

## STAFF REPORT

**TO:** Prairie Village Planning Commission  
**FROM:** Confluence, Kansas City, Kansas  
- Christopher Shires, AICP, Principal  
- PJ Novick, ASLA, LEED GA, Principal  
**DATE:** November 12, 2015, Planning Commission Meeting (Confluence Project # 15018KC)

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**APPLICATION:** PC 2015-09, PC 2015-118, PC 2015-119

**REQUEST:** Rezoning from R-1A (Single Family Residential) to MXD (Mixed Use District) and CP-2 (Planned General Business District) and Approval of a Preliminary Development Plan and Preliminary Plat.

**PROPERTY ADDRESS:** 9101 Nall Avenue

**APPLICANT:** VanTrust Real Estate  
Justin Duff, Development Director,  
4900 Main Street, STE 400  
Kansas City, MO 64112

**CURRENT ZONING AND LAND USE:** R-1A (Single Family Residential) - Meadowbrook Country Club

**SURROUNDING ZONING & LAND USE:** North: R-1A – Single Family Residential Dwellings  
East: R-1A – Single Family Residential Dwellings  
South: CP-1 and CP-O – Office and Retail and Overland Park Zoning:  
R-1 Single Family Residential – Single Family Dwellings  
West: Overland Park Zoning: R-1 Single Family Residential – Single Family Dwellings and Church

**LEGAL DESCRIPTION:** (see attachment)

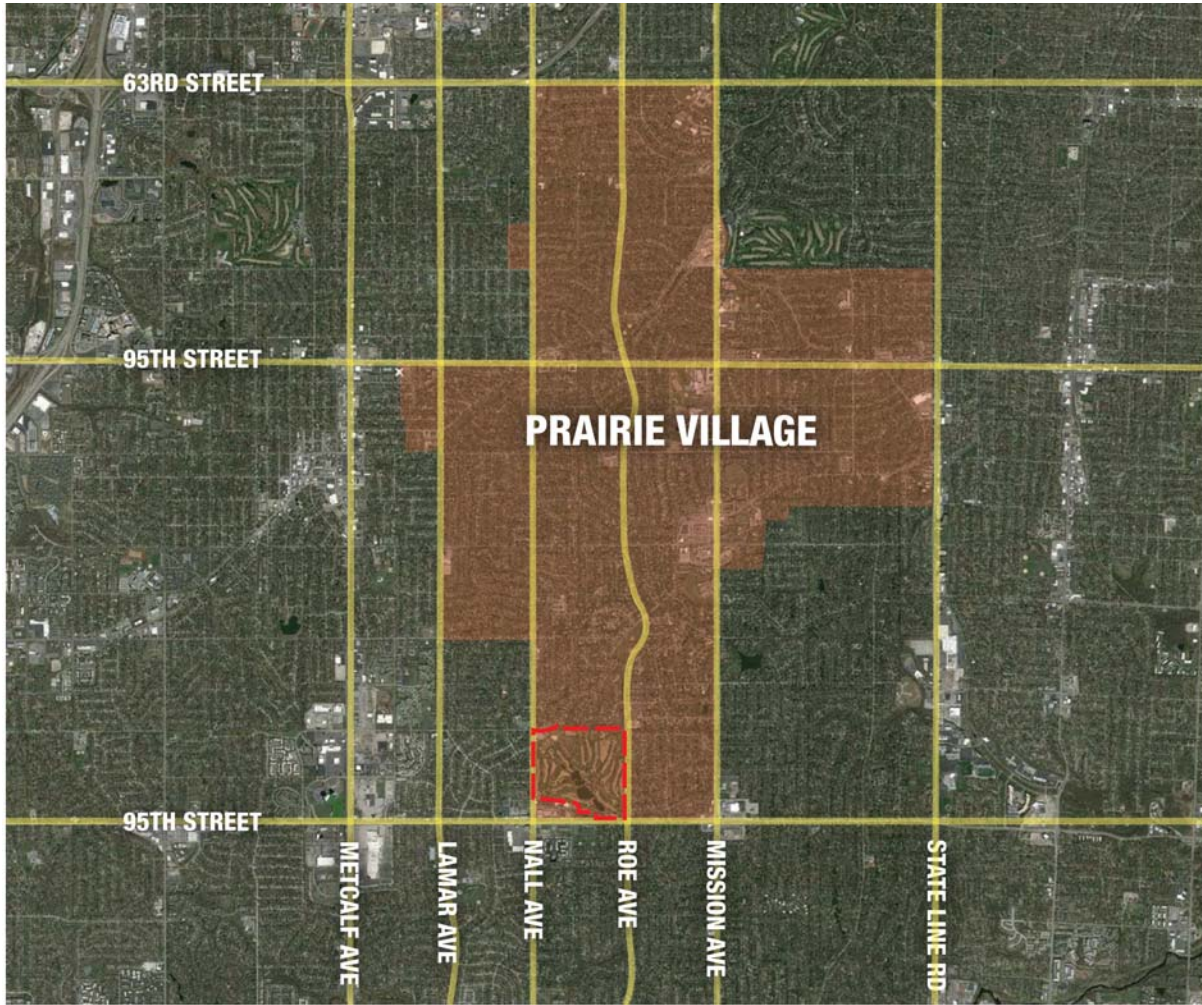
**PROPERTY AREA:** 135.9 acres

**RELATED CASE FILES:** n/a

**ATTACHMENTS:** Applications, Plans, Preliminary Plat, Neighborhood Meeting Notes

**GENERAL LOCATION MAP:**





AERIAL MAP:



**COMMENTS:**

The subject property is the approximate 136 acre Meadowbrook County Club site that is generally bound by Nall Avenue on the west, W. 90<sup>th</sup> Street on the north, Roe Avenue on the east, and W. 95th Street and the Meadowbrook Village Shopping Center on the south.

The applicant, Van Trust Real Estate, represented by Justin Duff, is requesting a rezoning of approximately 45 acres of the subject property from R-1A (Single Family Residential) to MXD (Mixed Use District). The applicant is also requesting an approximate 0.18-acre parcel adjoining the Meadowbrook Village Shopping Center be rezoned from R-1A to CP-2 (Planned General Business) to accommodate a parking lot reconfiguration. The applicant is further requesting approval of a Preliminary Plat for the entire County Club site and a Preliminary Development Plan that details the intended uses and layout of the area proposed to be rezoned to MXD. Approximately 10 acres of the site is shown as public street right-of-way with the remaining approximately 80 acres proposed to be owned and maintained by Johnson County Parks and Recreation as a public park.

Per the City's Zoning Code, the MXD zoning district is intended to encourage a variety of land uses in closer proximity to one another than would be possible with more conventional zoning districts to, among other goals, encourage building configurations that create a distinctive and memorable sense of place. This district allows the flexibility to determine the specific zoning regulations and design standards (such as building setbacks, building design, landscaping requirements, and parking standards) as part of the planning and design of the development. A detailed Preliminary Development Plan (site plan) followed by a Final Development Plan is required as part of the MXD zoning with the intent being the zoning regulations for the property are established and defined as part of the review and approval of the Preliminary and Final Development Plans.

The Preliminary Development Plan for the MXD rezoning and the related Preliminary Plat proposes the creation of a mixed use development that includes:

- 53 – detached single family home lots
- 70 – bi-attached single family home lots
- 280 – apartment units
- 50 room hotel + 5,000 sq. ft. restaurant
- 120 - Assisted Living / Senior Care
- 90 - Skilled Nursing / Rehab
- 120 – Independent Living

In accordance with the Planning Commission's Citizens' Participation policy, the applicant held a neighborhood meeting on October 21, 2015 (see attached copy of the meeting notes) with a follow-up meeting on November 5, 2015. In order to introduce the project and gain input early on in the process, the applicant held an open house on March 10 and 11, 2015. The applicant also met with the Kenilworth Homes Association Board on October 12, 2015 (see attached meeting notes from the board meeting).

In considering a change in zoning classification, the Planning Commission must consider a number of factors, commonly referred to as the 'golden' factors, in approving or disapproving the request, and they are as follows:

**1. The character of the neighborhood.**

The existing neighborhood is characterized by single-family development to the east, north, and west and office and retail uses to the south. The golf course is a large open space that contains a significant amount of mature trees and water features. There are high voltage power transition lines that run along both the north and east sides of the property from the electrical substation on Roe Avenue.

**2. The zoning and uses of property nearby.**

The application area is zoned R-1A and is developed as a golf, swimming and tennis country club. The property to the north and east is zoned R-1A and is developed for single-family residences. The area to the south is zoned CP-1 and CP-0 and is developed for office and retail uses. The area on the west side of Nall Avenue is in Overland Park and is zoned R-1 Single-family and developed for single-family residential and a church.

**3. The suitability of the property for the uses to which it has been restricted under its existing zoning.**

The property currently has an approved special use permit for a country club which includes golf, swimming, tennis and support facilities; however, the facility is now closed. The property worked well for a golf course, but maintaining membership had been difficult as the course aged and the population of the community changed. The clubhouse is over 35 years old and needs either major renovation or reconstruction.

**4. The extent that a change will detrimentally affect neighboring property.**

The project will generate additional traffic particularly at the intersection of Nall Avenue and West 92<sup>nd</sup> Terrace and the proposed main entry boulevard and at the access proposed at Rosewood Drive and West 94<sup>th</sup> Terrace. An access to a park site parking lot is also proposed at the intersection of Roe Avenue and 91<sup>st</sup> Street. According to the applicant's traffic impact study, the proposed development is calculated to generate approximately 4,000 average daily vehicle trips. This is generally equivalent to the traffic generated by a 350 to 400 lot single family residential subdivision. The applicant will need to make improvements at the proposed Nall Avenue intersection, including adding a center left-turn lane on Nall Avenue and verifying sight lines and lane travel continuity.

Public parking is proposed to be provided along the public streets within the development and in several parking lots being proposed within the park (see the Parking Plan page of the Preliminary Development Plan).

The 280-unit apartment building is proposed to be from 2 to 4 stories (approximately 70 feet tall maximum). The closest point of the building to an existing single family dwelling is 300 feet and in this location the building is proposed to be 2 stories in height (approximately 50 feet tall).

The 50 room hotel is located centrally within the subject site and is approximately 60 feet in height.

The senior living center is located adjacent to the existing office development to the south and along Nall Avenue to the west. The center includes: 120 Assisted Living / Memory Care Units; 90 Skilled Nursing / Rehab Units and 120 Independent Living Units. Although the proposed structure is generally 4 stories and approximately 90 feet tall, the west elevation is recessed due to the drop in the ground elevation from Nall Avenue.

**5. The length of time of any vacancy of the property.**

The property was formerly a golf course and country club that has been closed since Fall 2014.

**6. The relative gain to the public health, safety and welfare by destruction of value of the applicant's property, as compared to the hardship on other individual landowners.**

The approval of this development plan will provide a variety of housing choices to the residents of Prairie Village. The City is built-out and there is very little opportunity to bring new housing to the market place. This project will not remove any existing homes from the inventory or cause any relocation. The hardship on neighboring landowners should be minimized through good planning, design and construction. The approval of this project will also provide for preservation of park and open space in perpetuity.

## 7. City Staff Recommendations.

Staff has reviewed the requested rezoning, the Preliminary Development Plan, and the Preliminary Plat, and although there are some issues that still need to be addressed, it is Staff's opinion that the rezoning, Preliminary Development Plan and Preliminary Plat meet the intent of the development as recommended in the Village Vision, have addressed the impacts to the surrounding neighborhood, and will be a positive asset to the community. The issues that still need to be addressed are as follows:

- a. Traffic and Circulation: The traffic engineering firm, TranSystems, has completed their review of the proposed development and the submitted traffic impact studies. In their report dated, November 11, 2015, they provide comments and recommendations regarding traffic circulation improvements.

Improvements will need to be made at the existing intersection of Nall Avenue and W. 92<sup>nd</sup> Terrace to accommodate the proposed boulevard entrance drive. These improvements include a center left-turn lane on Nall Avenue, verification of sight lines, and adjusting the intersection design to accommodate adequate travel lane alignments. City staff further recommends the intersection be evaluated and designed to accommodate a pedestrian crossing at this location.

A park entrance along Roe Avenue at the 91<sup>st</sup> Street intersection has been identified on the plan. The plan originally proposed this entrance would connect through the property to the main entrance parkway to Nall Avenue. After meeting with the adjoining property owners and members of the Kenilworth Homes Association, the applicant is now proposing that this drive will only serve as a park access for the existing neighborhood and terminate into a parking lot for the park. Although the access drive is only proposed to connect to a small parking lot, staff recommends that it be designed to align with the existing 91<sup>st</sup> Street intersection in order to reduce turning vehicle conflicts. This intersection should also be designed to provide a pedestrian crossing point.

An emergency vehicle access road is proposed to connect to this parking lot for the park so that emergency vehicles will have the opportunity to access the proposed development from Roe Avenue. This parking lot and emergency vehicle access will need to be designed and maintained (including snow removal) to permit emergency vehicle circulation at any time should the need arise. The design of the emergency access road, including the proposed driveway barriers, will need to be reviewed and approved by the Fire Department. The Fire Marshal has commented that:

1. The entire emergency access road from the parking lot to the apartment building needs to be 20 ft. wide in its entirety. This includes the connection to the apartment parking area (north side of the structure) as well as the access road along the east side of the building to its connection to the residential street within the single family portion of the project to the south of the apartments.
2. The emergency access road needs to have a pavement section that will support the emergency vehicles (verify IFC Code requirements).
3. A minimum 13 ft. vertical "clear zone" needs to be maintained along the entire access road and parking lot.
4. The applicant needs to address who will be ensuring that the roadway off Roe Avenue to the parking lot and the entire emergency access road is clear of ice/snow in the winter season.
5. There needs to be an island in front of the emergency access points that will keep vehicles from blocking the emergency vehicle access. The parking lot should be designed with a standard curb on the sides and a mountable curb on the nose of the island. A mountable curb should also be acceptable for the other two connections.
6. Bollards will be provided to block un-authorized access to the emergency road (at the proposed parking lot, connection to the apartment parking, and connection to the single

family development). The actual bollard proposed will need to be provided at final plan submittal for review, such as a collapsible and lockable types.

7. The proposed parking lot will need to be designed so that emergency vehicles can quickly negotiate the turning movements. The applicant should consider orienting the center oval island 90 degrees to its current layout and designing with a minimum 46 ft. curb to curb width to accommodate turning movements.

A gate is proposed at the entrance to the single family area by the hotel. This gate will need to be designed to accommodate emergency vehicle access and must include a 'Knox-Box' (locked box with a key or access to a control button) and a 'yelp' sensor for emergency vehicles to open the gate with the vehicle siren. The final design of the gated access must be reviewed and approved by the Fire Department and the Police Department.

Service vehicles for the Senior Living and hotel must use the 94th Terrace entry for all deliveries.

All proposed monument signs, structures and landscaping must be located outside of any sight visibility zones necessary to accommodate safe vehicular and pedestrian movements at all street intersections.

All other comments from the traffic impact study review conducted by TranSystems need to be reviewed and addressed by the applicant's transportation engineer.

- b. Retaining Walls: The site proposes several retaining walls and the applicant has detailed two wall types, Type A – natural stone and Type B – modular block. The natural stone would be for walls in high visibility areas (noted as within the "Public Realm") and the modular block for walls in lower visibility areas (noted as within the "Non-Public Realm"). Due to the visibility of the retaining walls proposed along Nall Avenue, staff recommends these walls be constructed of or faced with natural stone and designated as Type A retaining walls.

The retaining wall proposed along the south property line of the senior living center adjacent to the existing office development does not meet the minimum setback requirements per city code. At its highest point, this wall is over 17 ft. tall and would require a 10 ft. setback from the property line. At its closest point, the wall is shown 2 to 3 ft. from the property line. In order for this wall to be constructed as shown, the applicant will need to receive specific approval from the Planning Commission granting an exception from the setback requirement.

Engineered design calculations and plans are required for any retaining walls exceeding 4 ft. in height and will be included with the Final Plan.

- c. Trash Enclosures and Equipment Screening: The applicant has indicated that all trash enclosures as well as screening for HVAC and building mechanical equipment will be constructed of materials consistent with the building architecture and that details will be provided with the Final Plan.
- d. Apartment Building Parking Standard: City code requires a minimum of 2 parking spaces for each apartment unit. The proposed 280-unit apartment complex would therefore be required 560 parking spaces. The applicant is requesting the parking standard to be modified to require 1 parking space for each bedroom per unit (e.g., a one-bedroom apartment would be required 1 parking space and a three-bedroom unit would be required 3 parking spaces). Currently the applicant is estimating the apartment complex will have 435 bedrooms and is proposing to provide 1 parking space per bedroom plus 28 visitor spaces for a total of 463 parking spaces (435 spaces + 28 spaces = 463 spaces). The applicant has stated they are comfortable that this is adequate parking for the site and this standard does provide for at least one space per bedroom plus spaces for visitors.

Staff has reviewed this request and has no objections to applying an alternate method for calculating the required parking. As noted earlier in this report, the MXD zoning district does allow the flexibility to establish specific zoning regulations including the parking requirements. Although several other neighboring cities also follow this standard of 2 spaces per unit, other cities do apply parking requirement standards based on the number of bedrooms.

For comparison, the City of Overland Park applies the following parking standard for apartments:

<u>Dwelling Unit</u>	<u>Number of Spaces Required per Unit/Bedroom</u>
Studio/efficiency	1.33
1 bedroom	1.5
2 bedrooms	1.8
More than 2 bedrooms	2.0

According to the applicant, they are estimating the following mix of apartment units:

Studio/efficiency	8
1 bedroom	131
2 bedrooms	127
3 bedrooms	14
Total units	280

Following the Overland Park parking requirement standard, the apartment complex would be required to provide 464 parking spaces based upon the current estimated mix of unit types.

At this time, staff recommends this issue be revisited with the Final Plan Approval when the applicant will have the final design for the apartment complex completed and that an alternate parking requirement standard be applied based upon the mix of unit types.

- e. Landscaping: City staff recommends that minimum tree sizes for this project be defined and established as follows: Large Trees – 3 inch minimum caliper, Ornamental Trees – 3 inch minimum caliper, and Evergreen/Coniferous Trees – 8 ft. minimum height.

Street trees should be added along the street to the north and south of the open space island that is east of the senior living center in order to maintain continuity of the street tree layout. The open lawn area of the senior living center building should include additional trees; ideally a minimum of 14 shade trees and 8 ornamental trees.

Landscaping should be added to the open space that is shown west of the hotel: ideally a minimum of 8 shade trees and 6 ornamental trees.

- f. Exterior Building Materials: The Preliminary Development Plan defines the appropriate exterior building materials as: brick, stone, stucco, wood siding, wood shakes, and fiber-cement siding or shakes. A brick or stone base is required for every structure. Synthetic stucco, EIFS, thin brick and cultured stone are prohibited. The general exterior layout and basic combinations of exterior materials is further defined for the senior living center, the apartment building, and the hotel. Staff recommends the exterior material labels for the senior living center building be updated to more specifically define “composite material” and “masonry base” consistent with the labeling shown for the hotel and the apartment building.
- g. Easements and Utility Labels: The Preliminary Plat does not identify the necessary utility and drainage easements and the proposed sanitary and storm sewer mains and related structures and manholes are not identified as being public or private. All of the proposed storm and sanitary sewers and related structures and all water mains should be labeled as public or private. Public or private easements need to be shown for all sewers, related structures, and mains including for those utilities and required



minimum easement widths that are not fully located within a right-of-way or common lot. Other utility easements (PUEs) as necessary need to be shown and labeled. If not shown on the Preliminary Plat, these details will at a minimum need to be provided on the Final Plat(s), Final Development Plan, and utility improvement plan(s). All other Public Works comments will need to be addressed.

## 8. Conformance with the Comprehensive Plan.

The Village Vision Strategic Investment Plan, adopted by the City of Prairie Village, Kansas, in 2007 as the City's Comprehensive Plan, specifically identifies the Meadowbrook Country Club as a potential site for redevelopment. The Country Club site is one of the last relatively undeveloped properties in Prairie Village and is strategically located at the southwestern edge of the community at the intersection of two (2) major roadways, Nall Avenue and W. 95th Street.

The Plan recommends development of a planned neighborhood with open space and higher density. The items mentioned are as follows:

- Encourage potential developers to obtain community input. *On March 10 and March 11, 2015, the developer held a 2-day open house to seek public input and comment. The applicant met with the Kenilworth Homes Association Board on October 12, 2015, and held a neighborhood meeting on October 21, 2015 and again on November 5, 2015. This project been well publicized and has garnered significant public attention.*
- Allocate a portion of the site for public recreation/greenspace. *The proposed development will occupy approximately 45 acres and leave approximately 80 acres for park space to be owned by Johnson County Parks and Recreation. The master plan for the Meadowbrook Park is currently being developed, and the planning for the park is being fully coordinated with the design and review of the Preliminary Development Plan for this development.*

## **RECOMMENDATIONS:**

Prior to making its recommendation, the Planning Commission must make findings of fact based on the "golden factors" that have been set out in this staff report. The Planning Commission can recommend approval, approval subject to conditions, or denial of the MXD rezoning and the Preliminary Development Plan (including the Vision Book) as well as the Preliminary Plat. If the Planning Commission finds favorably on the findings of fact, it is recommended that it be subject to the following conditions:

1. The applicant addressing the comments from the traffic impact study review conducted by TranSystems.
2. The applicant providing revised plans that identify the necessary improvements to the proposed intersection of Nall Avenue at W. 92<sup>nd</sup> Terrace to accommodate the proposed boulevard entrance drive including a center left-turn lane on Nall Avenue, verification of sight lines, and adjusting the intersection design to accommodate adequate travel lane alignments.
3. The applicant designing, installing, and agreeing to maintain and keep clear of snow an emergency vehicle road from the Roe Avenue parking lot to accommodate emergency vehicle circulation into the site from Roe Avenue. The design of the emergency access road and driveway barriers must address all Fire Department comments and be reviewed and approved by the Fire Department prior to installation.
4. The applicant finalizing the acquisition of the right-of-way necessary for and constructing the public street connect to 94<sup>th</sup> Terrace/Rosewood Avenue as proposed, otherwise the Preliminary Development Plan must be brought back to the Commission and Council for review and reconsideration.
5. The applicant agreeing that all service vehicles for the Senior Living and hotel shall use only the 94th Terrace.
6. The applicant designing the proposed gate at the entrance to the single family area to accommodate emergency vehicle access and include a 'Knox-Box' and a 'yelp' sensor for emergency vehicles to open the gate w. The final design of the gated access must be reviewed and approved by the Fire Department and Police Department.

7. The applicant developing pedestrian crossings at the proposed Nall Avenue entrance and the proposed Roe Avenue park entry.
8. The applicant providing detailed elevations and materials for all proposed signage as part of the Final Development Plan and ensuring that all proposed monument signs, structures and landscaping are located outside of any sight visibility zones necessary to accommodate safe vehicular and pedestrian movements at all street intersections.
9. The applicant updating the Preliminary Development Plan to designate that the retaining walls proposed along Nall Avenue to be constructed of or faced with natural stone and labeled as Type A retaining walls.
10. The Planning Commission approving an exception from the retaining wall setback requirement for the retaining wall as proposed along the south property line of the senior living center.
11. Prior to construction, the applicant providing engineered design calculations and plans for all retaining walls exceeding 4 ft. in height.
12. The applicant providing with the Final Development Plan, detailed plans for all trash enclosures and HVAC/building mechanical equipment screening to ensure that all trash dumpsters, recycling bins, HVAC and building mechanical equipment, etc., is fully screened from view. All screening shall be designed and constructed of materials that are durable and consistent and compatible with the building architecture.
13. The applicant providing details for calculating the parking required for the apartment complex with the Final Development Plan and providing an amount of parking that is acceptable to the City.
14. The applicant ensuring that the minimum tree sizes for this project be defined as follows: Large Trees – 3 inch minimum caliper, Ornamental Trees – 3 inch minimum caliper, and Evergreen/Coniferous Trees – 8 ft. minimum height.
15. The applicant updating the Preliminary Development Plan by showing street trees along the streets to the north and south of the open space island that is east of the senior living center; adding trees to the open lawn area of the senior living center building; and additional landscaping in the open space that is west of the hotel.
16. The applicant updating in Preliminary Development Plan the exterior building material labels for the senior living center building to define “composite material” and “masonry base” consistent with the labeling shown for the hotel and the apartment building.
17. The applicant providing elevations and proposed materials for all pool structures including; restroom structure, shade structure, pump house, trellis and ornamental fencing.
18. The applicant addressing all Public Works comments and detailing on the Final Development Plan, the Final Plat(s), and the utility improvement plan(s) all of the existing and proposed storm, sanitary sewer, and water mains, labeling them as public or private, and labeling the required public or private easements including all other necessary utility easements.
19. Prior to obtaining any permit for construction, the applicant shall submit a Final Development Plan for review and approval by the Planning Commission. Public improvement plans and Final Plat(s) as necessary shall also be submitted by the applicant for review and approval prior to issuance of any permits and start of any construction. It is understood that this development will have multiple Final Development Plan submittals.

## **Meadowbrook Park**

PC2015-09 - Request for Rezoning from R-1a to MXD and CP-2

PC2015-118 - Request for Approval of Development Plan

PC2015-119 - Request for Preliminary Plat Approval

Neighborhood Meeting Location: 9101 Nall Avenue, Prairie Village, Kansas 66207

Neighborhood Meeting Date: 10/21/2015

## Meeting Minutes

Presenters: Rich Muller, VanTrust Real Estate  
Justin Duff, VanTrust Real Estate  
Dave Harrison, VanTrust Real Estate  
Jim Constantine, LRK Architects  
Paul Plotas, Wilson Engineers (traffic)  
Judd Claussen, Phelps Engineering (Civil)

Attendees: Development team members and Neighbors as indicated on attached sign-in sheet

1. 6:00 – 6:30PM: Neighbors arrive, open-house viewing of presentation boards, one-on-one conversations.
2. 6:30 PM: Mr. Muller opened the formal presentation and gave introductory remarks
3. 6:35PM: Mr. Constantine delivered a presentation of the preliminary development plan, with excerpts of the submitted Vision Book as visual aids
4. 7:05PM: Formal Presentation concluded, opened up the floor for questions

Question: What are the density numbers for residences?

Answer (Muller): For the East, 280 apartment units + 53 single family homes + 9 townhomes

For the West, 330 units of Senior Living + 61 townhomes

Question: Explain traffic projections for the tertiary road connecting to Roe Ave.

Answer (Plotas): Existing Traffic patterns were observed and mapped. New traffic was calculated, and then added according to the same pattern, to arrive at a prediction of traffic flow at full occupancy of the developed plan.

Question: Why not make the Roe connection further south, closer to 95<sup>th</sup> St?

Answer (Harrison) The Park connection south to 94<sup>th</sup> Terrace is intended to provide this route. Access from Meadowbrook land abutting 95<sup>th</sup> street would (a) have to cross a drainage way, and (b) create an unsafe intersection due the proximity to, and elevation difference from, the 95<sup>th</sup>&Roe intersection.

Question: Isn't Roe is already unsafe at 91<sup>st</sup> Street?

Answer (Plotas): There have been four crashes reported over a 5 year period, which is considered to be in the low range.

Rebuttal: I live near there and have seen 8 crashes!

Answer (Plotas): I only have access to reported incidents when preparing a traffic study.

Question: Please provide data explaining your traffic assumptions

Answer (Plotas): We have a copy of the complete traffic study and data here, and would be happy to review it with you after the meeting.

Question: The Park Plan now shows lots of on-street parking on the tertiary road. Why?

Answer (Harrison) That is an efficient way to add parking capacity for the park without consuming greenspace with a parking lot.

Comment (Jace): As former City Council member of Westwood, I have come to believe that traffic studies, which rely on snapshot information, cannot be relied on above a resident's protracted observations. Consider terminating 91<sup>st</sup> Streets access to Roe for safety and to eliminate cut-thru traffic to and from Mission Road.

Comment (Harrison) We are here to listen, and we here you loud and clear. We are going to confer with all stakeholders on this, and dive into possible alternatives or adjustments.

Question: Will there be a follow-up meeting with the neighbors after you do that?

Answer (Muller) The process after tonight is a Public Hearing before the Planning Commission on November 3, which happens to be on the same nite as Game 6 of the World Series, so it may get tabled to the following week. That decision will be made by the City of Prairie Village.

Answer (Harrison) If we need to reconvene with you all, then that's what we'll do.

Question: The height of the Apartments is a concern. Can 3-story work instead?

Answer (Harrison) Keep in mind that 4-stories of residential comes at a typical 10' between floors, which is much less than commercial buildings. We will add more trees to buffer the views to the apartments.

Comment: Concern that the restaurant and coffee shop will dilute existing retail

Answer (Harrison) Our intent is to complement existing community, and energize the park.

Question: What is the construction schedule for the private development?

Answer (Ley) Streets and infrastructure will start summer of 2016, with the hope of starting construction on the apartments and senior living 3<sup>rd</sup> or 4<sup>th</sup> quarter 2016, with completion in early 2018. Single family homes would also be delivered in 2017-2018

Answer (Harrison) We are anticipating a great deal of construction in 2017.

Question: Will there be traffic lights added at Roe or Nall?

Answer (Plotas) No.

Comment: As an owner of investment property just west of Nall, I want to thank you for spearheading this development and highly support the project!

Question: Who should I call when unruly people, partying teenagers, or disturbances occur in the park?

Answer (Wes Jordan, Asst City Administrator): Policing of the park will be a joint effort by PV Police Dept. and Johnson County Park rangers.

5. 8:30 PM no further questions, meeting adjourned.
6. 8:30-9:30PM: one-on-one conversations at the display boards

Minutes taken by: Karl Ley, VanTrust Real Estate

# KENILWORTH HOMES ASSOCIATION BOARD MEETING NOTES

Monday, October 12<sup>th</sup>, 2015 7:00 pm  
Trailwood Elementary Library, Prairie Village, KS

**Kenilworth Board:** Roger Bennett, Amanda Featherston, Amber Hipp, Ed McGurren, Bruce Ridge, Floyd Wohlrab

**City of Prairie Village:** Keith Bredehoeft, Chief Tim Schwartzkopt, Captain Byron Roberson, Sergeant Jim Carney

**Van Trust Real Estate:** Justin Duff

## **Focus of This Meeting: Meadowbrook Park Proposed Plan Access Road to Roe Avenue**

The Proposed Park desires an access road on the East side of the Meadowbrook property that can only connect with Roe Avenue near 91<sup>st</sup> Street. The City of Prairie Village has requested that this access road line up with 91<sup>st</sup> Street at Roe Avenue. This would require a disposition of a Kenilworth Homes Association Common Property on the West side of Roe Avenue directly across from 91<sup>st</sup> Street.

## **Position of Prairie Village: The Access Road Should Line Up with 91<sup>st</sup> Street for the Safest Intersection**

Keith Bredehoeft presented the position of Prairie Village which has reviewed the site and is confident that having the park access road connect with Roe Avenue north of 91<sup>st</sup> Street will actually cause a greater traffic hazard than meeting up with 91<sup>st</sup> Street due to cars not being able to travel east or west without turning and traveling a short distance on Roe Avenue. Sergeant Carney presented statistics from a short covert traffic speed recording of current traffic on 91<sup>st</sup> Street. His study indicates the current traffic travels at or under the speed limit on that street. Police Chief Schwartzkopt stated the importance of an access road from the park and housing area in the Meadowbrook development for emergency services.

## **Response of Kenilworth Residents: There Was No Positive Response or Acceptance to the Position Suggested by the City**

There were 32 Kenilworth homeowners in attendance with a wide range of responses to the position of the City. The homeowner responses were not dominated by any one person, with almost everyone in the group asking questions and making comments. Here is a brief summary of the comments.

- Roe Avenue is too narrow to accommodate the new traffic from the development.
- Lining up the access road with 91<sup>st</sup> Street will substantially increase traffic in the Kenilworth neighborhood creating a straight path to Mission Road.
- Lining up the access road with 91<sup>st</sup> Street will require Van Trust to acquire the Kenilworth common property which was not considered an option by the Kenilworth homeowners.
- 91<sup>st</sup> Street cannot accommodate increased traffic.
- 91<sup>st</sup> Street intersects with Del Mar which is in between Roe and Mission Road. Del Mar is a known biking and walking street that goes from Somerset at the north to the trail system at the south.
- Residents suggest that if this road is completed, the speed limit on Roe Avenue would need to be reduced to 25 mph to minimize accidents.
- Residents generally preferred having the access road meet with Roe north of 91<sup>st</sup> as it currently shown on the Van Trust park maps.
- One suggestion was to close off 91<sup>st</sup> Street at Roe to eliminate funneling more traffic through the neighborhood and placing no left turn signs at 92<sup>nd</sup> Terrace and 93<sup>rd</sup> Street.

- Another suggestion is to have the access road an emergency access road only available to Police, Fire and Med-Act as the road was originally presented to the public as a 'service road'.
- It was suggested to place no left turn signs for north bound Roe traffic into the park, and for south bound Roe traffic onto 91<sup>st</sup> Street.
- \*An after the meeting suggestion is to have the entrance to the development as it was originally proposed north of 91<sup>st</sup> Street but only available for south bound Roe traffic via a turn lane that does not create a slowdown of traffic going south on Roe. The park exit road would meet Roe at 91<sup>st</sup> Street, but would be right turn only, forcing traffic on to Roe south bound only.
- Residents suggested a possible four way stop at Roe, 91<sup>st</sup> Street, and park access should the connection be made at that location.
- Increase the access roads going south from the Community Center to main roads to the rest of the development. This will create another entrance / exit point for the whole development.
- There are concerns for pedestrians walking from the Kenilworth neighborhood to the new park area across Roe Avenue. There should be a cross walk. Going all the way down to 95<sup>th</sup> is not realistic.
- When there are large park events, parking will likely overflow into the Kenilworth neighborhood also necessitating pedestrians to cross Roe to enter and exit the park.

**Meeting Summary: There Was No Resolution or Acceptance of the Position Suggested by the City**

The intention of this special meeting was to have the residents of Kenilworth listen to the position suggested by the city planners and traffic enforcement as to why there needs to be an access road on the east side of the Meadowbrook park and why that should line up with 91<sup>st</sup> Street.

It is clear that the Kenilworth neighbors in attendance unanimously agree that the current development plans will create an unforeseen increase in traffic on Roe Avenue and on 91<sup>st</sup> Street. Both of these will down grade the safety and current quality of life in Kenilworth.

It will be important for the city planners to rethink this access road by taking into account the objective and sincere comments made in this meeting by the Kenilworth residents. The residents of Kenilworth recognize that additional ideas beyond those presented above can occur thru further discussion with City Officials that would lead to an acceptable solution. We wish to keep the channel of communication open until that solution is found.