>50% of rated load</td>
<td>297</td>
</tr>
<tr>
<td>75% of rated load</td>
<td>362</td>
</tr>
<tr>
<td>100% of rated load</td>
<td>430</td>
</tr>
<tr>
<td>Exercise cycle</td>
<td>60</td>
</tr>
<tr>
<td>25% of rated load</td>
<td>240</td>
</tr>
<tr>
<td>50% of rated load</td>
<td>320</td>
</tr>
<tr>
<td>75% of rated load</td>
<td>400</td>
</tr>
<tr>
<td>100% of rated load</td>
<td>492</td>
</tr>
<tr>
<td>Exercise cycle</td>
<td>65</td>
</tr>
<tr>
<td>25% of rated load</td>
<td>210</td>
</tr>
<tr>
<td>50% of rated load</td>
<td>300</td>
</tr>
<tr>
<td>75% of rated load</td>
<td>455</td>
</tr>
<tr>
<td>100% of rated load</td>
<td>730</td>
</tr>
<tr>
<td>Exercise cycle</td>
<td>65</td>
</tr>
<tr>
<td>25% of rated load</td>
<td>210</td>
</tr>
<tr>
<td>50% of rated load</td>
<td>380</td>
</tr>
<tr>
<td>75% of rated load</td>
<td>545</td>
</tr>
<tr>
<td>100% of rated load</td>
<td>730</td>
</tr>
</tbody>
</table>

Note: Fuel pipe must be sized for full load.

For Btu content, multiply ft³/hr x 2520 (LP) or ft³/hr x 1000 (NG)

For megajoule content, multiply m³/hr x 93.15 (LP) or m³/hr x 37.26 (NG)

Refer to "Emissions Data Sheets" for maximum fuel flow for EPA and SCAQMD permitting purposes.

STANDBY RATING: Standby ratings apply to installations served by a reliable utility source. The standby rating is applicable to varying loads for the duration of a power outage. There is no overload capability for this rating. Ratings are in accordance with ISO-3046-1. Design and specifications are subject to change without notice.
ENGINE COOLING

<table>
<thead>
<tr>
<th>Parameter</th>
<th>25 kW</th>
<th>30 kW</th>
<th>36 kW</th>
<th>45 kW</th>
<th>60 kW</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air flow (inlet air including alternator and combustion air in cfm/cmm)</td>
<td>2490/70.5</td>
<td>2490/70.5</td>
<td>2725/77.2</td>
<td>2725/77.2</td>
<td>3280/92.9</td>
</tr>
<tr>
<td>System coolant capacity (gal/liters)</td>
<td>2/7.6</td>
<td>2/7.6</td>
<td>2.5/9.5</td>
<td>2.5/9.5</td>
<td>2.5/9.5</td>
</tr>
<tr>
<td>Heat rejection to coolant (BTU per hr/MJ per hr)</td>
<td>112,000/118.2</td>
<td>135,000/142.4</td>
<td>193,000/203.6</td>
<td>193,000/203.6</td>
<td>270,000/284.9</td>
</tr>
<tr>
<td>Maximum operation air temperature on radiator (°C/°F)</td>
<td>60/140</td>
<td>50/122</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

COMBUSTION REQUIREMENTS

<table>
<thead>
<tr>
<th>Requirement</th>
<th>25 kW</th>
<th>30 kW</th>
<th>36 kW</th>
<th>45 kW</th>
<th>60 kW</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flow at rated power (cfm/cmm)</td>
<td>62/1.8</td>
<td>72/2</td>
<td>144/4.1</td>
<td>144/4.1</td>
<td>180/5.1</td>
</tr>
</tbody>
</table>

SOUND EMISSIONS

<table>
<thead>
<tr>
<th>Parameter</th>
<th>25 kW</th>
<th>30 kW</th>
<th>36 kW</th>
<th>45 kW</th>
<th>60 kW</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sound output in dB(A) at 23 ft (7 m) with generator in exercise mode*</td>
<td>59</td>
<td>59</td>
<td>61</td>
<td>61</td>
<td>65</td>
</tr>
<tr>
<td>Sound output in dB(A) at 23 ft (7 m) with generator operating at normal load**</td>
<td>72</td>
<td>73</td>
<td>70</td>
<td>73</td>
<td>72</td>
</tr>
</tbody>
</table>

*Sound levels are taken from the front of the generator. Sound levels taken from other sides of the generator may be higher depending on installation parameters.

EXHAUST

<table>
<thead>
<tr>
<th>Parameter</th>
<th>25 kW</th>
<th>30 kW</th>
<th>36 kW</th>
<th>45 kW</th>
<th>60 kW</th>
</tr>
</thead>
<tbody>
<tr>
<td>Exhaust flow at rated output (cfm/cmm)</td>
<td>203/5.7</td>
<td>237/6.7</td>
<td>300/8.5</td>
<td>429/11.9</td>
<td>494/14</td>
</tr>
<tr>
<td>Exhaust temperature at muffler outlet (°C/°F)</td>
<td>593/1100</td>
<td>610/1130</td>
<td>579/1075</td>
<td>593/1100</td>
<td>566/1050</td>
</tr>
</tbody>
</table>

ENGINE PARAMETERS

<table>
<thead>
<tr>
<th>Parameter</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rated Synchronous rpm</td>
<td>3600</td>
</tr>
</tbody>
</table>

POWER ADJUSTMENT FOR AMBIENT CONDITIONS

<table>
<thead>
<tr>
<th>Condition</th>
<th>25 kW</th>
<th>30 kW</th>
<th>36 kW</th>
<th>45 kW</th>
<th>60 kW</th>
</tr>
</thead>
<tbody>
<tr>
<td>Temperature Deration</td>
<td>3% for every 10 °C above 25 °C or 1.65% for every 10 °F above 77 °F</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Altitude Deration (25, 30, 36 &amp; 45 kW)</td>
<td>1% for every 100 m above 183 m or 3% for every 1000 ft above 600 ft</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Altitude Deration (60 kW)</td>
<td>1% for every 100 m above 915 m or 3% for every 1000 ft above 3000 ft</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

CONTROLLER FEATURES

<table>
<thead>
<tr>
<th>Feature</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Two-Line Plain Text LCD Display</td>
<td>Simple user interface for ease of operation.</td>
</tr>
<tr>
<td>Mode Switch: Auto</td>
<td>Automatic Start on Utility failure, 7 day exercise</td>
</tr>
<tr>
<td>Off</td>
<td>Stops unit. Power is removed. Control and charger still operate.</td>
</tr>
<tr>
<td>Manual</td>
<td>Start with starter control, unit stays on. If utility fails, transfer to load takes place.</td>
</tr>
<tr>
<td>Programmable start delay between 10-30 seconds</td>
<td>10 sec Standard</td>
</tr>
<tr>
<td>Engine Start Sequence</td>
<td>Cyclic cranking: 16 sec on, 7 rest (90 sec maximum duration)</td>
</tr>
<tr>
<td>Engine Warm-up</td>
<td>5 sec</td>
</tr>
<tr>
<td>Engine Cool-Down</td>
<td>1 min</td>
</tr>
<tr>
<td>Starter Lock-out</td>
<td>Starter cannot re-engage until 5 sec after engine has stopped.</td>
</tr>
<tr>
<td>Smart Battery Charger</td>
<td>Standard</td>
</tr>
<tr>
<td>Automatic Voltage Regulation with Over and Under Voltage Protection</td>
<td>Standard</td>
</tr>
<tr>
<td>Automatic Low Oil Pressure Shutdown</td>
<td>Standard</td>
</tr>
<tr>
<td>Overspeed Shutdown</td>
<td>Standard, 72 Hz</td>
</tr>
<tr>
<td>High Temperature Shutdown</td>
<td>Standard</td>
</tr>
<tr>
<td>Overcrank Protection</td>
<td>Standard</td>
</tr>
<tr>
<td>Safety Fused</td>
<td>Standard</td>
</tr>
<tr>
<td>Failure to Transfer Protection</td>
<td>Standard</td>
</tr>
<tr>
<td>Low Battery Protection</td>
<td>Standard</td>
</tr>
<tr>
<td>50 Event Run Log</td>
<td>Standard</td>
</tr>
<tr>
<td>Future Set Capable Exerciser</td>
<td>Standard</td>
</tr>
<tr>
<td>Incorrect Wiring Protection</td>
<td>Standard</td>
</tr>
<tr>
<td>Internal Fault Protection</td>
<td>Standard</td>
</tr>
<tr>
<td>Common External Fault Capability</td>
<td>Standard</td>
</tr>
<tr>
<td>Governor Failure Protection</td>
<td>Standard</td>
</tr>
</tbody>
</table>
NOTES:
1. MINIMUM RECOMMENDED CONCRETE PAD SIZE: 1194MM (47") WIDE X 2256MM (88.5") LONG. REFERENCE INSTALLATION GUIDE SUPPLIED WITH UNIT FOR CONCRETE PAD GUIDELINES.
2. ALLOW SUFFICIENT ROOM ON ALL SIDES OF THE GENERATOR FOR MAINTENANCE AND SERVICING. THIS UNIT MUST BE INSTALLED IN ACCORDANCE WITH CURRENT APPLICABLE NFPA 37 AND NFPA 70 STANDARDS AS WELL AS ANY OTHER FEDERAL, STATE, AND LOCAL CODES.
3. CONTROL PANEL: CIRCUIT BREAKER INFORMATION:
   - SEE SPECIFICATION SHEET OR OWNERS MANUAL.
   - ACCESSIBLE THROUGH CUSTOMER ACCESS ASSEMBLY DOOR ON REAR OF GENERATOR.
4. REMOVE THE REAR ENCLOSURE COVER PANEL TO ACCESS THE STUB-UP AREAS AS FOLLOWS:
   - HIGH VOLTAGE CONNECTION INCLUDING AC LOAD LEAD CONDUIT CONNECTION.
   - NEUTRAL CONNECTION.
   - BATTERY CHARGER 120 VOLT AC (0.5 AMP MAX) CONNECTION.
   - LOW VOLTAGE CONNECTION INCLUDING TRANSFER SWITCH CONTROL WIRES.
5. CENTER OF GRAVITY AND WEIGHT MAY CHANGE DUE TO UNIT OPTIONS.
6. BOTTOM OF GENERATOR SET MUST BE CLOSED TO PREVENT PEST INTRUSION AND RECIRCULATION OF DISCHARGE AIR AND IMPROPER COOLING AIR FLOW.
7. GENERATOR MUST BE INSTALLED SUCH THAT FRESH COOLING AIR IS AVAILABLE AND THAT DISCHARGE AIR FROM RADIATOR IS NOT RECIRCULATED.
11. EXHAUST MUFFLER AND FAN BELT ENCLOSED WITHIN GENERATOR ENCLOSURE, REMOVE FRONT PANEL TO ACCESS.
12. MOUNTING BOLTS OR STUDS TO MOUNTING SURFACE SHALL BE 5/8-11 GRADE 5 (USE STANDARD SAE TORQUE SPECS).
13. MUST ALLOW FREE FLOW OF INTAKE AIR, DISCHARGE AIR AND EXHAUST. SEE SPEC SHEET FOR MINIMUM AIR FLOW AND MAXIMUM RESTRICTION REQUIREMENTS.
14. GENERATOR MUST BE INSTALLED SUCH THAT FRESH COOLING AIR IS AVAILABLE AND THAT DISCHARGE AIR FROM RADIATOR IS NOT RECIRCULATED.
15. EXHAUST MUFFLER AND FAN BELT ENCLOSED WITHIN GENERATOR ENCLOSURE, REMOVE FRONT PANEL TO ACCESS.
C.M. Mose And Son
6603 Royal Building E
Liberty, MO 64068
(816) 781-4707
cmmoseandson.com

Sizing Report

Sizing Information for:
Michael Gortenburg
2917 W 112th Street
Leawood, KS 66211

Rated Nominal Voltage 240
Generator Fuel Choice Natural Gas
Sizing Method (NEC 220) Part IV
(Used for selected circuit implementation, Both valid for whole house)

General Electric Lighting & Receptacles

<table>
<thead>
<tr>
<th>Square Footage Being Covered (ft²)</th>
<th>Load (kW)</th>
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</thead>
<tbody>
<tr>
<td>6300</td>
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</table>

Small Appliance Circuits (20 amps)

| Kitchen Circuits | 2 | 3 |
| Laundry Circuits | 1 | 1.5 |

Fixed-In-Place Appliances & Motors

<table>
<thead>
<tr>
<th>Managed Loads</th>
<th>Estimated (kW)</th>
<th>Nameplate (amps)</th>
<th>240 V</th>
<th>Load (kW)</th>
</tr>
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<tr>
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Air Conditioning & Cooling

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<tr>
<th>Managed Loads</th>
<th>Estimated (kW)</th>
<th>Nameplate (amps)</th>
<th>240 V</th>
<th>Load (kW)</th>
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* Generac Load (kW)
<table>
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<tr>
<th>Description</th>
<th>Estimated Load (LRA)</th>
<th>Actual Load (LRA)</th>
<th>Utilized Load (LRA)</th>
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<td>Largest Motor’s Starting Amps (LRA)</td>
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<td>135</td>
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<td>Summary NEC Load</td>
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<tr>
<td>General Lighting &amp; Receptacles</td>
<td>23.4</td>
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<tr>
<td>Fixed-in-Place Appliances &amp; Motors</td>
<td>33.4</td>
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<tr>
<td>Sum of all General Loads</td>
<td>56.8</td>
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<tr>
<td>Cooling</td>
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<tr>
<td>Heating (w/demand factors)</td>
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<td>Larger of Heating &amp; Cooling</td>
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<tr>
<td>Sizing based on requirements of NEC Article 220, Part IV</td>
<td>46.7</td>
<td>60 kW Generac Model Generator Recommended</td>
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<td>Elevation</td>
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</tr>
<tr>
<td>Minimum size generator for motor starting requirements</td>
<td>20</td>
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ELITE PHYSICAL THERAPY – REQUEST FOR APPROVAL OF A FINAL PLAN FOR A MONUMENT SIGN - Located south of 127th Street and west of State Line Road - Case 117-19

**CONSENT AGENDA**

STAFF RECOMMENDATION:
Staff recommends approval of Case 117-19, Elite Physical Therapy – request for approval of a Final Plan for a Monument Sign, with the stipulations outlined in the staff report.

APPLICANT:
- The applicant is Dick Robinson with High Tech Signs of Mid America LLC.
- The property is owned by MO’s State Line Building LLC.

REQUEST:
- The applicant is requesting approval of a Final Plan for a monument sign placed at the eastern entrance of the site, accessed from State Line Road.

ZONING:
- The property is currently zoned SD-O (Planned Office).

COMPREHENSIVE PLAN:
- The Comprehensive Plan designates this property as Office.

LOCATION:
SURROUNDING ZONING:

- **North** To the north of the property is Brookdale Assisted Living Facility, zoned AG (Agricultural).
- **South** To the south of the property is State Line Office Building, a building zoned SD-O (Planned Office).
- **East** To the east of the property is State Line Road and single family residential located within the city of Kansas City, MO.
- **West** To the west of the property is Leawood South, a residential subdivision zoned RP-4 (Planned Cluster Residential District) under a previous version of the Leawood Development Ordinance (LDO).

SITE PLAN:

- The monument sign is proposed to be placed along the north side of the main entrance into the office building, off of state line.
- The proposed monument will be setback 5 feet from the property line and will be 7 feet away from the sidewalk, meeting the requirements of the Leawood Development Ordinance.
- The proposed monument will not be placed within any sight triangles.

ELEVATIONS:

- The monument is proposed to be 6’ in height, 8' 2” in length for a total of 49 sq. ft. with a width of 2 feet.
- The monument base is constructed of Buechel Stone Fon Du Lac Rustic Real Stone Thin Veneer with the frame of the monument portion being constructed of 2” aluminum in a Duronodic Bronze color.
- The face of the sign is constructed of a white aluminum panel that is recessed 1” into the body of the sign.
- The letters on the sign are push through acrylic letters with opaque vinyl on the face to be halo illuminated.
- The text consists of three lines. The first line will be 6 inches tall that reads “elite” along with a logo. The second line will consist of 10 inch letters that read “Physical Therapy”. The third line will consist of 9 inch letters that will read “Plaza”.
- The proposed lettering mounted for the monument sign is in compliance with the Leawood Development Ordinance.
- A sign permit from the Planning Department shall be obtained prior to erection of any signs.
- Per the Leawood Development Ordinance (16-4-6.10 (A)), all background colors used on signs shall match or be compatible with primary accent colors used on building elevations, and shall be approved by the City. The applicant has provided a sign plan that meets this regulation.

LIGHTING:

- No exterior lighting is proposed with this application. The sign will be illuminated to create a halo effect around each letter.

LANDSCAPING:

- No additional landscaping is proposed with this application.
STAFF RECOMMENDATION:
Staff recommends the Planning Commission approve Case 117-19, Elite Physical Therapy – Final Plan for a Monument Sign with the following stipulations:
1. The project is limited to the placement of one monument sign.
2. A sign permit from the Planning Department shall be obtained prior to erection of any signs.
3. The monument sign shall be outside all sight triangles.
4. Development rights under this approval shall vest in accordance with K.S.A. 12-764.
5. In addition to the stipulations listed in this report, the developer/property owner agrees to abide by all ordinances of the City of Leawood including the Leawood Development Ordinance, unless a deviation has been granted, and to execute a statement acknowledging in writing that they agree to stipulations one through five.
DOUBLE SIDED MONUMENT SIGN WITH PUSH THROUGH GRAPHICS
INTERNALLY ILLUMINATED WITH GOQ SAMSUNG BRAND 10,000K WHITE LED MODULES @ 1.08 WATT EACH
ALL ALUMINUM CONSTRUCTED SIGN FRAMING AND 080 ALUMINUM SKINS TO BE PAINTED USING MATTHEWS
PAINT, ULTRA LOW VOC, SATIN URETHANE FINISHES; BOTTOM AND TOP ARCHITECTURAL DETAILING TO PAINT 313 DURONODIC BRONZE
MAIN BODY PAINTS TO MATCH BUILDING FAÇADE (COLOR TBD), TENANT BRANDING PANELS PAINT TO MATCH TRIM COLOR ON BUILDING (TBD)
TENANT PANEL TO BE ROUTED 080 ALUMINUM WITH 1/2” THICK WHITE 7328 ACRYLIC PUSH THROUGH LETTERING AND GRAPHIC
ACRYLIC TO HAVE 3M WEDGEWOOD BLUE 7125-187, SCOTCHCAL ELECTROCUT GRAPHIC FILM
HEADER ADDRESS TO BE FLAT CUT 3/16” THICK ALUMINUM PAINTED WITH A SILVER METALLIC FINISH
SIGN TO INSTALL ON A SCHEDULE 40, 3” STEEL PIPE SET IN A CONCRETE FOOTING THAT RUNS UP THROUGH THE STONE BASE
SIGN WILL INCLUDE SERVICE SWITCH AND PHOTOELECTRIC CONTROLLER ON SIGN
STONE BASE, PAD AND ELECTRICAL SERVICE TO BE DONE BY THE CUSTOMER’S GENERAL CONTRACTOR AND COORDINATED WITH HIGHTECH SIGNS

THIS DESIGN IS THE SOLE PROPERTY OF HIGHTECH SIGNS AND CAN NOT BE USED IN WHOLE OR PART WITHOUT WRITTEN CONSENT
CLIENT: ELITE PHYSICAL THERAPY
12728 STATE LINE ROAD
LEAWOOD, KANSAS 66209

SALESPERSON: DICK ROBINSON

DESIGNER: KEN ALBIN

DATE: 11.18.2019

12728 STATE LINE
Elite
Physical Therapy
Plaza

SCALE: NONE

THIS DESIGN IS THE SOLE PROPERTY OF HIGHTECH SIGNS AND CAN NOT BE USED IN WHOLE OR PART WITHOUT WRITTEN CONSENT

CLIENT SIGNATURE & DATE

SOUTH ELEVATION
ELITE PHYSICAL THERAPY
12728 STATE LINE ROAD
LEAWOOD, KANSAS 66209

DRAWING NO.
19-276c

DATE
11.18.2019

SALESPIerson:
DICK ROBINSON

DESIGNER:
KEN ALBIN
ILLUMINATED D/F MONUMENT SIGN
SCALE: 1/2" = 1'-0"

*** SIGN TO BE MOUNTED ON STEEL PIPE USING 1.5" STEEL ANGLE SADDLE, BOLTED TO ALUMINUM ANGLE FRAME WITH CONCRETE WEDGE ANCHORS, AS NEEDED

CLIENT SIGNATURE & DATE

SIGN BODY
2" ALUMINUM ANGLE CONSTRUCTED FRAME, 6061 ALLOY
080 ALUMINUM OUTER SKIN, 5052 ALLOY

DECORATIVE BASE DETAILING
2" ALUMINUM ANGLE CONSTRUCTED FRAME, 6061 ALLOY
1" ALUMINUM SQUARE TUBE ARCHITECTURAL DETAIL, 6063 ALLOY
080 ALUMINUM OUTER SKIN, 5052 ALLOY

HEADER
2" ALUMINUM ANGLE CONSTRUCTED FRAME, 6061 ALLOY
1" ALUMINUM SQUARE TUBE ARCHITECTURAL DETAIL, 6063 ALLOY
080 ALUMINUM OUTER SKIN, 5052 ALLOY

3/16" THICK, FLAT CUT ALUMINUM ADDRESS

1/2" WHITE, CHEMCAST BRAND, 7128 ACRYLIC WITH OPAQUE 3M HIGH PERFORMANCE, WEDGEWOOD BLUE 7125-187, SCOTCHCAL GRAPHIC FILM APPLIED TO FACES

BUECHEL STONE CORPORATION, FON DU LAC RUSTIC, REAL STONE, THIN VENEER PRODUCT WITH A DEPTH OF 1.25 TO 1.5 INCHES, TO MATCH BUILDING. CORE OF BASE TO BE BUILT USING CMU BLOCK

POURED CONCRETE PAD AND FOOTING, BY CUSTOMER'S GENERAL CONTRACTOR

3" SCHEDULE 40 STEEL PIPE WELDED TO 1.5" STEEL ANGLE SADDLE BOLTED TO TOP AND BOTTOM INSIDE OF SIGN BODY

TENANT BRANDING PANEL
080 ALUMINUM PANEL, 5052 ALLOY
TO BE RECESSED 1" INTO THE SIGN BODY TO CREATE DIMENSION AND ADD TO THE AESTHETICS OF THE DESIGN

3" SCHEDULE 40 STEEL PIPE WELDED TO 1.5" STEEL ANGLE SADDLE BOLTED TO TOP AND BOTTOM INSIDE OF SIGN BODY

3/16" THICK, FLAT CUT ALUMINUM ADDRESS

BUILDING

ELECTRICAL SUPPLY TO BE RAN TO SIGN AND HAVE CONDUIT WITH WIRING READY TO CONNECT TO RAN UP THROUGH THE BASE OF THE SIGN, DONE BY CUSTOMER'S ELECTRICIAN. EXACT LOCATION TO BE COORDINATED WITH HIGHTECH SIGNS
ILLUMINATED D/F MONUMENT SIGN

SCALE: 1/2" = 1'-0"

CLIENT: ELITE PHYSICAL THERAPY
12728 STATE LINE ROAD
LEAWOOD, KANSAS 66209

SALESPEPERSON: DICK ROBINSON

DATE: 11.18.2019

12728 STATE LINE

Physical Therapy
Place

BUILDING

MEAN WELL BRAND, 192 WATT LED DRIVER
MODEL HLG-240H-12
INPUT 100-277 VAC, SELF ADJUSTING
100-240V - 4.0A 50/60Hz
277V - 1.2A 50/60Hz
OUTPUT 12VDC, 16A

INTERMATIC BRAND
ELECTRONIC PHOTOCONTROL
MODEL EK4736S
120-277 VAC, 50/60 Hz

VENTEX BRAND SERVICE SWITCH
MODEL #1000NYSE

1" ALUMINUM SQUARE TUBE LIGHT BARS,
6063 ALLOY
GOQ SAMSUNG BRAND, 10,000K WHITE
LED MODULES @ 1.08 WATT EACH
151.2 WATT TOTAL

ELECTRICAL SUPPLY TO BE RAN TO SIGN AND HAVE CONDUIT
WITH WIRING READY TO CONNECT TO RAN UP THROUGH THE BASE
OF THE SIGN, DONE BY CUSTOMER'S ELECTRICIAN

EXACT LOCATION TO BE COORDINATED WITH HIGHTECH SIGNS
City of Leawood Planning Commission Staff Report

MEETING DATE: November 26, 2019
REPORT WRITTEN: November 12, 2019

TOWN CENTER PLAZA – ARRAY (RETAIL: WOMEN’S APPAREL) – REQUEST FOR APPROVAL OF A FINAL PLAN FOR CHANGES TO THE FAÇADE OF A TENANT SPACE – Located north of 119th Street and west of Roe Avenue – Case 118-19

**CONSENT AGENDA**

STAFF RECOMMENDATION:
Staff recommends approval of Case 118-19, Town Center Plaza – Array – request for approval of a Final Plan for Changes to the Façade of a Tenant Space, with the stipulations outlined in the staff report.

APPLICANT:
- The applicant is Carolyn Richmond with Array.
- The property is owned by TCP, LLC.

REQUEST:
- The applicant is requesting approval of a Final Plan to alter the entry façade of the tenant space including the addition of a round awning and the addition of two columns (one on either side of the entrance), on the western end of the main retail center of Town Center Plaza, zoned SD-CR.

ZONING:
- The property is currently zoned SD-CR (Planned General Retail).

COMPREHENSIVE PLAN:
- The Comprehensive Plan designates this property as Retail.

LOCATION:
SURROUNDING ZONING:
- North: Directly north of 117th Street is the Park Place Mixed Use development, zoned MXD (Mixed Use).
- South: Directly south of 119th Street is a mix of retail and residential located in the City of Overland Park.
- East: Directly east of Roe Avenue is the Camelot Court retail development, zoned SD-CR.
- West: Directly west of Nall Avenue is a large portion of open space, part of the Sprint Campus, located within the City of Overland Park.

ELEVATIONS:
- The applicant proposes to alter the storefront by removing the existing tile veneer which would be replaced by wood trim with small architectural features.
- The new wood trim is proposed to be painted pink in color (Pantone 3568 C).
- The existing door handles will be repainted from their current orange color, to a gold color (Pantone 971).
- No changes to exterior lighting are proposed.
- A new round cedar awning is proposed above the doorway, which will stay underneath the existing colonnade.
- No other changes are proposed with the plan.

SIGNAGE:
- Town Center Crossing has sign criteria recommended by the Planning Commission and approved by the Governing Body.
- Signage for Array was approved administratively through a separate application.

LIGHTING:
- The applicant has stated that no additional lighting fixtures will be added to the façade of the tenant space.

STAFF RECOMMENDATION:
Staff recommends the Planning Commission approve Case 118-19, Town Center Plaza – Array – request for approval of a Final Plan for Changes to the Façade of a Tenant Space, with the following stipulations:
1. The project is limited to changes to the exterior of the tenant space.
2. The project shall comply with the design guidelines for Town Center Plaza.
3. The existing stone and brick matching the Town Center Plaza development will not be modified with this application.
4. The existing colonnade will not be modified with this application.
5. Development rights under this approval shall vest in accordance with K.S.A. 12-764.
6. In addition to the stipulations listed in this report, the developer/property owner agrees to abide by all ordinances of the City of Leawood including the Leawood Development Ordinance, unless a deviation has been granted, and to execute a statement acknowledging in writing that they agree to stipulations one through six.
PRE-FAB ROUND ARMS TO BE INSTALLED PER MANUF. INSTRUCTIONS.
1x WOOD COLUMN AND CORNICE. PAINT COLOR PINK BY OWNER.

EXIST. STOREFRONT WINDOW TO REMAIN.
EXIST. STOREFRONT DOOR AND HARDWARE TO REMAIN.
1x WOOD TRIM TYP.

FLOOR PLAN
1/4"=1'-0"

WOOD PANELING AND WOOD DOOR PAINT COLOR SPECIFICATION:
PANTONE 3568 C
RGB 241 195 211
HEX/HTML FFC3D3
CMYK 0 28 7 0
DOOR ENTRY HARDWARE SPECIFICATION:
GOLD METALLIC
PANTONE 971

EXISTING ELEVATION
1/4"=1'-0"

1x WOOD COLUMN AND CORNICE. PAINT COLOR PINK BY OWNER.
PRE-FAB ROUND ARMS TO BE INSTALLED PER MANUF. INSTRUCTIONS.
1x WOOD COLUMN AND CORNICE. PAINT COLOR PINK BY OWNER.

NOTICE OF COOPERATION
Deviations from plans, specifications, and instructions, or any interpretations thereof, are subject to review and approval by the Architect. In the event of any such deviation, the Architect’s plan and specifications shall be considered the final authority. All work shall be performed in accordance therewith. Contractors shall immediately notify the Architect of any changes or modifications made to the plans or specifications, and shall submit change orders and any other documents required by the Architect. All changes and modifications shall be approved in writing by the architect prior to their implementation.

ARRAY BOUTIQUE
1155 1ST STREET

FLOOR PLAN DEMO PLAN
SF-1
CORNERSTONE OF LEAWOOD – REVISED SIGN CRITERIA – REQUEST FOR APPROVAL OF A REVISED FINAL SIGN PLAN – Located south of 135th Street and east of Nall Avenue – Case 119-19

**Consent Agenda**

STAFF RECOMMENDATION:
Staff recommends approval of Case 119-19, Cornerstone of Leawood – request for approval of a Revised Final Sign Plan, with the stipulations stated in the staff report.

APPLICANT:
- The applicant is Dave Mashburn with KMG Hotels.
- The property is owned by SBN REO, LLC.

REQUEST:
- The applicant is requesting approval of a Revised Final Sign Plan for revised sign criteria for the Cornerstone of Leawood retail and office center, to provide greater flexibility and creativity for tenant signage.

ZONING:
- The property is currently zoned SD-CR (Planned General Retail).

COMPREHENSIVE PLAN:
- The Comprehensive Plan designates this property as Mixed Use.

LOCATION:
SURROUNDING ZONING:

- **North**: To the north is a multifamily development within the City of Overland Park, Kansas and Parkway Plaza within Leawood, a mixed use development zoned MXD (Mixed Use District).
- **South**: To the south, across 137th Street, is the Church of the Resurrection, zoned AG (Agriculture) with a Special Use Permit for a church.
- **East**: To the east, across Briar Street, is the Plaza Pointe development, zoned SD-CR (Planned General Retail) and SD-O (Planned Office).
- **West**: To the west of Nall Avenue is the mixed use development of Prairie Fire, located within the City of Overland Park, Kansas, zoned Mixed Use.

SIGNAGE:

*Current Criteria*

- The current sign criteria for Cornerstone of Leawood limits signage based on the sq.ft. of tenant spaces as follows:

<table>
<thead>
<tr>
<th>Tenant Sq.Ft.</th>
<th>Single Line</th>
<th>Double Line</th>
</tr>
</thead>
<tbody>
<tr>
<td>0 – 4,999 sq.ft.</td>
<td>18” average letter height</td>
<td>18” average letter height per line</td>
</tr>
<tr>
<td>5,000 – 9,999 sq.ft.</td>
<td>24” average letter height</td>
<td>18” average for each line or 24” max. first line and 14.4” max. second line</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Outparcel/Freestanding</th>
<th>24” average letter height</th>
<th>18” max. per line</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-9,999 sq.ft.</td>
<td>24” average letter height</td>
<td>18” max. per line</td>
</tr>
<tr>
<td>10,000 sq.ft. and up</td>
<td>32” average letter height</td>
<td>18” average for each line or 24” max. first line and 19.2” max. second line</td>
</tr>
</tbody>
</table>

| Office                | 36” max. letter size       |                                                       |

- Wall signs are currently limited to one per façade, with a maximum of three signs total. The criteria limits the third sign to façade the courtyard, and requires that the size of the sign be reduced to either 18” or 24” depending on tenant size.
- To allow design creativity, the sign criteria currently allows a 25% increase of allowable signage area to be used for design elements as part of the overall sign design.
- The criteria currently limits wall signs to no more than 5% of the façade area, in conformance with the Leawood Development Ordinance.
- The sign criteria currently limits the color of letter returns to match the face of the sign or blend with the adjacent building color.
- The sign criteria requires that all signage be illuminated, and encourage the use of halo-illumination.
- Monument signs and directional signs are not permitted signage types within the Cornerstone of Leawood development.
- Per the Leawood Development Ordinance, all signage must comfortably fit within the sign area and may not exceed 85% of the width of the sign area, or 90% of the height of the sign area.

*Proposed Changes to Criteria*

- The applicant is proposing the following changes to the sign criteria:
<table>
<thead>
<tr>
<th>Tenant Sq.Ft.</th>
<th>Existing Single Line</th>
<th>Existing Double Line</th>
<th>Proposed Double Line</th>
</tr>
</thead>
<tbody>
<tr>
<td>0 – 4,999 sq.ft.</td>
<td>18” average letter height</td>
<td>18” average letter height per line</td>
<td></td>
</tr>
<tr>
<td>5,000 – 9,999 sq.ft.</td>
<td>24” average letter height</td>
<td>18” average for each line or 24” max. first line and 14.4” max. second line</td>
<td></td>
</tr>
</tbody>
</table>

**Outparcel/Freestanding**

<table>
<thead>
<tr>
<th>Tenant Sq.Ft.</th>
<th>Existing Single Line</th>
<th>Existing Double Line</th>
<th>Proposed Double Line</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-9,999 sq.ft.</td>
<td>24” average letter height</td>
<td>18” max. per line</td>
<td></td>
</tr>
<tr>
<td>10,000 sq.ft. and up</td>
<td>32” average letter height</td>
<td>18” average for each line or 24” max. first line and 19.2” max. second line</td>
<td>32” maximum first line 24” maximum second line</td>
</tr>
</tbody>
</table>

**Office**

<table>
<thead>
<tr>
<th>Tenant Sq.Ft.</th>
<th>Existing Single Line</th>
<th>Existing Double Line</th>
<th>Proposed Double Line</th>
</tr>
</thead>
<tbody>
<tr>
<td>36” max. letter size</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- The applicant proposes to remove the requirement that the third wall sign of buildings facing the courtyard are further limited in size, allowing the third sign to match the size of the other walls signs.
- Allow letter returns to be black, match the face of the sign, blend with the adjacent building color, or allow colors to be approved by the landlord and City.
- The applicant proposes to increase the height of multi-line signs for outparcel tenants with 10,000 sq.ft. of more. The applicant proposes that the first line shall not exceed 32” in height, with the second line limited to 75% of the first line.
- The criteria removes the requirement that office building signage must be located above the main entry.
- The criteria removes the statement that logos are generally not allowed.

**STAFF RECOMMENDATION:**

Staff recommends the Planning Commission approve Case 119-19, Cornerstone of Leawood – request for approval of a Revised Final Sign Plan, with the following stipulations:

1. This application is limited to a Revised Final Plan to modify the sign criteria for the Cornerstone of Leawood development.
2. A sign permit from the Community Development Department shall be obtained prior to installation of any sign.
3. The developer/property owner agrees to execute a statement acknowledging in writing that they agree to stipulations one through three.
SECTION 9
Tenant Sign Criteria
Sign Types and Parameters

This sign criteria is intended to provide a framework to encourage creative and imaginative signage design which both enhance the tenant identification but also the overall customer experience. The allowable signage area is intended to give flexibility for both letter size and graphics. What is not encouraged is large block letters that are stacked to get as big as possible within the allowable square footage.

The Tenant signage shall be proportional to the scale of the facade design. The overall height to width of the signage area will be reviewed for its relationship to the building on which it is installed. To encourage design creativity each signage category shall be allowed a 25% increase of allowable signage area to be used for design elements as part of the overall sign design. In no case shall the text be increased by this percentage. See the examples for clarification.

Tenants shall provide design information for all signage on all preliminary and working drawings submitted to the Landlord. Final approval of Tenant's signage is contingent upon the Landlord approval of the shop drawings as well as approval from the City of Leawood Planning Department.
1. **Small Shop Tenant Sign Parameters**
   (0 — 4,999 square feet)

- The maximum average height for wall sign letters within the sign band shall be 18”

- The wall sign area shall not exceed the lesser of five percent (5%) of the area of the storefront or 125 square feet per sign maximum. See allowable increase in section "Sign Types and Parameters”.

- Signs and lettering shall be limited in length to 70% of the Tenant’s storefront.

- Maximum of one (1) wall sign per facade with a maximum of two total are allowed.

- Wall Signs shall not extend more than 8” beyond the face of the surface to which the sign is mounted.

- All signs must be illuminated and shall derive light from a concealed source. No exposed lamps, globes, tubes, etc. will be permitted.

- Reversed halo lighting is encouraged and shall be reviewed on an individual basis.

- No logos will be allowed on Tenant storefronst without prior written approval and shall be integral to the signage design.

- Double stacked lettering shall be allowed on an individual basis only and are subject to Landlord and City approval. Double stacked letters shall be a maximum 18” high individual letters and shall comfortably fit within the Landlord bulkhead as determined by the Landlord’s Representative.

- Tag lines shall be allowed on an individual basis only and are subject to Landlord and City approval. Tag lines are not permitted as double stack lettering. Any allowable tag lines shall be individual illuminated letters (no box signs) and shall not exceed 12” in height. The width of the tag line shall not exceed the width established for the primary signage.

- One additional over door transom sign with a maximum letter height of 8” is permitted.
• Signage shall be illuminated individual letters mounted to the building face. A colored or frosted Plexiglas face is required. Colored backer panels are not allowed.

• One under canopy blade sign of 5 square feet are allowed per storefront. (See Blade Sign detail)

2. Small Shop Tenant Sign Parameters (5,000 to 9,999 square feet)

• The maximum average height for wall sign letters within the sign band shall be 24"

• The wall sign area shall not exceed the lesser of five percent (5%) of the areas of the storefront or 150 square feet per sign maximum. See allowable increase in section "Sign Types and Parameters".

• Signs and lettering shall be limited in length to 70% of the Tenant's storefront.

• Maximum of one (1) wall sign per facade with a maximum of two total are allowed.

• Wall Signs shall not extend more than 8" beyond the face of the surface to which the sign is mounted.

• All signs must be illuminated and shall derive light from a concealed source. No exposed lamps, globes, tubes, etc. will be permitted.

• Reversed halo lighting is encouraged and shall be reviewed on an individual basis.

• No logos will be allowed on Tenant storefronts without prior written approval and shall be integral to the signage design.

• Double stacked lettering shall be allowed on an individual basis only and are subject to Landlord and City approval. Double stacked letters shall be limited to the following: Signs with equal letter sizes shall be no more than 18" for each line or the first line shall be a maximum of 24" with the second line limited to 60% of the first line and shall comfortably fit within the Landlord bulkhead as determined by the Landlord's Representative.
• Tag lines shall be allowed on an individual basis only and are subject to Landlord and City approval. Tag lines are not permitted as double stack lettering. Any allowable tag lines shall be individual illuminated letters (no box signs) and shall not exceed 12” in height. The width of the tag line shall not exceed the width established for the primary signage.

• Signage shall be illuminated individual letters mounted to the building face. A colored or frosted Plexiglas face is required. Colored backer panels are not allowed.

• One additional over door transom sign with a maximum letter height of 8” is permitted.

• One under canopy blade sign of 5 square feet are allowed per storefront. (See Blade Sign detail)

Wrought iron sign frame with suspended copper finish blade per Landlord’s standard detail.

Blade Sign Notes:
Individual cut out raised letters applied to the Landlord’s approved copper finish sign panel. All Blade Sign letters and graphics are designed by Tenant to be reviewed and approved by the Landlord. No allowable area increase will be permitted for this area.

Blade Sign Detail
3. Sub-Major and Major Tenant Sign Parameters
(10,000 and up)

- Tenant sign area shall be on the approved building elevations and shall be a part of the building design.

- The sign areas shall not exceed the lesser of five percent (5%) of the area of the storefront or 200 square feet per sign maximum. See allowable signage increases in section "Sign Types and Parameters".

- Maximum one wall sign per storefront with a maximum of (3) three. The third sign shall only be allowed on stores with a minimum of three (3) exposed facades and the third sign will be located on the courtyard side.

- Signage shall be illuminated individual letters mounted to the face of the building. The use of a colored or frosted Plexiglas face is required. Colored backer panels are not allowed.

- Reversed halo lighting is encouraged, and shall be reviewed on an individual basis.

4. In-Line Restaurants

- The maximum height for letters within the sign band shall be as permitted by size of premises as indicated in sections 1, 2, and 3.

- Signs shall not extend more than 8" beyond the face of the surface to which the sign is mounted.

- All signs must be illuminated and shall derive light from a concealed source. No exposed lamps, globes, tubes, etc. will be permitted.

- Signage shall be illuminated individual letters mounted to the building face. A colored or frosted Plexiglas face is required. Colored backer panels are not allowed, one wall sign per façade with a maximum of two total are allowed.

- One additional over door transom sign with a maximum letter height of 8" is permitted per storefront per the Shopping Center standards.

- One under canopy blade sign of 5 square feet are allowed per storefront. (See Blade Sign detail)
• Reversed halo lighting is encouraged, and shall be reviewed on an individual basis.

• No logos will be allowed on Tenant storefronts without prior written approval.

• Tag lines shall be allowed on an individual basis only and are subject to Landlord approval. Any allowable tag lines shall be individual illuminated letters (no box signs) and shall not exceed 10" in height. The width of the tag line shall not exceed the width established for the primary signage.

5. Out Parcel Tenants / Free Standing Buildings
(0-9,999 square feet)

• The maximum average height for letters in the body of the sign shall not exceed 24" in height with multi-line signs to have letter size no more than 18".

• The sign areas shall not exceed the lesser of five percent (5%) of the area of the storefront or 200 square feet per sign maximum. See allowable increase in section "Sign Types and Parameters".

• All signage must be submitted for approval with Final Development Plan to the City.

• Maximum one (1) wall sign per façade with a maximum of three (3). The third sign shall only be allowed on the façade facing the main shopping center and shall be limited to an average height of 18”.

• Signage shall be illuminated individual letters mounted on the buildings opaque background or as approved by Landlord’s Architect. The use of a colored or frosted Plexiglas face is required. Colored backer panels are not allowed.

• Each restaurant tenant shall be allowed a "Take Out Entry" sign, which is a maximum of 5 square feet located above the specified door. No allowable area increase will be permitted for this sign.

6. Out Parcel Tenants / Free Standing Buildings
(10,000 square feet and above)

• The maximum average height for letters in the body of the sign shall not exceed 32" in height—multi-line signs limited to the following: Signs with equal letter sizes shall not exceed 32” for the first line and the second line limited to 75% of the first line; Signs with unequal letter sizes shall have maximum average height of 32” with the second line limited to 75% of the first line be no more than 18” for each line or the first line shall be a maximum of 24" with the second line limited to 60% of the first line.
• The sign areas shall not exceed the lesser of five percent (5%) of the area of the storefront or 200 square feet per sign maximum. See allowable increase in section "Sign Types and Parameters".

• All signage must be submitted for approval with Final Development Plan to the City.

• Maximum one (1) wall sign per facade with a maximum of three (3). The third sign shall only be allowed on the facade facing the main shopping center and shall be limited to an average height of 24".

• Signage shall be illuminated individual letters mounted on the buildings opaque background or as approved by Landlord's Architect. The use of a colored or frosted Plexiglas face is required. Colored backer panels are not allowed.

• Each restaurant tenant shall be allowed a "Take Out Entry" sign, which is a maximum of 5 square feet located above the specified door. No allowable area increase will be permitted for this sign.

7. Office Building Signage

• Any Tenant occupying office space on Floors 2 and 3 of Buildings 10 & it which are above 20,000 square feet shall be allowed sign identification on the building in locations approved by the Landlord's Architect and the City Planning Department. Maximum letter size shall be 36" and shall not exceed the lesser of five (5%) of the area of facade or 200 sq. feet maximum. Maximum number of signs shall be no more than four at any one time, and shall be located above the office entry only.

General Sign Parameters

All signs must be made up of individual illuminated letters; conventional box signs will not be approved.

• Lettering on all store signs shall be limited to business or trade name of the premises as it appears on the lease. No sign manufacturer's name, union labels, or other lettering shall be visible. Logo signs will be reviewed on an individual basis, but in general logos will not be allowed.

• No exterior sign or sign panel will be permitted to extend above any roof line.

• Any sign, notice or other graphic or video display, particularly self-illuminated signs, located within the store and which is easily visible from the shopping center common area are subject to review and approval.
• Manufacturers' labels, underwriters' labels, clips, brackets, or any other form of extraneous advertising attachment or lighting devices shall be fully concealed from public view. Labels installed on sign returns are not permitted, except for those labels required to meet UL standards. UL labels should not be visible from ground level unless approved by City and Landlord due to extenuating circumstances.

• No exposed lamps or tubing will be permitted.

• No exposed raceways, crossovers or conduits will be permitted.

• All signage returns shall either be black in color, match face color of sign or blend with adjacent building color, or any other color as approved by Landlord.

• All cabinets, conductors, transformers and other equipment shall be concealed from public areas, visible fasteners will not be permitted.

• All metal letters shall be fabricated using full-welded construction, with all welds ground smooth so as not to be visible.

• Acrycap or trimcap retainers used at the perimeter of sign letter faces shall match in color and finish the face or the sides of the sign.

• Threaded rods or anchor bolts shall be used to mount sign letters, which are spaced out from the building face. Angle clips attached to letter sides will not be permitted. All mounting attachments shall be sleeved and painted.

• Except as provided herein, no advertising placards, banners, pennants, names, insignia, trademarks, or other descriptive materials shall be affixed or maintained upon the glass panes and supports of the storefront windows and doors, within 4' of the storefront without prior written approval of the Landlord.

• Any Plexiglas sign faces shall not be clear.

• Sign illumination shall be internal and self contained.

• All electric signs and installation methods must meet UL standards and contain a UL label.

• At no time will hand-lettered, non-professional signs, or newspaper advertisements be displayed on the storefronts or within the Design Control Area.

• Decals or other signing indicating products lines or credit card acceptability shall not be permitted on the storefront glazing other than stores operating hours.

• All illuminated signs must be turned on during the Center’s normal operating hours.
The use of time clocks for sign and show window lighting is required.

- Lighting of signs shall be at hours as required by Landlord.

- One 4’x4’ temporary construction sign shall be allowed per lot. Coordinate location with Landlord’s representative. A building permit is required from the City of Leawood.

- Minimum height of all signage shall not be less than 80% of the maximum allowable letter height without prior written approval.

- All signage is subject to the approval of the Landlord’s Architect and the local authorities.

- Tenants are required to provide a concealed access panel from within the Tenant’s leasable area, if applicable, to service and install exterior building signage.

- Upon removal or modification to signage, it shall be the Tenant's responsibility to repair holes in structure to original, new condition.

**Signs not permitted**

The following types of signs shall not be permitted:

- Signs such as die cut vinyl, gold or silver leaf, or paint

- Boxed pillow or cabinet type.

- Formed plastic or injection molded plastic signs.

- Banners or pennants.

- Signature signage (window sign or sign plate indicating name of shop or good sold) in addition to primary signage.

- Cloth, paper, cardboard and similar stickers or decals around or on surfaces on the storefront without prior written approval.

- Exposed neon signs or exposed light sources.

- Animated, moving, rotating or flashing.

- Noise making.

- Additional signage of any kind within 4’ of storefront windows.

- Awning signage.

- Other signage as indicated in the City of Leawood Zoning Ordinance.
Additional Signage

Service doors to Tenant spaces throughout the project shall be standard 4", identification only (name and address number) and shall be installed by the Tenant. The Tenant shall not apply any signage or other wording to service doors.

- All signage must be shown to scale on the approved storefront elevation.

- All additional signage shall be submitted to the Coordinating Architect for approval.

- Any minor deviations to this criteria will be reviewed on an individual basis and subject to Landlord approval.
HIGHLANDS CREEK, SEVENTH PLAT - REQUEST FOR APPROVAL OF A REVISED FINAL PLAT - Located south of 146th Street and west of Cedar Street - Case 125-19 "Consent Agenda"

STAFF RECOMMENDATION:
Staff recommends approval of Case 125-19, Highlands Creek, Seventh Plat – request for approval of a Revised Final Plat, with the stipulations stated in the staff report.

APPLICANT:
- The applicant/engineer is Johnny Ray with Phelps Engineering Inc.
- The property is owned by Michael and Dee Cannon

REQUEST:
- The applicant is requesting approval of a Revised Final Plat to merge lots number 160 and 161 into a singular lot (lot 172).
- Highlands Creek 5th Plat is approved to contain 38 single family lots. There are three other undeveloped lots within the Highlands Creek 5th Plat.

ZONING:
- The property is currently zoned RP-1 (Planned Single Family Residential District (12,000 Sq. Ft. per Dwelling).

COMPREHENSIVE PLAN:
- The Comprehensive Plan designates this property as Low Density Residential.

LOCATION:
SURROUNDING ZONING:
• The two lots within the Highlands Creek 5th Plat, which is proposed to be merged into a single lot, is surrounded in all directions by single family dwelling units within the Highlands Creek subdivision, zoned RP-1.

BULK REGULATIONS:
• The following table outlines the required and provided regulations for the proposed residential lot:

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Required</th>
<th>Provided</th>
<th>Compliance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum Lot Area</td>
<td>12,000 Sq. Ft.</td>
<td>44,384 Sq. Ft.</td>
<td>Complies</td>
</tr>
<tr>
<td>Corner Lot Side Yard Setback</td>
<td>30’</td>
<td>30’</td>
<td>Complies</td>
</tr>
<tr>
<td>Font Setback</td>
<td>35’</td>
<td>35’</td>
<td>Complies</td>
</tr>
<tr>
<td>Lot Frontage</td>
<td>100’</td>
<td>303’</td>
<td>Complies</td>
</tr>
<tr>
<td>Lot Width</td>
<td>100’</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

FINAL PLAT COMMENTS:
• The Highland Creek - Seventh Plat, will merge two lots into a single lot, which will be centrally located within the Highland Creek development.

<table>
<thead>
<tr>
<th>Lot</th>
<th>Square Footage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lot 160</td>
<td>20,521 Sq. Ft.</td>
</tr>
<tr>
<td>Lot 161</td>
<td>23,863 Sq. Ft.</td>
</tr>
<tr>
<td>(New) Lot 172</td>
<td>44,384 Sq. Ft.</td>
</tr>
</tbody>
</table>

• The proposed lots meet the required minimum lot size of 12,000 Sq. Ft. per dwelling unit.

Easements

<table>
<thead>
<tr>
<th>Easements</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>10’ Utility Easement</td>
<td>Western common property line, and northern property line</td>
</tr>
<tr>
<td>20’ Water District NO.1 Easement</td>
<td>Eastern property line</td>
</tr>
<tr>
<td>15’ Utility Easement</td>
<td>Northeast corner of the property</td>
</tr>
</tbody>
</table>

REQUESTED DEVIATIONS:
• No deviations are requested with this application.

STAFF RECOMMENDATION:
Staff recommends the Planning Commission approve Case 125-19, Highland Creek, Seventh Plat – request for approval of a Revised Final Plat, with the following stipulations:
1. This application is limited to a Revised Final Plat for lots 160 and 161 of the Highlands Creek subdivision to be merged into a single lot on 1.02 acres.
2. In addition to the stipulations listed in this report, the developer/property owner agrees to abide by all ordinances of the Leawood Development Ordinance, unless a deviation has been granted, and to execute a statement acknowledging in writing that they agree to stipulations one through two.
City of Leawood Planning Commission Staff Report

MEETING DATE: November 26, 2019
REPORT WRITTEN: November 15, 2019

CURÉ OF ARS CATHOLIC CHURCH AND SCHOOL – REQUEST FOR APPROVAL OF A REZONING TO R-1 (PLANNED SINGLE FAMILY LOW DENSITY RESIDENTIAL), SPECIAL USE PERMIT FOR A CHURCH AND SCHOOL, PRELIMINARY PLAN, PRELIMINARY PLAT, FINAL PLAT, AND FINAL PLAN FOR PHASE 1 – Located east of Mission Road and north of 95th Street – Case 102-19

**PUBLIC HEARING**

STAFF RECOMMENDATION:
Staff recommends approval of case 102-19, Curé of Ars Catholic Church and School – Request for approval of a Rezoning to R-1, Special Use Permit for a Church and School, Preliminary Plan, Preliminary Plat, Final Plat, and Final Plan for Phase 1, with the stipulations outlined in the staff report.

APPLICANT:
- The applicant and architect is Jean Stoverink with Gould Evans.
- The property is owned by Curé of Ars.
- The project engineer is Tim Burfeind with SK Design.
- The landscape architect is Robert Whitman with Gould Evans.

REQUEST:
- The site currently has a built square footage of 124,876 sq.ft. for a Floor Area Ratio (F.A.R.) of 0.30. At the end of the final (third) phase, the site will have a total building square footage of 161,461 sq.ft for a floor area ratio of 0.39.
- In addition to new construction, the applicant is requesting site improvements including bringing all building setbacks into conformance with the current Leawood Development Ordinance (LDO), updates to the parking lot lighting and circulation, and updates to site landscaping. These site improvements will be phased with the building additions.
- The applicant is requesting approval of site renovations and additions including:
  Phase 1:
  - A new 11,721 sq.ft. parish activity center located at the southeast corner of the site, to be completed in Phase 1.
  Phase 2:
  - A new 49,036 sq.ft. cafeteria, classroom space and library space, shall be completed.
  - Demolition of the existing gymnasium and cafeteria (20,144 sq.ft.) on the north side of the school.
  - Revise the central parking lot landscape islands, lighting, and setbacks.
  Phase 3:
  - A new 12,522 sq.ft. parish office building, to be completed in Phase 3.
  - Demolition of the existing parish office building (15,692 sq.ft.) and garage (858 sq.ft.) and reconstruct the northern driveway off of Mission Road in Phase 3.
ZONING:
- The City’s zoning map shows this property as being zoned R-1 (Planned Single Family Low Density Residential).
- This property has been shown on the City’s zoning map as R-1, however, a formal ordinance showing the zoning on this property has not been found. This application is to provide a formal ordinance showing the property as being zoned R-1.

COMPREHENSIVE PLAN:
- The Comprehensive Plan designates this property as Institutional.

LOCATION:

SURROUNDING ZONING:
- North  Directly north is the Leawood subdivision, developed as single family residential, zoned R-1 (Planned Single Family Low Density Residential).
- South  Directly south is the Ranch Mart commercial development, zoned SD-CR (Planned General Retail).
- East  Directly east is the Leawood subdivision, developed as single family residential, zoned R-1 (Planned Single Family Low Density Residential).
- West  Directly west is single family residential within the City of Prairie Village.

SITE PLAN COMMENTS:
- Curé of Ars is an existing church and school located on 9.63 acres north of 95th Street and east of Mission Road.
- Two existing driveways to the site are located off of Mission Road. The southern driveway currently serves as a three-lane entrance to the site, and the northern driveway currently serves as a three-lane exit from the site.
- The site currently consists of the church and offices with garage on the western portion of the site, and school and gymnasium on the eastern portion of the site. An existing playground is located at the
southeast corner of the site, and contains playground equipment, basketball courts and open field space.

- An existing chain link fence is located on the southern, eastern and northern property lines of the site and varies in height from 4'-8'. The existing fence is proposed to remain.
- The proposed master plan for the site is broken into three phases as follows:

**Phase 1 – Parish Activity Center and Playground (Sheet C240):**

- During Phase 1 of the project, the southern driveway entrance to the site will be narrowed from three ingress lanes to two ingress lanes. The northern driveway entrance will be restriped to limit the exit to two lanes – one northbound and one southbound. To prevent motorists from entering the striped area, flexible bollards will be installed around the perimeter of the center lane.
- The eastern parking area will be modified to meet the required parking lot setback of 25'. Landscaped islands will be placed between every 10 parking spaces on the eastern boundary meeting the requirement of the Leawood Development Ordinance. The parking spaces will change direction from north and south facing to east facing. A single row of parking directly adjacent to the east property line will be provided, all other parking on the east side of the existing school and gym will be removed.
- Two half basketball courts will be striped with the parking spaces east of the school. Two basketball goals will be placed in front of the parking spaces.
- An existing retaining wall ranging from 1’ to 3’ in height is located near the eastern property line and is proposed to remain. A 3’ tall berm accented with landscaping will be located in front of the wall.
- The existing trash containers located in the northeast corner of the site will be relocated to the northeast corner of the existing gymnasium and will be placed within an enclosure that is architecturally attached to the building, per the Leawood Development Ordinance.
- A proposed 11,721 sq.ft. parish activity center that is 32’-0” in height, will be located at the southeast corner of the site, in the location of the existing playground. The playground will be moved west to an open green space area and measures 90’ x 90’. The playground will be surrounded by a 5’ tall, black vinyl coated, chain link fence. The existing basketball courts, located at the southeast corner of the site, are not proposed to be replaced.
- A colored, stamped, concrete pedestrian crosswalk will be constructed across the existing double drive lanes between the new parish activity center to the existing school.
- The crosswalks across Mission Road will also be demarcated with stamped colored concrete during Phase 1.
- The parish activity center will have a 5’ sidewalk surrounding its east, west, and portions of the south sides. A 7’ sidewalk is provided along the north side of the building. These sidewalks will connect the activity center to the new playground to the west, and to the pedestrian crossing that connects to the existing school to the north.
- A 5’ sidewalk will extend from Mission Road to connect with the sidewalks that provide access to the playground and the new parish activity center.
- The 5’ sidewalk located on Mission Road will remain as existing.
- Existing bicycle racks are located on the north side of the existing gymnasium.

**Phase 2 – School Addition (See Sheets C158 & C181):**

- During Phase 2 of the project, the applicant proposes to construct a 40,036 sq.ft. school addition to the west of the parish activity center which was constructed in phase one, and between the parish activity center and the existing school.
The existing drive aisle north of the proposed activity center and current playground will be eliminated.

The applicant proposes to demolish the existing gymnasium on the north side of the school, containing 20,144 sq.ft.

The main parking field on site will be reconfigured to include 8’ wide landscape islands containing trees, shrubs and light fixtures. New parking spaces will be located where the gymnasium is being removed on the north side of the school. The parking spaces adjacent to the north property line will be setback 25’, meeting the requirements of the LDO.

A 7’ protected sidewalk will be constructed between parking rows in the central parking field, connecting the school to the church. This pedestrian crossing will be in line with the north side of the school in Phase 2. Stamped colored concrete will be provided across the driveways to demarcate the pedestrian crossings.

A 7’ sidewalk will be constructed in parking lot islands leading from the school to the northern property line. Stamped colored concrete will be provided across the driveways to demarcate the pedestrian crossings. A 7’ sidewalk will be constructed along the northern property line leading to Mission Road.

Five foot sidewalks are provided along the east, and partially the south, perimeter of the parish activity center.

Bicycle racks will be located near the main entrance, on the west side of the school, during Phase 2.

Phase 3 – Parish Offices (Sheet C140):

During Phase 3 of the project, the applicant proposes to remove the existing two-story parish office building (24’ in height) and one-story garage (14’ in height), and construct a 12,522 sq.ft. office building attached to the north side of the existing church.

During this phase, the northern drive aisle to Mission Road will be reconstructed to meet the 25’ parking lot setback and to have two egress lanes only.

BULK REGULATIONS:

The following bulk regulations shall apply to special uses, per Section 16-4-3.6 of the LDO:

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Required</th>
<th>Existing</th>
<th>Phase 1 Proposed</th>
<th>Phase 2 Proposed</th>
<th>Phase 3 Proposed</th>
<th>Compliance of Master Plan</th>
</tr>
</thead>
<tbody>
<tr>
<td>Exterior Structure Setback – Mission Road</td>
<td>40’</td>
<td>56.4’</td>
<td>56.4’</td>
<td>56.4’</td>
<td>57.3’</td>
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</tr>
<tr>
<td>Exterior Structure Setback – North Property Line</td>
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<td>51.8’</td>
<td>119.3’</td>
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</tr>
<tr>
<td>Exterior Structure Setback – East Property Line</td>
<td>40’</td>
<td>80.8’</td>
<td>41.7’</td>
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<tr>
<td>Exterior Structure Setback – South Property Line</td>
<td>40’</td>
<td>169.5’</td>
<td>34’</td>
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<td>34’</td>
<td>Deviation Requested</td>
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<td>Minimum Open Space %</td>
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<td>32.6%</td>
<td>35%</td>
<td>38%</td>
<td>37.5%</td>
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</tr>
<tr>
<td>Minimum Interior Open Space %</td>
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<td>26.9%</td>
<td>25.7%</td>
<td>27%</td>
<td>26%</td>
<td>Complies</td>
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<tr>
<td>Parking Setback - North</td>
<td>25’</td>
<td>2.13’</td>
<td>2.13’</td>
<td>25’</td>
<td>25’</td>
<td>Complies</td>
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<tr>
<td>Parking Setback - East</td>
<td>25’</td>
<td>9.43’</td>
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<tr>
<td>Maximum Floor Area Ratio (F.A.R.)</td>
<td>--</td>
<td>0.30</td>
<td>0.33</td>
<td>0.40</td>
<td>0.39</td>
<td>--</td>
</tr>
<tr>
<td>Height Limit</td>
<td>35’ as measured at the front door</td>
<td>22’ 1” (School)</td>
<td>32’</td>
<td>22’ 1’</td>
<td>16’</td>
<td>Complies</td>
</tr>
</tbody>
</table>
DEVATIONS:
- The applicant requested a deviation to the exterior structure setback on the south property line, from 40’ to 34’ (85% of the standard requirement). This deviation is allowed per Section 16-3-9 A(5) of the LDO, when compensating common open space on a 1:1 ratio is provided elsewhere in the project.

TRAFFIC:
- A traffic study was provided for review by the Public Works Department, detailing existing and proposed traffic volumes, and the queuing of vehicles during school drop-off and pick-up times.
- Phase 1 will utilize an onsite traffic queuing plan during pick-up and drop-off of students. Detailed procedures will be provided to parents noting pick-up and drop-off locations, times, and queuing processes.
- Phases 2 and 3 will utilize parking spaces during pick-up and drop-off rather than drive lanes. Teachers will assist students to the vehicles, or parents may park and pick up their children at the front doors.

PARKING:
- The existing site contains 279 parking spaces. During Phase 1 of the project, the site will decrease in parking by five spaces, for a total of 274 spaces. During Phase 2, the site will increase by 24 spaces, for a total of 298 spaces. The final phase of the project will result in 305 parking spaces.
- The Leawood Development Ordinance requires that churches provide one parking space for each three seats. The 800 permanent seats at Curé of Ars require 266 parking spaces. All phases of the project will meet the LDO requirement.

ELEVATIONS:
Existing Church:
- No changes are proposed to the existing church building, which is 22,369 sq.ft. and a height of 54.67’.

Phase 1 – Parish Activity Center:
- The applicant is requesting Final Plan approval of Phase 1 of the project, consisting of the parish activity center/gymnasium and playground.
- The new activity center will be located at the southeast corner of the site.
- The activity center is an 11,721 sq.ft. single-story building constructed of red and white brick to match the existing school building. The building is proposed to be 32'-0" tall and rectangular in shape.
- The main entrance to the activity center is located on the west side of the building. A 10' tall black metal canopy spans the front entrance and provides a covered walkway spanning a majority of the western façade. White brick surrounds the front entrance and walkway.
- Above the main entrance, on the north and west facades, a Kalwall panel system is proposed, providing the building with natural light, similar to that of a skylight.
- The northern and southern facades are broken with a vertical pattern created with white brick and black metal trim.
- A 7' tall mechanical screen is proposed on the rooftop in order to fully screen the rooftop units. The screen will match the black metal trim used on the building façade.
- A trash enclosure will be architecturally attached to the northeast corner of the existing school building during Phase 1 of the project. The trash enclosure will consist of 7' tall metal gates with red
brick surround to match the existing building. Bollards painted yellow are proposed to protect the trash enclosure.

Phase 1 – Playground:
- The playground is proposed to be moved from the southeast corner of the site to west of the new parish activity center.
- The playground will utilize the existing play equipment on site (purchased within the past two years) and will be surfaced with wood mulch. There are seven pieces of play equipment, red and white in color, which do not exceed a height of 12’.
- The applicant provided a letter stating that the play equipment meets ASTM and CPSC playground safety standards.
- The playground is proposed to be enclosed with a 5’ tall, black vinyl coated chain link fence. Gates will be located on the northeast corner of the playground and on the eastern side.

Phase 2 – School Expansion:
- The applicant is requesting Preliminary Plan approval of Phase 2 of the project, which includes demolition of the existing gymnasium (20,144 sq.ft.) on the northeast portion of the site, and a school addition located to the west of the parish activity center and between the existing school and the parish activity center. The school addition will also wrap around the parish activity center on the west side.
- The two-story school addition will consist of 49,036 sq.ft. of new construction and will be 22’-1” tall.
- The addition will extend 138’-2” west of the parish activity center and 56’-3” north of the activity center and between the existing school.
- Building elevations are approved at the time of Final Plan; however, preliminary elevations of the school addition were provided. The building will consist primarily of red brick to match the existing brick on site, with windows spanning both floors of the façade. Concrete infill panels are proposed between upper and lower windows, to match the existing.
- The school enrollment is anticipated to remain the same, at 750 students.

Phase 3 – Church Offices:
- The applicant is requesting Preliminary Plan approval of Phase 3 of the project, which includes the demolition of the existing one-story, 858 sq.ft. garage and 15,692 sq.ft. two-story parish office, and the construction of new parish offices attached to the northwest corner of the existing church building.
- The new 12,522 sq.ft. office space will be one-story tall, approximately 14’ in height.
- Building elevations are approved at the time of Final Plan; however, preliminary elevations of the office addition were provided. The building will consist primarily of red brick to match the existing brick on site.

PHASING:
Phase 1 – March 2020-August 2020
- The first phase of the project will begin on the southern and eastern portions of the site, with the construction of the parish activity center and the reconfiguration of the eastern parking field. The playground and trash containers will also be relocated during phase 1.

Phase 2 – May 2026-August 2028
- The second phase of the project includes the demolition of the existing gymnasium and the construction of the school addition north of the activity center. The majority of the parking lot on
site will be reconfigured at this time to meet the requirements of the LDO, including landscaping, lighting and parking lot setbacks.

*Phase 3 – May 2030-August 2031*

- The third phase of the project includes the demolition of the existing parish office building and garage. A new office building will be constructed, and will be attached to the church. The northern driveway entrance will meet the parking lot setback from the north property line.
- The graphic below provides a visual representation of the project phasing, with Phase 1 shown in green, Phase 2 shown in blue, and Phase 3 shown in purple:

![Project Phasing Graphic](image)

**LIGHTING:**
- Parking lot lighting will be updated per the phasing plan of the site, with the eastern parking lot boundary being addressed in Phase 1, the central and northern parking lot boundary updated in Phase 2, and the northern driveway entrance updated in Phase 3.
- New 18’ LED parking lot light fixtures are proposed throughout the parking field of the entire development.
- Phase 1 meets the LDO requirement for parking lot uniformity of a 4:1 average/minimum, and the illumination of pedestrian walkways of an 0.18 average.

**LANDSCAPE:**
- A final landscape plan was submitted for Phase 1 of the project (Sheet L101), and a preliminary landscape plan was submitted for Phases 2 and 3 of the project (Sheet L100).
- The preliminary landscape plan provides street trees every 40 lineal feet of street frontage, ornamental trees per 20 lineal feet and shrubs per 5 lineal feet, as required by the LDO.
- The preliminary plan provides a 10 foot landscape buffer adjacent to all property lines consisting of shrubs and trees, and additional screening up to 6’ in height on property lines adjacent to residential properties.
- The preliminary plan provides two street trees per parking lot island with shrubs planted at the base.
• The final landscape plan for Phase 1 consists of landscaping on the southern and eastern property lines. The eastern property line has an existing stone retaining wall, which tapers from 3’ in height to 1’ in height at the ends. The sections of the wall that are not 3’ in height will be supplemented with 3’ tall berms, meeting the requirements of the LDO. The wall and berms will be accented with landscaping to a height of 6’, including shrubs planted every 6 lineal feet and trees planted every 20 lineal feet.
• The southern property line, which is adjacent to Ranch Mart, a retail center zoned SD-CR, will consist of a continuous 3’ tall screen of shrubbery.

PRELIMINARY & FINAL PLAT:
• A Preliminary Plat and Final Plat Curé of Ars was submitted as the property is currently unplatted.
• The proposed Preliminary and Final Plats are bordered by Mission Road on the west, the Leawood subdivision on the north and east, and Ranch Mart on the south.
• The plat consists of one lot consisting of 9.63 acres.

SIGNAGE:
• Private signage standards do not exist for Curé of Ars, therefore signage included as part of the Final Plan application for Phase 1 of the project, the Parish Activity Center, shall be approved with this application.
• The applicant proposes one multi-line sign (Sheet A201-LW), reading “Parish Activity Center” be located on the western façade of the building. The application proposes externally illuminated, black metal, pin mounted letters. The sign measures 8’-5 ½” long by 3’-3” tall, with the first line letters approximately 9’-1” in height and the second line letters 8” tall. The sign will be externally-illuminated by soffit lighting under the canopy.
• Existing monument signs along Mission Road and proposed to remain with no changes.

IMPACT FEES:
• A total of 11,721 sq.ft. of new construction is proposed with Phase 1 of this application.
  • PUBLIC ART IMPACT FEE: The applicant/owner shall be responsible for a public art impact fee or a piece of public art. Approval of the design and location of the art will need to go before the Arts Council, Planning Commission, and approved by the Governing Body at a later date. In lieu of that, the applicant may pay a public art impact fee in the amount of $0.15/sq.ft. of finished floor area, estimated currently at $1,758.15 ($0.15 x 11,721 sq.ft). This amount is subject to change by Ordinance.
  • PARK IMPACT FEE: A park impact fee in the amount of $0.15/square foot of finished floor area is required prior to issuance of a building permit, estimated currently at 1,758.15 ($0.15 x 11,721 sq.ft). This amount is subject to change by Ordinance.

INTERACT MEETING:
• The applicant held an Interact meeting on Wednesday, October 2, 2019. A summary and sign-in sheet from the meeting are attached.

GOLDEN CRITERIA:
The character of the neighborhood:
The subject property is a religious institutional development located east of Mission Road and north of the Ranch Mart Shopping Center along 95th Street. Residential developments exist on three sides of the property. The character of the neighborhood is commercial uses mixed with residential land uses.

The zoning and uses of properties nearby:
The surrounding properties consist of single-family residential uses zoned R-1 (Planned Single Family Low-Density Residential) to the north and east within the City of Leawood, and single-family residential uses to the west, zoned R-1A within the City of Overland Park. The commercial property directly south of the subject property is zoned SD-CR and SD-NCR2 within the City of Leawood.

The suitability of the subject property for uses to which it has been restricted:
The subject property is a religious institution that has been in existence for over 35 years and is located adjacent to an arterial street to the east and to a commercial property to the south. The property is suitable for the uses to which it has been restricted with a Special Use Permit and the associated restrictions to make it compatible with the surrounding residential uses.

The extent to which removal of the restrictions will detrimentally affect nearby property:
The project is suitable to this site, but the stipulations recommended for approval with this application are necessary to ensure a high quality development.

The length of time that the property has been vacant:
The property is not vacant. It has been developed as a church and school since 1980.

The relative gain to the public health, safety, and welfare due to the denial of the application as compared to the hardship imposed, if any, as a result of denial of the application:
Denial of the application will not result in a relative gain to the public health, safety and welfare because the project does not propose any new uses, but proposes improvements and upgrades to the current development. The applicant does not proposed to serve additional patrons at the facility, but wants to better serve the existing church membership and student body. Although the project proposes additional building area, the applicant proposes site improvements benefiting public health, safety and welfare by improving traffic circulation, improving the existing building conditions, and providing additional separation between the parking lots and adjacent property lines.

The recommendation of the permanent staff:
City Staff recommends approval of the application with the stipulations in the staff report.

Conformance of the requested change to the adopted master plan of the City of Leawood:
The Comprehensive Plan designates this property for institutional uses. The zoning is R-1 (Planned Single Family Low-Density Residential). With approval of a Special Use Permit, the uses conform to both the master plan and zoning of the City of Leawood.

STAFF COMMENTS:

- The applicant should provide a cross section of the colored, stamped concrete crosswalks on site, detailing their proposed construction method (Stipulation #8).
• At the time of Final Plan for Phase II of the project, the protected crosswalk located in the center parking lot between parking rows should be widened to 9’ to allow for a 2’ overhang of vehicles on each side (Stipulation # 9).

• Staff is not supportive of the use of pavement markings and flexible bollards to demarcate drive lanes at the northern exit of the site. Staff recommends shifting the northern curb line to the south for a maximum width of 28’ back-to-back of curb (Stipulation # 10).

STAFF RECOMMENDATION:
Staff recommends the Planning Commission approve Case 102-19, Curé of Ars Catholic Church and School – Request for approval of a Rezoning to R-1, Special Use Permit for a Church and School, Preliminary Plan, Preliminary Plat, Final Plat, and Final Plan for Phase 1, with the following stipulations:

1. This approval is limited to a Final Plat for the site, Final Plan for Phase 1, including 11,721 sq.ft. of new construction for a parish activity center, and a Preliminary Plan for Phases 2 & 3, including 61,558 sq.ft. of new construction, for a total of 161,461 building sq.ft. for Curé of Ars at full build-out, located on 9.63 acres for an F.A.R. of 0.39 within the R-1 zoning district.

2. The Special Use Permit shall be issued to Curé of Ars Church Leawood, and shall be limited to a term of twenty years from the date of Governing Body approval.

3. The applicant shall be responsible for the following impact fees:
   a. The applicant/owner shall be responsible for a public art impact fee or a piece of public art. Approval of the design and location of the art will need to go before the Arts Council, Planning Commission, and approved by the Governing Body at a later date. In lieu of that, the applicant may pay a public art impact fee in the amount of $0.15/sq.ft. of finished floor area, estimated currently at 1,758.15 ($0.15 x 11,721 sq.ft). This amount is subject to change by Ordinance.
   b. A park impact fee in the amount of $0.15/square foot of finished floor area is required prior to issuance of a building permit, estimated currently at 1,758.15 ($0.15 x 11,721 sq.ft). This amount is subject to change by Ordinance.

4. All power lines, utility lines, etc. (both existing and proposed, including utilities and power lines adjacent to and within abutting right-of-way) are required to be placed underground.

5. All utility boxes, not otherwise approved with the final development plan, with a height of less than 55 inches, a footprint of 15 sq.ft. in area or less, or a pad footprint of 15 sq.ft. in area or less, shall be installed only with the prior approval of the Director of Planning as being in compliance with the Leawood Development Ordinance.

6. All new utility boxes with a height of 55 inches or greater, a footprint greater than 15 square feet in area, or a pad footprint greater than 15 square feet in area, shall be authorized only by approval of a special use permit prior to construction.

7. Per the Leawood Development Ordinance all pedestrian crosswalks shall be demarcated from the adjacent street pavement with stamped colored concrete.

8. Prior to Governing Body consideration, the applicant shall provide a cross section detail of the proposed stamped colored concrete crosswalks.

9. At the time of Final Plan for Phase II of the project, the applicant shall widen the protected sidewalk between rows of parking to 9’ to allow for a 2’ overhang of vehicles on each side.

10. Prior to Governing Body consideration, the applicant shall shift the north curb line at the north access point to the south for a maximum width of 28’ back-to-back of curb. This shall be implemented in lieu of pavement markings and flexible bollards.

11. The project includes the following deviations:
   a. A deviation to the exterior structure setback on the south property line, from 40’ to 34’.
12. All buildings within this development shall conform to the architectural type, style, and scale of the buildings approved by the Governing Body at final plan.

13. All downspouts shall be enclosed.

14. All rooftop equipment shall be screened from the public view with an architectural treatment, which is compatible with the building architecture. The architectural treatment screening the utilities shall be at least as tall as the utilities they are to screen.

15. Exterior ground-mounted or building-mounted equipment including, but not limited to, mechanical equipment, utilities, meter banks and air conditioning units, shall be painted to blend with the building and screened from public view with landscaping or with an architectural treatment compatible with the building structure.

16. In accordance with the Leawood Development Ordinance, all trash enclosures shall be screened from public view with a minimum 6 foot solid masonry structure to match the materials used in the buildings and shall be architecturally attached to the individual buildings and accented with appropriate landscaping. The gates of the trash enclosures shall be painted, sight obscuring, decorative steel.

17. All playground equipment shall meet all ASTM (American Society for Testing and Material) 1487 and CPSC (U.S. Consumer Product Safety Commission) current standards.

18. Per the Leawood Development Ordinance, all parking lot light fixtures associated with this project shall be a maximum of 18’ in height from grade, including base.

19. Per the Leawood Development Ordinance, the source of illumination of all proposed light fixtures shall not be visible.

20. Per the Leawood Development Ordinance, the maximum amount of 0.5 foot-candles shall be permitted at the property line.

21. Exterior light fixtures shall not exceed 3,000 Kelvin color temperature.

22. Per the Leawood Development Ordinance, the perimeter area of all on-site open parking areas shall be screened from the view of adjacent properties and streets to a minimum height of 3 feet by the use of a combination of berms and/or walls accented with plant material.

23. Per the Leawood Development Ordinance, one (1) tree shall be provided for each 40 feet of street frontage within the landscaped setback abutting said street frontage.

24. Per the Leawood Development Ordinance, all medium and large deciduous trees), shall be 2 ½” caliper as measured 6” above the ground, all small deciduous and ornamental trees shall be a minimum of 1 ½” caliper as measured 6” above the ground, conifers and evergreen trees shall be a minimum of 6’ in height, and shrubs shall be a 24” in height at the time of planting.

25. Per the Leawood Development Ordinance, at the time of planting, plant material screening the ground mounted utilities shall be a minimum of 6” taller than the utility it is to screen, with lower shrubs in the foreground to eliminate any gaps in screening.

26. All landscaped open space shall consist of a minimum of 60% living materials.

27. All landscaped areas shall be irrigated.

28. The approved final landscape plan shall contain the following statements:
   a) All trees shall be callipered and undersized trees shall be rejected.
   b) All parking lot islands shall be bermed to discourage foot traffic.
   c) All hedges shall be trimmed to maintain a solid hedge appearance.
   d) All plant identification tags shall remain until issuance of a Final Certificate of Occupancy.
   e) Any deviation to the approved final landscape plan shall require the written approval of the landscape architect and the City of Leawood, prior to installation.
   f) All landscaped open space shall consist of a minimum of 60% living materials.
29. A letter, signed and sealed by a Kansas Registered Landscape Architect, shall be submitted prior to final occupancy that states that all landscaping has been installed per the approved landscape plan and all plant material used is to the highest standards of the nursery industry.

30. The applicant shall obtain all approvals and permits from the Public Works Department, per the public works memo, shown as Exhibit A, on file with the City of Leawood Planning and Development Department, prior to recording the plat.

31. The applicant shall obtain all approvals from the City of Leawood Fire Department, per the Fire Marshal’s memo, shown as Exhibit B, on file with the City of Leawood Planning and Development Department, prior to issuance of a building permit.

32. A Sign Permit shall be required from the City of Leawood Community Development Department prior to installation.

33. An erosion control plan for both temporary and permanent measures to be taken during and after construction shall be required at the time of application for building permit.

34. No construction shall be allowed between the hours of 9:00 p.m. to 7:00 a.m. and not on Sundays.

35. All sidewalks shall be installed as per street construction standards.

36. Development rights under this approval shall vest in accordance with K.S.A. 12-764.

37. In addition to the stipulations listed in this report, the developer/property owner agrees to abide by all ordinances of the City of Leawood Development Ordinance, unless a deviation has been granted, and to execute a statement acknowledging in writing that they agree to stipulations one through thirty-seven.
MEMO

DATE: November 21, 2019

TO: Richard Coleman, Director of Community Development

FROM: Brian Scovill, P.E., City Engineer
Department of Public Works

SUBJECT: Cure of Ars Church Renovation – Preliminary and Final Plan
Case Number: 102-19

The Department of Public Works has reviewed the aforementioned project and would like to make the following stipulations as part of the Planning Commission Approval:

1) Traffic Study:
   a) The developer submitted a traffic study evaluating internal circulation and queueing on Mission Road. The study indicates Phase 1 will improve internal circulation for pedestrians and vehicles while reducing queueing on Mission Road. Phase 2 and 3 addresses queueing on Mission by requiring parking for drop-off and pick-up. This is a change from existing site operations but is consistent with past Church and School policy.

   b) The study also shows the site entrance will remain located on the south end of the property and the site exit will remain located on the north end. Both access points will be reduced from 3 lanes to 2 lanes.

   c) The north curb line at the north access point shall be shifted south for a maximum width of 28’ back of curb to back of curb. This shall be implemented in place of pavement markings and flexible bollards presented in the study.

   d) The Traffic Study shall be amended and re-submitted prior to Governing Body approval to correct the first bullet on page 4 to align with the 5th bullet point on page 2. Both should describe shifting the north curb line south.

   e) The Traffic Study shall be amended and re-submitted prior to Governing Body approval to clearly indicate the length of the proposed internal queueing of Phase 1 and that this length adequately accommodates the anticipated 120 vehicles during drop-off and pick-up.
f) The developer shall ensure the improvements presented in the traffic study are incorporated in the construction plans unless otherwise specifically stipulated by the City.

g) As recommended in the Traffic Study the Developer shall provide an updated traffic study prior to submitting for phase 2 and 3 improvements.

2) Storm Water Study
   a) All phases of the proposed improvements indicate an increase in pervious surface area and an overall decrease in the 100 year stormwater discharge from the site when compared to the existing conditions.
   b) The developer shall provide an updated stormwater study prior to submittal of Phase 2 or 3.

3) Prior to the issuing of any building permits, the Developer shall enter into a City right of way maintenance agreement to ensure any landscaping, irrigation, or crosswalks within the Right-of-Way are properly maintained by the property owners.

4) Developments shall have all utilities relocated underground. This includes private property and utilities in the Right-of-Way between the curb and property line.

5) The parking lot pavement shall be constructed in accordance to the Leawood Development Ordinance.

6) Permanent structures, including monument signs, shall not be placed within the Right-of-Way.

7) The developer shall provide as-built storm sewer information in accordance with our standards. This includes, but is not limited to, vertical and horizontal coordinates of all structures constructed or modified, flow line information at each structure, pipe size information, downstream structure numbers and type of structure. This information shall be provided to us on the Johnson County AIMS coordinate system.

8) Construction vehicles, including vehicles of construction personnel, shall not be parked within the Right-of-Way. All staging and storage of equipment and/or materials for private improvements shall be contained on the proposed development unless a Right-of-Way Permit has been obtained by the Contractor.

9) The Developer shall repair any damaged areas between the curb and the Right-of-Way. This shall include curbs, street lighting equipment, traffic signal equipment, sidewalk, storm sewers, grass, etc.

10) All public improvements shall be designed and constructed in accordance with the City of Leawood Public Improvement Construction Standards as developed by the Department of Public Works (latest revision).

11) The developer shall obtain and submit to the Department of Public Works and the Building Official a copy of the NPDES Land Disturbance Permit issued by the City.
Kansas Department of Health and Environment prior to any grading work at the site.

12) The permit fee for plan review and construction observation shall be five (5) percent of the construction cost for all improvements within the Right-of-Way or Public Easement(s) granted to the City of Leawood. The fee will be charged and collected from the Contractor prior to issuance of the permit from the Department of Public Works.

13) The plat will not be released for recording until all public permits have been reviewed and approved by the City Engineer.

14) The Certificate of Occupancy will not be approved until the above requirements have been met.

If you have any questions, please call me at (913) 663-9134.

Copy: Project File
The Fire Dept. has no objection to the fire truck access plan for this project.

*Gene Hunter, Leawood Fire Marshal*
October 1, 2019

City of Leawood
4800 Town Center Drive
Leawood, KS 66211

City of Leawood,

A Special Use Permit from the City of Leawood will be issued to Cure of Ars Church Leawood.

Sincerely,

[Signature]

Rev. Richard E. Storey, Pastor
ABCreative is very pleased to present this proposal for consideration for the Cure of Ars School Playground located in Leawood. BCI Burke Company, LLC has been providing recreational playground equipment for over 90 years and has developed the right mix of world-class capabilities to meet the initial and continuing needs of Playground Committee. We believe our proposal will meet or exceed your project's requirements and will deliver the greatest value to you.

The following is a summary of some of the key elements of our proposal:

- **Project Name:** Cure of Ars School Playground
- **Project Number:** 120-83228-1
- **User Capacity:** 54
- **Age Groups:** Ages 2-5 years, 5-12 years
- **Dimensions:** 90' 11" x 70' 9"
- **Designer Name:** Fred Krause

ABCreative has developed a custom playground configuration based on the requirements as they have been presented for the Cure of Ars School Playground playground project. Our custom design will provide a safe and affordable playground environment that is aesthetically pleasing, full of fun for all users and uniquely satisfies your specific requirements. In addition, proposal # 120-83228-1 has been designed with a focus on safety, and is fully compliant with ASTM F1487 and CPSC playground safety standards.

We invite you to review this proposal for the Cure of Ars School Playground playground project and to contact us with any questions that you may have.

Thank you in advance for giving us the opportunity to make this project a success.
Curé of Ars Catholic School Renovation & Addition
9403 Mission Road
Leawood, Kansas 66206

Preliminary & Final Development Plan
November 20, 2019
1. SIDEWALK NOTES:

2. EXPANSION JOINT

3. JOINT WITH SEALANT

4. CONTROL JOINT

5. JOINT WITH SEALANT

6. TYPICAL SIDEWALK DETAIL

7. NOT FOR CONSTRUCTION

8. HARDSCAPE PLAN


10. NOT FOR CONSTRUCTION

11. This drawing was prepared by a professional engineer licensed in the state of Kansas. It is sealed as required for the planning submittal.

12. • REVISIONS DESCRIPTION •

13. • Number • 0219-0520 •

14. DATE: November 20, 2019
NOTE: THE TRAFFIC CIRCULATION FOR THE FIRE TRUCK IN PHASE 2 WILL BE THE SAME AS FOR THE ULTIMATE CONDITION, EXCEPT THAT THE EXISTING DRIVEWAY IS APPROXIMATELY 20' FARTHER NORTH IN THE PHASE 2 CONDITION.
NOT FOR CONSTRUCTION

PROJECT NO: C159

ULTIMATE TRAFFIC CIRCULATION PLAN

Preliminary Development Plan

LEGEND

TRAFFIC IN

TRAFFIC OUT

PEDESTRIAN CROSSWALK

CONCRETE SIDEWALK

STAMPED COLORED CONCRETE

UTMLATE PHASE PICKUP TRAFFIC STORAGE WILL BE ACCOMPLISHED BY UTILIZING EXISTING PARKING, RATHER THAN DRIVE LANES.
Preliminary Development Plan

**Curé of Ars Catholic School Renovation & Addition**

9403 Mission Road
Leawood, Kansas 66206

**Estimated Schedule for Phases**

**Phase 1**
Start Construction: March 2020
End Construction: August 2020

**Phase 2**
Start Construction: May 2026
End Construction: August 2028

**Phase 3**
Start Construction: May 2030
End Construction: August 2031
1. KEY ALL CONSTRUCTION JOINTS.
2. CONCRETE ON SUPPORTS.
3. CONCRETE SHALL CONFORM TO SPECIFICATIONS.
4. REQUIREMENTS SEE STANDARD JOINT SEALER " X 1 PAPER 24" O.C.
5. " DEEP CONTROL JOINTS SHALL BE PLACED AS SHOWN ON THE DRAWINGS
6. " MIN. DEPTH
7. KCMMB 5K MIX
8. SIDEWALK FOR PEDESTRIAN SIDEWALK PAVEMENT EXISTING STRIPED PROPERTY LINE CURB AND GUTTER CONCRETE SIDEWALK
9. Not to Scale
1. THE PRIMARY GOAL OF TEMPORARY EROSION CONTROL IS TO PREVENT SILT AND SEDIMENT FROM LEAVING THE SITE. HOWEVER, ANTICIPATED DISTURBANCE BY UTILITY CONSTRUCTION SHALL NOT DELAY INSTALLATION. EROSION CONTROL METHODS MAY BE FIELD ADJUSTED TO MINIMIZE CONFLICTS WITH UTILITY CONSTRUCTION.

2. TEMPORARY EROSION CONTROLS SHALL BE PROVIDED DURING ALL PHASES OF CONSTRUCTION, DEMOLITION, CONSTRUCTION STAKING, CONSTRUCTION FENCING, AND PLACEMENT OF PHYSICAL BARRIERS OR OTHER MEANS TO CONTAIN THEM.

3. PRIOR TO LAND DISTURBANCE ACTIVITIES, THE CONTRACTOR SHALL:
   - INSTALL PERIMETER CONTROLS AND REQUEST THE INSPECTION OF THE PRECONSTRUCTION EROSION AND SEDIMENT CONTROL PLAN.
   - ACCEPT THE INSPECTION OF THE PRECONSTRUCTION EROSION AND SEDIMENT CONTROL PLAN.
   - INSTALL A COMPLETE SET OF TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES AT THE CONSTRUCTION SITE IN ACCORDANCE WITH THE CURVE OF CONSTRUCTION PERIODS.
   - MEET THE REQUIREMENTS OF CITY OF LEAWOOD AND THE REQUIREMENTS OF THE STATE OF KANSAS.

4. THE CONTRACTOR SHALL HAVE THE EROSION AND SEDIMENT CONTROL PLAN ROUTINELY UPDATED TO SHOW ALL EFFECTED UTILITIES CONTRACTOR IS RESPONSIBLE FOR.

5. DURING BUILDING CLOSURE OF LAND CONSTRUCTION UNTIL INACTIVITY, THE CONTRACTOR SHALL:
   - REMOVE SEDIMENT AND RESTORE THE SILT FENCE REGULARLY.
   - KEEP ALL VEHICLES, EQUIPMENT, MACHINERY AND SMALL BUILDINGS FROM DISTURBING THE SEDIMENT CONTROL MEASURES ALONG THE SHOULDER.
   - MEET THE DESIGNATION OF ONE OR MORE LOCATIONS FOR CONCRETE WASH OUT ON SITE, SUCH THAT CONCRETE WASH OR RINSEWATER FROM CONCRETE MIXING EQUIPMENT, TOOLS AND/OR READY-MIX TRUCKS, TOOLS, ETC. MAY NOT BE DISCHARGED INTO OR BE ALLOWED TO RUN DIRECTLY INTO ANY EXISTING WATER BODY OR STORM AREA SUCH AS A NATURAL STREAM CORRIDOR, AREAS OF THE SITE INTENDED TO BE LEFT UNDISTURBED, A STORM PROTECTION అంశం లేదా నాటికి పెద్ద ప్రదేశాలు లేదా ఆషాయ ప్రదేశాలు.

6. CHEMICALS OR MATERIALS CAPABLE OF CAUSING POLLUTION MAY ONLY BE STORED ONSITE IN THEIR ORIGINAL BAGS, BINS, OR CONTAINERS.

7. PERSONNEL PERFORMING THE INSPECTION. THE INSPECTION LOG SHALL BE AVAILABLE FOR REVIEW BY THE CONTRACTOR AND THE ENGINEER.

8. ONCE EROSION HAS OCCURRED, PROVIDE A MEANS OF COLLECTING THE SILT AND SEDIMENT BY USE OF SILT TRAPS, SEDIMENT FILTERS, ETC.

9. PERIOD EXCEEDING 12 MONTHS. THE PERMIT WILL NOT BE CLOSED UNTIL PERMANENT SEEDING HAS BEEN ESTABLISHED TO PRESERVE THEIR EFFECTIVENESS FOR PREVENTING SEDIMENT FROM LEAVING THE SITE OR ENTERING A SENSITIVE VANDALISM SHALL BE USED. SPILLS WILL BE REPORTED AS REQUIRED BY LAW AND IMMEDIATE ACTIONS TAKEN TO SOLIDIFY IN PLACE.

10. THE CONTRACTOR SHALL DESIGNATE ONE OR MORE LOCATIONS FOR CONCRETE WASH OUT ON SITE, SUCH THAT CONCRETE WASH OR RINSEWATER FROM CONCRETE MIXING EQUIPMENT, TOOLS AND/OR READY-MIX TRUCKS, TOOLS, ETC. MAY NOT BE DISCHARGED INTO OR BE ALLOWED TO RUN DIRECTLY INTO ANY EXISTING WATER BODY OR STORM AREA SUCH AS A NATURAL STREAM CORRIDOR, AREAS OF THE SITE INTENDED TO BE LEFT UNDISTURBED, A STORM PROTECTION అంశం లేదా నాటికి పెద్ద ప్రదేశాలు లేదా ఆషాయ ప్రదేశాలు.

11. THE CONTRACTOR SHALL SEED, MULCH, OR OTHERWISE STABILIZE ANY DISTURBED AREA WHERE THE LAND IS EXPOSED.

12. THE CONTRACTOR SHALL USE THE FOLLOWING METHODS TO STABILIZE AREAS:
   - SOIL COMPACTION
   - TEMPORARY SEEDING
   - EROSION CONTROL MEASURES
   - INSTALL PERIMETER CONTROLS AND REQUEST THE INSPECTION OF THE PRECONSTRUCTION EROSION AND SEDIMENT CONTROL PLAN.

13. DURING ACTIVE CONSTRUCTION PHASES - AT LEAST ONCE PER WEEK
   - AFTER EACH RAINFALL EVENT OF ½ INCH OR MORE - WITHIN 24 HOURS OF THE RAIN EVENT
   - DURING PERIODS OF INACTIVITY - AT LEAST ONCE EVERY 14 DAYS


15. THE CONTRACTOR SHALL HAVE THE EROSION AND SEDIMENT CONTROL PLAN ROUTINELY UPDATED TO SHOW ALL EFFECTED UTILITIES CONTRACTOR IS RESPONSIBLE FOR.
NOTE: ALL PEDESTRIAN SIDEWALKS ARE DESIGNED TO COMPLY WITH ADA CRITERIA.
LIGHT FIXTURE SCHEDULE

**SITE PLAN - PHOTOMETRICS**

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**PHOTOMETRIC SUMMARY**

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**LIGHT FIXTURE SCHEDULE**

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**GENERAL NOTE:**

LIGHT FIXTURE SCHEDULE

- UNDER-CANOPY LIGHT FIXTURES SHALL BE RECESSED SO THAT THE LENS COVER IS FLUSH WITH THE BOTTOM OF THE CANOPY SURFACE.

ELECTRICAL CONTRACTOR SHALL VERIFY CEILING TYPE PRIOR TO ORDERING ANY LIGHT FIXTURES.

DIMENSIONS, MATERIAL COMPOSITION, FINISH, VISUAL APPEARANCE AS WELL AS THE "CONTRACTOR NET" PRICING. SAMPLES ARE PROVIDED.

INTEGRAL LED 3000K 9,113 LUMENS 4.6 3.4 2.2

ADJUSTABLE DOWNWARD OPTIC, LINEAR SPREAD LENS. BLACK FINISH, 55 DEGREE BEAM DOWN, 15 DEGREE BEAM UP, DISTRIBUTION WITH HOUSESIDE SHIELD. PROVIDE 15'-0" SQUARE STRAIGHT ARM LED PARKING LOT LIGHT FIXTURE WITH P3 OPTIC, TYPE TFTM FORWARD THROW DISTRIBUTION.
INTERACT Meeting Notes

Wednesday, October 2, 2019

Curé of Ars Church

Agenda:

1. Phase 1
2. Phase 2 & 3
3. Landscaping
4. Lighting
5. Overall Improvements

- Bob Kolich kicked off the meeting and introduced Dan Zeller of Gould Evans
- Dan introduced himself, the design team and JE Dunn
- Dan outlined the schedule and noted that the city commission will be October 22nd
- Dan introduced Matt Nugent of Gould Evans
- Matt gave an overview of the phases of the project and timeline
- Matt described the landscape improvements including adding a 25’ buffer along the east side of the property
- Matt noted that the stone wall will remain
- Matt explained the scope of Phase 1 including the PAC and playground moves
- Matt noted that the landscape will be improved with a phased approach so by the end of phase 3, the site will be compliant
- Matt explained that the trash enclosure will move and attach to the gym in phase 1
- Residents were happy that the trash enclosure would be relocated
- There was a question about landscaping along the northside of the lot and Matt noted that the landscaping would take place during phase 2. There was a follow up question about if the fence would be replaced and the team noted that the fence will be replaced during phase 2
- Matt outlined the phase 1 scope of the renovated gym and administration work as well as the new PAC
- There was a question about the east side and how there are 8 steps from the residents yard to the parking lot. He asked if there would still be access from his house to the parking lot. The team noted that there would be 25’ of buffered landscape and the resident wants a walkway/pathway from his yard to the parking lot
  o -NEIGHBOR: Lives on East side of site. Added 8 steps from fence to parking lot. Are these being removed?
  o -DESIGN TEAM: No, stairs will stay. Wall will stay. All new landscaping will be down low.
  o -NEIGHBOR: Would be nice to have a step down to the parking lot from the fence
  o -DESIGN TEAM: Photometric studies were required by city to ensure no light leakage onto neighboring properties
  o -NEIGHBOR: I’m probably the only neighbor that likes LOTS of light.
- Matt noted that the new building lighting will be contained to the site and there will not be light spilling over the property
- Matt showed a perspective of the new PAC
- Matt showed the elevations of the entire campus
- There was a question about the noise coming off the rooftop units and if the sound would be screened. The team noted that there would be screens for visual and auditory privacy
  o -NEIGHBOR: Will there be dB level requirements/ sound sensitivity specified with mechanical equipment
  o -MEP ENG: There are requirements for sound that will be followed but that screening will help some with that as well
- There was a comment from a resident that for a while there was a rooftop unit that was screeching. It was noted that the unit is now replaced, and the resident confirmed that there is no noise now.
  o -NEIGHBOR: For a while there was a really loud unit on site, but then it stopped
  o -PARISH: We remember that, we fixed it, that’s why it stopped.
- Matt reviewed the final development plan and noted the current gym will be demolished and the infill of the new middle school will be built
- A resident asked about why we were tearing down the gym and it was explained that the school does not want to grow, but rather to provide improved environments for kids and the gym does not meet the needs for the kids
- A resident asked a question about how long construction would take for each phase – the team noted that construction for phase 1 would begin January of 2020 and will be complete in August of 2020.
- NEIGHBOR: How long will each phase last?
  - JED: Phase 1 Construction will start in February and be complete by end of August

- A resident noted that the east addition was not engineered correctly and that the PAC is at the lowest point of the site
  - NEIGHBOR: When the east addition was added, there was not a very good engineer. Initially water got in the building. You do know that the location of the new gym is at the lowest point of the site, right?
  - DESIGN TEAM: Yes, we know. Storm water will be routed around building and taken off site. We have engineers working on it.

- A resident questioned what came out of the traffic study – it was noted that the city had comments about stacking of cars during afternoon pick up – the team is going to reorient the parking lot to get the cars off mission road and put them on the site parking lot

- The team also explained the phase 2 and 3 traffic study changes
  - NEIGHBOR: What happened with the Traffic Study? Will there be any changes to address that?
  - DESIGN TEAM: Yes, we are required to bring 800+/- cars onto site during drop-off and pick-up times and stack them on campus instead of on Mission Road.
  - NEIGHBOR: Will you be changing the way cars stack on site?
  - DESIGN TEAM: In phase 2, yes, because we won’t be able to route cars around building anymore so we’ll have to zigzag through site.
  - NEIGHBOR: Will you be adding turning lanes on Mission Road?
  - DT: Yes.
# Meeting Attendance

**Project:** Cure of Ars  
**Project No:** 0219-0520  
**Purpose:** INTERACT Meeting  
**Date + Time:** October 2nd, 2019  
**Location:** Cure of Ars

Please initial to indicate attendance and correct any information listed.

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<td>Wagner</td>
<td>9312 Mohawk Lane, Las Vegas NV</td>
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<tr>
<td>W.V</td>
<td>William J Venable</td>
<td>3519 W 93 St, Las Vegas NV</td>
</tr>
<tr>
<td>J.S</td>
<td>John Schlick</td>
<td>9301 Alhambra St, Pk F5 620B</td>
</tr>
<tr>
<td>E.C</td>
<td>Brian Cecil</td>
<td>3505 W 93rd St, Lawrence 66205</td>
</tr>
<tr>
<td>N.</td>
<td>Cecil Hammonds</td>
<td>9820 Pembroke Ln</td>
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<tr>
<td>C.</td>
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<tr>
<td>S.</td>
<td>Greg Ferrler</td>
<td>3901 W 93rd St, Knv</td>
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<tr>
<td>M.</td>
<td>Greg Denby</td>
<td>9344 Mission Rd, Pk 66206</td>
</tr>
<tr>
<td>R.B</td>
<td>James McClure</td>
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Revised Traffic Impact Study for Curé of Ars Church Expansion
9401 Mission Road
Leawood, KS

Prepared for JE Dunn Construction

Prepared By

Mehrdad Givechi, P.E., PTOE
November 2019
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Appendix VII School Drop-Off and Pick-Up Procedures
Introduction

Proposed Redevelopment
The project site is located at 9401 Mission Road in Leawood, Kansas and is bounded by Mission Road on the west, a commercial/retail center on the south (Ranch Mart North); and a single-family residential development on the east and north (See Location Map, Figure 1 of Appendix I). Other developments surrounding the site include:

- Commercial/retail centers on all four corners of Mission Road and 95th Street; within walking distance to the project site; and
- Residential developments along both sides of Mission Road to the north.

The project site is currently occupied by the “Curé of Ars” Catholic Church comprised of three separate buildings:

- The sanctuary building located in front of the site with 800 seats. Masses are scheduled at 6:30 and 8:15 a.m. (Mon. – Fri); 8:00 a.m. and 4:00 p.m. (Sat.); and 7:30, 9:00, 10:30 a.m., noon, and 6:00 p.m. (Sun.)
- The rectory building located to the north of the sanctuary building comprised of parish offices and meeting rooms; and
- The school building located in the back of the site with current enrollment of 750 pre-school to 8th grade students. Classes begin at 8:00 a.m. and end at 3:30 p.m. Parents drop off their kids starting at 7:30 a.m. and will show up for pick up starting at 2:45 p.m. (45 minutes before students are dismissed). The first day of school was August 17th, 2019.

Based on the information provided by the church and design team, the proposed modifications to the site and/or buildings are not intended to add capacity to the church sanctuary and/or increase school enrollment. Therefore, the maximum enrollment will be kept at the current level of 750 students with no increase in the trip numbers due to the proposed expansion.

Under the proposed redevelopment plan, the church will undertake a 3-phase expansion program over a period of 10 to 15 years; while bringing the site into
compliance *incrementally* upon completion of each phase of the project as highlighted in the following paragraphs.

**Phase 1 – Estimated Construction Schedule: 2020**

- Construction of a new 11,722 sq. ft. Parish Activities Center, and the renovation of the existing gymnasium into classrooms.
- Addition of on-site storage to accommodate 120 more cars in order to avoid queue spillback onto Mission Road.
- Addition of 2 student pick-up locations to the existing 3 locations (for a total of 5 pick-up locations) in order to facilitate more efficient pick-up and avoid spillover onto Mission Road.
- Construction of a new sidewalk south of the south access drive connecting the public sidewalk on Mission Road to the existing playground on site (See *Phase 1 Exhibit* in *Appendix VII*).
- Rebuilding the south access drive to improve the turning radius and reduce the entry from 3 lanes to 2. This is achieved by shifting the north curb line south to incorporate the existing island; and increasing the turn radii to 25 ft. on both sides of the access drive. This reconfiguration allows for additional southbound left-turn storage along Mission Road and reduces the offset distance with 93rd Terrace. Furthermore, the existing southbound left turn lane striping will be modified to correspond with the new reconfiguration.
- Restriping the north access drive to remove the center turn lane. To keep motorists from entering the striped area, flexible bollards will be installed around the perimeter of the center lane (See bollard details in *Appendix VII*).
- Under this phase, the existing painted crosswalk across the parking lot - between the church and school – will be used for pedestrian traffic between the two locations.

**Phase 2 – Estimated Construction Schedule: 2026 – 2028**

- Construction of a new 49,036 sq. ft. classroom addition, and demolition of the existing 20,144 sq. ft. gymnasium space.
Modification of the newly constructed sidewalk south of the south access drive (in Phase 1) to connect the public sidewalk on Mission Rd to the sidewalks on the interior of the site (See Phase 2 Exhibit in Appendix VII).

Student pick-up and drop-off becomes parking-only. No on-site queuing upon completion of this phase.

Partial reconstruction of the north access drive to begin phased compliance with Leawood setbacks requirements. Under this phase, the delineated center lane at this location (implemented in Phase 1) will be eliminated. The driveway width will be narrowed to consist of one dedicated left-turn lane and one dedicated right-turn lane as depicted in Phase 2 and 3 Exhibits in Appendix VII.

Construction of a sidewalk north from the school to the north property line, then west to connect to the public sidewalk on Mission Road (See Phase 2 Exhibit in Appendix VII).

Phase 3 – Estimated Construction Schedule: 2030 – 2031


Completion of the reconstruction of the north access drive to fully comply with Leawood setbacks requirements. (See Phase 3 Exhibit in Appendix VII).

Access

Access to the site is currently provided at two locations

- An entrance only with three inbound lanes located near the south property line having a centerline offset distance of approximately 35 ft. from 93rd Terrace.
- An exit only with three outbound lanes (one right-turn lane, one left-turn lane and a shared right/left-turn lane in the middle) located near the north property line directly across from a single-family residential driveway.

Under the proposed redevelopment plan, the two access drives will remain at their current locations with the south drive still operating as “entrance only” and the north drive as “exit only”. However, both will be reconfigured as follows:
The south curb of the south drive will be extended to the north to reduce the number of inbound lanes from 3 to 2 with an improved turn radius (25 ft.) to facilitate northbound right-turn maneuver more efficiently; and

The number of lanes on the north drive will be reduced from 3 to 2 by striping the middle lane at the beginning of the project, which will be replaced by a raised landscaped island in Phase 3. This reconfiguration provides for a dedicated right-turn lane and a dedicated left-turn lane.

**Study Area**

Per request by the city staff, the study area for this project is limited to the two access drives to the site including the internal circulation of traffic within the site.

**Purpose**

The purpose of this study is to:

1. Evaluate the existing operating conditions of traffic at both access drives to the site and recommend mitigation measures as necessary for the existing conditions;
2. Evaluate the existing internal circulation of traffic within the site and recommend mitigation measures as necessary; and
3. Assess impact of trips generated by the proposed redevelopment project (by phase) on the access drives to the site and recommend off-site and on-site improvements as necessary.

**Data Collection and Summary**

**Roadway Network Geometry & Operational Characteristics**

In the vicinity of the project site:

- Mission Road is designated as a “Principal” route on the Route Designation Map of the City’s Comprehensive Plan. North of the project site, it is a 4-lane undivided street with 48 ft. wide pavement. Between the project site and 95th
Street, it is a 4-lane divided street with a two-way center left-turn lane and pavement width of 58 ft. On-street parking is prohibited on both sides of the street at all times.

Posted speed limit on Mission Road is 35 mph. However, the section between 93rd Street and 93rd Terrace is designated as school zone with a flashing beacon assembly at each end, supplemented by posted speed limit signs of “20 mph when flashing” in the northbound direction (city of Leawood) and “25 mph when flashing” in the southbound direction (city of Prairie Village). Furthermore, there is a mid-block school crossing traffic signal with marked crosswalk in front of the project site that is also guarded by a crossing guard from 7:40 to 8:10 a.m. and from 3:40 to 4:10 p.m.

- 93rd Terrace is a dead-end street providing access to an apartment complex (Kenilworth Apartment Homes) located on the west side of Mission Road.
- The intersection of Mission Road and the church entrance/93rd Terrace is controlled by a stop sign on 93rd Terrace. The lane configurations at this intersection are as follows:
  - Southbound approach has a dedicated left-turn lane with storage length of approximately 110 ft., and two through lanes with the outside lane being a shared through/right-turn lane;
  - Northbound approach has a dedicated left-turn lane that is part of the two-way center left-turn lane, and two through lanes with the outside lane being a shared through/right-turn lane;
  - Eastbound approach has one lane shared by all movements; and
  - The east leg of the intersection is the church’s entrance only driveway with three inbound lanes.
- The intersection of Mission Road and the church exit only driveway/private single-family residential drive is controlled by stop sign on the church’s driveway. The lane configurations at this intersection are as follows:
  - Southbound and northbound approach, each has two through lanes;
  - East leg of the intersection is the church’s exit only driveway with three
outbound lanes – a dedicated right-turn lane, a dedicated left-turn lane with the middle lane being a shared right/left-turn lane; and

- West leg of the intersection is a private residential driveway providing access to a single-family dwelling unit.

**Traffic Counts**

At the time of this study, a couple of roadway construction projects were underway with potential impact on the traffic patterns in the study area. They include:

- Lee Boulevard, which is the next major north/south route east of Mission Road, was closed to through traffic between 95th Street and 103rd Street with its through traffic diverted to Mission Road; and
- The northbound curb lane on Mission Road was closed to traffic due to street-light work along the east side of the street. However, as a result of discussion with the city staff regarding the time constraint for completion of this study, the construction activity along Mission Road was suspended – at the direction of the city’s Public Works Director - for one weekday (Wednesday, September 4th, 2019, and one weekend (Saturday and Sunday, September 7th and 8th, 2019) in order to facilitate traffic count efforts for this study with all four lanes open to traffic on the count days.

Following this schedule, the weekday counts were conducted from 7:00 to 9:00 a.m. and from 2:30 to 6:00 p.m. in order to capture peak-hours of the background traffic on Mission Road, as well as the peak-hours of the generator (i.e. the school). The weekend counts were conducted from 3:00 to 6:00 p.m. on Saturday, and from 11:00 a.m. to 1:30 p.m. on Sunday during the scheduled Masses. The results, as depicted in Figures 3 - 6 of Appendix I and summarized in Appendix IV, indicate that:

- On a typical weekday, the background traffic on Mission Road peaks between 7:15 and 8:15 in the morning and 4:45 and 5:45 in the afternoon with Mission Road carrying approximately 1,550 and 2,100 vph during morning and afternoon peak-hours, respectively. Directional distribution of the background traffic on Mission Road is 60% - 40% (southbound – northbound) during the morning peak-
hour and 50% - 50% during the afternoon peak-hour.

- On a typical weekday, traffic generated by the church peaks between 7:15 and 8:15 in the morning (concurrent with the peak period of Mission Road); and between 2:45 and 4:15 in the afternoon (during off peak period of Mission Road). The peak-hour is from 2:45 to 3:45 p.m. for the south access drive and from 3:15 to 4:15 p.m. for the north access drive. During these time periods, the background traffic volumes on Mission Road are approximately 1,395 vph with directional distribution of 52% - 48% (southbound – northbound).

- On a typical Saturday, traffic generated by the church peaks between 3:00 and 5:15 in the afternoon (during the 4:00 p.m. scheduled Mass). The peak-hour is from 3:00 to 4:00 p.m. for the south access drive and from 4:15 to 5:15 p.m. for the north access drive. During these time periods, the background traffic volumes on Mission Road are approximately 1,240 vph with directional distribution of 46% - 54% (southbound – northbound).

- On a typical Sunday, traffic generated by the church peaks between 11:00 a.m. and 1:30 p.m. (during Mid-day Masses). The peak-hour is from 11:15 a.m. to 12:15 p.m. for the south access drive and from 11:00 a.m. to 12:00 p.m. for the north access drive.

**Mid-Block Pedestrian Traffic Signal Data**

The mid-block school crossing traffic signal operates under [green](#) indications for Mission Road at all times, except when the pedestrian push button is activated to allow pedestrians cross Mission Road. The pedestrian signal indication operates under 12 seconds of “walk” time and 16 seconds of “flashing don’t walk” time.

**Evaluation of the Existing Operating Conditions**

**Field Observations**

The following paragraphs describe results of the field observations while traffic counts were being conducted, representing the actual field conditions. The results of a volume/capacity analysis using Synchro Software will be presented later in this report.
• On a typical weekday, the school starts at 8:00 a.m. and parents drop off their children beginning at 7:30 a.m. Between 7:30 and 8:00 a.m., maximum vehicle stacking on Mission Road is
  o 8 vehicles in the northbound curb lane; and
  o 3 vehicles in the southbound left-turn lane.
The stacking during this time period was not due to lack of on-site storage; rather a function of availability of acceptable gap for the southbound left-turn movement; and slowing down to negotiate turn for the northbound right-turn movement.

• On a typical weekday, children are dismissed from school at 3:30 p.m. However, parents start showing up at 2:45 p.m. to pick up their children. By 3:30 p.m., all three inbound lanes on the south access drive are full and traffic backs up on Mission Road in both directions with maximum vehicle stacking of:
  o 17 vehicles in the northbound curb lane with back of the queue approaching 95th Street; and
  o 16 vehicles occupying the entire southbound left-turn lane (storage capacity of 5 vehicles) with spillover onto the southbound inside lane.
The stacking during this time period is due to lack of on-site storage capacity between the current designated pick-up points (next to the school building) and the entrance to the site at the south access drive; also due to the fact that parents show up for pick up 45 minutes prior to dismissal time causing formation of long queues and spillover onto Mission Road. However, it is also to be noted that at 3:30 p.m., a staff member from the school starts directing traffic at the south access drive for a period of 10 – 15 minutes period to reduce the impact on through traffic.

• On a typical Saturday, the afternoon Mass begins at 4:00 p.m. Attendees enter the site starting at 2:45 p.m. By 3:55 p.m., the church parking and the two outside lanes of the south access drive are full. Field observations also indicate that some people park off site in the parking lots of the commercial center to the south and the bank across the street. During this time period, maximum vehicle stacking on Mission Road is:
o 2 vehicles occupying the northbound curb lane; and
o 3 vehicles occupying the southbound left-turn lane.
The stacking during this time period was not due to lack of on-site storage; rather a function of availability of acceptable gap for the southbound left-turn movement; and slowing down to negotiate turn for the northbound right-turn movement.

- On a typical Sunday, there are several Masses scheduled throughout the day with significantly less traffic to/from the church for each session as compared to the Saturday Mass. During this time period, maximum vehicle stacking on Mission Road is:
  o 2 vehicles occupying the northbound curb lane; and
  o 2 vehicles occupying the southbound left-turn lane.
The stacking during this time period was not due to lack of on-site storage; rather a function of availability of acceptable gap for the southbound left-turn movement; and slowing down to negotiate turn for the northbound right-turn movement.

- Queue observations in the field indicate that minimum storage space needed to stack vehicles on-site, without spillover onto Mission Road, should be long enough to accommodate 120 vehicles, which occurs during the afternoon peak-hour when parents pick-up children.

Furthermore, the church has an agreement with the City Police Department to have officers assist with directing traffic at the north access drive (exiting the site) every Saturday and Sunday at the designated time periods when Mass is over. This was confirmed during field observations.

**Volume/Capacity Analysis**

A volume/capacity analysis (using the methodology outlined in the *6th Edition of the Highway Capacity Manual (HCM)*, published by the Transportation Research Board) is typically conducted to determine the level-of-service (LOS) for various types of roadway facilities.
Level-of-service, as defined in the HCM, describes the quality of traffic operating conditions and ranges from “A” to “F”, with LOS “A” representing the best (most desirable with minimum delay) conditions and LOS “F” the worst (severely congested with excessive delays). The following chart outlines the level-of-service criteria for unsignalized and signalized intersections.

<table>
<thead>
<tr>
<th>Level-Of-Service</th>
<th>Control Delay for Unsignalized Intersections (seconds/vehicle)</th>
<th>Control Delay for Signalized Intersections (seconds/vehicle)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>0 – 10</td>
<td>0 - 10</td>
</tr>
<tr>
<td>B</td>
<td>&gt; 10 – 15</td>
<td>&gt; 10 - 20</td>
</tr>
<tr>
<td>C</td>
<td>&gt; 15 – 25</td>
<td>&gt; 20 – 35</td>
</tr>
<tr>
<td>D</td>
<td>&gt; 25 – 35</td>
<td>&gt; 35 – 55</td>
</tr>
<tr>
<td>E</td>
<td>&gt; 35 – 50</td>
<td>&gt; 55 – 80</td>
</tr>
<tr>
<td>F</td>
<td>&gt; 50</td>
<td>&gt; 80</td>
</tr>
</tbody>
</table>

Given the existing lane geometry and operating conditions of traffic at this project site, the HCM methodology cannot be used to conduct a volume/capacity analysis at the south access drive during the afternoon peak-hour of the generator (i.e. school), and at the north access drive during any peak period. Reason being that

- The methodology does not support more than one dedicated turn lane at unsignalized intersections and/or driveways. As mentioned earlier in the report, the north access drive has three outbound lanes – one dedicated right-turn lane, one dedicated left-turn lane, and one shared right/left-turn lane; hence cannot be modeled by the HCM methodology; and

- The methodology does not model over-saturated conditions accurately. As mentioned earlier in the report, during the afternoon peak-hour of the generator (i.e. school), inbound traffic spills over onto Mission Road in both direction creating a stand still condition with the demand greater than the capacity (v/c >1.0) creating an over-saturated condition not modeled by the HCM methodology.
However, it is to be noted that the methodology can be applied at this location for all other peak-hours when there is adequate on-site storage capacity with no spill over onto Mission Road. To evaluate the operating conditions for these peak-hours, a volume/capacity (using Synchro Software 10 and HCM methodology) was conducted to determine LOS for individual movements at the south access drive. Results of the analysis, as summarized in Table 1 and shown in Appendix II, indicate that all movements at the south access drive (entrance only) operate at LOS “C” and higher, except eastbound approach that operates at a very low LOS with v/c ratio between 0.19 and 0.39 and maximum 95th percentile stacking of 2 vehicles. It should be noted that it is not uncommon for the side street traffic to experience low LOS at its intersection with a main roadway.

Sight Distance Analysis

The project’s north access drive (exit only) is near the crest of a hill on Mission Road with potential for sight distance restriction. Using the information provided in Table 4-14 of the KDOT Access Management Policy and/or the AASHTO “Green Book”, the required Intersection Sight Distances (ISD) for a passenger car are compared to the respective field measured values at this location. Results, as summarized below, indicate that sight distance is not restricted at this location:

**Reasoning:**

Mission Road is a 4-lane undivided roadway on a rolling terrain
Approach grade on north access drive: -3% < g < +3%
Operating speed on Mission Road = 40 mph (Assume 5 mph over posted speed limit of 35 mph)
Req. ISD for westbound left-turn (North Drive) = 475 ft. vs. (measured value = 625 ft.) OK
Req. ISD for westbound right-turn (North Drive = 385 ft. vs. (measured value > 1,000 ft.) OK
## Table 1
### Summary of V/C\(^1\) Analysis for the Existing Conditions (Lane Configurations and Operating Conditions)
(Cure of Ars South Access Drive, School Enrollment = 750 students)

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Movement</th>
<th>Morning Peak-Hour of Generator</th>
<th>Afternoon Peak-Hour of Generator</th>
<th>Saturday (9/7/2019)</th>
<th>Sunday (9/8/2019)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Typical Weekday (9/4/2019)</td>
<td>Peak-Hour of Generator (4:00 p.m. Mass)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>LOS(^2)</td>
<td>V/C(^1)</td>
<td>95% Queue (veh)</td>
<td>LOS(^2)</td>
</tr>
<tr>
<td>Mission Road and South Access</td>
<td>EB (LTR)</td>
<td>F</td>
<td>0.39</td>
<td>2</td>
<td>D</td>
</tr>
<tr>
<td>(Entrance Only)/93rd Terrace</td>
<td>NB (L)</td>
<td>B</td>
<td>0.01</td>
<td>0</td>
<td>A</td>
</tr>
<tr>
<td></td>
<td>SB (L)</td>
<td>C</td>
<td>0.52</td>
<td>3</td>
<td>B</td>
</tr>
</tbody>
</table>

1. V/C = Volume/Capacity Ratio
2. LOS = Level-Of-Service using *Synchro 10 Software and the Highway Capacity Manual Methodology*
3. Blank cells indicate over-saturated flow condition, not supported by the *Highway Capacity Manual Methodology*
4. North access drive can not be modeled using the *Highway Capacity Manual Methodology* because it has more than one dedicated turn lane.
Crash Analysis

To address City’s concern in reference to installation of a traffic signal at the north access drive, five-year crash history in the study area was obtained and analyzed. The data indicate that, since 10/01/2014, there have been a total of seven crashes on Mission road at/or near the project site. They include:

- Two single-vehicle crashes
  - A weather-related crash (property-damage-only) with the vehicle departing Mission Road in the northbound direction striking a utility pole just south of 93rd Street; and
  - A medical-related crash (injury) crash with the vehicle departing Mission Road in the southbound direction crossing the centerline striking a utility pole just south of the entrance to the church.

- Three crashes at the north access drive each involving two vehicles
  - Two side-swipe crashes (property-damage-only) caused by right-turn maneuvers exiting the site using dual turn lanes; and
  - A side-swipe crash (property-damage-only) caused by left-turn maneuvers exiting the site using dual left-turn lanes; and

- Two crashes at the south access drive
  - A left-turn crash (injury) involving a southbound left-turn vehicle and a northbound through vehicle; and
  - A rear-end crash (property-damage-only) involving three vehicles stopped in traffic in the northbound direction waiting to enter the project site.

Furthermore, three additional crashes were reported that occurred inside the church parking lot itself; none of which shared a contributing factor that could be attributed to navigating to or from Mission Rd.

Traffic Signal Warrant Analysis

Using the methodology stated in the Manual on Uniform Traffic Control Devices (MUTCD), 9th Edition, a signal warrant analysis was conducted to determine the need for installation of a traffic signal at the north access drive to the project site. Using the
traffic count data collected and the five-year crash history in the study area, signal warrants #2 (Four-Hour Vehicular Volume), #3 (Peak-Hour Vehicular Volume), and #7 (Crash Experience) were evaluated. Results of the analysis, as summarized in Appendix V, indicate that, of the three warrants examined, only warrant #3 is met based on one peak-hour period. Therefore, installation of a signal at this location – exclusively based on one peak-hour - is not recommended at this time. However, consideration should be given to re-evaluate operation of this driveway in the future as the background traffic on Mission Road grows with implementation of the proposed lane configurations.

**Dedicated Turn Lane Analysis**

For this analysis, the city has indicated that the guidelines presented in the KDOT’s Access Management Policy (dated January 2013) be followed in order to determine the need for dedicated turn lanes at the south access drive. Results of the analysis indicate that

- The requirements for provision of a southbound left-turn lane are met. Currently, a dedicated southbound left-turn lane with storage length of 110 ft. is provided (See Table 4-28 of Appendix VI for the guidelines); and
- The requirements for provision of a northbound right-turn lane are not met. The suggested guidelines are based on four primary factors – number of lanes on the major street, directional hourly volumes on the major street (in the same direction as the right-turn movement), posted speed limit, and right-turn volumes. According to these guidelines, the minimum speed limit before dedicated right-turn lane may be considered is 40 mph. For this project site, the posted speed limits (in the northbound direction) are 20 mph during school pick-up and drop-off periods and 35 mph all other times – both below the indicated minimum required value of 40 mph (See Table 4-26 of Appendix VI for the guidelines).

Other factors including geometric configuration of the access drive (e.g. curb radius, driveway width, driveway throat length) and percent heavy vehicles may also play a role in determining the need for dedicated turn lane. Improving the
geometric configuration of a driveway will, in some cases, alleviate the need for provision of a turn lane.

Using engineering judgment, it is believed that the proposed geometric improvements to the south access drive (e.g. reduction of number of inbound lanes from 3 to 2 using 25 ft. turn radius) coupled with provision of the needed on-site stacking space would alleviate spillback onto Mission Road without provision of a dedicated northbound right-turn lane on Mission Road. However, consideration should be given to re-evaluate traffic operation at this location upon completion of Phase 1 redevelopment.

**Trip Generation Analysis**

As mentioned earlier, the proposed modifications to the site and/or buildings are not intended to add capacity to the church sanctuary and/or increase school enrollment. Therefore, the maximum enrollment will be kept at the current level of 750 students with no increase in trip numbers due to the proposed expansion.

However, for the purpose of this document, a trip generation analysis was conducted to compare trip numbers currently generated by the site with the numbers estimated using the rates suggested by the *ITE Trip Generation Manual*. The following paragraphs document results of the analysis.

**ITE Trip Generation Data**

In the absence of local data, trip generation of a proposed land development project is typically estimated using trip generation rates suggested by the latest edition of the *Trip Generation Manual published by the Institute of Transportation Engineers (ITE)*. For this project, the site-generated trips can be estimated using the *ITE Land Use Codes 534 (Private School, K-8)* and *560 (Church)* with “number of students” and “number of sanctuary seats” as the independent variables, respectively. Results are shown in *Appendix III* and summarized below:
- On average, 691 trip-ends (380 inbound and 311 outbound) during morning peak-hour of the adjacent street network on a typical weekday;
- On average, 714 trip-ends (399 inbound and 315 outbound) during morning peak-hour of the generator on a typical weekday;
- On average, 219 trip-ends (100 inbound and 119 outbound) during afternoon peak-hour of the adjacent street network on a typical weekday;
- On average, 471 trip-ends (221 inbound and 250 outbound) during afternoon peak-hour of the generator on a typical weekday;
- On average, 388 trip-ends (178 inbound and 210 outbound) during the peak-hour of the generator on a typical Saturday; and
- On average, 432 trip-ends (212 inbound and 220 outbound) during the peak-hour of the generator on a typical Sunday.

Local Trip Generation Data
Using the traffic count data collected for this study, the actual number of trips to/from the project site can be calculated with results described below:
- On average, 762 trip-ends (459 inbound and 303 outbound) during morning peak-hour of the adjacent street network and the generator on a typical weekday;
- On average, 115 trip-ends (61 inbound and 54 outbound) during afternoon peak-hour of the adjacent street network on a typical weekday
- On average, 428 trip-ends (225 inbound and 203 outbound) during afternoon peak-hour of the generator on a typical weekday;
- On average, 667 trip-ends (323 inbound and 344 outbound) during the peak-hour of the generator on a typical Saturday; and
- On average, 495 trip-ends (240 inbound and 255 outbound) during the peak-hour of the generator on a typical Sunday.

By comparison, the estimated values using the ITE trip generation rates are within 10% of the actual trip numbers generated by the project site, except for the afternoon peak-hour of the adjacent street on a typical weekday, during which time, the ITE estimated
value is significantly higher than the actual trip number. For this analysis, however, the local trip generation data is used as the most representative methodology.

**Critical Peak Period**

Results of the field observations, and overview of the background traffic volumes on Mission Road and their peak characteristics, in conjunction with the number of trips generated by the project site and their peak characteristics, indicate that the most critical peak period occurs during the afternoon peak-hour of the generator on a typical weekday (from 2:45 to 3:45 p.m. at the south access drive, and from 3:15 to 4:15 at the north access drive). In addition to these peak-periods, this study documents results of the analysis for all case scenarios mentioned earlier in the report including Saturday afternoon mass, and Sunday noon mass.

**Trip Distribution and Assignment Analysis**

Using the existing directional distribution of traffic to/from the site, the distribution of the site-generated trips is assumed to be as follows:

**Weekday Morning and Afternoon Peak-Hours of Generator**

- 70% from south
- 30% from north
- 60% to north
- 40% to south

**Saturday Peak-Hour of Generator**

- 70% from south
- 30% from north
- 35% to north
- 65% to south
**Sunday Peak-Hour of Generator**
- 60% from south
- 40% from north
- 35% to north
- 65% to south

**Impact Assessment**

As mentioned earlier, based on the field observations during the study peak-periods, the afternoon peak-hour of the generator (school) was identified as the critical time period with site traffic spilling over onto Mission Road from both directions creating an over-saturated flow condition at the south access drive to the site. During this time period, there are a maximum of 120 vehicles waiting at a stand-still to pick up students at the designated pick-up areas (87 vehicles on site with additional 33 vehicles on Mission Road).

In order to alleviate the spillover onto Mission Road, the design team, in collaboration with the church staff has developed new pick-up and drop-off procedures with new circulation patterns for each phase of the project as described and depicted in Appendix VII. Also included, is the existing pick-up and drop-off procedures with existing circulation patterns as a reference. The new procedures for phase 1 call for on-site stacking with additional storage provided on the east side of the school and church buildings. Under phases 2 and 3 redevelopment, the church will implement a new pick-up procedure requiring parents to park in designated pick-up areas on site. To accommodate parking on site, the number of parking stalls will be increased from 274 with Phase 1 redevelopment, to 298 with Phase 2, and 305 at build-out.

**On-Site Parking Discussion**

Based on the information provided by the church, over the last few years, maximum enrollment at school has been kept at the current level of 750 students representing, on average, 409 families. For a variety of reasons, not all 409 families arrive during the
skip-up or drop-off peak periods. With each family using only one car to drop-off and pick-up their children, the number of cars arriving during these time periods are closer to 225 as described in the chart below. The numbers in the chart are based on the 2019 - 2020 data provided by the school and are characteristics of the last several years of enrollment.

<table>
<thead>
<tr>
<th>Description</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total families</td>
<td>409</td>
</tr>
<tr>
<td>Families in Teacher/Staff (counted in teacher/staff parking)</td>
<td>-26</td>
</tr>
<tr>
<td>Families walking to school</td>
<td>-50</td>
</tr>
<tr>
<td>Families in after-care (who pick up after 3:30)</td>
<td>-20</td>
</tr>
<tr>
<td>Families in early dismissal pre-school</td>
<td>-53</td>
</tr>
<tr>
<td>Typical daily absences</td>
<td>-15</td>
</tr>
<tr>
<td>Families in after-school activities (daily average)</td>
<td>-20</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>225</strong></td>
</tr>
</tbody>
</table>

With 225 families picking up their children after school, the peak-number of vehicles associated with the rolling pick-up process is 120 vehicles. The proposed number of on-site parking stalls are 298 and 305 for Phase 2 and Phase 3, respectively. Of these spaces, 86 are reserved for teachers and staff of the school and church combined. Therefore, at any given time there are 212 (for Phase 2) and 219 (for Phase 3) spaces available to accommodate parking demand for 120 vehicles during the peak drop-off and pick-up periods.

<table>
<thead>
<tr>
<th>Description</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Worst-case scenario parking stall count (Phase 2)</td>
<td>298</td>
</tr>
<tr>
<td>Parking reserved for teachers/staff of the school and church</td>
<td>86</td>
</tr>
<tr>
<td><strong>Total available for student drop-off/pickup</strong></td>
<td><strong>212</strong></td>
</tr>
<tr>
<td>Total peak vehicles in a rolling pick-up/drop-off process</td>
<td>120</td>
</tr>
<tr>
<td><strong>Total excess spaces for inefficiency</strong></td>
<td><strong>92</strong></td>
</tr>
</tbody>
</table>

It should also be noted that based on the information provided by the church, there are no church services during the school drop-off and/or pick-up time periods; hence parking demand for each function is independent of one another.
In addition to the new procedures and circulation patterns, geometric improvements are also made to both access drives:

- South access drive will have two inbound lanes (reduction of one lane) at its entry with improved south curb radius of 25 ft. to facilitate the northbound right turn movement more efficiently without impeding traffic on Mission Road; and
- North access drive will have two outbound lanes (reduction of one lane) consisting of a dedicated right-turn lane and a dedicated left-turn lane.

**Volume/Capacity Analysis**

Following the same procedure mentioned earlier, a volume/capacity analysis was conducted to determine level-of-service (LOS) with implementation of the proposed mitigation measures. (See *Figures 7 - 10 of Appendix I* for traffic volumes with proposed improvements). Results of the analysis, as summarized in *Tables 2* and shown in *Appendix II*, indicate that:

- All movements at the south access drive (entrance only) still operate at LOS “C” and higher, except eastbound approach that operates at a very low LOS with v/c ratio between 0.19 and 0.39 and maximum 95th percentile stacking of 2 vehicles. It should be noted that it is not uncommon for the side street traffic to experience low LOS at its intersection with a main roadway.
- Westbound right-turn movement at the north access drive will likely operate at LOS “C” and higher for all case scenarios. However, westbound left-turn movement will likely operate at congested level for all case scenarios with v/c ratios near and/or greater than 1.0. This is mainly due to reduction of number of outbound lanes from 3 to 2. It is to be noted that, during the weekend Masses, the traffic at the north access drive is directed by the City police as part of the agreement they have with the church.

Given the results of the analysis for the weekday peak-hours of the school, consideration should be given to re-evaluate the operation of both access drives, in the future prior to Phase 2, to determine if additional mitigation measures are necessary.
# Table 2
Summary of V/C¹ Analysis for the Proposed Phases 1, 2 & 3 Mitigation Measure*  
(School Enrollment = 750 Students)

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Movement</th>
<th>Typical Weekday</th>
<th>Saturday</th>
<th>Sunday</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Morning Peak-Hour of Generator</td>
<td>Afternoon Peak-Hour of Generator</td>
<td>Peak-Hour of Generator (4:00 p.m. Mass)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>LOS²</td>
<td>V/C¹</td>
<td>95% Queue (veh)</td>
</tr>
<tr>
<td>Mission Road and South Access/93rd Terrace</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>EB (LTR)</td>
<td>F</td>
<td>0.39</td>
<td>2</td>
<td>C</td>
</tr>
<tr>
<td>NB (L)</td>
<td>B</td>
<td>0.01</td>
<td>0</td>
<td>A</td>
</tr>
<tr>
<td>SB (L)</td>
<td>C</td>
<td>0.52</td>
<td>3</td>
<td>B</td>
</tr>
<tr>
<td>Mission Road and North Access</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>WB (L)</td>
<td>F</td>
<td>1.17</td>
<td>11</td>
<td>F</td>
</tr>
<tr>
<td>WB (R)</td>
<td>C</td>
<td>0.57</td>
<td>4</td>
<td>C</td>
</tr>
</tbody>
</table>

1. V/C = Volume/Capacity Ratio  
2. LOS = Level-Of-Service using *Synchro 10 Software and the Highway Capacity Manual Methodology*  
* See Appendix VII for details  
** These values (outputs from the software model) may not represent the actual conditions because the v/c ratios are significantly greater than 1.0
Summary & Recommendations

This study evaluates the existing operating conditions of traffic at both access drives to the Curé of Ars church located at 9401 Mission Road, Leawood, KS. It also documents operating conditions of the site’s internal circulation of traffic. Results of the operational analysis for the existing conditions are summarized in Table 1 with additional details in Figures 3 - 6 of Appendix I, and Appendices II, V and VI.

The study also compares site-generated trip numbers (counted in the field) with the estimated values using the rates suggested by the ITE Trip Generation Manual. A summary of the results is provided in Appendices III and IV.

Furthermore, an analysis is conducted to assess impact of the site-generated traffic for the proposed phases of the redevelopment project. Results are summarized in Table 2 with additional details in Figures 7 - 10 of Appendix I, and Appendix II.

Phase 1 Redevelopment

Results of the analysis indicate that site-generated traffic has the most impact on the Mission Road traffic during afternoon peak-hour of the generator (school) when students are dismissed at 3:30 p.m.

- **South Access Drive** - The peak-hour at the south access drive (entrance only) occurs from 2:45 – 3:45 p.m. with 225 vehicles entering the site during this time period. Parents start showing up at 3:00 p.m. to pick up their children. By 3:30 p.m., all three inbound lanes on the south access drive are full and traffic backs up on Mission Road in both directions with maximum vehicle stacking of:
  
  o 17 vehicles in the northbound curb lane with back of the queue approaching 95th Street; and
  
  o 16 vehicles occupying the entire southbound left-turn lane (storage capacity of 5 vehicles) with spillover onto the southbound inside lane.

At 3:30 p.m. a staff member from the school directs traffic at the south access drive for 10 – 15 minute period.
Results of the analysis indicate that, at the south access drive, the requirements for provision of

- A dedicated southbound left-turn lane on Mission Road are met. Currently, a southbound left-turn lane with storage length of 110 ft. is provided. Results also indicate that the 95th percentile stacking for this movement will likely be 3 vehicles requiring 75 ft. of storage length – less than the provided 110 ft.
- A dedicated northbound right-turn lane on Mission Road are not met. However, to facilitate more efficient maneuvering for this movement, geometric modification to this access drive is required.

**Recommended Mitigation Measure –**

- Modify the internal traffic circulation pattern to accommodate all site-generated traffic on site to avoid spillover onto Mission Road. The design team, in collaboration with the church staff, has developed new pick-up and drop-off procedures with new circulation patterns to contain all site-generated within the project site. The peak-number of vehicles associated with the rolling pick-up process is 120 vehicles. This requires a minimum on-site storage space of 3,000 ft. (See Appendix VII for details on provided storage space and circulation pattern).
- Reduce the number of lanes at the entrance to the site from 3 to 2 lanes by shifting the north curb line south to incorporate the existing island; and increasing the turn radii to 25 ft. on both sides of the access drive. This reconfiguration allows for additional southbound left-turn storage along Mission Road and reduces the offset distance with 93rd Terrace. Furthermore, the existing southbound left turn lane striping should be modified to correspond with the new reconfiguration.
- Consider re-evaluation of the traffic operation at this location prior to Phase 2 redevelopment.
• **North Access Drive** - The peak-hour at the north drive (exit only) occurs from 3:15 – 4:15 p.m. with 203 vehicles exiting the site during this time period. Outbound traffic is backed up on all three lanes with maximum stacking of 10 vehicles in each lane; experiencing excessive delay. The driveway traffic is directed by Leawood police officers during the Saturday afternoon and Sunday morning Masses; but not during peak-hours of weekdays.

Results of the analysis indicate that existing lane configuration at the north drive (3-lanes consisting of dual left/dual right-turn lanes with the middle lane being a shared right/left-turn lane) creates confusion to the motorists exiting the site with potential safety concern. To improve this, geometric modification is required. Furthermore, results of the analysis indicate that, of the three traffic signal warrants examined, only warrant #3 is met based on one peak-hour period. Therefore, installation of a signal at this location – exclusively based on one peak-hour - is not recommended at this time.

**Recommended Mitigation Measure –**

- Reduce the number of exit lanes from 3 to 2 to provide for one dedicated right-turn lane and one dedicated left-turn lane. Restripe the north access drive to remove the center turn lane. To keep motorists from entering the striped area, flexible bollards should be installed around the perimeter of the center lane (See bollard details in *Appendix VII*).
- Continue requesting police assistance during the weekend Masses.
- Consider re-evaluation of the traffic operation at this location prior to Phase 2 redevelopment.

**Phase 2 and Phase 3 Redevelopment**

As mentioned earlier, Phase 2 redevelopment calls for a school addition to be constructed just to the north side of the new gymnasium built in Phase 1. This plan will eliminate the two pick-up lanes on the south and east side of the school building. Under phases 2 and 3 redevelopment, the church will implement a new pick-up procedure.
requiring parents to park in designated pick-up areas on site (See Appendix VII for details). To accommodate parking on site, number of parking stalls will be increased from 274 with Phase 1 redevelopment, to 298 with Phase 2, and 305 at build-out (for discussion on parking adequacy, please refer to pages 18 and 19 of the report).

Furthermore, the delineated center lane at the north access drive (implemented in Phase 1) will be eliminated. The driveway width will be narrowed to consist of one dedicated left-turn lane and one dedicated right-turn lane as depicted in Phase 2 and 3 Exhibits in Appendix VII.

**Recommended Mitigation Measure –**

- Continue requesting police assistance during the weekend Masses.
- Consider re-evaluation of the traffic operation at both access drives upon completion of phase 2 redevelopment to monitor on-site circulation due to switch over from queuing to parking during pick-up time.
2019-2020 DROP-OFF and PICK-UP Procedures

***** Please note that regular school hours are 8:00 a.m. (tardy bell) to 3:30 p.m. *****

Students should not arrive at school before 7:30 a.m. No staff members are available to supervise children before that time; therefore they will not be allowed in the building. Please do not drop your child off and leave the parking lot before they are able to enter the building. This is for their safety. All students must enter through the double doors by the office or gym. Bicycles may be ridden to school, but not on school grounds. While on school grounds, students must dismount and walk their bicycles to and from the school. Children riding bikes to and from school must wear helmets. Mini bikes, skateboards, roller blades, and scooters are not allowed.

Please remember that the safety of our students is of utmost important to us. “Slow and Cautious” must be our mantra. Please put your phones down and keep your eyes out for our children! No car should ever be left running without a driver in it. No Curé of Ars Catholic School student is permitted to drive on school property.

Morning Drop-Off Procedures:

A. We are discouraging anyone parking anywhere for DROP-OFF with the exception of our Preschool parents who are parking in the Southeast (backside) lot. Drivers of Preschool-Kindergarten can use the south drive-through lanes.

B. Preschool, Pre-K, & JK parents will use the outer lane on the south side of the building next to the playground to get to the back southeast (backside) parking lot. You will park there and walk in to drop off your child.

C. Kindergarten parents who wish to walk their child into the building may park in the preschool parking lot and use the preschool entrance. Please note these doors will open at 7:50 a.m. If you need to drop off your preschool student prior to 7:50 a.m. they will have to be dropped at the front of school and follow the same procedures as the K-8 students. After 8:00 am (tardy), please drop off in the front of school.

D. Please note that all drop-off with the exception of Preschool, Pre-K and JK will be on the west side (front) of the school. No drop-off will take place by the cafeteria courtyard.

E. Drivers of Kindergarten-8th grade students will use the west side (front) of the school and will pull forward to the gym door crosswalk. For cars dropping off students in the right lane (school side), please have students exit from the passenger side (school side). For cars dropping off students in the left lane (church side), please have students exit from the driver side (church side) and go to the crosswalk.
   o Kindergarten - 3rd grade students dropped off from 7:30-7:50 will report to the cafeteria.
   o 4th - 8th grade students dropped off from 7:30-7:50 will report to gym.
   o If students are dropped off between 7:50 and 8:00 am, they will come through the front school doors and go directly to their classrooms.
   o After 8:00 am (tardy), please drop off in the front of school and report to the office for a TARDY slip.
Afternoon Pick-Up Procedures:

A. All Preschool, Pre-K, and JK will be dismissed at the Southeast doors beginning at 3:25 pm. Any Kindergarten through Eighth grade student who rides with a driver of a PS, PK, or JK student must go to the southeast doors to be picked up.

B. Kindergarten and 1st grade students will be dismissed at the Northeast gray double-doors (by the courtyard) at 3:30 pm. Any 2nd – 8th grade student who rides with a driver of a younger student must also go to the Northeast gray double-doors doors for pick up.

- Parents will use the inside south lanes that lead to the back of the school.
- Parents are to pull their vehicles in a single line up to the pick-up zone.
- Students will be called to their vehicles and load quickly.
- We will load up to 6 vehicles at a time. Please work with your child on buckling.
- When all vehicles are loaded, you will then be allowed to exit and the next vehicles will pull forward.
- Teachers will be assigned a vehicle to assist with loading. This will help with any children who need assistance buckling.

C. 2nd-8th grade students will be dismissed from the front of school through the doors by the office. Students will be picked up in front of the school on the west side (front) of the school building.

- A double line of traffic will form in front of the school to the pick-up zone which extends to the north end of the gym. Please pull all the way up to the Northwest corner of the gym and wait to load.
- Up to 12 vehicles will be able to pick up at one time in two rows of six vehicles in each row.
- Vehicles in the right lane will have students load on the passenger's side. Vehicles in the left lane will have students load on the driver's side. These students will walk in front of the rows to cross in the crosswalk.
- After all vehicles have loaded their students; they will be permitted to exit. The next vehicles will then pull forward to load.

D. All traffic is to move North (towards the fence) and west (towards the church) out of the parking lot after picking up children.

E. Students and parents should not use this time to congregate outside the school. We have to get our students to their cars safely. Please proceed with caution when exiting the parking lot.

F. Walkers and bikers will go to the gym at 3:30. At 3:40, they will be escorted by a teacher to Mission Road. They will use the crosswalk by the gym and proceed to the sidewalk between the church and the rectory to reach the Mission Road crosswalk.
Phase 1 Afternoon Pick-Up Procedures

A. All Preschool, Pre-K, and JK will be dismissed at the Southeast doors beginning at 3:25 pm. Any Kindergarten through Eighth grade student who ride with a driver of a PS, PK, or JK student must go to the southeast doors to be picked up.

B. Kindergarten and 1st grade students will be dismissed at the Northeast gray double-doors (by the courtyard) at 3:30 pm. Any 2nd – 8th grade student who rides with a driver of a younger student must also go to the Northeast gray double-doors doors for pick up.
   - Parents will use the inside south lanes that lead to the back of the school.
   - Parents are to pull their vehicles in a single line up to the pick-up zone.
   - Students will be called to their vehicles and load quickly.
   - We will load up to 6 vehicles at a time. Please work with your child on buckling.
   - When all vehicles are loaded, you will then be allowed to exit and the next vehicles will pull forward.
   - Teachers will be assigned a vehicle to assist with loading. This will help with any children who need assistance buckling.

C. 2nd–6th grade students will be dismissed from the front of school through the doors by the office. Students will be picked up in front of the school on the west side (front) of the school building
   - A double line of traffic will form in front of the school to the pick-up zone which extends to the north end of the gym. Please pull all the way up to the Northwest corner of the gym and wait to load.
   - Up to 12 vehicles will be able to pick up at one time in two rows of six vehicles in each row.
   - Vehicles in the right lane will have students load on the passenger’s side. Vehicles in the left lane will have students load on the driver’s side. These students will walk in front of the rows to cross in the crosswalk.
   - After all vehicles have loaded their students; they will be permitted to exit. The next vehicles will then pull forward to load.

D. 7th–8th grade Students
   - A double line of traffic will form in front of the church to the pick-up zone which extends to the north end of the church. Please pull all the way up to the Northwest corner of the church and wait to load.
   - Up to 12 vehicles will be able to pick up at one time in two rows of six vehicles in each row.
   - Vehicles in the right lane will have students load on the passenger’s side. Vehicles in the left lane will have students load on the driver’s side. These students will walk in front of the rows to cross in the crosswalk.
   - After all vehicles have loaded their students; they will be permitted to exit. The next vehicles will then pull forward to load.

E. All traffic is to move North (towards the fence) and west (towards the church) out of the parking lot after picking up children.

F. Students and parents should not use this time to congregate outside the school. We have to get our students to their cars safely. Please proceed with caution when exiting the parking lot.

G. Walkers and bikers will go to the gym at 3:30. At 3:40, they will be escorted by a teacher to Mission Road. They will use the crosswalk by the gym and proceed to the sidewalk between the church and the rectory to reach the Mission Road crosswalk.

9403 Mission Road, Leawood, KS 66206
Christ’s Way is Our Way
Phase 2 and 3 Pick-Up Procedures to alleviate traffic sitting on Mission Rd per the City of Leawood
We highly encourage carpooling!

Preschool dismisses at 3:25pm and K-8 dismisses at 3:30 pm

- Church and School Employee Parking will be designated along the East and North boundaries
- The parking lot is divided into Zone A and B.
- Zone A is for the parent who will arrive no later than 3:20 pm, stay in their car and have their children meet them at their car with teacher assistance.
- Zone B is for the parent who wishes to park and walk up to the school and meet their children. Please see the attached diagram of the parking lot to familiarize yourself with the locations of Zone A and B. Please do not drive between the cones placed on the dividing. Upon entering the Parish Campus, the right (south) drive lane will be open and used to get to Zone A until 3:20. After 3:20, cars will be directed to Zone B either using the South or North Drive lanes.
- Handicapped Parking spots are reserved for handicapped vehicles only.
- If your child has an appointment and you need to leave the Zone A parking lot before 3:40ish, please park in Zone B and pick up your child.
- Walkers and bikers will go to the gym at 3:30. At 3:40, they will be escorted by a teacher to Mission Road. They will use the crosswalk by the gym and proceed to the sidewalk between the church and the rectory to reach the Mission Road crosswalk.

Zone A

- All cars should park facing North beginning with Row A Stalls #1-19 then Row B #19-38 and sequentially thereafter.
- Zone A remains open until 3:20 pm. At 3:20 pm, Zone A is closed and supervised by school staff thus allowing students to get to cars safely on their own.
- At 3:40 pm, teachers sound their whistles/horn alerting the students in Zone A that they must be in their cars or must move back to the sidewalk by the North side of School.
- At 3:41 pm, Zone A cars are dismissed by a staff member one E/W row at a time.
  - Row A #1-19 on the diagram leave first.
  - Row B #20-38 then leave (one parking stall at a time.)
  - Row C exits next and then each Row thereafter.

Zone B

- Cars must park facing North
- All cars that arrive after 3:20 pm are directed to Zone B. Zone B is open at all times. If you choose to park in Zone B or arrive in the parking lot after 3:20, we ask that you walk up to the concrete area in front of the School to pick up your child(ren).
- **Students are NOT allowed to be in Zone B parking lot without the adult who is responsible for picking up the child(ren) up.**
- Remember, you can leave Zone B at any time because no children are allowed to be in Zone B without the adult who is responsible for picking up the child(ren).
- Cars must leave Zones driving North and West only
STAFF RECOMMENDATION:
Staff recommends denial of Case 120-19 – Ranch Mart North Shopping Center – Redevelopment – request for approval of a Final Plan due to changes proposed to the currently approved Final Plan for the Ranch Mart North Shopping Center (Case 04-19, Resolution No. 5173).

HISTORY:
• The Preliminary Development Plan for Ranch Mart North Shopping Center was approved by the Governing Body on December 3, 2018 with Ordinance No. 2918 (Case 115-18, Exhibit C). The Preliminary Development Plan proposed to demolish the northeast corner of the main center to provide room for a pedestrian plaza area and 27,597 sq.ft. of new construction for a total of 217,366 building sq.ft. for the Ranch Mart North development. The project also included improvements to the site, and parking lot layout.
• A Final Development Plan for Ranch Mart North Shopping Center was approved by the Governing Body on April 15, 2019 with Resolution No. 5173. The Final Development Plan proposed a mix of modern façade materials, landscaping, and site amenities across the development. The plan proposed to decrease the overall sq.ft. of building area on site from 221,552 sq.ft. to 218,057 sq.ft, reducing the F.A.R. of the SD-CR zoning district from 0.32 to 0.31.
• With this application, the applicant has submitted a Revised Final Plan for Ranch Mart North Shopping Center, with the following changes:
  o The gross building area on site decreased by 1,410 sq.ft. to a total of 216,647 sq.ft.,
  o The sq.ft. of the 2 story Mixed Use Building decreased by 2,949 sq.ft. to a total of 24,648 sq.ft.,
  o The total retail sq.ft. on site decreased by 159 sq.ft. to a total of 69,195 sq.ft.,
  o The height of the Mixed Use Building was reduced from 38’-6” to 35’-0”,
  o The second story balcony was removed from the west side of the Mixed Use building,
  o The interior courtyard kiosk was removed from the plans,
  o The circular pavement pattern was removed from the interior courtyard,
  o The entrance to the courtyard was moved to the east due to shifting tenant spaces and no longer aligns with the main driveway to the center,
  o The southern entrance to the courtyard was reduced in width from approximately 24’ to 19’,
  o At-grade lighting was removed from the crosswalks in front of the main entry to the plaza on the east and south sides,
  o The 3’ tall planter box surrounding the restaurant tenant on the southeast corner of the main center was modified to include bench seating.
  o The McDonald’s approved site plan (Ordinance No. 2956) was added to the drawings,
  o The architectural stone panels on the building elevations were removed and replaced with manufactured stone,
  o The glazed brick on building elevations was replaced with clay fired brick,
2o Stucco was added as a façade material,
o The brick on the Price Chopper building is retained,
o The building parapet on main retail center was lowered from approximately 2'-4' across the facades,
o The number of perennials and grasses on site was reduced by spacing them further apart across the entire site,
o Ornamental grasses reduced from quart size at planting to plug size,
o Green space on the east side of NBKC Bank was removed and the drive aisle width east of the bank was widened from 24' to 45'.
o The size of parking lot islands on the south side of NBKC bank were reduced in size and no longer meet the requirements of the Leawood Development Ordinance.
o A parking lot island was added west of the CareNow building.

APPLICANT:
• The applicant is Curtis Petersen with Polsinelli PC.
• The property is owned by:
  o Ranch Mart McDonalds, L.L.C.
  o Ranch Mart North, L.L.C.
  o Linwood Pioneer Cemetery, L.L.C.
  o Leawood Post Office, L.L.C.
• The engineer and architect is Chris Hafner with Davidson Architecture and Engineering.

REQUEST:
• The applicant is requesting approval of a Revised Final Plan for the redevelopment of Ranch Mart North, which consists of 17.23 acres on six tracts of land.
• The applicant is requesting to reconfigure the entire site parking lot, and replace lighting and landscaping.
• The applicant is requesting major changes to portions of the façade of the main retail center within the development, and the demolition and reconstruction of the eastern end of the main retail center.
• The overall Ranch Mart North development shall be made up of 216,647 sq.ft. of construction on 17.23 acres. The SD-CR zoning district shall be made up of 211,751 sq.ft. for an F.A.R of 0.31 within the SD-CR zoning district; the SD-NCR2 zoning district shall be made up of 4,896 sq.ft. for an F.A.R of 0.07.

ZONING:
• The property is zoned SD-CR and SD-NCR2, as shown below.
COMPREHENSIVE PLAN:
- The Comprehensive Plan designates this property as Retail.

LOCATION:

SURROUNDING ZONING:
North   Directly to the north of the property is Curé of Ars church and school, and the Leawood subdivision, a single-family residential subdivision, zoned R-1 (Planned Single-Family Low Density Residential).
East    To the east is the Leawood subdivision, a single-family residential subdivision zoned R-1 (Planned Single-Family Low Density Residential).
South   To the south is 95th Street, beyond which is the southern portion of the Ranch Mart North shopping center, and a retirement living facility within the City of Overland Park.
West    To the west is Mission Road, beyond which is a collection of commercial uses within the City of Prairie Village.

SITE PLAN COMMENTS:
- Please note that changes to the currently approved plan are shown in bold text.
- The Ranch Mart North development is 17.23 acres, located at the northeast corner of 95th Street and Mission Road. The site includes one existing multi-tenant building, constructed in 1960, hereinafter referred to as the “main center” (located on Lot 1). The site also includes three pad sites; McDonalds (located on Lot 4, southwest corner of the site) constructed in 1992, a bank constructed in 1999 (located on Tract 2, east of main center), and CareNow (the former post office, constructed in 1961) (located on Lot 3, southeast corner of the site). Linwood Cemetery is located on the southeastern portion of the site (Lot 5).
- Five foot sidewalks are proposed along the entire site length of 95th Street, widening to 6-7 feet in front of McDonalds. Three foot tall masonry screen walls are generally proposed in front of parking fields for the length of 95th Street, with the exception of the McDonalds street frontage, where there is not enough space to allow for the screen wall.
- Six foot sidewalks are proposed along the entire length of Mission Road, except at the McDonalds frontage where 5 foot sidewalks are proposed. Three foot tall masonry screen walls are proposed for all parking frontages along Mission Road.
- There are six connections from the buildings within the development to perimeter sidewalks along 95th Street and two connections to perimeter sidewalks along Mission Road, four of the connections are to the main center.
• Four bike rack locations are proposed on the site – two racks on the north side, one on the west side, and one on the south side of the main center.

• A concrete 16 foot long, 4 foot wide slab for use as a Kansas City Area Transportation Authority (KCATA) bus stop is located on 95th Street, south of the sidewalk and east of the driveway entrance near McDonalds. The final design for the bus stop will be submitted by KCATA at a later date.

Main Center

• A portion of the main center, east of Price Chopper, is proposed to be demolished to provide room for a pedestrian plaza area with connection to a larger plaza space surrounding a proposed two-story office/retail building in the northeast corner of the site. The portion of the building being removed has changed from the previous plan, due to shifting tenant spaces, in which it was aligned with the main driveway off of 95th Street. The connection is now adjacent to the corner restaurant space. The eastern portion of the corridor will be utilized as patio seating for the restaurant tenant.

• Other elements of the main center site area remained as previously approved (Case 04-19, Resolution No. 5173), described as follows:
  o The main center of the development faces south and west. A large parking lot is located on the south side of the main center and a smaller parking lot is located on the west.
  o The applicant proposes to change the existing landscape islands from their existing condition, and provide additional landscape islands, in both parking lots. The applicant proposes three north-south 5 foot sidewalk connections through the islands south of the main center to provide pedestrian connectivity from 95th Street to the main center; the five foot sidewalk allows for 5 feet of green space within the islands to better support trees.
  o Two sidewalk connections are provided from Mission Road to the main center, a 7 foot sidewalk at the northern driveway entrance and a 5 foot sidewalk at the southern driveway entrance.
  o The applicant proposes to mill and overlay the parking lot pavement of the entire development.
  o New LED parking lot light fixtures, and 18 foot poles from grade, are proposed throughout the center.
  o The applicant proposes to reconfigure the vehicular entry on Mission Road, west of the main center.
  o The applicant proposes to remove one driveway entrance along 95th Street, between the McDonalds entrance and the stoplight to the east. Three driveways will provide access to the center from 95th Street, rather than the existing four entrances.
  o The applicant proposes to remove the existing brick structure used as a monument sign/planter box on Mission Road.
  o Trash enclosures are located on the north side of the Price Chopper, architecturally attached to the façade.
  o Price Chopper serves as the anchor tenant of the main center. The applicant proposes a new drive-thru pharmacy for Price Chopper, to be located west of the main entrance, in the location of the current drive-thru used for grocery pick-up. Cueing space for 5 vehicles is provided within the pull-through lane.
  o At grade artwork is proposed within the main east-west drive aisle, in front of the new pedestrian plaza. The artwork is made of thermoplastic coating and will have a black and white interlocking tree pattern.

Southeast Corner of Main Center: Retail Building

• The 3' tall metal faced planted located around the patio of the restaurant tenant space at the southeast corner of the main retail center is proposed to be modified from the previous plan.
Bench seating is proposed to intermittently break the wall into sections. An in-ground planter will be placed at the corner.

- Other elements of the southeast corner remained as previously approved (Case 04-19, Resolution No. 5173), described as follows:
  - With the exception of the change listed above, the southeastern corner of the main center is proposed to remain.
  - A new 3’ tall, integrated, metal faced planter with a bronze finish is proposed to wrap the corner of the east end, defining the tenant patio space from the approximately 6’ sidewalk.
  - A restaurant use is proposed to occupy this tenant space, and will include a patio space with an outdoor game area that wraps around the south and east sides of the building. Patio furniture and amenities for this space will be approved with a Final Plan for a Tenant Finish at a later date.

Northeast Corner of Main Center: Proposed Retail and Office Building
- The northeast corner of the main retail was changed from the previous Final Plan approval with the removal of protective bollards at the eastern entrance to the plaza space, and by the removal of the elliptical pavement design. The interior kiosk located in the interior courtyard was also removed. The southern entrance to the courtyard was reduced from approximately 24’ in width to 19’ in width. The multi-tenant building was reduced in size by 2,949 sq.ft. and the second story courtyard balcony was removed. At-grade lighting was removed from the crosswalks leading to the plaza space.
- Other elements of the northeast corner remained as previously approved, described as follows:
  - The existing extension of the main retail center, located on the northeast corner, is proposed to be demolished. The applicant proposes the construction of a 24,648 sq.ft., two-story office/retail building.
  - The new building will be separated from the existing center by a pedestrian plaza space, approximately 300’ from north-south and 200’ long from east-west, with landscaping, lighting and seating amenities. The plaza is proposed to be a mahogany colored stamped concrete.
  - A pedestrian walkway spanning the drive aisles east of the main center will include a pedestrian refuge island that is elevated 6” from grade with raised planters and colored stamped concrete. The crimson coral colored concrete will have a brick herringbone pattern.

East of Main Center: NBKC Bank
- The originally approved Final Plan for the site increased the green space on the east side of the building and narrowed the 45’ drive aisle to 24’. The original plan also created wide parking lot islands around the building, which were at least 8’ in width to support trees. The newly proposed plan removes the green space from the east side of the building and keeps the existing landscape island southeast of the building, which is not wide enough to support a tree. These changes increase the non-conformity on site.
- A new 7’ concrete sidewalk is was originally proposed to wrap the north, east and south sides of the building. The revised plan does not provide a 7’ sidewalk on the east or south sides of the bank to account for the overhang of vehicles, and the sidewalk on the north side of the building was removed.
- Other elements of the NBKC site remained as previously approved, described as follows:
  - New islands will be provided for the bank teller lanes.
  - The 32’-0” tall, 4,836 sq.ft. NBKC Bank building will remain as existing.
  - A 5’ sidewalk connection is proposed from the main center to the bank, on the south side of the main drive aisle.
A trash enclosure is proposed to be located on the west side of the bank drive-thru lanes, architecturally attached to the columns.

**McDonalds**
- A Final Plan for the McDonald’s lot was approved by the Governing Body on August 12, 2019 (Case 69-19, Governing Body Ordinance 2956).
- The application proposes newly configured islands on the north side of the McDonalds parking field to provide better traffic circulation, a double drive-through lane, and revised building elevations.
- The McDonald’s building will consist of 4,151 sq.ft. and 18’ in height.
- A monument sign is proposed on 95th Street near the McDonalds driveway entrance, and along Mission Road near the southern driveway entrance.

**CareNow**
- **A parking lot island was added to the west of the CareNow site.**
- Other elements of the CareNow site remained as previously approved, described as follows:
  - The 24’-0” tall, 4,896 sq.ft. CareNow building will remain as existing.
  - The applicant proposes to reconfigure the parking lot with 90 degree parking, and eliminate ADA noncompliance.
  - The applicant will change the landscape islands and create better circulation with the main center parking lot.

**Cemetery**
- The cemetery site is as approved with the previous Final Plan approval (Case 04-19, Resolution No. 5173), described as follows:
  - The existing drive aisle south of the cemetery will be removed and replaced with green space and additional landscaping.
  - The existing sidewalk on the eastern side of the cemetery will be removed. A new pedestrian connection will be provided on the north side of the cemetery.
  - A sidewalk connection is proposed to connect from 95th Street to the south side of the cemetery.

**BULK REGULATIONS:**
The subject site was developed prior to the adoption of the current ordinance. Some of the site characteristics are nonconforming as they relate to the required bulk regulations of the SD-CR and SD-NCR2 zoning districts. However, the nonconforming site characteristics are considered legally nonconforming. The following table summarizes criteria that are required along with the existing and what is currently proposed.

<table>
<thead>
<tr>
<th>SD-CR Zoning District</th>
<th>Criteria</th>
<th>Required</th>
<th>Existing</th>
<th>Proposed</th>
<th>Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Exterior Structure Setback – Mission Road (McDonalds)</td>
<td>40’</td>
<td>40’</td>
<td>40’</td>
<td>Complies</td>
</tr>
<tr>
<td></td>
<td>Exterior Structure Setback – North Property Line (Price Chopper)</td>
<td>40’</td>
<td>63’</td>
<td>63’</td>
<td>Complies</td>
</tr>
<tr>
<td></td>
<td>Residential Structure Setback – (North Property Line) (Price Chopper)</td>
<td>125’</td>
<td>63’</td>
<td>63’</td>
<td>Legally Non-Conforming</td>
</tr>
<tr>
<td></td>
<td>Residential Structure Setback – (East Property Line)</td>
<td>125’</td>
<td>175’</td>
<td>175’</td>
<td>Complies</td>
</tr>
</tbody>
</table>
### Criteria

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Required</th>
<th>Existing</th>
<th>Proposed</th>
<th>Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum Open Space %</td>
<td>30%</td>
<td>13%</td>
<td>20%*</td>
<td>Reduces Non-Conformity</td>
</tr>
<tr>
<td>Minimum Interior Open Space %</td>
<td>10%</td>
<td>11%</td>
<td>20%</td>
<td>Complies</td>
</tr>
<tr>
<td>Minimum Acres</td>
<td>10 acres</td>
<td>15.61 acres</td>
<td>15.61 acres</td>
<td>Complies</td>
</tr>
<tr>
<td>Parking setback on north property line</td>
<td>25'</td>
<td>10'</td>
<td>19'</td>
<td>Reduces Non-Conformity</td>
</tr>
<tr>
<td>Parking setback along Mission Road</td>
<td>25'</td>
<td>0'</td>
<td>10'</td>
<td>Reduces Non-Conformity</td>
</tr>
<tr>
<td>Parking along 95th Street (McDonalds)</td>
<td>25'</td>
<td>5'</td>
<td>5'</td>
<td>Legally Non-Conforming</td>
</tr>
<tr>
<td>Parking along 95th Street (Main Center)</td>
<td>25'</td>
<td>2'-6&quot;</td>
<td>14'-6&quot; to 15'-6&quot;</td>
<td>Reduces Non-Conformity</td>
</tr>
<tr>
<td>Maximum Floor Area Ratio (F.A.R.)</td>
<td>0.25</td>
<td>0.32</td>
<td>0.31</td>
<td>Legally Non-Conforming</td>
</tr>
<tr>
<td>Height Limit – SD-CR</td>
<td>50' (max.)</td>
<td>32'</td>
<td>35'-0&quot;**</td>
<td>Complies</td>
</tr>
</tbody>
</table>

* The proposed open space of the previously approved plan was 20% (new plan increased open space by 234 sq.ft.).

** The proposed maximum height of buildings in the currently approved plan was 38'-6".

### SD-NCR2 Zoning District

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Required</th>
<th>Existing</th>
<th>Proposed</th>
<th>Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>Exterior Structure Setback – 95th Street (CareNow)</td>
<td>40'</td>
<td>15'</td>
<td>15'</td>
<td>Legally Non-Conforming</td>
</tr>
<tr>
<td>Exterior structure setback from east property line (CareNow)</td>
<td>75'</td>
<td>50'</td>
<td>50'</td>
<td>Legally Non-Conforming</td>
</tr>
<tr>
<td>Residential Structure Setback</td>
<td>75'</td>
<td>50'</td>
<td>50'</td>
<td>Legally Non-Conforming</td>
</tr>
<tr>
<td>Minimum Open Space %</td>
<td>30%</td>
<td>29%*</td>
<td>57%*</td>
<td>Reduces Non-Conformity</td>
</tr>
<tr>
<td>Minimum Interior Open Space %</td>
<td>10%</td>
<td>20%*</td>
<td>36%*</td>
<td>Complies</td>
</tr>
<tr>
<td>Minimum Acres</td>
<td>10 acres</td>
<td>1.63 acres</td>
<td>1.63 acres</td>
<td>Legally Non-Conforming</td>
</tr>
<tr>
<td>Maximum Floor Area Ratio (F.A.R.)</td>
<td>0.20</td>
<td>0.09</td>
<td>0.07</td>
<td>Complies</td>
</tr>
<tr>
<td>Height Limit – SD-CR</td>
<td>40’ (max.)</td>
<td>24'</td>
<td>24'</td>
<td>Complies</td>
</tr>
</tbody>
</table>

*Open space calculations are as estimated by Planning Staff*

### TRAFFIC:
- The traffic memo was provided for review by the Public Works Department at the time of Preliminary Plan detailing existing and proposed vehicular entry points, and trip generation for the AM and PM.

### PARKING:
- Parking is provided throughout the site with the larger parking fields located to the south, east and west of the main center. A narrower parking lot is located along the north side of the main center.
- Per the Leawood Development Ordinance, parking within the SD-CR district is required at a ratio of 3.5 to 4.5 parking spaces per 1,000 sq.ft. of building area, except for food related businesses in which 1 parking space is required for every 2 seats, or by an alternative parking study.
- Per the LDO, a minimum of 492 parking spaces are required for the retail and office businesses (3.5 parking spaces per 1,000 sq.ft.) and another 415 parking spaces for existing and proposed restaurant seating for a total of 907 parking spaces with this application. The applicant is proposing 928 parking spaces. The proposed number of parking spots is in conformance with the Leawood Development Ordinance. The total number of existing parking spaces is 846 (61 less than required).

### ELEVATIONS:
- No changes are proposed to the elevations of the NBKC Bank or the CareNow building.
- Elevations for McDonald’s were approved with Case 69-19, Ordinance No. 2956 and consist of an 18' tall building with gray and taupe colored cementitious stucco. The existing mansard roof will be replaced with a 1'-10" parapet wall aligned with the face of the building.
• The applicant is renovating the existing retail center to include a modern façade, removing the existing roof and adding a parapet wall aligned with the face of the building. The facades include a mixture of the existing red brick within the center, accented with gray toned metals, white and gray stone, and wood tones.

• Changes to the elevations of the Main Center and Mixed Use Building are as follows:

  **Main Retail Center**
  • The originally approved Final Plan contained a mix of architectural stone panels, glazed brick, zinc panels, and wood and metal accents across the facades. Brightly colored awnings accented the building.
  • The Revised Final Plan replaces the architectural stone panels with manufactured stone in gray and white, and stucco or tile. The gray colored glazed brick was removed and replaced with traditional brick in red, taupe and black. Manufactured stone will be deemed as a prohibited material with the passing of the LDO amendment to be heard by the Governing Body on January 6, 2020. This change to the LDO has already been heard and approved by the Planning Commission on October 22, 2019.
  • The zinc metal panels were removed and replaced with stucco.
  • The existing brick on the Price Chopper building is being retained, rather than replaced with gray zinc panels.
  • Wooden accents across the façade were removed and replaced with manufactured wood veneers.
  • The overall heights of the buildings across the main center facades were reduced by approximately 2’-4’, for overall heights ranging from 21’ to 30’.

  **New Mixed Use Building**
  • The height of the Mixed Use Building was reduced from 38’-6” to 35’-0”.
  • The fritted/patterned glass on the facades was removed and replaced with traditional window glass.
  • The second story balcony on the west side of the building was removed.
  • The two-story window wall on the north side of the building was removed and replaced with one row of windows on the second floor and trellises on the bottom floor.
  • Zinc metal panels were replaced with composite metal panels.

**PHASING:**
• No changes are proposed to the phasing plan of the site. McDonald’s has already applied for a building permit to begin their construction.
• The first phase of the project will begin at the northwest corner of the site, with the parking field west and north of the main retail center.
• The phases will be coordinated in a counterclockwise direction around the site, with the primary parking lot construction (south of Price Chopper) taking place in Phase 2.
• The new 2-story retail space will be constructed during the final phases of the project.
• The graphic below represents the Phasing Plan shown on Sheet C1.2, attached:
SIGNAGE:
- Ranch Mart North has sign criteria recommended by the Planning Commission and approved by the Governing Body.
- The applicant created revised sign criteria for the Ranch Mart Shopping Center, which have been approved by the Planning Commission. The application shall revised the elevations shown in the sign criteria to reflect the changes made with this Revised Final Plan application.
- Signage is reviewed administratively. No signage is proposed with this application.

LANDSCAPING:
- The applicant increased the spacing at which the perennials and grasses are planted from 18” triangular spacing to 24” triangular spacing, and reduced the size of the ornamental grasses at the time of planting from quart size to plug size. This has led to a reduction of over 4,500 perennials on site, and over 5,800 ornamental grasses on site, from the previously approved plan.
- Other elements of the landscape plan remained as previously approved (Case 04-19, Resolution No. 5173), described as follows:
  - The proposed landscape plan provides a mixture of native grasses with perennials in order to provide a wide variety of plant height, texture, and bloom times.
  - Perimeter street trees will be installed along 95th Street at a rate of 1 per 35 lineal feet.
  - Additional trees will be provided in the new green space located south of the cemetery, providing screening from 95th Street.
  - A 3 foot tall parking lot screening wall is provided along 95th Street, beginning at the western driveway entrance and continuing to the easternmost driveway. The green space between the sidewalk and the screen wall will be bermed and accented with groupings of deciduous and evergreen shrubs, native grasses and perennials.
  - A screening wall is not proposed along the McDonalds frontage due to space limitations; however, a continuous row of evergreen shrubs is proposed.
Mission Road

- Perimeter street trees will be installed along Mission Road at a rate of 1 per 35 lineal feet.
- A 3 foot tall parking lot screening wall is provided along Mission Road from the southernmost driveway entrance to the northernmost driveway entrance. The landscape area between the back of curb and the screen wall will be bermed.
- Groupings of deciduous and evergreen shrubs, native grasses and perennials are planted along the roadway frontage.
- A screen wall is not proposed along the McDonalds frontage; however, a continuous row of evergreen shrubs will be installed.

Other

- The existing trees on the north and east property lines (areas adjacent to single family residential) are to remain as existing. An additional 68 trees are proposed to infill the property line, and include a mix of evergreen, understory and overstory trees.
- The applicant is proposing that parking lot islands will contain two shade trees where possible, and ornamental trees within smaller islands. The applicant meets the LDO requirement of one tree planted for every ten parking spaces.
- The pedestrian plaza space between buildings will be accented with trees, creating comfortable places to sit and interact.
- The following table summarizes perimeter landscaping requirements of the Leawood Development Ordinance adjacent to the public right-of-way:

<table>
<thead>
<tr>
<th></th>
<th>Mission Road</th>
<th>95th Street</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Required</td>
<td>Proposed</td>
</tr>
<tr>
<td>Shade Trees</td>
<td>16**</td>
<td>18</td>
</tr>
<tr>
<td>Ornamental Trees</td>
<td>31**</td>
<td>0*</td>
</tr>
<tr>
<td>Shrubs</td>
<td>124</td>
<td>124</td>
</tr>
</tbody>
</table>

*Note: The landscaping at Ranch Mart North is considered existing non-conforming therefore any increase in landscaping is considered a decrease in the non-conformity. Ornamental trees are unable to fit due to space constraints.

**The Leawood Development Ordinance was amended to require street trees to be planted at a rate of 40’ on center rather than 35’ on center, and ornamental trees at a rate of 20’ on center rather than 12’ on center (Ordinance No. 2952, dated July 15, 2019).

Lighting:

- New 18’ LED parking lot light fixtures are proposed throughout the parking field of the entire development.
- Accent lighting is proposed throughout the proposed plaza area, including in-grade lighting, bollard lighting, suspended luminaires and path lighting. Up-lighting is strategically placed to illuminate trees.
- All exposed bulbs shall be frosted to hide the source of the light.
- Per the LDO, the applicant is showing a maximum of 0.5 foot-candles at the property line.
- The parking lot meets the required uniformity ratio of the Leawood Development Ordinance.

Staff Comments:

- The applicant applied to the Board of Zoning Appeals (BZA) on February 27, 2019 for an Appeal of an Administrative Decision (BZA Case 12-2019) regarding the location of the proposed trash enclosure, attached to the drive-thru of the NBKC Bank. The Board of Zoning appeals approved the applicant’s proposed location for the trash enclosure.
- The currently approved Final Plan for the development revised the drive aisle east of NBKC bank from approximately 45’ wide to 24’. The newly proposed plan widens the drive aisle back to 45’, thereby
increasing the non-conformity on site and not meeting the 24’ two-way drive aisle width provided in the LDO (Stipulation #11).

- The currently approved plan increased the green space east of NBKC Bank, providing a 10’ buffer around the building. The newly proposed plan removes the green space. Staff is not supportive of this increase in non-conformity (Stipulation #12).

- The Planning Commission approved an amendment to the LDO prohibiting the use of manufactured stone on October 22, 2019. The amendment will proceed to the Governing Body for approval on January 6, 2020. The currently approved plan proposes the use of natural stone. This application is proposing to replace the natural stone with manufactured stone. Staff is not supportive of the applicant’s use of manufactured stone (Stipulation #13).

- Parking lot flumes were not shown on the currently approved Final Plan submittal, but were added to this Revised Final Plan. Staff is not supportive of the use of drainage flumes in parking lots due to safety concerns, and their ability to collect trash and debris (Stipulation #14).

- The applicant removed the elliptical pavement pattern shown with the currently approved plan, which was located in the plaza space. Since the applicant is not able to achieve an elliptical pattern, staff recommends the applicant provide an alternative pavement pattern, such as a circular pattern to match the pattern proposed in front of Hallmark. This option is in better keeping with the currently approved plan (Stipulation #15).

- Staff is supportive of the use of stucco on the exterior elevations, if the stucco is applied using a traditional three coat process (Stipulation #16).

- The applicant revised the material of the 3’ parking lot screen walls surrounding the site from dry stack limestone as part of the currently approved Final Plan to concrete with this application. Staff is not supportive of this change and recommends that a natural stone be used (Stipulation #17).

- The applicant revised the landscape plan to space plants further apart and to reduce the size of ornamental grasses from quart size pots to plugs. Staff recommends that the size of the plants remain the same as the previously approved plan (Stipulation #18).

- Currently the plan does not include the McDonald’s approved landscape plan (Case 69-19, Ordinance No. 2956), and proposes different landscaping on the perimeter of the McDonalds site. Staff recommends that a revised landscape plan be submitted that incorporates the approved McDonald’s landscape plan into this overall Ranch Mart North landscaping (Stipulation #19).

**STAFF RECOMMENDATION:**

Staff recommends the Planning Commission deny Case 120-19 – Ranch Mart North Shopping Center – Redevelopment – request for approval of a Revised Final Plan. Should the Planning Commission recommend approval of this application, staff recommends the following stipulations:

1. This approval is limited to 24,648 sq.ft. of new construction, site improvements, and a total of 216,647 building sq.ft. for the Ranch Mart North development, located on 17.23 acres for an F.A.R. of 0.31 within the SD-CR zoning district and an F.A.R. of 0.07 in the SD-NCR2 zoning district.

2. The applicant shall be responsible for the following impact fees:
   a. The applicant/owner shall be responsible for a public art impact fee or a piece of public art. Approval of the design and location of the art will need to go before the Arts Council, Planning Commission, and approved by the Governing Body at a later date. In lieu of that, the applicant may pay a public art impact fee in the amount of $0.15/sq.ft. of finished floor area, estimated currently at $3,697.20 ($0.15 x 24,648 sq.ft). This amount is subject to change by Ordinance.
b. A park impact fee in the amount of $0.15/square foot of finished floor area is required prior to issuance of a building permit, estimated currently at $3,697.20 ($0.15 \times 24,648 \text{ sq.ft}). This amount is subject to change by Ordinance.

3. All power lines, utility lines, etc. (both existing and proposed, including utilities and power lines adjacent to and within abutting right-of-way) are required to be placed underground. This must be done prior to final occupancy of any new construction, subject to the applicant and Governing Body entering into a memorandum of understanding on existing tenant space.

4. All proposed art features and artistic architectural elements, including water features shall be approved with a Final Plan at a later date.

5. All utility boxes, not otherwise approved with the final development plan, with a height of less than 55 inches, a footprint of 15 sq.ft. in area or less, or a pad footprint of 15 sq.ft. in area or less, shall be installed only with the prior approval of the Director of Planning as being in compliance with the Leawood Development Ordinance.

6. All utility boxes, not otherwise approved with the final development plan, with a height of 55 inches or greater, a footprint greater than 15 sq.ft. in area, or a pad footprint greater than 15 sq.ft. in area, shall be installed only with the prior recommendation of the Planning Commission as being in compliance with the Leawood Development Ordinance based on review of a site plan containing such final development plan information as may be required by the City, and approved by the Governing Body.

7. Per the Leawood Development Ordinance all pedestrian crosswalks shall be demarcated from the adjacent street pavement with a different material and color.

8. The project includes the following deviations:
   a) 0’ Interior parking setback
   b) 0’ Interior building setback

9. In accordance with the Leawood Development Ordinance, all trash enclosures shall be screened from public view with a 6 foot solid masonry structure to match the materials used in the buildings and shall be architecturally attached to the individual buildings and accented with appropriate landscaping. The gates of the trash enclosures shall be painted, sight obscuring, decorative steel. No outdoor storage of product or equipment shall be allowed.

10. All downspouts shall be enclosed.

11. The plan shall not increase the non-conformity of drive lane widths across the site, from the Final Plan approved with Ordinance No. 5173.

12. Prior to Governing Body consideration, the applicant shall provide revised plans replacing the green space east of NBKC Bank, as was shown in the previously approved plan (Resolution No. 5173).

13. Prior to Governing Body consideration, the applicant shall provide revised plans replacing all manufactured stone with natural stone.

14. The use of parking lot flumes shall be limited to the southeast corner of the NBKC Bank only.

15. Prior to Governing Body consideration, the applicant shall provide a pavement pattern within the interior courtyard.

16. Stucco facades shall be applied with a three coat process.

17. Prior to Governing Body consideration, the applicant shall provide revised plans showing the 3’ screen walls surrounding the parking fields constructed of natural stone.

18. Prior to Governing Body consideration, the applicant shall revised the size of ornamental grasses from plugs to #1 container size.

19. Prior to Governing Body consideration a revised landscape plan shall be submitted that incorporates the approved McDonald’s landscape plan into this overall Ranch Mart North landscape plan.
20. All rooftop equipment shall be screened from the public view with an architectural treatment, which is compatible with the building architecture. The architectural treatment screening the utilities shall be at least as tall as the utilities they are to screen.

21. Exterior ground-mounted or building-mounted equipment including, but not limited to, mechanical equipment, utilities, meter banks and air conditioning units, shall be painted to blend with the building and screened from public view with landscaping or with an architectural treatment compatible with the building structure.

22. Per the Leawood Development Ordinance, all parking lot light fixtures associated with this project shall be a maximum of 18’ in height from grade, including base.

23. Per the Leawood Development Ordinance, the source of illumination of all proposed light fixtures shall not be visible.

24. Per the Leawood Development Ordinance, the maximum amount of 0.5 foot-candles shall be permitted at the property line.

25. Per the Leawood Development Ordinance, the perimeter area of all on-site open parking areas shall be screened from the view of adjacent properties and streets to a minimum height of 3 feet by the use of a combination of berms and/or walls accented with plant material.

26. Per the Leawood Development Ordinance, one (1) tree shall be provided for each 40 feet of street frontage within the landscaped setback abutting said street frontage.

27. Per the Leawood Development Ordinance, all medium and large deciduous trees shall be 2 ½” caliper as measured 6” above the ground, all small deciduous and ornamental trees shall be a minimum of 1 ½” caliper as measured 6” above the ground, conifers and evergreen trees shall be a minimum of 6’ in height, and shrubs shall be a 24” in height at the time of planting.

28. Per the Leawood Development Ordinance, at the time of planting, plant material screening the ground mounted utilities shall be a minimum of 6” taller than the utility it is to screen, with lower shrubs in the foreground to eliminate any gaps in screening.

29. All landscaped open space shall consist of a minimum of 60% living materials.

30. All landscaped areas shall be irrigated.

31. The approved final landscape plan shall contain the following statements:
   a) All trees shall be callipered and undersized trees shall be rejected.
   b) All parking lot islands shall be bermed to discourage foot traffic.
   c) All hedges shall be trimmed to maintain a solid hedge appearance.
   d) All plant identification tags shall remain until issuance of a Final Certificate of Occupancy.
   e) Any deviation to the approved final landscape plan shall require the written approval of the landscape architect and the City of Leawood, prior to installation.
   f) All landscaped open space shall consist of a minimum of 60% living materials.

32. A letter, signed and sealed by a Kansas Registered Landscape Architect, shall be submitted prior to final occupancy that states that all landscaping has been installed per the approved landscape plan and all plant material used is to the highest standards of the nursery industry.

33. The applicant shall obtain all approvals and permits from the Public Works Department, per the public works memo, shown as Exhibit A, on file with the City of Leawood Planning and Development Department, prior to recording the plat.

34. The applicant shall obtain all approvals from the City of Leawood Fire Department, per the Fire Marshal’s memo, shown as Exhibit B, on file with the City of Leawood Planning and Development Department, prior to issuance of a building permit.

35. Signage is not approved with this application. All signage shall meet all the requirements of the Leawood Development Ordinance and sign criteria for the Ranch Mart North development.
36. A Sign Permit shall be required from the City of Leawood Community Development Department prior to installation.

37. Per the Leawood Development Ordinance, a maximum noise level of 60 decibels shall be permitted at the property line, including all restaurant patio sound systems and/or televisions.

38. All outdoor televisions shall be faced away from residential neighborhoods.

39. The Owner/Applicant shall establish a funding mechanism to maintain, repair and/or replace all common areas and common area improvements including, but not limited to, streets, walls, and storm water system improvements. The mechanism will include a deed restriction running with each lot in the development that will mandate that each owner must contribute to the funding for such maintenance, repair and/or replacement and that each lot owner is jointly and severally liable for such maintenance, repair and/or replacement, and that the failure to maintain, repair or replace such common areas or common area improvements may result in the City of Leawood maintaining, repairing and replacing said common areas and/or improvements, and the cost incurred by the City of Leawood will be jointly and severally assessed against each lot, and will be the responsibility of the owner(s) of such lot.

40. No construction shall be allowed between the hours of 9:00 p.m. to 7:00 a.m. and not on Sundays.

41. A cross access/parking easement for the entire development shall be recorded on the plat with the Johnson County Register of Deeds prior to issuance of a building permit.

42. An erosion control plan for both temporary and permanent measures to be taken during and after construction shall be required at the time of application for building permit.

43. All sidewalks shall be installed as per street construction standards.

44. Development rights under this approval shall vest in accordance with K.S.A. 12-764.

45. In addition to the stipulations listed in this report, the developer/property owner agrees to abide by all ordinances of the City of Leawood Development Ordinance, unless a deviation has been granted, and to execute a statement acknowledging in writing that they agree to stipulations one through forty-five.
REVISED MEMO

DATE: November 21, 2019

TO: Richard Coleman, Director of Community Development

FROM: Brian Scovill, P.E., City Engineer
Department of Public Works

SUBJECT: Ranch Mart North Shopping Center – Revised Final Plan
Case Number: 120-19

The Department of Public Works has reviewed the aforementioned project and would like to make the following stipulations as part of the Planning Commission Approval:

1) Traffic Study:
   a) The developer submitted a site comparison traffic study on the existing and proposed uses. With this proposed development the PM Peak traffic will increase by 9 trips and AM trips will increase by 25. Based on this comparison, the proposed redevelopment is expected to have negligible impacts to trip generation.

2) Storm Water Study
   a) The proposed pervious area is increasing from 13.4% to 18.3%, therefore no stormwater detention of treatment facilities are required.
   b) The developer shall provide a dedicated drainage easement for all public stormwater infrastructure.

3) Prior to any building permits, the Developer shall enter into a City right of way maintenance agreement to ensure any landscaping, irrigation, or ROW within the right-of-way is properly maintained by the property owners.

4) Developments shall have all utilities relocated underground. This includes private property and utilities in the Right-of-Way between the curb and property line.

5) The parking lot pavement shall be constructed in accordance to the Leawood Development Ordinance.

6) The developer shall construct five foot wide sidewalks along Mission Road and along 95th Street. This sidewalk shall be widened to 6 foot if located adjacent to a wall. The sidewalk may be narrowed to 5’ when against the wall to
accommodate required street trees. The detail and locations of the narrowed sidewalk for street trees shall be coordinated prior to final engineering plan approval. The sidewalk easements will be determined at final engineering plan approval and shall be submitted prior to a Right-of-Way Permit for the proposed improvements.

7) Permanent structures, including monument signs, shall not be placed within the Right-of-Way and Public Easements.

8) The developer shall provide as-built storm sewer information in accordance with our standards. This includes, but is not limited to, vertical and horizontal coordinates of all structures constructed or modified, flow line information at each structure, pipe size information, downstream structure numbers and type of structure. This information shall be provided to us on the Johnson County AIMS coordinate system. The spreadsheet for the data will be provided to the developer after the storm sewer improvements have been completed.

9) Construction vehicles, including vehicles of construction personnel, shall not be parked within the Right-of-Way. All staging and storage of equipment and/or materials for private improvements shall be contained on the proposed development unless a Right-of-Way Permit has been obtained by the Contractor.

10) The Developer shall repair any damaged areas between the back of curb and the Right-of-Way. This shall include curbs, street lighting equipment, traffic signal equipment, sidewalk, storm sewers, grass, etc.

11) All public improvements shall be designed and constructed in accordance with the City of Leawood Public Improvement Construction Standards as developed by the Department of Public Works (latest revision).

12) The developer shall obtain and submit to the Department of Public Works and the Building Official a copy of the NPDES Land Disturbance Permit issued by the Kansas Department of Health and Environment prior to any grading work at the site.

13) The permit fee for plan review and construction observation shall be five (5) percent of the construction cost for all improvements within the Right-of-Way or Public Easement(s) granted to the City of Leawood. The fee will be charged and collected from the Contractor prior to issuance of the permit from the Department of Public Works.

14) The plat will not be released for recording until all public permits have been reviewed and approved by the City Engineer.

15) The Certificate of Occupancy will not be approved until the above requirements have been met.

If you have any questions, please call me at (913) 663-9134.

Copy: Project File

Sister City to I-Lan, Taiwan, R.O.C. ● Sister City to Regional Council Gezer, Israel
The Fire Dept has no objection to the most recent site plan as of this date for this project.

*Gene Hunter, Leawood Fire Marshal*
### Green Space Synopsis

**Open Space:** 143,059 sq. ft. / 750,401 sq. ft. = 19%

- **Required int. landscape:** 75,040 sq. ft., 10%
- **Provided int. landscape:** 8,945 sq. ft., 12%

**Existing open (green) space:** 100,875 sq. ft., 13%

**SD-CR site area:** 623,043 sq. ft.
**SD-CR open space:** 127,592 sq. ft., 20%

**SD-NCR2 site area:** 70,578 sq. ft.
**SD-NCR2 open space:** 10,039 sq. ft., 14%

**Open Space Revisions:**
- **Total Open Space Removed:** -2,396 sq. ft.
- **Total Green Space Added:** 2,630 sq. ft.
- **Net Change:** +234 sq. ft.

---

**Per McDonald's FDP**

Net: +245 sq. ft.

---

**Green Space Synopsis**

<table>
<thead>
<tr>
<th>Description</th>
<th>Previous</th>
<th>Revised</th>
<th>Net Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Open Space</td>
<td>143,059 sq. ft.</td>
<td>750,401 sq. ft.</td>
<td>19%</td>
</tr>
<tr>
<td>Required int. landscape</td>
<td>75,040 sq. ft.</td>
<td>10%</td>
<td></td>
</tr>
<tr>
<td>Provided int. landscape</td>
<td>8,945 sq. ft.</td>
<td>12%</td>
<td></td>
</tr>
<tr>
<td>Existing open (green) space</td>
<td>100,875 sq. ft.</td>
<td>13%</td>
<td></td>
</tr>
<tr>
<td>SD-CR site area</td>
<td>623,043 sq. ft.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SD-CR open space</td>
<td>127,592 sq. ft.</td>
<td>20%</td>
<td></td>
</tr>
<tr>
<td>SD-NCR2 site area</td>
<td>70,578 sq. ft.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SD-NCR2 open space</td>
<td>10,039 sq. ft.</td>
<td>14%</td>
<td></td>
</tr>
<tr>
<td>Total Open Space Removed</td>
<td>-2,396 sq. ft.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Green Space Added</td>
<td>2,630 sq. ft.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Net Change</td>
<td>+234 sq. ft.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

---

**Per McDonald's FDP**

Net: +245 sq. ft.
A redevelopment for Ranch Mart
3700 W. 95th Street
Leawood, Kansas

500' Detail Map
scale: 1" = 100'-0"
Notes

11. Island definition of parking field on north side of McDonald's parking lot.

12. Existing CareNow building to remain.

13. Removal of existing road to the south of the cemetery, replaced with additional updated parking configuration, screen walls and pedestrian paths into development along Reconfigure vehicular entry along Mission Road.

14. New concrete sidewalk and integrated screen wall along Mission Road for length of parking field.

15. Stamped herringbone pattern concrete pedestrian crosswalk with concrete ribbon on each side (typ).

16. Reconnect public sidewalk with connection from north.

17. Integrated and moveable planters around pedestrian paths

18. Existing dock wall and delivery area for Price Chopper to remain.

19. Demo portion of existing retail building to provide pedestrian access to plaza.

20. New islands provided for bank teller lanes.

21. Reconfigure parking field around NBKC bank.

22. Reconfigure parking field on east side of development to meet 25'-0" parking buffer located on north wall of existing retail building.

23. Reduction of drive width to delivery area for minimizing visual impact behind retail center.

24. Bicycle parking location.

25. LED site lighting with 18' total height maximum (including base, from grade) shown.

26. Dashed line represents second floor overhang of outdoor and office space.

27. Plaza features per perspective detailing provided with Final Site Plan submission.

28. Maintain vehicular access to plaza at east entry.

29. Sight distance triangle along Mission Rd. at full access point: 180' clear line of sight.

30. Sight distance triangle along 95th St. at restricted access points: 220' clear line of sight.

31. Area to remain free of bollards and planters for 24 hour vehicular access per KCPL.

32. Elevated planter along east wall of Price Chopper. See landscape plans for infill of beds & water feature designation.

33. At grade planters in concrete pavement.

34. At grade planters in concrete pavement.

35. Monument sign to meet LDO requirements.

36. Not used.

37. Not used.

38. Not used.

39. Site Plan

final site plan

11.18.2019                   6

10.22.2019                   4

03.08.2019                   3

02.19.2019                   2

Leawood, Kansas
A redevelopment for Ranch Mart
3700 W. 95th Street
Leawood, Kansas

1" = 50'-0" Scale

North

55,687 sq. ft.
1 story

63,320 sq. ft.
1 story

24,648 sq. ft.
2 story

4,836 sq. ft.
1 story

4,896 sq. ft.
1 story

3,610 sq. ft.
1 story

7,115 sq. ft.
1 story

6,479 sq. ft.
1 story
5'-0"

Paving Materials

1. Concrete sidewalk 4" thick w/ 6x6 10 10 w.w.f. steel mesh reinforcing. Control joints @ 5'-0" o.c. Broom finish for non-slip surface.

2. Not used.

3. Not used.

4. Not used.


6. Stamped concrete, pattern 1, color 1

7. Stamped concrete, pattern 2, color 2

8. Stamped concrete, pattern 3, color 5

9. Not used.

10. Stamped concrete, pattern 1, color 6

11. Not used.

12. Not used.

13. Not used.

14. Thermoplastic sheet coating, black and white, pattern per plan

15. Private Patio - Artificial Turf by tenant.

16. Private Patio - Pavers by tenant.

Patterns:

Pattern 1: Running Bond
Pattern 2: Brick Herringbone
Pattern 3: Brick Basket Weave
Pattern 4: Scored grid.

Colors:

Color 1: Butterfield Color SG02 Coral
Color 2: Butterfield Color Crimson Coral
Color 3: Butterfield Color Fiery Coral
Color 4: Butterfield Color Wisteria Bark
Color 5: Butterfield Color Mahogany Bark
Color 6: Butterfield Color Honey Buff
Color 7: Butterfield Color Fox Gray
Color 8: Butterfield Color Driftwood Select
Color 9: Butterfield Color SG01 Brown
*Note: truck used in simulation is a WB-62 (8.5'Wx68.5'L)
Fire Truck Movement Plan

- Truck used in simulation is an SU-30 (8'Wx30'L)

1 story
- 55,687 sq. ft.
- 3,610 sq. ft.
- 7,115 sq. ft.
- 6,479 sq. ft.
- 4,836 sq. ft.
- 4,896 sq. ft.

2 story
- 24,648 sq. ft.

Note: The final site plan includes a redevelopment for Ranch Mart at 3700 W. 95th Street, Leawood, Kansas.
Know what's below.
Call all before you dig.

Redevelopment for Ranch Mart
3700 W. 95th Street
Leawood, Kansas

Construction Notes:
1. Claims or disputes concerning any plans shall be resolved by the architect, engineer, and owner.
2. Contractor shall submit a proposal and drawing for all proposed work.
3. Site development shall be coordinated with all utilities, fire department, and other relevant agencies.
4. Construction documents shall be reviewed by the architect, engineer, and owner.
5. All work shall be in accordance with the plans and specifications provided by the architect, engineer, and owner.

Drawn by:
3.08.2019
4.19.2019
5.11.2019
10.22.2019

a redevelopment for
Ranch Mart
3700 W. 95th Street
Leawood, Kansas

01.11.2019
02.19.2019
03.08.2019
10.22.2019
11.12.2019

Phase 1a
Phase 1b
Phase 2
Phase 3a
Phase 3b
Secondary Staging Area
Primary Staging Area
Work by others
Know what's below. Call before you dig.

Ranch Mart
3700 W. 95th Street
Leawood, Kansas

01.11.2019
02.19.2019
03.08.2019
10.22.2019
11.12.2019

DAE
LDM
12.18.2018
16231 C2.1
RMN Elevation Material List

Paint:
- Color 1: Sherwin Williams, SW 9166 Drift of Mist
- Color 2: Benjamin Moore, SW 7019 Gauntlet Gray
- Color 3: Benjamin Moore, SW 9166 Drift of Mist
- Color 4: Benjamin Moore, SW 7019 Gauntlet Gray
- Color 5: Benjamin Moore, SW 7019 Gauntlet Gray
- Color 6: Benjamin Moore, SW 7019 Gauntlet Gray
- Color 7: Benjamin Moore, SW 7019 Gauntlet Gray
- Color 8: Benjamin Moore, SW 7019 Gauntlet Gray
- Color 9: Benjamin Moore, SW 7019 Gauntlet Gray
- Color 10: Benjamin Moore, SW 7019 Gauntlet Gray
- Color 11: Benjamin Moore, SW 7019 Gauntlet Gray
- Color 12: Benjamin Moore, SW 7019 Gauntlet Gray
- Color 13: Benjamin Moore, SW 7019 Gauntlet Gray
- Color 14: Benjamin Moore, SW 7019 Gauntlet Gray
- Color 15: Benjamin Moore, SW 7019 Gauntlet Gray

Flashing colors to match adjacent material.

Roof mechanically fastened roof system- .060 " thick TPO with white color, fully adhered at parapet walls.

Standing colors to match adjacent materials.

Steel:
- Steel 1: weathered steel
- Steel 2: EN-V composite panel, Firestone color Slate Gray
- Steel 3: EN-V composite panel, Firestone color Medium Bronze
- Steel 4: EN-V composite panel, Firestone color Champagne Metallic
- Steel 5: EN-V composite panel, Firestone color Dark Bronze
- Steel 6: EN-V composite panel, Firestone color Champagne Metallic
- Steel 7: EN-V composite panel, Firestone color Dark Bronze
- Steel 8: EN-V composite panel, Firestone color Medium Bronze
- Steel 9: EN-V composite panel, Firestone color Dark Bronze
- Steel 10: EN-V composite panel, Firestone color Medium Bronze
- Steel 11: EN-V composite panel, Firestone color Medium Bronze
- Steel 12: EN-V composite panel, Firestone color Medium Bronze
- Steel 13: EN-V composite panel, Firestone color Medium Bronze

Metal:
- Metal 1: EN-V composite panel, Firestone color Slate Gray
- Metal 2: EN-V composite panel, Firestone color Medium Bronze
- Metal 3: EN-V composite panel, Firestone color Medium Bronze
- Metal 4: EN-V composite panel, Firestone color Medium Bronze
- Metal 5: EN-V composite panel, Firestone color Medium Bronze
- Metal 6: EN-V composite panel, Firestone color Medium Bronze
- Metal 7: EN-V composite panel, Firestone color Medium Bronze
- Metal 8: EN-V composite panel, Firestone color Medium Bronze
- Metal 9: EN-V composite panel, Firestone color Medium Bronze
- Metal 10: EN-V composite panel, Firestone color Medium Bronze
- Metal 11: EN-V composite panel, Firestone color Medium Bronze
- Metal 12: EN-V composite panel, Firestone color Medium Bronze
- Metal 13: EN-V composite panel, Firestone color Medium Bronze

Brick:
- Brick 1: existing brick to remain, existing color varies
- Brick 2: Yankee Hill modular Dove Gray
- Brick 3: Glen-Gery modular carbon Black Bladecut
- Brick 4: General Shale modular brown brick
- Brick 5: General Shale, modular Colonial Grain
- Brick 6: Brick to Match Existing or Salvaged Brick

Stone:
- Stone 1: Manufactured Stone, Eldorado Dove Tail Marquee 24
- Stone 2: Manufactured Stone, Eldorado Nickel Zen 24
- Stone 3: NOT USED
- Stone 4: Tumbled rock face. Manufactured Stone, Eldorado White Elm Vantage 30
- Stone 5: NOT USED
- Stone 6: NOT USED

Trellis:
- Trellis 1: for plant growth on the building façade

Awning:
- Awning 1: tapered wood soffit, Firestone Dark Bronze fascia
- Awning 2: Firestone Dark Bronze fascia
- Awning 3: fabric, color 1
- Awning 4: Stucco, color Sherwin Williams Brave Purple, SW 6823
- Awning 5: wood louvered awning
- Awning 6: fabric color 2
- Awning 7: premanufactured louvered awning, color dark bronze

Caulk:
- Caulk: to match adjacent material

Glass:
- Glass 1: insulated glass storefront glazing
- Glass 2: 1
- Glass 3:  NOT USED

Wood:
- Wood 1: clear coat
- Wood 2: Stucco Wood Grain, Walnut
- Wood 3: Tongue and Groove ceiling
- Wood 4: wood louvers

Storefront:
- Storefront 1: 2
- Storefront 2: 2

Mural:
- Mural 1: Mural by artist TBD

RMN Elevation Material List
Overall East

East Elevation - Ascale: 1/8" = 1'-0"

24'-0"

9'-10"

21'-4"

0'-0"

B A B
brick 5
zinc 3
awning 5
awning 4
stone 2
perforated 2
glass 1 - 1" insulated glass with low E coating and argon fill in thermally broken, 2" clear anodized aluminum frame.

Paint
Color 1: Sherwin Williams, SW 6668 Drift of Mist
Color 2: Sherwin Williams, SW 7533 Sassafras Gray
Color 3: Benjamin Moore, 1442 Deep Indigo
Color 4: Benjamin Moore, 1091 Warm Apple Crisp
Color 5: Benjamin Moore, 1424 Pigeon Grey
Color 6: Benjamin Moore, 2093-20 Fresh Clay
Color 7: Benjamin Moore, 2112-10 Mink
Color 8: Benjamin Moore, 2015-00 Appellation Silver
Color 9: Benjamin Moore, 2137-20 Char Brown
Color 10: Benjamin Moore, SW 6610 Ocean Gray
Color 11: Benjamin Moore, SW 7550 Zen
Color 12: Benjamin Moore, SW 6738 Dinosaur Grey
Color 13: Benjamin Moore, SW 7560 Rain
Color 14: Benjamin Moore, SW 7046 Kings Blue
Color 15: Benjamin Moore, 16231 Final Development Plan

Glass
Glass 1: Insulated clear Low-E glass glazing
Glass 2: Insulated clear Low-E glass
Glass 3: NOT USED
Glass 4: NOT USED
Glass 5: NOT USED
Glass 6: NOT USED
Glass 7: NOT USED
Glass 8: NOT USED

Brick
Brick 1, existing brick to remain, existing color varies
Brick 2: Yankee Hill modular Dove Tail Marquee 24
Brick 3: Yankee Hill modular Dove Tail Marquee 24
Brick 4: Yankee Hill modular Dove Tail Marquee 24
Brick 5: General Shale, modular Colonial Grain
Brick 6: General Shale, modular Colonial Grain

Wood
Wood 1: Wood, clear coat
Wood 2: Stucco Wood Grain, Walnut
Wood 3: Tongue and Groove ceiling

Stucco
Stucco Pattern
Custom scored stucco, fine texture, color 1
Caulk: to match adjacent material

Metal
Metal 1: Larson composite panel, Alucoil color Anodic Clear
Metal 2: EN-V composite panel, Firestone color Slate Gray
Metal 3: EN-V composite panel, Firestone color Champagne Metallic
Metal 4: EN-V composite panel, Firestone color Dark Bronze
Metal 5: EN-V composite panel, Firestone color Medium Bronze
Metal 6: EN-V composite panel, Firestone color Champagne Metallic
Metal 7: EN-V composite panel, Firestone color Dark Bronze
Metal 8: EN-V composite panel, Firestone color Medium Bronze
Metal 9: EN-V composite panel, Firestone color Slate Gray
Metal 10: EN-V composite panel, Firestone color Dark Bronze
Metal 11: EN-V composite panel, Firestone color Medium Bronze
Metal 12: EN-V composite panel, Firestone color Champagne Metallic
Metal 13: EN-V composite panel, Firestone color Slate Gray

Perforated
Perforated 1: Dark bronze perforated metal
Perforated 2: Dark bronze perforated metal

Mural
Mural 1: Mural by artist TBD

Glass
Glass 1: 1" Insulated glass with low E coating and argon fill in thermally broken, 2" clear anodized aluminum frame.
Glass 2: NOT USED
Glass 3: NOT USED

Retail
(1 level)

Mixed Use
(2 levels)

Flashing colors to match adjacent material.
Flashing colors to match adjacent material.
Roof mechanically fastened roof system- .060 "  thick TPO with white color, fully adhered at parapet walls.

Leonard composite panel, Aged color, Aged Chestnut

Firestone color Dark Bronze

Wiremesh, stainless steel, pattern to be determined

Paint:

Color 1: Sherwin Williams, SW 9166 Drift of Mist

Color 2: Sherwin Williams, SW 7019 Stone Grey

Color 3: Benjamin Moore, 2046-50 Fresh City

Color 4: Benjamin Moore, 587-77 Mink

Color 5: Benjamin Moore, 574-70 Reflection

Color 6: Benjamin Moore, 2034-40 Thundercloud Grey

Color 7: Benjamin Moore, 2034-40 Thundercloud Grey

Color 8: Benjamin Moore, 1650-70 White

Color 9: Alumacore, Anodized finish, color 1

Color 10: Alumacore, Anodized finish, color 1

Color 11: Alumacore, Anodized finish, color 1

Color 12: Alumacore, Anodized finish, color 1

Color 13: Alumacore, Anodized finish, color 1

Color 14: Alumacore, Anodized finish, color 1

Color 15: Alumacore, Anodized finish, color 1

Color 16: Alumacore, Anodized finish, color 1

Color 17: Alumacore, Anodized finish, color 1

Color 18: Alumacore, Anodized finish, color 1

Color 19: Alumacore, Anodized finish, color 1

Color 20: Alumacore, Anodized finish, color 1

Color 21: Alumacore, Anodized finish, color 1

Color 22: Alumacore, Anodized finish, color 1

Color 23: Alumacore, Anodized finish, color 1

Color 24: Alumacore, Anodized finish, color 1

Color 25: Alumacore, Anodized finish, color 1

Color 26: Alumacore, Anodized finish, color 1

Color 27: Alumacore, Anodized finish, color 1

Color 28: Alumacore, Anodized finish, color 1

Color 29: Alumacore, Anodized finish, color 1

Color 30: Alumacore, Anodized finish, color 1

Color 31: Alumacore, Anodized finish, color 1

Color 32: Alumacore, Anodized finish, color 1

Color 33: Alumacore, Anodized finish, color 1

Color 34: Alumacore, Anodized finish, color 1

Color 35: Alumacore, Anodized finish, color 1

Color 36: Alumacore, Anodized finish, color 1

Color 37: Alumacore, Anodized finish, color 1

Color 38: Alumacore, Anodized finish, color 1

Color 39: Alumacore, Anodized finish, color 1

Color 40: Alumacore, Anodized finish, color 1

Color 41: Alumacore, Anodized finish, color 1

Color 42: Alumacore, Anodized finish, color 1

Color 43: Alumacore, Anodized finish, color 1

Color 44: Alumacore, Anodized finish, color 1

Color 45: Alumacore, Anodized finish, color 1

Color 46: Alumacore, Anodized finish, color 1

Color 47: Alumacore, Anodized finish, color 1
RMN Elevation Material List

Paint:
Color 1: Sherwin Williams, SW 9166 Drift of Mist
Color 2: Sherwin Williams, SW 7003 Baked Ochre
Color 3: Benjamin Moore, 2180-10 Black Beauty
Color 4: Benjamin Moore, 1442 City Indigo
Color 5: Benjamin Moore, 2177-20 Chic Brown
Color 6: Sherwin Williams, SW 9124 Forest Teal
Color 7: Sherwin Williams, SW 6001 Faux Linen
Color 8: Benjamin Moore, 2162-40 French Gray
Color 9: Benjamin Moore, 1646 Jade Apple Green
Color 10: Benjamin Moore, 2166 Black Magic
Color 11: Benjamin Moore, SW 7740 Tuxedo Black
Color 12: Benjamin Moore, SW 7740 Tuxedo Black
Color 13: Benjamin Moore, 1998 Eagle Rock
Color 14: Benjamin Moore, OC-54 White Wisp
Color 15: Benjamin Moore, AF-715 Dolphin

Glass:
Color 1: Sunbrella Marine Blue
Color 2: Sunbrella color Burgundy
Color 3: Sunbrella color Blue Sky
Color 4: Sunbrella color Gingko
Color 5: Sunbrella color Black Cherry

Metal:
Metal 1: Larson composite panel, Alucoil color Anodic Clear
Metal 2: EN-V composite panel, Firestone Champagne Metallic
Metal 3: EN-V composite panel, Firestone color Medium Bronze
Metal 4: EN-V composite panel, Firestone color Champagne Metallic
Metal 5: EN-V composite panel, Firestone color Slate Gray
Metal 6: Aluminum Louvers, Firestone color Dark Bronze
Metal 7: EN-V composite panel, Firestone color Medium Bronze
Metal 8: EN-V composite panel, Firestone color Medium Bronze
Metal 9: EN-V composite panel, Firestone color Slate Gray
Metal 10: EN-V composite panel, Firestone color Medium Bronze
Metal 11: Larson composite panel, Alucoil color Pewter Metallic
Metal 12: EN-V composite panel, Firestone color Medium Bronze
Metal 13: EN-V composite panel, Firestone color Slate Gray

Wood:
Wood 1: Wood, clear coat
Wood 2: Stucco Wood Grain, Walnut
Wood 3: Tongue and Groove ceiling

Brick:
Brick 1: existing brick to remain, existing color varies
Brick 2: Yankee Hill modular Dove Gray
Brick 3: Glen-Gery modular carbon Black Bladecut
Brick 4: General Shale modular brown brick
Brick 5: General Shale, modular Colonial Grain
Brick 6: Brick to Match Existing or Salvaged Brick

Stucco:
Color 1: Benjamin Moore, 1469 Eagle Rock
Color 2: Benjamin Moore, 2128-10 Black Beauty
Color 3: Benjamin Moore, 1091 Warm Apple Crisp
Color 4: Benjamin Moore, 2093-20 Fresh Clay
Color 5: Benjamin Moore, 2112-10 Mink
Color 6: Sherwin Williams, SW 7508 Tavern Taupe
Color 7: Benjamin Moore, 2137-20 Char Brown
Color 8: Benjamin Moore, 1442 City Indigo
Color 9: Benjamin Moore, 992 Ticonderoga Taupe
Color 10: Sherwin Williams, SW 9166 Drift of Mist
Color 11: Sherwin Williams, SW 7003 Baked Ochre
Color 12: Sherwin Williams, SW 6001 Faux Linen
Color 13: Sherwin Williams, SW 9124 Forest Teal
Color 14: Sherwin Williams, SW 7019 Silver Spot
Color 15: Sherwin Williams, SW 7015 Shadow Black

Metal Laminates:
Laminates 1: TPO with white color, fully adhered at parapet walls.
Laminates 2: premanufactured parapet cap flashing with continuous wind cleat glass zinc 1 glass 3 glass 4 brick 3 zinc 1 louver 2 stone 1 stone 2 stone 3 stone 4 stone 5 stone 6

Flashing colors to match adjacent material.
A

B

B

C

C

D

A

B

B

C

C

D

RMN Elevation Material List
Paint:
Color 1: Sherwin Williams, SW 9166 Drift of Mist
Color 2: Sherwin Williams, SW 7019 Gauntlet Gray
Color 3: Benjamin Moore, 2128-10 Black Beauty
Color 4: Benjamin Moore, 1442 Deep Indigo
Color 5: Benjamin Moore, 2137-20 Char Brown
Color 6: Sherwin Williams, SW 7508 Tavern Taupe
Color 7: Benjamin Moore, 2112-10 Mink
Color 8: Benjamin Moore, 2093-20 Fresh Clay
Color 9: Benjamin Moore, 1091 Warm Apple Crisp
Color 10: Sherwin Williams, SW 7017 Dorian Gray
Color 11: Benjamin Moore, 992 Ticonderoga Taupe
Color 12: Benjamin Moore, 2124-40 Thundercloud Gray
Color 13: Benjamin Moore, 1469 Eagle Rock
Color 14: Benjamin Moore, OC-54 White Wisp
Color 15: Benjamin Moore, AF-715 Dolphin

1

Overall North Elevation
scale: NTS

Brick (modular unless noted otherwise)
Brick 1: existing brick to remain, existing color varies
Brick 2: Yankee Hill modular Dove Gray
Brick 3: Glen-Gery modular carbon Black Bladecut
Brick 4: General Shale modular brown brick
Brick 5: General Shale, modular Colonial Grain
Brick 6: Brick to Match Existing or Salvaged Brick
Mortar: colors to be determined
11.12.2019

Glass:
Glass 1: 1” insulated clear storefront glazing
Glass 2: 1” insulated spandrel glass
Glass 3: NOT USED
Glass 4: NOT USED
Storefront 1: 2” clear anodized aluminum frame
Storefront 2: 2” dark bronze permafluor aluminum frame

line of roof
beyond

roof beyond

22'-6"

Wood:
Wood 1: Wood, clear coat
Wood 2: Stucco Wood Grain, Walnut
Wood 3: Tongue and Groove ceiling

6'-6"

-0'-6"

zinc 3 faced steel
framed gate

zinc 3 faced steel
framed gate

brick 6

brick 4

North Elevation - B
scale: 1/8" = 1'-0"

a redevelopment for

Awning:
Awning 1: tapered wood soffit, Firestone Dark Bronze fascia
Awning 2: Firestone Dark Bronze fascia
Awning 3: fabric, color 1
Awning 4: Stucco, color Sherwin Williams Brave Purple,
SW 6823
Awning 5: wood louvered awning
Awning 6: fabric color 2
Awning 7: premanufactured louvered awning, color dark bronze
RMN cont.
Stone:
Stone 1: Manufactured Stone, Eldorado Dove Tail Marquee 24
Stone 2: Manufactured Stone, Eldorado Nickel Zen 24
Stone 3: NOT USED
Stone 4: Tumbled rock face. Manufactured Stone, Eldorado White Elm Vantage 30
Stone 5: NOT USED
Stone 6: NOT USED
Mural:
Mural 1: Mural by artist TBD
Trellis 1: for plant growth on the building façade

Louvers:
Louvers 1: wood color 1, 6” wood louvers
Louvers 2: NOT USED

11.12.2019

12.18.2018
DAE

Fabric:
Color 1: Sunbrella color Black Cherry
Color 2: Sunbrella color Gingko
Color 3: Sunbrella color Blue Sky
Color 4: Sunbrella color Burgundy
Color 5: Sunbrella Marine Blue
Color 6: Violet
Roof mechanically fastened roof system- .060” thick TPO with white color, fully
adhered at parapet walls.
Flashing colors to match adjacent material.

3700 W. 95th Street
Leawood, Kansas

3

Stucco Pattern:
Custom scored stucco, fine texture, color 1
Caulk: to match adjacent material

Ranch Mart

Metal:
Metal 1: Larson composite panel, Alucoil color Anodic Clear
Metal 2: EN-V composite panel, Firestone color Slate Gray
Metal3: EN-V composite panel, Firestone color Slate Gray
Metal 4: EN-V composite panel, Firestone color Dark Bronze
Metal 5: EN-V composite panel, Firestone color Dark Bronze
Metal 6: Aluminum Louvers, Firestone color Dark Bronze
Metal 7: EN-V composite panel, Firestone color Champagne Metallic
Metal 8: EN-V composite panel, Firestone color Medium Bronze
Metal 9: NOT USED
Metal 10: EN-V composite panel, Firestone color Champagne Metallic
Metal 11: Larson composite panel, Alucoil color Pewter Metallic
Metal 12: EN-V composite panel, Firestone Champagne Metallic
Metal 13: EN-V composite panel, Firestone
Perforated 1: weathered steel, pattern to be determined
Perforated 2: weathered steel, pattern to be determined
Steel 1 : weathered steel

18'-0"

DAE
1
3.9

3
3.9

Mixed Use
(2 levels)

Retail
(1 level)

01.11.2019
02.19.2019
03.08.2019
10.22.2019
11.12.2019

1
2
3
4
5

Retail
(1 level)
Retail
(1 level)

A3.9
Elevation Key

final development plan

scale: NTS
16231


RMN Elevation Material List

Paint:
- Color 1: Sherwin Williams, SW 9166 Drift of Mist
- Color 2: Sherwin Williams, SW 7019 Gauntlet Gray
- Color 3: Benjamin Moore, 2124-40 Thundercloud Gray
- Color 4: Benjamin Moore, 2128-10 Black Beauty
- Color 5: Sherwin Williams, SW 7019 Gauntlet Gray
- Color 6: Benjamin Moore, 1462-30 Thundercloud Gray
- Color 7: Benjamin Moore, 1530-70 Tangerine Orange
- Color 8: Benjamin Moore, 2137-20 Char Brown
- Color 9: Benjamin Moore, 2137-20 Char Brown
- Color 10: Sherwin Williams, SW 7508 Tavern Teal
- Color 11: Benjamin Moore, 1420-30 Navy Blue
- Color 12: Benjamin Moore, 1591 Warm Apple Juice
- Color 13: Benjamin Moore, 2054-70 Calypso Red
- Color 14: Benjamin Moore, 2054-70 Calypso Red
- Color 15: Benjamin Moore, 2054-70 Calypso Red
- Color 16: Benjamin Moore, QG-99 White Wrap
- Color 17: Benjamin Moore, AR-715 Dolphin

Brick (modular unless noted otherwise):
- Brick 1: existing brick to remain, existing color varies
- Brick 2: Yankee Hill modular Dove Gray
- Brick 3: General Shale modular tan brick
- Brick 4: General Shale modular brown brick
- Brick 5: General Shale, modular Colonial Grain
- Brick 6: Brick to Match Existing or Salvaged Brick

Stone:
- Stone 1: Manufactured Stone, Eldorado Dove Tail Marquee 24
- Stone 2: Manufactured Stone, Eldorado Nickel Zen 24
- Stone 3: Manufactured Stone, Eldorado White Elm Vantage 30
- Stone 4: Tumbled rock face. Manufactured Stone, Eldorado White Elm Vantage 30
- Stone 5: NOT USED
- Stone 6: NOT USED

Awning:
- Awning 1: tapered wood soffit, Firestone Dark Bronze fascia
- Awning 2: fabric, color 1
- Awning 3: Stucco, color Sherwin Williams Brave Purple, SW 6823
- Awning 4: Firestone Dark Bronze fascia
- Awning 5: wood louvered awning
- Awning 6: premanufactured louvered awning, color dark bronze

Metal:
- Metal 1: Larson composite panel, Alucoil color Anodic Clear
- Metal 2: EN-V composite panel, Firestone color Slate Gray
- Metal 3: EN-V composite panel, Firestone color Slate Gray
- Metal 4: EN-V composite panel, Firestone color Champagne Metallic
- Metal 5: EN-V composite panel, Firestone color Dark Bronze
- Metal 6: Aluminum Louvers, Firestone color Dark Bronze
- Metal 7: EN-V composite panel, Firestone color Champagne Metallic
- Metal 8: Aluminum Louvers, Firestone color Champagne Metallic
- Metal 9: NOT USED
- Metal 10: EN-V composite panel, Firestone color Champagne Metallic
- Metal 11: Aluminum Louvers, Firestone color Dark Bronze
- Metal 12: EN-V composite panel, Firestone color Dark Bronze
- Metal 13: Larson composite panel, Alucoil color Pewter Metallic

Wood:
- Wood 1: Tongue and Groove ceiling
- Wood 2: Stucco Wood Grain, Walnut
- Wood 3: Tongue and Groove ceiling

Caulk:
- Caulk: to match adjacent material

Mortar:
- Mortar: colors to be determined

Glass:
- Glass 1: 1" insulated glass
- Glass 2: 1" insulated spandrel glass
- Glass 3: NOT USED
- Glass 4: NOT USED

Fabric:
- Fabric 1: Sunbrella color Black Cherry
- Fabric 2: Sunbrella color Burgundy
- Fabric 3: Sunbrella color Blue Sky
- Fabric 4: Sunbrella color Dark Bronze
- Fabric 5: Sunbrella color Caribbean Blue
- Fabric 6: Sunbrella color Marine Blue

Perforated:
- Perforated 1: weathered steel, pattern to be determined
- Perforated 2: weathered steel, pattern to be determined

Paint:
- Color 1: Sherwin Williams, SW 9166 Drift of Mist
- Color 2: Sherwin Williams, SW 7019 Gauntlet Gray
- Color 3: Sunbrella color Blue Sky
- Color 4: Sunbrella color Burgundy
- Color 5: Sunbrella color Caribbean Blue
- Color 6: Sunbrella color Dark Bronze
- Color 7: Sunbrella color Deep Indigo
- Color 8: Sunbrella color Black Cherry
- Color 9: Sunbrella color Black Cherry
- Color 10: Sunbrella color Black Cherry
- Color 11: Sunbrella color Black Cherry
- Color 12: Sunbrella color Black Cherry
- Color 13: Sunbrella color Black Cherry
- Color 14: Sunbrella color Black Cherry
- Color 15: Sunbrella color Black Cherry
- Color 16: Sunbrella color Black Cherry

Steel, painted color:
- Steel 1: weathered steel
- Steel 2: weathered steel, pattern to be determined
- Steel 3: weathered steel, pattern to be determined

Storefront:
- Storefront 1: 2" clear anodized aluminum frame
- Storefront 2: 2" clear anodized aluminum frame

Roof:
- Roof mechanically fastened roof system - 96" thick TPO with white color, fully adhesive proprietary sealant.
- Flashing colors to match adjacent material.
RMN Elevation Material List

Paint:
- Color 1: Sherwin Williams, SW 9166 Drift of Mist
- Color 2: Sherwin Williams, SW 7019 Gauntlet Gray
- Color 3: Benjamin Moore, 2124-40 Thundercloud Gray
- Color 4: Benjamin Moore, 2128-10 Black Beauty
- Color 5: Benjamin Moore, 1442 Deep Indigo
- Color 6: Sherwin Williams, SW 7508 Tavern Taupe
- Color 7: Benjamin Moore, 2137-20 Char Brown
- Color 8: Sherwin Williams, SW 7019 Gauntlet Gray
- Color 9: Benjamin Moore, 1091 Warm Apple Crisp
- Color 10: Sherwin Williams, SW 7017 Dorian Gray
- Color 11: Benjamin Moore, 1469 Eagle Rock
- Color 12: Benjamin Moore, 2093-20 Fresh Clay
- Color 13: Benjamin Moore, OC-54 White Wisp
- Color 14: Benjamin Moore, AF-715 Dolphin
- Color 15: Sherwin Williams, SW 7019 Gauntlet Gray

Brick (modular unless noted otherwise):
- Color 1: Manufactured Stone, Eldorado Dove Tail Marquee 24
- Color 2: Manufactured Stone, Eldorado Nickel Zen 24
- Color 3: NOT USED
- Color 4: Tumbled rock face. Manufactured Stone, Eldorado White Elm Vantage 30
- Color 5: NOT USED
- Color 6: NOT USED

Metal:
- Color 1: EN-V composite panel, Firestone color Slate Gray
- Color 2: EN-V composite panel, Firestone color Medium Bronze
- Color 3: EN-V composite panel, Firestone color Champagne Metallic
- Color 4: EN-V composite panel, Firestone color Champagne Metallic
- Color 5: EN-V composite panel, Firestone color Slate Gray
- Color 6: Aluminum Louvers, Firestone color Dark Bronze
- Color 7: EN-V composite panel, Firestone color Dark Bronze
- Color 8: NOT USED
- Color 9: NOT USED
- Color 10: NOT USED
- Color 11: NOT USED
- Color 12: EN-V composite panel, Firestone Champagne Metallic
- Color 13: NOT USED
- Color 14: NOT USED
- Color 15: Larson composite panel, Alucoil color Pewter Metallic

Stucco Pattern:
- Color 1: Custom scored stucco, fine texture, color 1
- Color 2: Custom scored stucco, fine texture, color 2
- Color 3: Custom scored stucco, fine texture, color 3
- Color 4: Custom scored stucco, fine texture, color 4
- Color 5: Custom scored stucco, fine texture, color 5
- Color 6: Custom scored stucco, fine texture, color 6
- Color 7: Custom scored stucco, fine texture, color 7
- Color 8: Custom scored stucco, fine texture, color 8
- Color 9: Custom scored stucco, fine texture, color 9
- Color 10: Custom scored stucco, fine texture, color 10

Wood:
- Color 1: Tongue and Groove ceiling
- Color 2: Wood, clear coat
- Color 3: Wood Grain, Walnut
- Color 4: NOT USED

Brick (modular unless noted otherwise):
- Color 1: General Brick, Colonial Grey
- Color 2: General Brick, Colonial Grey
- Color 3: General Brick, Colonial Grey
- Color 4: General Brick, Colonial Grey
- Color 5: General Brick, Colonial Grey

Caulk: to match adjacent material

Perforated:
- Pattern 1: weathered steel, pattern to be determined
- Pattern 2: weathered steel, pattern to be determined

Steel:
- Color 1: weathered steel
- Color 2: weathered steel
- Color 3: weathered steel

Awning:
- Color 1: premanufactured louvered awning, color dark bronze
- Color 2: fabric color 2
- Color 3: Stucco, color Sherwin Williams Brave Purple, SW 6823
- Color 4: fabric, color 1
- Color 5: Firestone Dark Bronze fascia
- Color 6: tapered wood soffit, Firestone Dark Bronze fascia
- Color 7: premanufactured louvered awning, color dark bronze

Retaining Wall:
- Color 6: Brick to Match Existing or Salvaged Brick
- Color 5: General Shale, modular Colonial Grain
- Color 4: General Shale modular brown brick
- Color 3: Glen-Gery modular carbon Black Bladecut
- Color 2: Yankee Hill modular Dove Gray
- Color 1: existing brick to remain, existing color varies

Insulated Glass:
- Insulated spandrel glass
- Insulated clear storefront glazing

Insulated Roof:
- .060 " thick TPO with white color, fully adhered at parapet walls.
- Roof mechanically fastened roof system
- Flashing colors to match adjacent material.

Flashing colors to match adjacent material.
FLASHING COLORS TO MATCH ADJACENT MATERIAL.

Roof mechanically fastened roof system - .060" thick TPO with white color, fully adhered at parapet walls.

Finishing colors to match adjacent material.
A redevelopment for existing facade

- Brick 1: Existing Brick
- Zinc 3: Faced Steel Framed Gate
- Bricks to match existing
- 6'-6"

Flashing colors to match adjacent material.

- Roof mechanically fastened system
- .060" thick TPO with white color, fully adhered at parapet walls.
- Flashing colors to match adjacent material.

**RMN Elevation Material List**

**Paint**

- Color 1: Sherwin Williams, SW 9816 Oth of Mat
- Color 2: Sherwin Williams, SW 7845 Cast Iron
- Color 3: Benjamin Moore, 1856 Silver Medal
- Color 4: Benjamin Moore, 640 Purple Rain
- Color 5: Benjamin Moore, 1734 White
- Color 6: Benjamin Moore, 2204-76 Warm Amber
- Color 7: Benjamin Moore, 2020-20 Soft Silver
- Color 8: Benjamin Moore, 1527-20 Driftwood Grey
- Color 9: Benjamin Moore, 2137-20 Char Brown
- Color 10: Benjamin Moore, 2175-20 Wrought Iron
- Color 11: Benjamin Moore, 2121-20 Black Beauty
- Color 12: Benjamin Moore, 2132-20 Black Starch
- Color 13: Benjamin Moore, 2137-20 Charcoal
- Color 14: Benjamin Moore, 2171-20 Dark Olive
- Color 15: Benjamin Moore, 2131-70 Black Cherry

**Brick**

- Modular unless noted otherwise
- Brick 1: Existing Brick
- Wood Louver

**Glass**

- Glass 1: Insulated clear anodized glass
- Glass 2: Insulated glass
- Glass 3: NOT USED
- Glass 4: Clear anodized glass

**Caulk**

- Caulk: Colors to be determined

**Stucco**

- Stone 1: Manufactured Stone, Eldorado Dove Tail Marquee 24
- Stone 2: Manufactured Stone, Eldorado Nickel Zen 24
- Stone 3: NOT USED
- Stone 4: Tumbled rock face. Manufactured Stone, Eldorado White Elm Vantage 30
- Stone 5: NOT USED
- Stone 6: NOT USED

**Metal**

- Metal 1: Larson composite panel, Alucoil color Anodic Clear
- Metal 2: EN-V composite panel, Firestone color Dark Bronze
- Metal 3: EN-V composite panel, Firestone color Champagne Metallic
- Metal 4: EN-V composite panel, Firestone color Medium Bronze
- Metal 5: EN-V composite panel, Firestone color Dark Bronze
- Metal 6: Aluminum Louvers, Exterior color Sunbrella Marine Blue
- Metal 7: EN-V composite panel, Firestone color Champagne Metallic
- Metal 8: EN-V composite panel, Firestone color Medium Bronze
- Metal 9: NOT USED
- Metal 10: EN-V composite panel, Firestone color Champagne Metallic
- Metal 11: Larson composite panel, Alucoil color Pewter Metallic
- Metal 12: EN-V composite panel, Firestone color Champagne Metallic
- Metal 13: EN-V composite panel, Firestone color Medium Bronze
- Metal 14: EN-V composite panel, Firestone color Dark Bronze

**Wood**

- Wood 1: Wood, clear coat
- Wood 2: Stucco Wood Grain, Walnut
- Wood 3: Tongue and Groove ceiling

**Mortar**

- Mortar: Colors to be determined

**Brick**

- Brick 1: Existing Brick
- Brick 2: Yankee Hill modular Dove Gray
- Brick 3: Glen-Gery modular carbon Black Bladecut
- Brick 4: General Bricks, Modular Blades
- Brick 5: General Bricks, Modular Blades
- Brick 6: Brick to Match Existing or Salvaged Brick

**Glass Pattern**

- Glass Pattern 1: Insulated clear anodized glass
- Glass Pattern 2: Insulated glass
- Glass Pattern 3: NOT USED
- Glass Pattern 4: Clear anodized glass

**Perforated**

- Perforated 1: Weathered steel, pattern to be determined
- Perforated 2: Weathered steel, pattern to be determined

**Steel**

- Steel 1: Weathered steel
Retaining walls and foundations shall be designed by a licensed engineer. This drawing is for informational purposes only and should not be used for actual retaining wall construction.
Previous Approval (Case 04-19)
Previous Approval (Case 04-19)
STAFF RECOMMENDATION:
Staff recommends approval of Case 121-19, Public Art – Women of the World – request for approval of a Final Plan for the installation of public art, with the stipulations outlined in the staff report.

APPLICANT:
- The applicant is Chris Claxton with the City of Leawood Parks and Recreation Department.
- The property is owned by the City of Leawood.

REQUEST:
- The applicant is requesting approval of a Final Plan to install a piece of public art, a sculpture, titled “Women of the World”, south of Town Center Drive and west of Tomahawk Creek Parkway, on the site of the City of Leawood Justice Center.

ZONING:
- The property is currently zoned SD-CR (Planned General Retail).

COMPREHENSIVE PLAN:
- The Comprehensive Plan designates this property as Public.

LOCATION:
SURROUNDING ZONING:
- North To the north of the property across Town Center Drive is the Tomahawk Creek Condominium multifamily residential development, zoned RP-4 (Planned Apartment Residential) (RP-3 Under a previous LDO).
- South Directly south of the property is open space owned by the City of Leawood, zoned SD-CR.
- East East of the property across Tomahawk Creek Parkway is open space owned by the City of Leawood, shown as REC (Planned Recreation).
- West To the west of the property is the Camelot Court retail development, zoned SD-CR.

SITE PLAN COMMENTS:
- The art piece will be located in the center of a pedestrian circular path in front of the main entrances into the City of Leawood Justice Center.
- The art piece was formerly located in front of what is now the Neuterra Capital Office building (west of Tomahawk Creek Parkway), where it stood for 21 years.
- The art piece will be anchored to a 4’ cube to be made of cast stone, which will be made to match the existing façade of the City of Leawood Justice Center.
- The art piece will be setback approximately 250’ from the eastern property line on Tomahawk Creek Parkway.
- A landscape edging with river rock cobbles are proposed to surround the art piece. The edging will be 12’ in diameter from the circular walkway.

ELEVATIONS:
- The sculpture consists of a spherical globe, being held by a pair of hands underneath. The globe contains the countries of the world, which have faces of women imprinted into them.
- The sculpture is 8’ in height and is 8’ in circumference, and weighing 350 pounds in weight. In total the sculpture will be 12’ in height.

SIGNAGE:
- A plaque is proposed to be at the base of the art piece.
• The plaque will state the name of the art piece, as well as the artist, date of creation, and dedicator.

LANDSCAPING:
• Existing landscaping surrounds the interior circular walkway and is planted with boxwoods, and cone flowers.
• A 12’ diameter edging will be placed to around the art piece. The edging will be infilled with river rock cobbles.
• The existing landscaping is not proposed to be changed with this application.

LIGHTING:
• Ground lighting is proposed to illuminate the art piece at night. The art piece will be illuminated between sun down and sun up.

STAFF COMMENTS:
• The art piece and landscaping will be located on land owned by the City of Leawood. Both the landscaping and structure shall be maintained by the City of Leawood Parks and Recreation Department to ensure that the area is well maintained.

STAFF RECOMMENDATION:
Staff recommends the Planning Commission approve Case 121-19, Public Art – Women of the World – request for approval of a Final Plan for the installation of public art, with the following stipulations:
1. The project is limited to the installation of the public art piece, Women of the World, and lighting.
2. Per the Leawood Development Ordinance the source of illumination of all light fixtures shall not be visible.
3. Development rights under this approval shall vest in accordance with K.S.A. 12-764.
4. In addition to the stipulations listed in this report, the developer/property owner agrees to abide by all ordinances of the City of Leawood including the Leawood Development Ordinance, unless a deviation has been granted, and to execute a statement acknowledging in writing that they agree to stipulations one through four.
City of Leawood Planning Commission Staff Report

MEETING DATE: November 26, 2019
REPORT WRITTEN: November 12, 2019

CITY OF LEAWOOD PUBLIC ART – INSPIRATION – REQUEST FOR APPROVAL OF A FINAL PLAN
- Located south of College Boulevard and east of Tomahawk Creek Parkway - Case 122-19

STAFF RECOMMENDATION:
Staff recommends approval of Case 122-19, Public Art – Inspiration – request for approval of a Final Plan for the installation of public art, with the stipulations outlined in the staff report.

APPLICANT:
- The applicant is Chris Claxton with the City of Leawood Parks and Recreation Department.
- The property is owned by the City of Leawood.

REQUEST:
- The applicant is requesting approval of a Final Plan to install a piece of public art, a sculpture, titled “Inspiration”, south of College Boulevard and east of Tomahawk Creek Parkway.

ZONING:
- The property is shown as REC (Planned Recreation).

COMPREHENSIVE PLAN:
- The Comprehensive Plan designates this property as Open Space - Public

LOCATION:

SURROUNDING ZONING:
• North  To the north of the property across College Boulevard is open space owned by the City of Leawood. Further to north is the Johnson County Wastewater Facility, zoned AG (Agricultural), with a Special Use Permit for wastewater treatment facility.

• South  Directly south of the property is open space owned by the City of Leawood, zoned REC.

• East  East of the property the Hallbrook Farms residential subdivision, zoned RP-1 (Planned Single Family Low-Density Residential).

• West  To the west of the property across Tomahawk Creek Parkway is Tomahawk Creek Office Park, zoned SD-O (Planned Office).

SITE PLAN COMMENTS:
• The art piece will be located approximately 190’ southeast of the intersection of Tomahawk Creek Parkway and College Boulevard.
• The art piece was previously installed on private/commercial property at Bannister and Hillcrest Roads 32 years ago, and is being donated to the City by the owner.
• The art feature will be located within an area between an arched retaining wall to the northwest and an arched landscaped feature to the southeast.
• The retaining wall will be 46’ long, 24” wide, and 30” tall. The wall will be constructed of natural limestone.
• This sculpture will be located within the Sculpture Garden Master Plan, which was approved by the Governing Body on July 21, 2008 (Resolution #3079).

ELEVATIONS:
• The sculpture consists of four carbon steel organic shapes, stacked on top of each other.
• The sculpture is 26’ in height and is 18’ wide, and 18” deep, and weighing 6,000 pounds in weight.
• The sculpture will be placed on a footing and will be set a grade and will face northwest, towards the intersection of Tomahawk Creek and College Boulevard.

SIGNAGE:
• No signage is proposed with this application.

LANDSCAPING:
• An arched landscape feature of Prairie Dropseed is being proposed southeast of the sculpture. This landscaping will accent the natural setting of the location for the art piece.

LIGHTING:
• Ground lighting is proposed to illuminate the art piece at night. The art piece will be illuminated between sun down and sun up.

STAFF COMMENTS:
• The art piece and landscaping will be located on land owned by the City of Leawood. Both the landscaping and structure shall be maintained by the City of Leawood Parks and Recreation Department to ensure that the area is well maintained.

STAFF RECOMMENDATION:
Staff recommends the Planning Commission approve Case 122-19, Public Art – Inspiration – request for approval of a Final Plan for the installation of public art, with the following stipulations:
1. The project is limited to the installation of the public art piece along with a retaining, landscaping and lighting.
2. Per the Leawood Development Ordinance the source of illumination of all light fixtures shall not be visible.
3. Development rights under this approval shall vest in accordance with K.S.A. 12-764.
4. In addition to the stipulations listed in this report, the developer/property owner agrees to abide by all ordinances of the City of Leawood including the Leawood Development Ordinance, unless a deviation has been granted, and to execute a statement acknowledging in writing that they agree to stipulations one through four.
Memo

To: City of Leawood Planning Commission
From: Mark A. Klein, Planning Official
CC: Richard Coleman, Director of Community Development
Date of Meeting: November 26, 2019
Date of Memo: November 11, 2019
Re: Case 124-19, Leawood Development Ordinance Amendment to Section 16-3-9 Deviations **PUBLIC HEARING**

This amendment proposes to allow a deviation to the lot frontage of a newly developed lot, when approved by the Governing Body.

Section 16-3-9 (A)(6) allows the Governing Body to approve deviations to the lot width of a proposed lot up to 80% of the standard requirement set forth in the bulk requirements, after compensating common open space at a 1:1 ratio, provided elsewhere in the project.

The Leawood Development Ordinance defines lot frontage and lot width as follows:

**Lot Frontage** – All sides of a lot adjacent to a street and measured along the front property line as it abuts the street or along the street right-of-way line on unplatted streets.

**Lot Width** – The horizontal distance between the side property lines measured at the required front yard setback line.

The difference between lot width and lot frontage is that lot width is measured at the building setback (i.e. setback 35’ from the front property line adjacent to a street within R-1 zoning districts) and lot frontage is measured at the front property line that is adjacent to a street.

The proposed amendment to the Leawood Development Ordinance will allow the Planning Commission the ability recommend and the Governing Body to approve a reduction of the lot frontage of a proposed lot to be 80% of the standard requirement, thereby matching the deviation currently permitted for lot width. As with the deviation to lot width, the deviation to lot frontage would only be permitted if compensating common open space is provided at a 1:1 ratio elsewhere in the project.
Other applicable regulations. The final development plan shall be subject to all other applicable regulations of the City, whether in this Ordinance or elsewhere, and whether in existence at the time of the development plan or thereafter, to the full extent permitted by law.

16-3-9 DEVIATIONS

A) In reviewing a preliminary development plan, preliminary plat or final plat, the Planning Commission may recommend and the Governing Body may approve deviations from the minimum standards set forth in the applicable district or other applicable provisions, at the request of the applicant or otherwise, provided that any deviation so approved shall be in keeping with accepted land planning principles and must be clearly set out in the minutes as well as on exhibits in the record, in accordance with the limitations in this section. Deviations shall only be approved as may be authorized in this section.

1) Standards applicable to all deviations. In addition to the specific deviation requirements set forth below, no deviations shall be granted except when the following requirements are satisfied:
   a. Any negative impacts that may result from the deviation are adequately addressed through appropriate mitigation or other conditions that benefit the public and fully offset any such impact;
   b. The deviation is not inconsistent with the provisions or intent of the Comprehensive Plan;
   c. The deviation does not violate the general purposes, goals and objectives of this Ordinance, the regulation subject to deviation, and other applicable regulations.; and
   d. The deviation and the resulting development promote the public benefit.

2) Use Regulations. No deviations shall be permitted to allow uses not otherwise permitted in the zoning district governing the property.

3) Lot area. Deviations from minimum lot or development areas may be granted where buildings are clustered so long as the overall density of the development does not exceed applicable floor area ratios for the entire parcel. Any common open space resulting from the variance of such density standard shall be set aside for the use and benefit of the occupants of such development or the general public as may be required by the City. Deviations from the required minimum lot area of 10 acres for commercial developments may also be granted where the owner/developer makes diligent efforts, as determined by the Community Development Director, to work with neighboring tract owners on a development plan to include the neighboring tracts to no avail. A development plan for less than 10 acres must take into account existing development and development plans for surrounding properties, including paths of ingress and egress for both pedestrian and vehicular traffic. Additionally, deviations may be allowed for landlocked parcels of less than 10 acres, where the surrounding property has already been developed.

4) Floor area ratio. Deviations from the required floor area ratios ["FAR"] may be granted in conformance with bonus criteria as specified in this subsection. The determination of the
satisfaction of the bonus criteria, and the amount of any bonus to be awarded shall be at
the sole discretion of the City. The total FAR for any development plan, including all
bonuses, shall not increase to more than .45, unless approved by a 3/4 super-majority vote
of the members of the Governing Body. FAR calculations shall be based on the total gross
building square footage, generally excluding structured parking area, and the total site
square footage. All approved bonus increases are to be added together before being
applied to the base FAR of the district for calculation. Floor area ratio, FAR, bonuses may
be granted as follows:

a. Increased open space. Projects with permanent natural open space ratios in excess
of the required minimum may receive up to 10% increase in the applicable maximum
FAR based on not less than a 1:1 ratio of increased floor area to increased open
space. Such permanent natural open space must provide value to the community by
preserving and providing habitat areas for native flora and fauna, storm water
recharge/management potential, and/or passive recreational potential for the public;

b. Superior site planning. Projects with a landscape architectural plan demonstrating
qualities of landscape conditions significantly superior to those required and/or existing
in other developments in the City, provided that the quantity of landscaping is not
reduced, may receive up to 10% increase in the applicable maximum FAR based on a
1:1 ratio of the construction value for allowable floor area to the construction value of
those qualities deemed to be unique to the project and superior to required or existing
landscape developments in the City. Projects with architecturally significant/superior
features such as fountains, sculpture/environmental art, site lighting conditions, extensive planting,
reduction of heat islands, the limited use of potable water for irrigation, and other
aesthetic or decorative features may be considered by the City as demonstrating
significantly superior landscape conditions justifying such a deviation;

c. Architectural significance and Superior Environmental Design. Projects with an
architectural plan demonstrating qualities of building conditions significantly superior to
those required and/or existing in other developments in the City may receive up to
10% increase in the applicable maximum FAR based on a 1:1 ratio of the construction
value for allowable floor area to the construction value of those qualities deemed to be
unique to the project and superior to required or existing developments in the City.
Projects with architecturally significant and consistent materials, massing,
environmental systems such as solar shading or natural ventilation, loggias or covered
outdoor areas that are part of the building’s use or primary circulation system, refined
details such as window and door systems, the incorporation of innovative wastewater
technologies to reduce municipal water use, the inclusion of energy systems that are
highly efficient or that utilize renewable energy systems, the reduction of waste or the
use of recycled/salvage construction, demolition or land clearing waste, the use of
materials with recycled contents that are manufactured locally or utilize rapidly
renewable materials, the promotion of high indoor air quality and the efficient delivery
of fresh air, the incorporation of materials and systems that reduce VOC emissions,
the maximizing of natural light through design or other demonstrably superior qualities
may be considered by the City as demonstrating conditions that would allow such a
bonus;
d. Pedestrian amenities. Projects with substantial pedestrian plazas and linkages, including walkway linkages to buildings and off-site public ways, street furniture and other features designed to encourage pedestrian circulation and usage may receive up to 10% increase in the applicable maximum FAR based on not less than a 1:1 ratio of value in added amenities to value in increased floor area;

e. Integrated storm water detention. Projects containing aerated wet basin storm water management ponds that are designed to be an integral architectural and site design element and that complements pedestrian uses on the site may receive up to 10% increase in the applicable maximum FAR based on a .5:1 ratio of additional allowable floor area to wet basin area; and

f. Parking structures. Projects incorporating above ground parking structures resulting in significant increases in landscaped open space may receive up to 10% increase in the applicable maximum FAR based on a 1:1 ratio of additional open space area to additional allowable floor area. Projects incorporating underground parking resulting in significant increases in landscaped open space may receive up to 15% increase in the applicable maximum FAR based on a 1:1 ratio of additional open space area to additional allowable floor area.

5) Setbacks. Unless provided below, subject to the general requirements for deviations, the following deviations to required setbacks may be granted only when compensating common open space (not less than a 1:1 ratio) is provided elsewhere in the project and where there is ample evidence that the deviation will not adversely affect neighboring property.

a. Setbacks of buildings and paved areas from a public street may be reduced to 75% of the standard requirement.

b. Setbacks of buildings, excluding side and rear yard setbacks for uses in RP-2, RP-3 and RP-4, from a property line other than a public street, may be reduced to 85% of the standard requirement.

c. Side yards between buildings may be reduced to zero when the City approves adequate open space for the project and between buildings.

d. Interior property line setbacks may be reduced to zero when the City approves adequate open space for the project and between buildings.

e. Setbacks of buildings and paved areas from a freeway right-of-way may be reduced to 5 feet.

6) Lot Width and Lot Frontage. Lot width and lot frontage may be reduced to 80% of the standard requirement. Any common space resulting from the variance deviation of such density standard shall be set aside for the use and benefit of the occupants of such development or the general public.

7) Parking. The parking ratio for grouped commercial projects shall conform to section 16-4-5 of this Ordinance, except for deviations as may be granted consistent with this section. A portion of the required parking area may remain unimproved until such time as the Governing Body deems it must be improved to serve parking demand adequately.
8) **Height.** In recognition of the special nature of the MXD District, the City may grant deviations from standard height limitation, where and to the extent that said deviations may be necessary to allow for the construction of signature buildings unique to the area, upon approval by a 3/4 super-majority vote of the members of the Governing Body.

(Ord. 2364, 11-03-08)
(Ord. 2513, 10-25-11)
Memo

To: City of Leawood Planning Commission
From: Mark A. Klein, Planning Official
CC: Richard Coleman, Director of Community Development

Date of Meeting: November 26, 2019
Date of Memo: November 11, 2019
Re: Case 123-19, Leawood Development Ordinance Amendment to Section 16-1-4 Public Utilities and Public Safety Uses **PUBLIC HEARING**

This amendment proposes to increase the allowable height of administratively approved utility boxes in residential and commercial districts from 55" to 56".

Currently, the Leawood Development Ordinance allows utility boxes that are less than 55" in height to be administratively approved by the Director of Community Development in both residential and commercial districts. However, if the utility box is 55" or greater, approval of a Special Use Permit is required within residential districts, and approval of a Final Plan is required in a commercial districts.

This amendment proposes to change the threshold for administrative approval from less than 55 inches tall to less than 56 inches tall. Fifty-six inch tall utility boxes associated with DAS and Small Cell Wireless facilities are becoming common. DAS and Small Cell applications are currently reviewed and approved administratively. This LDO amendment will provide consistency between the ordinance requirements and the approval process.
16-1-4.2 Minimum Standards

A) General requirements – All districts. This section shall establish supplementary requirements for accessory “Utility and Service Facilities.” The facilities subject to this section shall include any cabinet, pedestal, box, vault, building or other accessory facility used for public utility services, public service corporations, or telecommunications providers including any associated equipment such as condensing units and generators (hereinafter collectively referred to as “facilities” or “utility boxes”). Traffic signal controllers shall not be considered utility or service facilities nor shall substations or other utility facilities that require a special use permit or other planned approval as a principal use of property. Except as may be expressly otherwise waived by the City, the following general requirements shall apply to all utility facilities and utility boxes:

1) All facilities shall be placed underground unless otherwise authorized in this section.

2) Aboveground pedestals, vaults, or other aboveground facilities may be installed only if approved by the City where alternative underground facilities are not reasonably feasible or where above-ground placement is otherwise authorized in this section.

3) All facilities, whether on right-of-way or public or private property, shall be subject to all other zoning or other restrictions established by ordinances or regulations of the City unless otherwise provided herein.

4) The design, location, and nature of all facilities shall require approval of the City Engineer, which approval shall be considered in a nondiscriminatory manner, in conformance with this Ordinance, and subject to reasonable conditions as may be necessary to meet these requirements.

5) All aboveground facilities, where authorized, shall be screened. Unless otherwise approved, screening shall include use of evergreen trees, shrubs, or other landscaping, planted to form an effective and actual sight barrier within two years. A landscape plan signed by a Kansas registered landscape architect shall be submitted and approved by the city. At the time of planting, plant material screening the ground mounted utility, shall be a minimum of 6 inches taller than the utility it is to screen, with lower shrubs in foreground to eliminate any gaps in screening. The utility shall be responsible for the installation, maintenance, repair, or replacement of the aforementioned screening materials when the real property on which the aboveground facility is located is owned by the utility. When said aboveground facility is located on non-utility owned real property, maintenance of all landscaping shall be the responsibility of the utility, unless the property owner provides written acceptance of such responsibility, running with the land. Aboveground facilities and low profile mini-pad transformers needed for underground utilities, located in rear yards, serving not more than two single-family dwellings are exempt from screening requirements.

6) Each electric vehicle charging station shall be posted with signage indicating the space is only for electric vehicle charging purposes. In addition, the electric charging station may include signage on the charging station identifying it as an electric charging station, instructions on its use, and listing of owners/sponsors of the charging station. However, such listing of owners/sponsors shall be limited to a total of 48 sq.in. All signage must conform to the requirements of the Leawood Development Ordinance and shall not contain advertisements for products or services. Signage on any one side of the charging station shall be a maximum of 50% of the surface area on that side. The maximum height of lettering for any sign shall be 6 in.
7) All facilities will be constructed in such a manner so as not to emit any unnecessary intrusive noise.

8) Within residential developments, all City approved aboveground facilities shall be placed in the rear yard wherever practical. If locating these facilities in the rear yard is not practical or appropriate, as determined by the City Engineer, then such facilities shall be at least twenty-five (25) feet behind the right-of-way.

9) Facilities shall be prohibited from being located within the right-of-way, unless otherwise approved by the City Engineer if necessary and appropriate.

10) Any material changes or extensions to such facilities or the construction of any additional structures shall be subject to the requirements and approval of the City Engineer in conformance with the requirements of this section.

11) As technology permits, permit holder shall reduce the size or remove the utility boxes at this site.

12) All facilities and utility boxes shall be deemed abandoned after six continuous months of non-use, and thereafter the approval for such facilities shall be deemed null and void and shall be removed within 30 days thereafter at the cost of the utility.

13) Fencing and gates associated with utility and service facility shall comply with the regulations contained in Section 16-4-9 of this Ordinance.

B) In residential districts, the following additional requirements apply:

1) All new utility boxes with a height of less than 55.56 inches, a footprint of equal to or less than 15 square feet in area, or a pad footprint of equal to or less than 15 square feet, may be installed only with the prior approval of the Director of Community Development as being in compliance with this Ordinance. However, all new electric vehicle charging stations shall only be permitted within the interior of a garage.

2) All new utility boxes with a height of 55.56 inches or greater, a footprint greater than 15 square feet in area, or a pad footprint greater than 15 square feet in area, shall be authorized only by approval of a special use permit prior to construction.

C) In commercial districts, the following additional requirements apply:

1. All utility boxes, not otherwise approved on a Development Plan, with a height of less than 55.56 inches, a footprint of 15 square feet in area or less, or a pad footprint of 15 square feet in area or less, may be installed only with the prior approval of the Director of Community Development as being in compliance with this Ordinance.

2. Electric vehicle charging stations may be installed only with the prior approval of the Director of Community Development as being in compliance with this ordinance if the following apply.
   1. The electric vehicle charging station has a height of 72” in. or less, and a footprint of 3 sq.ft. or less, or a pad footprint of 3 sq.ft. or less in area.
   2. The electric vehicle charging station has a height of less than 55.56 in., and a footprint of 15 sq.ft. or less.

3. All utility boxes, not otherwise approved on a Development Plan, with a height of 55.56 inches or greater, a footprint greater than 15 square feet in area, or a pad footprint greater than 15 square feet in area, or all electric vehicle charging stations that do not meet the size specifications of Section 16-1-4.2(C)(1) of this Ordinance, may be installed only with the prior recommendation of the Planning Commission as being in compliance with this
Ordinance based on review of a site plan containing such final development plan information as may be required by the City, and approval by the Governing Body. The City may impose conditions on approval, including but not limited to duration or renewal requirements, where the circumstances are sufficiently unusual to warrant the conditions.

(Ord. 2439, 04-13-10)
(Ord. 2718, 02-24-15)
Memo

To: City of Leawood Planning Commission
From: Mark A. Klein, Planning Official
CC: Richard Coleman, Director of Community Development
Date of Meeting: November 26, 2019
Date of Memo: November 11, 2019
Re: Case 113-19, Leawood Development Ordinance Amendment to Section 16-4-12.4 Distributed Antennae System (DAS) and Small Cell Facilities (SCF) **PUBLIC HEARING**

This amendment proposes changes to the Leawood Development Ordinance regarding Distributed Antennae Systems (DAS) and Small Cell Facilities (SCF) within Section 16-4-12.4.

The changes proposed to the Leawood Development Ordinance are made to create consistency between the Leawood Development Ordinance and new regulations of the FCC to accommodate new 5G wireless technology. These changes address the height of poles, maximum number and volume of equipment attached to poles, along with aesthetic requirements.

Below are some of the proposed changes with this application.

- Re-organizes the regulations regarding the attachment of antennas and associated equipment based on the type of pole the equipment is proposed to be placed on: street light poles, utility poles, non-street light poles.

Street Light Poles:
- Increases the maximum height for a top-mounted enclosure on street lights that contain antennas and associated equipment from 54” to 80” in height.
- Clarifies that the top-mounted enclosure cannot be mounted more than 12” above where the upper mast arm connects to the pole.
- Excluding the top-mounted enclosure, changes the maximum total cu.ft. of equipment permitted to be attached to the pole from 8 cu.ft. to 17 cu.ft.

Utility Poles:
- Increases the maximum height for a top-mounted enclosure on street lights that contains antennas and associated equipment from 30” to 80” in height with a maximum volume of 6 cu.ft.
- The height of the top of the enclosure shall be no more than the height of poles within 300’ of the pole, if an antenna enclosure was added, and in no event shall be taller than 50’.
- Requires that wiring or cabling mounted to the pole shall be inside a conduit that is a color consistent with the pole.
Non-Street Light Poles:
- New poles, including all antennas and equipment shall not exceed the height of street light poles within 300’ of surrounding if an antenna enclosure was added.
- Requires these poles to be either circular or octagonal and colored to match street light poles within 300’ of the proposed site. It also prohibits wooden poles for the sole purpose of DAS/SCF equipment.
- Limits the number of top-mounted enclosures for antennas and associated equipment to one.
- Excluding top mounted enclosures, limits the number of attachments to the pole to 5, with a maximum volume of 14 cu.ft.
- Requires these poles have a smooth finish with antennas and equipment being placed on the interior of the pole to the extent possible. The poles shall not have any protrusions except for necessary antenna and associated equipment.
- Requires that these poles be uniform and neutral in color, not painted or otherwise decorated.
- Limits exterior cabling to a maximum of 2’. Such cabling must be colored to blend with the pole.
16-4-12.4 Distributed Antennae System (DAS) and Small Cell Facilities (SCF)

This section applies to small cell facilities and the antenna and pole mounted equipment portions of a DAS or SCF. All ground mounted utility boxes associated with DAS or SCF shall be regulated per Section 16-1-4, of this ordinance.

A) Definitions: for the purposes of this Section, these terms shall have the following meanings:

1) **Street-Light Pole:** A pole supporting a light fixture to provide illumination of streets and sidewalks, made of galvanized steel or aluminum, as the case may bear such other material as may be approved by the Director of Public Works.

2) **Distributed Antennae System (DAS).** A network that distributes radio frequency signals and which consists of:

   (1) remote communications or antenna nodes deployed throughout a desired coverage area, each including at least one antenna for transmission and reception;

   (2) a high capacity signal transport medium that is connected to a central communications hub site; and

   (3) radio transceivers located at the hub’s site to process or control the communications signals transmitted and received by through antennas to provide wireless or mobile services within a geographic area or structure.

3) **Non-Street Light Pole:** a pole placed for the sole purpose of supporting Small Cell Facilities or Distributed Antenna Systems, made of steel or aluminum, as the case may bear such other material as may be approved by the Director of Public Works.

4) **Small Cell Facility (SCF):** A small cell facility is defined as a wireless facility which meets both of the following qualifications: (1) each antenna or group of antennas is located inside an enclosure of no more than six (6) cubic feet in volume, or in the case of an antenna that has exposed elements, the antenna and all of the antenna’s exposed elements could fit within an imaginary enclosure of no more than six (6) cubic feet; and (2) primary other equipment and equipment enclosures that are no larger than, in total volume, do not exceed 17 cubic feet in volume.

5) **Utility Pole:** a pole supporting the distribution of public utilities which may also be capable of supporting DAS/SCF and is constructed of wood or other approved materials; such poles might be located in the public right-of-way or in public/private utility easements.

B) **DAS/SCF Administrative Approval.** All DAS or SCF that meet the following requirements may be installed with the prior approval of the Director of Public Works as being in compliance with this Ordinance. DAS or SCF that do not meet the standards below shall require approval of a Special Use Permit as required within Section 16-4-12 of this ordinance.

1) Distributed Antennae Systems (DAS) or Small Cell Facilities (SCF) on Street-Light...
Poles. Distributed Antennae Systems or Small Cell Facilities may be located on non-decorative, City Owned Street-Light Poles but only if approved by separate agreement with the City of Leawood. At a minimum the systems must meet the standards listed below. City owned street-light poles shall not be considered tower or alternative tower structures for the purposes of this ordinance.

a) All antennas-top-mounted antennas and associated equipment with DAS/SCF shall be completely enclosed to screen the antennas-antennas and equipment from view. Such enclosure shall be a maximum of 16 in. in width by 54 and a maximum of 80 in. in height, including all screening elements, with a maximum volume of 6 cu. ft. The bottom of the enclosure shall be mounted a maximum of 12 in. above the current height of where the uppermost mast arm connects to the pole. The height that the enclosure is mounted above the pole shall not be included in the height of the enclosure. Small cell facility antennas shall not exceed 6 cubic feet.

b) A maximum of one enclosure for the top-mounted antennas shall be permitted per pole.

c) A maximum of five additional pieces of equipment-attachments shall be permitted to be mounted to the pole with the total area of such equipment-attachments not to exceed a total of 317 cu. ft. and such attachments shall not project from the pole more than 46 in. 18 in. For purposes of this subsection, attachments means all other antennas, equipment, and enclosures attached to the pole, excluding any top-mounted antennas and equipment. For purposes of calculating the number of attachments on the pole, all equipment utilizing a single mounting system shall be counted as one attachment.

d) A maximum of 2 ft. of wiring in total for each installation shall be permitted to be exposed. All other wiring shall be fully enclosed, or screened.

e) All attachments, equipment, or antennas mounted on the street-light pole shall be mounted a minimum of 8 ft. from grade to the bottom of the attachment or equipment.

f) All exterior equipment-attachments and antennas, including exposed wiring, shall be of materials and color that are consistent with the light pole so as to blend architecturally with the pole.

g) All wiring not within or on the pole shall be placed underground per Section 16-1-4 of this ordinance.

h) All ground mounted equipment associated with DAS/SCF facilities must adhere to screening and landscaping requirements of this code.

2) Distributed Antennae Systems (DAS) or Small Cell Facilities (SCF) on Utility Poles or Non-Street-Light Poles.

a) All top-mounted antennas associated with DAS/SCF shall be completely enclosed to
screen the antennae from view. The enclosure containing the antennae shall be a
maximum of 16 in. in width by 30 and a maximum of 80 in. in height, including all
screening elements, with a maximum volume of 6 cu. ft. The height of the top of the
enclosure of the antennae shall be mounted a maximum of 12 in. above the height of the
pole. Small cell facilities antennae shall not exceed 6 cubies no more than the height of
poles within 300 feet of the pole if an antenna enclosure was added, and in no event
higher than 50 feet.

b) A maximum of one enclosure for the top-mounted antennae shall be permitted per Utility
Pole.

c) Where allowed by 3rd-party agreement, only the antennae, associated attachments
or equipment, screening, or cables shall be attached to the pole.

d) Utility Poles to replace existing Utility Poles so as to host DAS or SCF shall not be
greater than 5 ft. taller than the original utility pole that is replaced.

e) All exterior attachments, equipment, or antenna shall be of materials and color that
are consistent with the pole so as to blend architecturally with said pole.

f) All wiring not mounted to the pole shall be placed underground per Section 16-1-4 of this
ordinance. Wiring or cabling mounted to the pole shall be inside a conduit of a material
and color consistent with the pole.

3) Distributed Antennae Systems (DAS) or Small Cell Facilities (SCF) on Non-Street Light
Poles.

g(a) Such poles shall be uniform in color and hollow to allow internal placement of cables
associated with any equipment for the DAS/SCF.

(f) Such poles shall match other Street Light Poles within 300 feet of area the new-
pole is to be placed.

(A) Pole design must be neutral in color and not painted or otherwise decorated;
composed of galvanized steel or aluminum, whichever is more prevalent
within 300 feet surrounding the new pole location. New, wooden poles will
not be allowed for the sole purpose of supporting DAS/SCF equipment.

b) Such poles shall be constructed to meet all public works standards. See City of
Leawood Public Improvement Construction Standards, 2015, as amended.

(bc) Such poles must feature a break away base design to ensure safety and conformity
with other poles within 300 feet surrounding the new pole location, the City of Leawood
Public Improvement Construction Standards.
(a) Such poles shall bear a smooth finish and shall not have any protrusions except for necessary antenna and associated equipment. No more than 2 feet of cabling shall be visible on the outside of the pole, all other cabling must be internal. Any visible cabling shall be colored so as to blend with the exterior color of the pole.

(b) Such poles shall be either circular or octagonal, to match other street light poles within 300 feet surrounding the proposed site.

(c) Such poles shall support no more than one top mounted antenna.

(d) New Poles shall not exceed the height of Street Light Poles within 300 feet of the New Pole site, including the height of any antenna or other equipment.

(e) Associated equipment to be mounted on the pole shall be mounted no lower than 8 feet above grade from the bottom of the pole and shall not exceed 8 cu. ft.

(f) All equipment attached to or associated with such poles shall comply with all other regulations in this Section. Ground mounted equipment shall comply with 16.1.4 of this code. In no case shall more than 6 pieces of additional equipment beyond the top mounted antenna be attached to any one pole.

(g) All newly erected poles shall be placed in such a way as to not interfere with other users of the public right-of-way; including but not limited to: gas, electric, and other telecommunications utilities, fire hydrants, access drives for residential dwellings, public transportation, vehicular traffic, or pedestrians.

(h) Unless otherwise required by federal, state law or local law, no pole hosting DAS or SCF equipment shall include any permanently installed lights. Further, any lights associated with the electronic equipment shall be shielded from public view. Nothing in this subsection shall be construed to prohibit attachment of DAS or SCF equipment to city-owned street lights where permitted by separate agreement.

(i) No attachment to Utility New poles, including all antennas and equipment, shall not exceed the height of Street Light Poles owned-by within 300 feet of surrounding the proposed site if an antenna enclosure was added pursuant to this section.

(j) Such poles shall be uniform and neutral in color and not painted or otherwise decorated. Wooden poles will not be allowed for the sole purpose of supporting DAS/SCF equipment.

(k) Such poles shall bear a smooth finish and shall not have any protrusions except for necessary antenna and associated equipment, and all antennas and equipment shall be placed on the interior of the poles to the extent possible. No more than 2 feet of cabling shall be visible on the outside of the pole, all other cabling must be internal. Any visible cabling shall be colored so as to blend third-party architecturally with the pole.
i) Such poles shall be either circular or octagonal, and of the same color and type to match other street light poles within 300 feet surrounding the proposed site.

j) A maximum of one enclosure for the top-mounted antennae shall be permitted without pole.

k) A maximum of five additional attachments (not including top-mounted, or pole mounted antennae) shall be permitted to be mounted to the pole with the total area of such attachments not to exceed a separate agreement with the owner of said pole-total of 14 cu. ft. and shall not project from the pole more than 18 in. All equipment utilizing a single mounting system shall be counted as one attachment.

l) Attachments and antenna shall be mounted no lower than 8 feet above grade from the bottom of the pole.

m) All attachments and equipment attached to or associated with such poles shall comply with all other regulations in this Section. Ground mounted equipment shall comply with the requirements found in 16-1-4 of this code.

D) Application, Approval, and Timeline for DAS and SCF on any Type of Pole:

(1) An applicant may submit a single application for an administrative decision granting a permit for installation, construction, maintenance, or repair of a DAS/SCF where the following conditions are met:

   a) Notification in writing that the applicant plans to file a consolidated application; and

   b) The application contains no more than 25 small cell facilities of substantially similar design.

(2) The application must file a separate application for any facilities which are not substantially similar to those in the consolidated application.

(3) The City shall approve or deny any such consolidated application pertaining to existing poles within 60 days of receiving a completed application.

   a) For applications which contain a mix of new and existing attachment structures, the City shall approve or deny any such consolidated application within 90 days.

   b) For applications which contain only newly placed poles, the City shall approve or deny the application within 90 days.

(4) For DAS and SCF applications on an individual basis, the City shall approve or deny such applications within:

   a) 60 days for an existing structure or pole; or

   b) 90 days for new structure or pole.
(5) Application Requirements

a) Applications must include:

(1) Photo simulations of the attachment to an existing pole, or a New Pole, as may be applicable, from each view angle of the north, south, east, and west of the pole. Where an application contains more than one pole, a general photo simulation will suffice so long as it generally represents all the sites in the application. If an application contains proposed sites with a mix of existing and new poles, at least one photo simulation of each type of site will be required;

(2) An aerial site plan showing the location of ground mounted utility boxes including power supply for the site, sidewalks, streets, other poles in the area, and proposed landscaping locations;

(3) Please provide a street view photo of the site that clearly shows the location of all proposed ground mounted utility boxes.

(3)(4) Elevations and dimensions (height, width, depth) of all ground mounted utilities for the site including any pad or pedestal proposed to support the utility box;

(4)(5) Landscaping and screening elements including the size and type of plantings to be used to screen ground mounted utilities in conformance with LDO Section 16-4-7.5; and

(5)(6) A vicinity map showing the property lines and right-of-way as applicable.

(6)(7) For all equipment listed on either a single or a batch application, the manufacturer's name and model number should be noted along with:

(1) The physical dimensions, including, without limitation, the height, width, depth, volume (total and individual) and weight with mounts and other necessary hardware or attachments.

(2) A technical rendering of all external components, including enclosures and all attachment hardware.

(3) A statement signed and sealed by a Kansas certified public engineer that the design of any pole or replacement pole will safely handle the load stress from any DAS or SCF attachments.

b) The City shall notify the applicant within 10 days if the application is incomplete. The notice shall identify those portions which are incomplete, and provide specific citations to instructions, code provisions, or other law which indicates the information is required. Upon such notice, the time period requirements will be tolled.

c) If the applicant corrects the deficiencies identified by the City, the applicable time period
limits will begin running anew upon receipt by the City of the completed application. After receiving a completed application, the City shall notify the applicant within 10 days if the application remains incomplete. Upon such notice of a deficient, second application, the time periods will be tolled.

E) Zoning Location Requirements.

1) Allowable Areas. DAS/SCF systems shall be allowed, subject to approval of a DAS/SCF Permit as required by this ordinance, within all zoning districts.

(Ord. 2695, 10-28-2014)
(Ord. 2741, 07-21-2015)
(Ord. 2809, 11-01-2016)
(Ord. 2940, 04-23-2019)
16-4-12.4  Distributed Antennae System (DAS) and Small Cell Facilities (SCF)

This section applies to small cell facilities and the antenna and pole mounted equipment portions of a DAS or SCF. All ground mounted utility boxes associated with DAS or SCF shall be regulated per Section 16-1-4, of this ordinance.

a) Definitions: for the purposes of this Section, these terms shall have the following meanings:

1)  **Street-Light Pole**: A pole supporting a light fixture to provide illumination of streets and sidewalks, made of galvanized steel or aluminum, or such other material as may be approved by the Director of Public Works.

2)  **Distributed Antennae System (DAS)**. A network that distributes radio frequency signals and which consists of:

   (1) remote communications or antenna nodes deployed throughout a desired coverage area, each including at least one antenna for transmission and reception;

   (2) a high capacity signal transport medium that is connected to a central communications hub site; and

   (3) radio transceivers located at the hub's site to process or control the communications signals transmitted and received by through antennas to provide wireless or mobile services within a geographic area or structure.

3)  **Non-Street Light Pole**: a pole placed for the sole purpose of supporting Small Cell Facilities or Distributed Antenna Systems, made of steel or aluminum, or such other material as may be approved by the Director of Public Works.

4)  **Small Cell Facility (SCF)**: A small cell facility is defined as a wireless facility which meets both of the following qualifications: (1) each antenna or group of antennas is located inside an enclosure of no more than six (6) cubic feet in volume, or in the case of an antenna that has exposed elements, the antenna and all of the antenna's exposed elements could fit within an imaginary enclosure of no more than six (6) cubic feet; and (2) other equipment and equipment enclosures that, in total volume, do not exceed 17 cubic feet.

5)  **Utility Pole**: a pole supporting the distribution of public utilities which may also be capable of supporting DAS/SCF and is constructed of wood or other approved materials; such poles might be located in the public right-of-way or in public/private utility easements.

b)  **DAS/SCF Administrative Approval**. All DAS or SCF that meet the following requirements may be installed with the prior approval of the Director of Public Works as being in compliance with this Ordinance. DAS or SCF that do not meet the standards below shall require approval of a Special Use Permit as required within Section 16-4-12 of this ordinance.

1)  **Distributed Antennae Systems (DAS) or Small Cell Facilities (SCF) on Street-Light Poles**. Distributed Antennae Systems or Small Cell Facilities may be located on non-
decorative, City Owned Street-Light Poles but only if approved by separate agreement with the City of Leawood. At a minimum the systems must meet the standards listed below. City owned street-light poles shall not be considered tower or alternative tower structures for the purposes of this ordinance.

a) All top-mounted antennas and associated equipment with DAS/SCF shall be completely enclosed to screen the antennas and equipment from view. Such enclosure shall be a maximum of 16 in. in width and a maximum of 80 in. in height, including all screening elements, with a maximum volume of 6 cu. ft. The bottom of the enclosure shall be mounted a maximum of 12 in. above where the uppermost mast arm connects to the pole.

b) A maximum of one enclosure for the top-mounted antennae shall be permitted per pole.

c) In addition to the top-mounted antennas and equipment, a maximum of five additional attachments shall be permitted to be mounted to the pole with the total area of such attachments not to exceed a total of 17 cu. ft. and such attachments shall not project from the pole more than 18 in. For purposes of this subsection, attachments means all other antennas, equipment, and enclosures attached to the pole, excluding any top-mounted antennas and equipment. For purposes of calculating the number of attachments on the pole, all equipment utilizing a single mounting system shall be counted as one attachment.

d) A maximum of 2 ft. of wiring in total for each installation shall be permitted to be exposed. All other wiring shall be fully enclosed, or screened.

e) All attachments, equipment, or antennas mounted on the street-light pole shall be mounted a minimum of 8 ft. from grade to the bottom of the attachment or equipment.

f) All exterior attachments and antennas, including exposed wiring, shall be of materials and color that are consistent with the light pole so as to blend architecturally with the pole.

g) All wiring not within or on the pole shall be placed underground per Section 16-1-4 of this ordinance.

h) All ground mounted equipment associated with DAS/SCF facilities must adhere to screening and landscaping requirements of this code.

2) **Distributed Antennae Systems (DAS) or Small Cell Facilities (SCF) on Utility Poles**

a) All top-mounted antennae associated with DAS/SCF shall be completely enclosed to screen the antennae from view. The enclosure containing the antennae shall be a maximum of 16 in. in width and a maximum of 80 in. in height, including all screening elements, with a maximum volume of 6 cu. ft. The height of the top of the enclosure shall be no more than the height of poles within 300 feet of the pole if an antenna enclosure was added, and in no event higher than 50'.
b) A maximum of one enclosure for top-mounted antennae shall be permitted per pole.

c) Where allowed by third-party agreement, only the antennae, associated attachments or equipment, screening, or cables shall be attached to the pole.

d) Utility Poles to replace existing Utility Poles so as to host DAS or SCF shall not be greater than 5 ft. taller than the original utility pole that is replaced.

e) All exterior attachments, equipment, or antenna shall be of materials and color that are consistent with the pole so as to blend architecturally with said pole.

f) All wiring not mounted to the pole shall be placed underground per Section 16-1-4 of this ordinance. Wiring or cabling mounted to the pole shall be inside a conduit of a material and color consistent with the pole.

3) Distributed Antennae Systems (DAS) or Small Cell Facilities (SCF) on Non-Street Light Poles.

a) Such poles shall be hollow to allow internal placement of cables associated with any equipment for the DAS/SCF.

b) Such poles shall be constructed to meet all public works standards. See City of Leawood Public Improvement Construction Standards, 2015, as amended.

c) Such poles shall feature a break away base design to ensure safety and conformity with the City of Leawood Public Improvement Construction Standards.

d) All newly erected poles shall be placed in such a way as to not interfere with other users of the public right-of-way; including but not limited to: gas, electric, and other telecommunications utilities, fire hydrants, access drives for residential dwellings, public transportation, vehicular traffic, or pedestrians.

e) Unless otherwise required by federal, state law or local law, no pole hosting DAS or SCF equipment shall include any permanently installed lights. Further, any lights associated with the electronic equipment shall be shielded from public view. Nothing in this subsection shall be construed to prohibit attachment of DAS or SCF equipment to city-owned street lights where permitted by separate agreement.

f) New poles, including all antennas and equipment, shall not exceed the height of Street-Light Poles within 300 feet of surrounding the proposed site if an antenna enclosure was added pursuant to this section.

g) Such poles shall be uniform and neutral in color and not painted or otherwise decorated. Wooden poles will not be allowed for the sole purpose of supporting DAS/SCF equipment.

h) Such poles shall bear a smooth finish and shall not have any protrusions except for
necessary antenna and associated equipment, and all antennas and equipment shall be placed on the interior of the poles to the extent possible. No more than 2 feet of cabling shall be visible on the outside of the pole, all other cabling must be internal. Any visible cabling shall be colored so as to blend architecturally with the pole.

i) Such poles shall be either circular or octagonal, and of the same color and type to match other street light poles within 300 feet surrounding the proposed site.

j) A maximum of one enclosure for the top-mounted antennae shall be permitted per pole.

k) A maximum of five additional attachments (not including top-mounted, or pole mounted antennae) shall be permitted to be mounted to the pole with the total area of such attachments not to exceed a total of 14 cu. ft. and shall not project from the pole more than 18 in. All equipment utilizing a single mounting system shall be counted as one attachment.

l) Attachments and antenna shall be mounted no lower than 8 feet above grade from the bottom of the pole.

m) All attachments and equipment attached to or associated with such poles shall comply with all other regulations in this Section. Ground mounted equipment shall comply with the requirements found in 16-1-4 of this code.

D) Application, Approval, and Timeline for DAS and SCF on any Type of Pole:

(1) An applicant may submit a single application for an administrative decision granting a permit for installation, construction, maintenance, or repair of a DAS/SCF where the following conditions are met:

   a) Notification in writing that the applicant plans to file a consolidated application; and

   b) The application contains no more than 25 small cell facilities of substantially similar design.

(2) The application must file a separate application for any facilities which are not substantially similar to those in the consolidated application.

(3) The City shall approve or deny any such consolidated application pertaining to existing poles within 60 days of receiving a completed application.

   a) For applications which contain a mix of new and existing attachment structures, the City shall approve or deny any such consolidated application within 90 days.

   b) For applications which contain only newly placed poles, the City shall approve or deny the application within 90 days.

(4) For DAS and SCF applications on an individual basis, the City shall approve or deny such applications within:
a) 60 days for an existing structure or pole; or

b) 90 days for new structure or pole.

(5) Application Requirements

a) Applications must include:

(1) Photo simulations of the attachment to an existing pole, or a New Pole, as may be applicable, from each view angle of the north, south, east, and west of the pole. Where an application contains more than one pole, a general photo simulation will suffice so long as it generally represents all the sites in the application. If an application contains proposed sites with a mix of existing and new poles, at least one photo simulation of each type of site will be required;

(2) An aerial site plan showing the location of ground mounted utility boxes including power supply for the site, sidewalks, streets, other poles in the area, and proposed landscaping locations;

(3) Please provide a street view photo of the site that clearly shows the location of all proposed ground mounted utility boxes.

(4) Elevations and dimensions (height, width, depth) of all ground mounted utilities for the site including any pad or pedestal proposed to support the utility box;

(5) Landscaping and screening elements including the size and type of plantings to be used to screen ground mounted utilities in conformance with LDO Section 16-4-7.5; and

(6) A vicinity map showing the property lines and right-of-way as applicable.

(7) For all equipment listed on either a single or a batch application, the manufacturer’s name and model number should be noted along with:

(1) The physical dimensions, including, without limitation, the height, width, depth, volume (total and individual) and weight with mounts and other necessary hardware or attachments.

(2) A technical rendering of all external components, including enclosures and all attachment hardware.

(3) A statement signed and sealed by a Kansas certified public engineer that the design of any pole or replacement pole will safely handle the load stress from any DAS or SCF attachments.

b) The City shall notify the applicant within 10 days if the application is incomplete. The notice shall identify those portions which are incomplete, and provide specific citations to
instructions, code provisions, or other law which indicates the information is required. Upon such notice, the time period requirements will be tolled.

c) If the applicant corrects the deficiencies identified by the City, the applicable time period limits will begin running anew upon receipt by the City of the completed application. After receiving a completed application, the City shall notify the applicant within 10 days if the application remains incomplete. Upon such notice of a deficient, second application, the time periods will be tolled.

E) Zoning Location Requirements.

1) Allowable Areas. DAS/SCF systems shall be allowed, subject to approval of a DAS/SCF Permit as required by this ordinance, within all zoning districts.

(Ord. 2695, 10-28-2014)
(Ord. 2741, 07-21-2015)
(Ord. 2809, 11-01-2016)
(Ord. 2940, 04-23-2019)
Memo

To: City of Leawood Planning Commission
From: Mark A. Klein, Planning Official
CC: Richard Coleman, Director of Community Development
Date of Meeting: November 26, 2019
Date of Memo: November 11, 2019
Re: Case 111-19, Leawood Development Ordinance Amendment to Section 16-4-7.4 Installation and Maintenance of Landscaping and Screening **PUBLIC HEARING**

This amendment proposes to address two landscaping items listed below.

1. The number of shade trees required to be planted in parking lot islands.

2. The maintenance requirements for natural areas located in common area tracts, riparian areas, tree preservation easements, not cut zones, and easements or areas designated for stormwater management.

Natural and riparian areas within common area tracts, tree preservation easements, and no cut zones are often approved with development applications to recognize the value of natural areas that contain mature stands of trees, to provide an effective buffer between developments, and to enhance the characteristics of developments. In addition, areas containing native vegetation are often approved to remain to address stormwater quality. In order to perform these functions, natural areas should not be mowed or irrigated, but should remain in a natural state. Currently the Leawood Development Ordinance does not distinguish between the required maintenance of natural areas and other formally landscaped areas. This amendment clarifies that these natural areas are not required to mowed or irrigated.

This amendment also addresses the number of trees required to be located in the landscape islands of parking lots. Currently, the Leawood Development Ordinance requires a minimum of (1) one shade tree to be planted for every ten (10) parking spaces, and requires that trees be the primary landscaping material used in parking lots. The proposed amendment will require that two (2) shade trees be planted where a landscape island extends the width of a double row of parking, and that one (1) shade tree be planted where a landscape island extends the width of a single row of parking. Benefits include additional shade for parking lots, the reduction of heat islands, and a uniform appearance across parking fields.
16-4-7 LANDSCAPING AND SCREENING REQUIREMENTS

16-4-7.1 Landscaping and Screening

A) **Intent.** The landscaping and screening requirements of this Ordinance are intended to promote attractive and quality development within the City. These provisions are intended to improve the appearance of developed and preserved site areas, paved areas and buildings, give maximum absorption of surface water and provide shade. It is also intended by these provisions to preserve and enhance property values by ensuring that yards, open spaces, parking lots and those land areas abutting public right-of-ways are designed, installed and maintained in accordance with the provisions of this Ordinance. Property development shall consider and respect land capabilities and constraints, minimize erosion and destruction of natural amenities and provide a buffer between differing land uses.

B) **Scope.** The provisions of this section shall apply to all new construction including, but not limited to, structures, dwellings, buildings, parking lots, residential subdivisions, office parks, shopping centers, and to redevelopment for which development plan approval is required. The Agricultural District shall be exempt from this section.

16-4-7.2 Landscaping Requirements – Single Family Residential

Single family and two family dwellings shall provide and maintain a minimum of thirty percent (30%) of lot area as a permeable and uncovered surface that contains living material. Single family and two family dwellings shall be exempt from all other requirements of this Ordinance except for Plant Material and Installation and Maintenance. Although, one (1) tree shall be provided for each 35 feet of street frontage and plant material shall be provided as part of entry features and common open space as recommended by the Planning Commission and approved by the Governing Body.

(Ord. 2003, 07-27-03)

16-4-7.3 Landscaping Requirements – Other Districts

A) **General.** Plantings, trees and shrubs shall be provided in landscaped open space areas in accordance with the requirements of the City and City Staff. The following represent the minimum requirements of such plantings, trees and shrubs. The minimum planting requirements shall be as follows:

1) Medium and large deciduous shade trees shall be 2 1/2 inch caliper as measured 6 inches above ground.

2) Small deciduous and ornamental trees shall be a minimum of 1 ½ inch caliper as measured 6 inches above ground.

3) Conifers and evergreen trees shall be a minimum of 6 feet in height.

4) Interior parking lot shrubs shall be a minimum height of 24 inches at the time of planting. Ground cover plants, whether in the form of crowns, plugs or containers, shall be planted
in a number as appropriate by species to provide full surface coverage after 2 growing seasons.

5) Sodding for turf and seeding for native grass shall be as approved by the Governing Body after recommendation of the Planning Commission to provide soil stabilization and complete coverage within the first growing season.

6) Landscaped open space shall consist of a minimum of 60% living materials, the remaining areas may consist of non-living materials such as bark, wood chips, decorative rock or stone or other similar materials.

7) All landscaped areas shall be irrigated.

8) Existing trees saved on the site during construction may be credited towards the minimum number of trees required (except for street trees) provided that such trees are minimum 2 1/2 inch caliper as measured 6 inches above ground for a medium and large deciduous species or 6 feet in height for evergreen species. All existing plant material saved shall be healthy and free from mechanical injury.

9) The following maximum grades shall be permitted:
   a. Sodded grass berms shall be a maximum of 3 feet horizontal for each 1 foot vertical rise; and
   b. Planted berms that include ground cover shall be a maximum of 2 feet horizontal for each 1 foot vertical.

A) Perimeter Landscaping Adjacent to Public Rights-of-Way: The following requirements shall apply to all perimeter landscaped areas including parking setbacks, right-of-way buffers and transitional buffers.

1) One (1) tree shall be provided for each 40 feet of street frontage within the landscaped setback abutting said street frontage.

2) In addition to the street trees, one ornamental tree per 20 lineal feet and one shrub per 5 lineal feet or portion thereof, shall be planted within the setback. Additional trees may be clustered or arranged within the setback if approved as part of the landscape plan. For the purpose of this Ordinance a medium or large tree may be credited as 2 ornamental trees.

3) The perimeter area of all on-site, open parking areas shall be screened from the view of adjacent properties and streets at the time of planting to a minimum height of 3 feet by the use of a combination of berms and/or walls accented with plant material. The width of such screens shall not be less than 10
feet at any location on the parking lot perimeter.

4) Structures such as decorative walls or fences may be approved if they are consistent with the building architecture proposed for the site, complement the use of berms and plantings, and if the structure avoids a blank and monotonous appearance by such means as architectural articulation and/or the planting of vines, shrubs or trees.

5) All (100%) of the affected street frontage or property boundary, excluding intersecting driveways, must have the required screening.

B) Perimeter Landscaping Not Adjacent to a Public Right-of-Way: A landscaped setback/buffer area is required along all property lines on the periphery of the area covered by the plan, other than street frontages.

1) The following requirements shall apply for those setback/buffer areas where a commercial use adjoins an area that is either zoned or designated by the Comprehensive Plan as something other than residential:
   a. Notwithstanding any other provisions relating to yard requirements, such landscaped setback/buffer areas shall be at least 10 feet in width.
   b. Shrubs, 24 inches at planting, shall be placed appropriately to provide a solid hedge within 3 years.
   c. Additional shrubs may be clustered or arranged within the setback if approved as part of the landscape plan.

2) The following requirements shall apply for those setback/buffer areas where a commercial use adjoins an area that is either zoned or designated by the Comprehensive Plan as residential:
   a. Notwithstanding any other provisions relating to yard requirements, such landscaped setback/buffer areas shall be at least 10 feet in width.
   b. All commercial and industrial uses that abut a residential or office district shall provide screening not less than 6 feet in height along the abutting property line(s).

Screening required by this section shall be equivalent to the following:
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i. Solid fences or walls as approved by the Governing Body after recommendation of the Planning Commission on the final development plan.

ii. Within such landscaped setback/buffer area, one tree shall be provided for every 20 lineal feet along the property line, and one shrub shall be provided for every 6 feet along the property line. Such trees may be clustered or arranged within the setback.

iii. Shrubs, 24 inches at planting, shall be placed appropriately to provide a solid hedge within 3 years.

iv. Berms of not less than 3 feet in height that provide a maximum slope of 3:1 may be used in conjunction with plantings to achieve the solid visual screen as described in (c) above.

C) Interior Landscaping: The following requirements shall apply to interior portions of the site, those areas that are not part of any setback or buffer areas such as parking setbacks or transitional buffers.

1) The percentage of interior portions of the site that are to be landscaped are listed in the table below. The percentage shown may be accomplished through planting islands, buffering adjacent to building, and/or an addition to the setback.

<table>
<thead>
<tr>
<th>Total area of the site</th>
<th>7,000 sq.ft. – 49,000 sq.ft.</th>
<th>50,000 sq.ft. – 149,000 sq.ft.</th>
<th>150,000 sq.ft. – over</th>
</tr>
</thead>
<tbody>
<tr>
<td>Percent of interior site to be landscaped</td>
<td>5%</td>
<td>8%</td>
<td>10%</td>
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</table>

2) Buffering adjacent to buildings is required to be a minimum of 10 feet deep.

3) Parking lot landscaping shall be reasonably dispersed throughout off-street parking areas.

4) The interior dimensions of any planting area used to satisfy interior landscaping standards shall be sufficient to protect plant materials and to ensure proper growth. Planting areas that contain trees shall be at least 60 sq.ft. in area and 8 feet in width, and all planting areas shall be protected by raised curbs or wheel stops to prevent damage by vehicle.
5) The primary landscaping materials used in parking lots shall be trees, which provide shade or are capable of providing shade at maturity. If the landscape island extends the width of a single row, then one (1) shade tree shall be provided. If the island extends the width of a double row, then two (2) shade trees shall be provided. Shrubbery, hedges and other planting materials may be used to complement the tree landscaping, but shall not be the sole means of landscaping. Effective use of earth berms and existing topography is required as a component of the landscape plan.

6) A minimum of one 2 ½-inch caliper tree shall be planted for every ten (10) parking spaces constructed.

7) Additional trees shall be required at a ratio of one tree for every 3,000 sq.ft. of landscaped open space.

D) Tree Replacement. Trees shall be measured in accordance with 16-4-7.5. All trees larger than 12 inch caliper to be removed from the site shall be replaced on a 1:1 caliper inch ratio.

Exception: When the amount of qualifying caliper inches to be replaced is greater than 132" per acre of the development, and an arborist employed by the City determines that sufficient space on-site is not available for the replanting of the required number of trees, then, the Governing Body may approve replacement of trees larger than 12 inch caliper by replacing 50% of those qualifying caliper inches.

(Ord. 2003, 07-07-03)
(Ord. 2849, 07-25-17)
(Ord. 2952, 07-23-19)

16-4-7.4 Installation and Maintenance of Landscaping and Screening
A) All landscaping shall be installed in a sound workmanlike manner and according to accepted good planting procedures. Landscaped areas shall require protection from vehicular encroachment. A code enforcement officer, building inspector or other planning official shall inspect all landscaping and no certificates of occupancy or similar authorization will be issued unless the landscaping meets the requirements herein provided. Temporary occupancy permits may be issued due to weather related conditions upon approval by the Building Official and the Director of Community Development.

B) The owner, developer, tenant and/or their agents, if any, shall be jointly and individually responsible to maintain the landscaping in its proper condition. When replacement is necessary all plants and other non-living landscape materials shall be equal in size, density and appearance to those items requiring replacement. If plant material is reasonably unable to be replaced the Director of Community Development shall review and approve an equivalent replacement. Underground sprinkler systems shall be provided to serve all landscaped areas unless an equivalent watering system is approved by the Governing Body after recommendation of the Planning Commission. Natural and riparian areas within common area tracts, tree preservation easements, and no cut zones shall be allowed to remain in their native state, without maintenance; provided, that invasive species are promptly removed. Areas approved for stormwater management as approved by the Public Works Department shall be maintained per Public Works Standards.

C) All landscaping materials depicted on landscaping plans approved by the City shall be considered to be elements of the project in the same manner as parking, building materials and other details. The developer, its successor and/or subsequent owners and their agents shall be responsible for maintenance of landscaping on the property on a continuing basis for the life of the development. Plant materials which exhibit evidence of insect pests, disease or damage shall be appropriately treated, and dead plants promptly removed and replaced within the next planting season after installation. All landscaping will be subject to periodic inspection by the City. Should landscaping not be installed, maintained and replaced as needed to comply with the approved plan, the owner and its agent or agents shall be considered to be in violation of the terms of the Certificate of Occupancy.

Lawn grass shall be maintained on all areas not covered by other landscaping, parking, drives, buildings, or similar structures. Existing yards shall be maintained with grass or other approved ground cover.

(Ord. 2849, 07-25-17)

16-4-7.5 Landscape Plan Requirements

All landscaping plans shall be prepared and sealed by a Kansas registered landscape architect and shall include the following information:

A) North point and scale.

B) Topographic information and final grading adequate to identify and properly specify planting for areas needing slope protection.

C) The location and size of all structures and parking areas.
**Article 4**

<table>
<thead>
<tr>
<th>Supplemental Provisions</th>
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<tr>
<td>D) The location, size and type of all above-ground and underground utilities and structures with proper notation, where appropriate, as to any safety hazards to avoid during installation of landscaping.</td>
</tr>
<tr>
<td>E) The location, size, type, spacing and quantity of all proposed landscaping materials, along with common and botanical names of all plant species. The size, grading and condition shall be specified according to American Association of Nurserymen standards. Site calculations used in computing quantities to meet these requirements shall also be submitted.</td>
</tr>
<tr>
<td>F) The location, size and common name of all existing plant materials to be retained on the site.</td>
</tr>
<tr>
<td>G) Mature sizes of plant materials shall be drawn to scale and called out on the plan by a common name or appropriate key.</td>
</tr>
<tr>
<td>H) The location of all trees, 6 inch caliper or larger, measured at 4 ½ feet above ground level, that are proposed for removal with specific identification of each tree larger than 12 inch caliper to be removed. Multi-stemmed trees shall be calculated by measuring each stem of the tree 4 ½ feet above ground level and combining the caliper of all stems. All calipers shall be measured with a caliper tape.</td>
</tr>
<tr>
<td>I) All screening required by this section.</td>
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<tr>
<td>J) All areas that are to remain in their natural state shall be clearly delineated and labeled as such on all landscape plans.</td>
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(Ord. 2849, 07-25-17)
(Ord. 2952, 07-23-19)

**16-4-7.6 General Regulations**

A) Sight Distance Triangles for Landscaping Adjacent to Public Right-of-Way and Points of Access. When an access drive intersects a public right-of-way, or when the subject property abuts the intersection of 2 or more public rights-of-way, all landscaping within the triangular areas described in 16-4-6.9 pertaining to signage, shall provide unobstructed cross-visibility at a level between 3 feet and 6 feet above the ground, provided however, trees having limbs and foliage trimmed in such a manner that no limbs or foliage extend into the cross-visibility area shall be allowed, provided they are so located so as not to create a traffic hazard. Landscaping except required grass or ground cover shall not be located closer than 3 feet from the edge of any access drive pavement. All required landscaping materials, both living and non-living, shall be in place prior to the time of issuance of a final Certificate of Occupancy. In periods of adverse weather conditions, a temporary Certificate of Occupancy may be issued, subject to all landscaping being installed prior to the final Certificate of Occupancy being issued.

B) Plant Material

1) Quality. The quality of plant materials used shall conform to the highest standards of the nursery industry. Grass sod shall be clean and reasonably free of weeds and noxious pests or diseases. All plant materials shall be generally native to the area.

2) Trees. Trees shall be species having an average mature spread of crown of greater than 15 feet. Trees, having an average mature spread of crown less than 15 feet may be substituted by grouping the same so as to create the equivalent of a 15 foot crown
spread. Tree species shall be a minimum 2 ½ “ caliper measured 6 inches above the ground level, immediately after planting. Tree species whose roots are known to cause damage to public roadways or other public works shall not be planted closer than 12 feet to such right of way, unless the tree root system is completely contained within an approved root barrier. A list of such tree species and approved standard root barrier construction details shall be maintained by the Community Development Department.

3) Shrubs and hedges. Shrubs shall be a minimum of 24 inches in height when measured immediately after planting. Hedges, where required, shall be planted and maintained so as to form a continuous, unbroken, solid, visual screen within a maximum of 2 growing seasons after time of planting.

4) Ground covers. Ground covers used in lieu of grass in whole or in part shall be planted in such a manner as to present a finished appearance at the time of installation, and complete coverage within 2 years after planting.

5) Lawn grass. Grass sod shall be planted in species normally grown as permanent lawns in our native climate. Grass areas shall be sodded unless the use of seed is specifically authorized by the Governing Body after recommendation of the Planning Commission.

All site utility services including but not limited to meters, vaults, sprinkler risers, vacuum breakers, trash containers, and service or loading areas shall be screened with walls or fences. These screening walls or fences shall be of a minimum height to extend above and completely block the view of such areas or devices. Solid fences or walls shall be constructed of material and design that are compatible with the building architecture.

The screening wall or fence shall be accented with landscaping materials to soften the appearance of the wall or fence. Landscaping shall consist of either shrubs, grasses or ornamental trees. Any mixture of shrubs or grasses shall be planted adjacent to the screen wall or fence at a rate of one (1) plant for every four (4) linear feet of screen wall or fence. Ornamental trees may be planted adjacent to the screen wall or fence in lieu of any or all required shrubs or grasses when planted at a rate of one (1) tree for every two (2) required shrubs or grasses. Any screening plans for site utility services, including screening walls or fences and associated landscaping shall be approved by the Governing Body following a recommendation of the Planning Commission.

(Ord. 2003, 07-07-03)
(Ord. 2486. 03-29-11)
(Ord. 2849, 07-25-17)