

**PLANNING COMMISSION AGENDA
CITY OF PRAIRIE VILLAGE
MUNICIPAL BUILDING - 7700 MISSION ROAD
TUESDAY, MARCH 6, 2012
COUNCIL CHAMBERS
7:00 P. M.**

I. ROLL CALL

II. APPROVAL OF PC MINUTES - FEBRUARY 7, 2012

III. PUBLIC HEARINGS

- PC2012-03 Proposed Amendment to Special Use Permit for Private School to expand current facilities in accordance with PV19.28.070(T) at 3531 Somerset
Zoning: R-1a
Applicant: Katherine Morrison on behalf of Highlawn Montessori**
- PC2012-04 Request for Special Use Permit for a wastewater pump station and the construction of a 40' lattice type tripod tower
At 3535 Somerset
Zoning: R-1a
Applicant: John O'Neil on behalf of Johnson County Wastewater**
- PC2012-02 Proposed Amendment to the City's Comprehensive Plan reflecting changes to the Parks Master Plan (continued from February 7, 2012 - recommended continuance to April 3, 2012)
Applicant: City of Prairie Village**

IV. NON-PUBLIC HEARINGS

V. OTHER BUSINESS

- PC2012-05 Discussion of draft amendment to Comprehensive Plan for the Former Mission Valley Middle School Site**

VI. ADJOURNMENT

Plans available at City Hall if applicable

If you can not be present, comments can be made by e-mail to
Cityclerk@Pvkansas.com

***Any Commission members having a conflict of interest, shall acknowledge that conflict prior to the hearing of an application, shall not participate in the hearing or discussion, shall not vote on the issue and shall vacate their position at the table until the conclusion of the hearing.**

**PLANNING COMMISSION MINUTES
FEBRUARY 7, 2012**

ROLL CALL

The Planning Commission of the City of Prairie Village met in regular session on Tuesday, February 7, 2012, in the Council Chambers, 7700 Mission Road. Chairman Ken Vaughn called the meeting to order at 7:00 p.m. with the following members present: Randy Kronblad, Bob Lindeblad, Dirk Schafer, Nancy Wallerstein, Marlene Nagel and Nancy Vennard.

The following persons were present in their advisory capacity to the Planning Commission: Ron Williamson, Planning Consultant; Dennis Enslinger, Assistant City Administrator; Al Herrera, Council Liaison; Jim Brown, City Building Official and Joyce Hagen Mundy, City Clerk/Planning Commission Secretary.

APPROVAL OF MINUTES

Bob Lindeblad noted on page 4 the BCH Rhodes representative was Brett Calgren. Bob Lindeblad moved for the approval of the minutes of January 10, 2012, with the correction noted. The motion was seconded by Nancy Wallerstein and passed unanimously.

PUBLIC HEARINGS

Chairman Ken Vaughn announced there were two public hearings on the agenda. He stated both had been appropriately published and reviewed the procedures to be followed for the public hearings.

NON PUBLIC HEARINGS

PC2012-01 Proposed Revisions to PVMC 19.50 "Alternate Energy Systems" with related changes to PVMC 19.02.510 "definitions" PVMC 19.30.055D

Ron Williamson stated for the past several months the Commission has been considering revisions to the zoning regulations on Alternative Energy Systems and at its meeting on December 6, 2011, the Commission authorized a public hearing on the proposed revisions.

In addition to the creation of the new chapter titled "Alternative Energy Systems" two additional items were addressed in the amendment as follows:

Text that is to be deleted is lined out and new text is shown in italics.

1. Delete the definition of Wind Driven Devices in Chapter 19.02 Definitions because it is no longer needed.

~~19.02.510 Wind Driven Devices.~~

~~“Wind driven devices” means the power generator, pump system or other mechanism energized by a propeller or turbine driven by natural winds.~~

2. Delete “wind driven devices” from Section 19.30.005 D Conditional Use Permit Chapter.

D. Satellite dish antennas, with a diameter of one meter or greater and those not permitted in Section 19.34.040 (D); ~~wind driven devices~~; and non commercial transmitting and receiving antennas and towers; (Ord. 1899. Sec. I, 1996; Ord. 1909, Sec. I. 1997)

3. Amend Chapter 19.50 “ Solar Energy Systems” as follows

CHAPTER 19.50 - ~~SOLAR~~ ALTERNATIVE ENERGY SYSTEMS

Sections:

- ~~19.50.005 Purpose.~~
- ~~19.50.010 Application. *Solar Energy*~~
- ~~19.50.015 Related Ordinances. *Wind Energy*~~
- ~~19.50.020 Definitions. *Geothermal Energy*~~
- ~~19.50.025 Solar Easements. *Hybrid Energy*~~
- ~~19.50.030 Compatibility.~~
- ~~19.50.035 Appeals.~~
- ~~19.50.040 Permits.~~

19.50.005 Purpose.

The purpose of this chapter is to establish for the residents of the City of Prairie Village a provision for using an alternate sources of energy apart from the prevailing energy sources of natural gas and electricity—in this case, solar, *wind and geothermal energy*. The City, by this chapter, establishes that the use of *alternative solar energy systems* is in the general welfare of its residents in that its use will help alleviate the use of depreciating energy resources and thereby will lessen the city's reliance on increasingly uncertain power resources. The use of *alternative solar energy systems* is, therefore, valid public purpose. ~~and any violation of the chapter shall be considered a public nuisance.~~

19.50.010 Solar Energy - The following regulations shall apply to solar energy installations:

~~19.50.010 Application.~~

~~The requirements established by this chapter shall not be retroactive except by agreement of the property owners under a solar easement agreement. In such case, a property owner who wishes to construct a solar energy system may enter into a solar easement agreement with another property owner whose property contains an obstruction to solar access. Under this agreement the latter property owner may agree to remove existing vegetation or structures which block solar access to the solar energy system.~~

19.50.015 Related Ordinances

~~19.50.015~~ **A. Related Ordinances.**

All other ordinances of the municipal code are applicable to this section, including, but not limited to building setbacks, yard requirements, and height restrictions.

~~19.50.020~~ **B. Definitions.**

~~A. 1. "Solar access" means access to the envelope of air space exposed to the face of any solar energy system through which the sun passes and which allows the solar energy system to function. Such access is necessary to any solar energy system.~~

~~B. 2. "Solar air space envelope" means that volume of air space whose lower limits are defined by a plane sloping upward to the south at an angle of twenty-two (22) degrees from the horizontal plane, measured from the bottom of the solar collector system and whose lateral limits are defined by planes which correspond to the direct rays of the sun on each end (east and west) of the solar collector system at 0900 and 1600 solar time from September 21 through April 21.~~

~~C. 3. "Solar collector" means both passive and active systems. An active collector shall include panels designed to collect and transfer solar energy into heated water, air or electricity. Passive collectors shall include windows and window walls, which admit solar rays to obtain direct heat or to obtain heat for storage. Such windows and window walls of passive systems may extend to ground level. Greenhouses, atriums, and solariums are included in this definition.~~

~~D. 4. "Solar easement" means an easement arising by agreement between property owners and establishing the solar air space envelope within which building and vegetation obstructions are prohibited.~~

~~19.50.025~~ **C. Solar Easements.**

In order to preserve and protect the solar access across contiguous or nearby property, "solar annotated easements" may be formulated. Such easements shall establish the solar air space envelope within which building and vegetation obstructions are prohibited. Solar easements are allowed by Kansas Statutes Annotated 58-3801 - "Creation of Solar Easements; Recordation" and 58-3802 - "Same; Content." ~~Such an easement shall be an agreement between property owners and probably, although not necessarily, will be initiated by the owner of a~~

~~proposed solar energy system.~~ A property owner who wishes to construct a solar energy system may enter into a solar easement agreement with another property owner whose property contains an obstruction to solar access. Under this agreement the latter property owner may agree to remove existing vegetation or structures which block solar access to the solar energy system. The City of Prairie Village shall also be included as a property owner wherein property owned by the City may be located in a solar air space envelope and the city, therefore, may be a party to such an easement. All easements shall be recorded by the Johnson County Register of Deeds and shall transfer from one owner to another if the property is sold. All such easements shall also be filed with the Building Official for coordinating issuance of future building permits, which might be affected by the easement.

19.50.030 D. Compatibility.

The design of any solar system, active or passive, shall generally be compatible with the architectural design of the surrounding neighborhood as follows, whether or not the solar energy system is the subject of a solar easement.

A. 1. Any solar energy system incorporated into residential facility shall be integrated into the basic form and main structure of the residence. All active systems shall be roof mounted with the collector panels integrated into the roof either directly mounted against the roof or integrated into the roof so that they form a part of the roof itself. Mounting arrangements, which allow the collectors to project above the roof line, such as "standoff" or "rack" mounting arrangements are not allowed.

B. 2. Any system incorporated into a commercial building *or a nonresidential building or structure in a residentially zoned district* shall be integrated into the basic form and main body of the building. If roof mounted, all collector panels shall fit into the form of the roof; if the building's roof is sloped or if "rack" mounting is used on a flat roof, the mounting must be concealed from view at street level. Exposed rack supports and ground mounted installations apart from the main building are not permitted.

C.3. Roof mounted solar energy systems mounted on "accessory or detached buildings" are allowed on detached garages, carports, swimming pool equipment buildings and other similar structures. Detached "greenhouses" are also acceptable. All such energy systems mounted on accessory or detached buildings shall conform to the requirements outlined in Paragraphs A and B above. ~~No freestanding panels~~ *ground mounted installations* or panel racks shall be allowed *except as set out in Section 19.50.030.E.*

D. 4. In an active or photovoltaic system, all components servicing the collector panels shall be concealed including mechanical piping, electrical conduits, etc.

E. 5. All exposed metal, including the frame work of active collector panels or exposed mullions and framework of passive systems shall be of finished warm earth tones, or black, in color. Clear unpainted aluminum shall not be allowed.

E. Ground-mounted installation:

1. *Ground-mounted solar collectors for utilities and public entities shall not exceed eight (8) feet in total height and shall be located within an easement or public right-of-way.*
2. *All lines serving a ground-mounted solar collector shall be located underground.*
3. *Parking lot light pole installation: The mounting height for parking lot light fixtures shall not exceed 25 feet as measured from the bottom of the fixture to grade. Twenty (20) percent of the height of the light pole may be added above the light fixture for the purpose of installing a solar collector panel. The overall height of the parking lot light pole and solar collector shall not exceed 30 feet. Any necessary solar collector appurtenances shall be painted to match the light pole and fixture.*
4. *Utility Pole Installation: Solar collector panels may be mounted on utility poles by utilities and public agencies.*
5. *Solar panels shall not exceed two square feet in area.*
6. *Staff shall review and approve the size, design and location of all ground-mounted installations prior to their installation.*

~~19.50.035 Appeals.~~

~~All appeals involving solar easements or any appeal to the rules and regulations of this chapter shall be filed with the Board of Zoning Appeals. Both parties affected by a proposed solar energy system, the owner of the solar energy system and the owner of the property on which the burden of the easement falls, shall have the right to appeal. All appeals shall include engineering drawings and schedule showing the solar energy system and the solar air space envelope, and such appeals must demonstrate that the layout of the solar energy system on the site has been maximized.~~

F. Site Plan Approval.

1. *As a part of the site plan approval process as set out in Chapter 19.32 Site Plan*

Approval, the Planning Commission may make adjustments to the height and location of solar panels provided that it results in a project that will not be detrimental to the public welfare or be injurious to or will substantially adversely affect adjacent property or other property in the vicinity.

2. *An application may be made to the Planning Commission for site plan approval of a solar panel installation that is unique and does not have the locational or design characteristics set out in these regulations.*

19.50.040 G. Permits.

A building permit is required for the construction and/or installation of any solar system. If the solar system construction is a part of other construction, it may be incorporated with that permit.

19.50.015 - WIND ENERGY - The following regulations shall apply to wind energy installations:

A. Definitions.

1. *"Wind Turbine" means any machine designed for the purpose of converting wind energy into electrical energy. Wind turbine shall include all parts of the system, including the tower and turbine composed of the blades and rotor.*
2. *"Horizontal-axis wind turbine" means the main rotor shaft of the turbine is oriented horizontally. This type of turbine must be pointed into the wind.*
3. *"Meteorological tower" means a tower separate from a wind turbine designed to support the gathering of wind energy resource data. A meteorological tower shall include the tower, anemometers, wind direction vanes, and any telemetry devices that are used to monitor or transmit wind speed and wind flow characteristics at a given location.*
4. *"Roof-mounted wind turbine" means a turbine system mounted to the roof of a building.*
5. *"Vertical-axis wind turbine" means the main rotor shaft of the turbine is arranged vertically and does not have to be pointed into the wind.*

B. Site Plan Approval - The following wind energy installations shall be subject to site plan approval as setout in Chapter 19.32:

1. *Wind turbines may be installed on any non-single-family structure (such as a building, water tower, etc.) three stories in height or greater but no less than 35 feet provided that the wind turbines shall add no more than 20 feet to the height of said existing structure. Wind turbines which are architecturally compatible to the building architecture may locate on non-residential buildings less than three stories or 35 feet in height. The maximum height which may be approved for a roof-mounted wind turbine on a non-residential building less than three stories or 35 feet in height shall be equal to one-half the height of the building, measured from the surface of roof on which the turbine is mounted to the highest point of the wind turbine structure, including blades, if applicable. Associated equipment may be permitted on the roof so long as it is screened from view.*

2. *Wind turbines may be installed on parking lot light poles. The mounting height for parking lot light fixtures shall not exceed 25 feet as measured from the bottom of the fixture to grade. Twenty (20) percent of the height of the light pole may be added above the light fixture for the purpose of installing a wind turbine. The overall height of the parking lot light pole and wind turbine shall not exceed 30 feet, measured to the highest point of the wind turbine structure, including blades, if applicable. The wind turbine and any required appurtenances shall be painted to match the light pole and fixture.*
- C. *Special Use Permit - The following wind energy installation shall be subject to Special Use Permit as setout in Chapter 19.28:*
1. *In office and business districts, a ground-mounted wind turbine not to exceed a maximum height of 150 feet, measured from average grade at the tower base to the highest point of the wind turbine structure, including blades, if applicable. A lightning rod, not to exceed 10 feet, shall not be included within the height limitations.*
- D. *Application Requirements.*
Each application for site plan approval or a special use permit for a wind turbine or wind turbines shall be accompanied by the following information:
1. *Preliminary site plan (see Chapter 19.32).*
 2. *Turbine information, including type, model, size, height, rotor material, rated power output, performance, safety, and noise characteristics of each wind turbine being proposed, tower and electrical transmission equipment.*
 3. *Meteorological tower information, if applicable, including location, height, and appearance.*
 4. *Digital pictorial representations of "before and after" (photo simulation) views from key viewpoints as may be appropriate.*
 5. *The Staff, Planning Commission, or Governing Body may require additional technical studies deemed necessary to fully evaluate the application, such as a shadow/flicker model, noise study, geotechnical report, or wildlife impact study.*
- E. *Conditions of Approval.*
The Planning Commission and City Council may require any or all of the following conditions and may add additional conditions if deemed necessary for a specific location:
1. *A request for a special use permit for a wind turbine(s) may be approved for an indefinite period of time.*
 2. *Height - The maximum height which may be approved for a wind turbine is 150 feet. Height shall be measured from average grade at the tower base to the highest point of the wind turbine structure, including blades, if applicable. A lightning rod, not to exceed 10 feet, shall not be included within the height limitations. The maximum height which may be approved for a roof-mounted wind turbine shall be equal to one-half the height of the*

- building, not to exceed 20 feet. Height shall be measured from the surface of roof on which the turbine is mounted to the highest point of the wind turbine structure, including blades, if applicable.*
- 3. Minimum lot size - Ground-mounted wind turbines shall be located on property a minimum of one acre in size.*
 - 4. Setbacks - All wind turbines, other than roof-mounted wind turbines, shall be setback a distance equal to the height of the wind turbine, including blades, if applicable, from all property lines.*
 - 5. Separation requirements - When two or more ground-mounted wind turbines are located on one lot, they shall be separated by a distance equal to the overall height of one wind turbine system, including blades, if applicable.*
 - 6. The Planning Commission or Governing Body shall have the ability to grant a deviation from these standards. In support of a deviation request from these requirements, the applicant shall submit detailed information illustrating the need for the deviation.*
 - 7. Color/Finish - Wind turbines, including the towers, shall be painted a non-reflective, non-obtrusive color or a color that conforms to the environment and architecture of the community.*
 - 8. Tower design - All tower structures shall be of self-supporting, monopole construction unless attached to a structurally reinforced roof where such support is not warranted. No lattice structures shall be permitted.*
 - 9. Blade size - The diameter of the blades for a ground-mounted horizontal-axis, propeller-style wind turbine system shall be limited to one-third the height of the tower.*
 - 10. Lighting - Wind turbines shall not be artificially lit unless such lighting is required by the Federal Aviation Administration (FAA) or other applicable authority.*
 - 11. Signage - Signs shall be limited to the appropriate warning signs (e.g. electrical hazard or high voltage) placed on the wind turbine tower(s), electrical equipment, and the wind turbine. Commercial advertising is strictly prohibited.*
 - 12. Federal and State regulations - All wind turbines shall meet or exceed current State and federal standards and regulations.*
 - 13. Building code compliance - All wind turbines shall meet or exceed the current standards expressed in the adopted building codes. A building permit is required prior to the installation of any wind turbine.*
 - 14. Utility connections - Reasonable efforts shall be made to locate utility connections from the wind turbine(s) underground, depending on appropriate soil conditions, shape, and topography of the site and any requirements of the utility provider. Electrical transformers for utility interconnections may be above ground if required by the utility provider. For electrical transformers with a footprint greater than two (2) square feet in area, landscaping shall be provided where necessary to substantially screen the structure from public view and/or view of adjacent homeowners. Maintenance of all landscaping shall be the responsibility of the property owner.*

15. *Electrical wires - All electrical wires associated with a wind turbine shall be located underground or inside the monopole except for those wires necessary to connect the wind generator to the tower wiring, the tower wiring to the disconnect junction box, and the grounding wires.*
16. *Safety shutdown - Each wind turbine shall be equipped with both manual and automatic overspeed controls to limit the rotational speed of the blade within the design limits of the rotor. Manual electrical and/or overspeed shutdown disconnect switches shall be provided and clearly labeled on the wind turbine structure. No wind turbine shall be permitted that lacks an automatic braking, furling or feathering system to prevent uncontrolled rotation, overspeeding and excessive pressure on the tower structure, rotor blades, and turbine components.*
17. *Minimum blade clearance - The blade tip clearance for a ground-mounted, horizontal-axis, propeller-style wind turbine shall, at its lowest point, have a ground clearance of not less than 30 feet.*
18. *Noise - The noise emitted from any wind turbine shall not exceed 55dbA as measured at the nearest property line, except during short-term events such as utility outages and severe windstorms.*
19. *Utility notification - No building permit for a wind turbine shall be issued until a copy of the utility company's approval for interconnection of a customer-owned generator has been provided. Off-grid systems shall be exempt.*
20. *Removal of abandoned wind turbines - Any wind turbine that is not operated for energy production for a continuous period of twelve (12) months shall be considered abandoned, and the owner of such wind turbine shall remove the same within ninety (90) days of a receipt of notice from the governing authority notifying the owner of such abandonment. If such wind turbine is not removed within said ninety (90) days, the governing authority may remove such wind turbine at the owner's expense.*

19.50.020 Geothermal Energy.

A. Definitions

1. *Geothermal Energy - Energy that is stored in the Earth.*

B. Application Requirements

Each application for a geothermal energy installation shall be accompanied by the following:

1. *A site plan or scaled drawing showing all buildings, property lines and the location for the pipe system.*
2. *A description of the system being installed including the type, model, brand and contractor installing the system.*
3. *Staff may require additional information if it is necessary to fully evaluate the application.*

C. Approval

1. *Staff shall review and approve all geothermal installations.*
2. *A building permit will be required for the installation, but if it is part of other construction, it may be incorporated with that permit.*

19.50.025 Hybrid Energy Installations.

It has become a common practice to use a combination of energy sources rather than just one. An applicant may submit an application to include more than one energy source and it will be reviewed and approved as one application.

Nancy Vennard confirmed that duplexes would be included under the regulations related to single family residences. She asked if the solar easement agreement would be conveyed with the property upon sale. Mr. Williamson responded that because of the value of the solar investment in the property, he would assume the contract would be written to run with the land, but the determination would be between the property owners.

Chairman Vaughn opened the public hearing.

Thomas O'Brien, 4410 West 89th Street, stated he appreciates the proposed changes to the ordinance as he is seeking to encourage the use of alternative energy sources and would like to see the process become easier for residents. He confirmed that if an installation met all the conditions of the ordinance, the resident would only need to apply for a building permit.

He stated he is concerned with the language that solar panels must be architecturally compatible as he knows of no solar panel that would be considered architecturally compatible. Ron Williamson responded the framing for the panel is what the language intends to address, not the panel itself. The frame must blend.

Mr. O'Brien questioned allowing less stringent regulations for rear yard installations similar to the city of Overland Park's regulations. Mr. Williamson noted that the Commission discussed that issue but felt that because of the amount of time many residents spend in their back yards, they wanted compatibility for both front and rear yards. He noted, however, there is a provision that would allow the Planning Commission to consider a unique installation through the site plan approval process.

Mr. O'Brien asked if consideration was given to allow solar installations on carports in commercial areas. Mr. Williamson replied that was not discussed.

The language on solar easements is very good; however, Mr. O'Brien asked if it was applicable to future growth as it is in California and if an easement agreement was needed with each property owner. Ron Williamson responded specifics of the easement will be addressed by the individual agreements, not through the code and individual easement agreements would be necessary.

No one else was present to address the Commission on this application and the public hearing was closed at 7:20 p.m.

Nancy Vennard stated Mr. O'Brien's suggestion regarding solar installation on carports was good and should be added to the proposed ordinance and noted there are possibly other installations. She suggested language be added listing carports and other similar structures.

Nancy Vennard moved the Planning Commission approved the proposed revisions to Chapters 19.02, 19.30 and 19.50 and forward them to the Governing Body for adoption with the additional language address carport installations in commercial and multi-family areas. The motion was seconded by Randy Kronblad and passed unanimously.

PC2012-02 Proposed Amendment to the City's Comprehensive Plan reflecting changes to the Parks Master Plan

Ken Vaughn advised those present that City Council has requested that the Planning Commission continue to March 6th PC2012-02 until the City Council discusses the support for trails within the community at their meeting on February 21st. However, the Commission will conduct the scheduled public hearing on this application and called upon the City's Planning Consultant to present the application.

Ron Williamson noted the Parks Master Plan was prepared in 2009 and the Planning Commission incorporated it into the Prairie Village Comprehensive Plan (Village Vision) July 7, 2009. Surveys taken in conjunction with the Parks Master Plan preparation revealed that walking/jogging were the most common exercises and that 79% of residents surveyed supported the city developing a trail system. This was the #1 recommendation from the Park Master Plan.

The City has been implementing the Bike/Trail Plan as part of the Park Master Plan and has determined Nall Avenue will be the trail route rather than Roe Avenue as shown in the Park Master Plan. The City of Mission has already set a trail in place along their section of Nall. The City of Overland Park has agreed to support a trail along Nall. The proposed Nall Avenue trail will have connections at 63rd Street, Tomahawk Road, 79th Street and 91st Street. Alternate routes on 67th and 69th Streets will be extended to Nall Avenue.

The Park and Recreation Committee has reviewed the proposed change in the Bike/Trail alignment from Roe Avenue to Nall Avenue and has endorsed the change.

The text in the "Trail System Overview" in the Park and Recreation Master Plan does not require any revision because it is a general discussion of the proposed Bike/Trail Plan. However, there are several maps that will need to be changed as follows: the "Comprehensive Parks and Trails Plan", the "Trail System Plan" and the "Trail System Plan-Phasing".

Ron Williamson reviewed a revised map of the Trail System Plan showing the proposed changes and noted the other two maps would be changed accordingly if the amendment was approved. The Roe Avenue Trail is marked with an "X" and the proposed Nall

Avenue Trail is shown as a dashed line along the trail. Also the extensions of 63rd Street, 67th Street, 69th Street and 79th Street from Roe Avenue to Nall Avenue are shown in a dashed line. Staff is recommending the trail on 75th Street west of Shawnee Mission East be deleted because of significant right-of-way constraints.

Prior to sending the Resolution to the City Council, Staff recommends the revised map be forwarded to the Park & Recreation Committee to allow for additional comment, If the Park and Recreation Committee has significant comments, the proposed amendment will be returned to the Planning Commission for further consideration.

Bob Lindeblad asked what notifications were of this change. Dennis Enslinger responded the notice of this hearing was published in the paper and notification placed on the City's Website. The City Council has discussed this at ten meetings and approved the relocation as part of a street project. There was no public hearing on "Trailways" specifically; only on the Parks Master Plan. Property owners on the proposed trail were not individually notified.

Nancy Wallerstein stated she served on the Parks Master Plan Committee and noted the committee had concerns with the location of the trail along Roe because of the smaller homes with smaller front yards would be greatly impacted by the placement of an eight-foot trail. The plan was to take the trail down Roe and connect with the trail at 103rd & Roe. She stated the Parks Master Plan Committee was not advised of nor discussed this change.

Ken Vaughn stated he likes trails and feels they should be placed where they belong. He is not aware of any feasibility study done of the proposed location. He noted Roe has more right-of-way than Nall as it was anticipated that Roe would become a four lane-roadway. Nall has limited right-of-way particularly between 75th and 83rd streets. He does not feel the location has been adequately studied as to the impact of the trail and cannot support the proposed change at this time.

Ron Williamson replied there was no engineering analysis done of either corridor or of what side of the street. At this point at time it is a line on a map to be studied in detail at a later time. Ken Vaughn responded he does not feel there is any need to put a line on a map until a feasibility study has been done showing that a trail can reasonably constructed at that location.

Randy Kronblad agreed with Mr. Vaughn that this is a significant change to the original location and there needs to be a study done to determine its feasibility.

Nancy Vennard noted no one has proven this is a good location and the placement of lines on a map are not appropriate without a study and the same thing applies to Roe Avenue.

Chairman Ken Vaughn opened the public hearing.

Mark McDonald, 8115 Nall, stated that only two persons received notification of this hearing although the residents of the neighborhood had asked to receive notifications of any action on the trail system. This was approved in November and they are just hearing about it. Mr. McDonald stated he is absolutely opposed to the proposed change in the Parks Master Plan that would add a bike trail along Nall and made the following comments:

- The City does not need this trail. It is an unnecessary expenditure unwanted by the homeowners in the area.
- The City should not be spending money on this in the current economic climate.
- Prairie Village does not have to be like Leawood, noting Leawood wasn't landlocked when it began constructing its trail system and was able to place them appropriately along creeks and open spaces.
- Who bears the responsibility for maintenance of these trails and liability for any accident occurring on the trail.
- With the high volume of traffic on Nall, he feels the location of a trail would create a safety hazard.
- The placement of a huge slab of asphalt running through their yards will be ugly and decrease their property values. Taking the easement and adding a trail places their homes closer to the activity on Nall and removes the long setback that has helped maintain their property values.

Elizabeth and Paul McKie, 8235 Nall, stated the placement of the trail would remove the historic 100+ year old wall along the front of their property as well as require the removal of several beautiful mature trees. This is a heavily travelled roadway as well as a truck route and is not an appropriate location for a trail. They also expressed frustration over the lack of notification that they were promised regarding trail activities.

Michael Shook, 5501 West 81st Street - corner of 81st & Nall, stated he has lived at this location for more than 30 years and has seen traffic increase to the level that it has all it can handle. He also expressed concern with the necessary removal of mature trees for the trail. If additional right-of-way for possible expansion of Roe is available, it should be used for this trail. The trail could connect from Roe to Nall at 95th Street. Mr. Shook stated that if someone's property is going to be taken or impacted, they deserve to have individual notice of the proposed actions. The lack of notice is unacceptable.

Kathryn McIntyre, 5450 Nall Avenue, expressed concern for her stone fence which has already been lowered because of the sidewalk added along Nall. She is also concerned about the loss of trees and flowers along the front of her property. She felt construction of a trail along a truck route would be dangerous.

Kevin Koch, 8236 Nall, stated he is a cyclist and does not ride on the heavily travelled Nall but heads to Lamar. He also noted there have been a number of accidents at 83rd & Nall and the addition of a trail would make that area more problematic.

With no one else to address the Commission, the public hearing was closed at 7:50 p.m.

Dennis Enslinger stated the City Council would be having a general discussion on trails at its meeting on Tuesday, February 21st.

Nancy Wallerstein asked that the residents be given a sign-in sheet for them to give e-mail addresses so they can receive more information on that and future meetings.

Mark McDonald asked if the City was required to implement a trail system. Mr. Enslinger responded it was not. Mr. McDonald added is the trail along Tomahawk Creek is indicative of the trail system, he would rather they not.

Bob Lindeblad moved the Planning Commission continue PC2012-02 to their March 6, 2012 meeting. The motion was seconded by Marlene Nagel and passed unanimously.

NON-PUBLIC HEARINGS

PC2012-104 Monument Sign Approval 4518 West 89th Street

Chris Woody, 4518 West 89th Street, noted he is requesting approval of a monument sign for a multi-tenant Somerset West office building located on the north side of 89th Street east of Roe Avenue. There is currently no sign at that location. The proposed sign would have spaces for three tenants and would be lighted by a flush mounted light placed in a plant bed and operated by a timer from dusk to 7 p.m.

Ron Williamson noted that technically the applicant should submit sign standards for this development because it is a multi-tenant building. However, if no other signage is proposed, the existing wall sign and approval of this monument sign will essentially be the sign standards for the project. No additional exterior signage will be permitted until sign standards are submitted to the Planning Commission for review and approval.

The Planning Commission has approved several of the multi-tenant signs, but has done so based on quality of design as outlined in Paragraph 2 of the policy. The proposed sign design indicates brick that matches the building will be used for the columns and base. The material for the sign panel identified on the drawing will be limestone. The sign text will be individual letters attached to the limestone.

Orientation

The proposed monument sign will be two sided perpendicular to 89th Street.

Setback

The minimum setback required by ordinance is 12 feet from the back of curb and the sign must be on private property. The sign will be setback 12 feet from the back of curb.

Construction Materials

The drawing indicates the base and columns will be made of the same brick as the building and the sign panel will be limestone. As the south side of 89th Street is residential, this sign should be of a high quality.

Illumination

The sign is to be illuminated with four (4) ground flush mounted, flood lights.

Height

The proposed height of the sign is 5 feet, which is the maximum height permitted by Ordinance.

Area

The Ordinance requires that the sign not exceed 20 square feet in area per face. It appears that the sign face will be 4' x 5' which is 20 square feet and meets the ordinance.

Landscaping

The ordinance requires a minimum three feet landscaped area around the base of the sign and a landscape plan. A proposed landscape plan has been submitted but the specific plants have not been identified. The applicant will need to submit a more detailed plan identifying the specific plants when the sign permit application is filed. The plant materials will be subject to review and approval by staff.

Dirk Schafer moved the Planning Commission approve PC2012-104 for a monument sign at 4815 West 89th Street subject to the following conditions:

1. That the sign be approved for a maximum of three tenants.
2. That the applicant prepare a detailed landscape plan identifying the specific plant materials that would be placed around the base of the sign for approval by staff prior to the issuance of a sign permit.
3. That the flood lights illuminating the sign be ground flush mounted.
4. That the only signage approved for this office building is this monument sign and if any additional exterior signage is proposed on the building or otherwise, sign standards will need to be prepared for the building and submitted to the Planning Commission for review and approval.

The motion was seconded by Randy Kronblad and passed unanimously.

OTHER BUSINESS

Dennis Enslinger stated he has been contacted regarding the placement of a third monument sign at 75th & Nall for the Congregation Ohev Shalom property. This facility currently serves three different congregations and each would like their own signage.

Mr. Enslinger noted there are already signs for two of the congregations on the property. Staff has encouraged them to consolidate the signage.

Bob Lindeblad noted the trend for multiple uses of church facilities.

Nancy Vennard asked how the signage was handled for the church at 75th & Belinder. Mr. Enslinger responded they have a permanent sign and two temporary signs

Randy Kronblad noted the construction of the current signs at this location or the proposed signs does not comply with city standards.

Dennis Enslinger announced that the City Council has directed staff to prepare an amendment to the Comprehensive Plan to address the Mission Valley School site instead of hiring an outside consultant to do a more detailed amendment of the expanded area surrounding the school. He and Mr. Williamson hope to be able to have a draft to the Commission for review at the March 6th meeting with the Commission authorizing a public hearing for their April meeting.

Next Meeting

The February 7th Planning Commission agenda will have two public hearings: PC2012-03 an amendment to the Special Use Permit for Highlawn Montessori for the addition of a second story on their building allowing for an additional classroom and PC2012-04 a special use permit for the wastewater pump station and 40' tripod lattice type tower for their use at 3535 Somerset. Staff also hopes to have ready for the Commission's review the amendment to the Comprehensive Plan regarding the Mission Valley School site.

ADJOURNMENT

With no further business to come before the Planning Commission, Chairman Ken Vaughn adjourned the meeting at 8:05 p.m.

Ken Vaughn
Chairman

STAFF REPORT

TO: Prairie Village Planning Commission
FROM: Ron Williamson, Lochner, Planning Consultant
DATE: March 6, 2012 Planning Commission Meeting

Project # 011002401

Application: PC 2012-03

Request: Special Use Permit to Expand an Existing Private School

Property Address: 3531 Somerset Drive

Applicant: Friends of Montessori Association

Current Zoning and Land Use: R-1A Single-Family Residential District and Special Use Permit – Montessori School

Surrounding Zoning and Land Use: **North** R-1A Single-Family Residential District – Single-Family Dwellings
East: Leawood R-1 Single-Family Residential – Single-Family Dwellings
South: R-1A Single-Family Residential District – Public Works Maintenance Yard
West: RP-4 Planned Condominium District - Townhomes

Legal Description: Unplatted – Metes and Bounds and Somerside Lot 16

Property Area: 1.77 acres or 77,129 sq. ft.

Related Case Files: PC 2009-08 Amend Special Use Permit to add Somerside Lot 16
PC 2001-01 Amend Special Use Permit to expand to Somerside Lot 16 (Applicant Withdrew)
PC 93-08 Amend Special Use Permit to expand building
PC 87-105 Approval of Filed Plans for Expansion
PC 87-07 Special Use Permit to Expand
PC 84-108 Special Use Permit to Expand
PC 77-01 Special Use Permit for Initial Approval

Attachments: Application, Plans and Photos

General Location Map



Aerial Map



COMMENTS:

The Highlawn Montessori School is requesting an amendment to their Special Use Permit to add two new classrooms. Highlawn Montessori School was established in 1963 in Prairie Village and originally was located in the "Old Woolf Farmhouse" behind the library. They purchased this site from J.C. Nichols in 1969 and as a part of the purchase both parties agreed to certain restrictions. The restrictions were between J.C. Nichols and the Friends of Montessori Association. In general the restrictions limited the use of the property to a school or residential. Also J.C. Nichols retained the right to approve the plans for all buildings and structures. These restrictions are private and have no bearing on the City consideration of the application to expand the Montessori School. The City Council approved the first phase of the Highlawn Montessori School as a Special Use Permit on March 7, 1977; the second phase was approved on April 16th, 1984; a third phase was approved on October 18, 1993; and in June, 2009 the expansion to a lot to the east for playground and open space was approved. The Highlawn Montessori School has had a long history in this neighborhood and has consistently grown and expanded to accommodate its students. Currently the Highlawn Montessori School has a capacity of approximately 144 students. There are five Primary Classes of children ages three to six and one elementary classroom for children from first to sixth grade. Each classroom can accommodate 24 children.

The proposal is to add two new classrooms in a second story addition above the east building. Currently, the elementary class is held in the basement. The proposal is to move this class to the second level and add an additional elementary classroom for 24 children. The total capacity for the school would be seven classrooms or 168 students. The basement would no longer be used as a classroom, but would serve as a lunch room, meeting space and storm shelter. In addition to the classroom, restrooms, closets and a large deck will be added. Solar panels are proposed for the roof on the south elevation. The foot print of the existing building is 7,222 sq. ft, which is approximately 9 percent of the site. This is well below the maximum 30 percent ground coverage permitted by ordinance. The deck will add 848 sq. ft. for a total of 3,070 sq. ft. or 10.5 percent ground coverage.

The applicant held a meeting on February 22, 2012 in accordance with Planning Commission Citizen Participation Policy. A summary of that meeting is attached. The issue of concern to the neighbors was traffic.

FACTORS FOR CONSIDERATION:

The Planning Commission shall make findings of fact to support its decision to approve, conditionally approve or disapprove a special use permit. In making its decision, consideration should be given to any of the following factors that are relevant to the request:

1. The proposed Special Use complies with all applicable provisions of these regulations, including intensity of use regulations, yard regulations, and use limitations.

The property is Zoned R-1A Single-Family Residential and has been developed for the Montessori School since 1977. The existing buildings set back approximately 32' from Somerset Drive and meet all other set back requirements. The proposed building height is 34' 11" which is within the 35' height limit of the regulations. The lot is currently 9.4 percent and will increase to about 10.5 percent coverage with the addition of the deck which is approximately 848 sq. ft. The 30 percent lot coverage would allow approximately 23,138 sq. ft. The proposed expansion does comply with the intensity of use, yard and use regulations.

2. The proposed Special Use at the specified location will not adversely affect the welfare or convenience of the public.

The proposal is to add one additional elementary classroom. Traffic is already congested in this area during drop off and more so during pick-up times. Traffic is stacked on Somerset Drive and it does present concerns for those entering and leaving the Public Works facility, as well as, those traveling through on Somerset Drive.

3. **The proposed Special Use will not cause substantial injury to the value of other property in the neighborhood in which it is to be located.**

The addition of the second floor for only the east wing of the facility is 2,570 sq. ft. and will not cause substantial injury to the value of the property in the area. The school actually serves as somewhat of a buffer between the homes on Somerset Drive and the Public Works yard to the south.

4. **The location and size of the Special Use, the nature and intensity of the operation involved in or conducted in connection with it, and the location of the site which respect to streets giving access to it, are such that this Special Use will not dominate the immediate neighborhood so as to hinder development and use of neighboring property in accordance with the applicable zoning district regulations. In determining whether the Special Use will so dominate the immediate neighborhood consideration shall be given to:**

- a **Location, size and nature of the height of building structures, walls and fences on the site; and;**
- b **The nature and extent of landscape and screening on the site.**

This proposal is for only one additional classroom and is not of a size that will dominate the neighborhood or hinder development or redevelopment. This neighborhood is completely developed.

5. **Off-street parking and loading areas will be provided in accordance with the standards set forth in these regulations, and said areas shall be screened from adjoining residential uses and located so as to protect such residential uses from any injurious affect.**

The ordinance requires two off-street parking spaces per classroom and with seven classrooms that is 14 spaces. Currently there are 14 spaces on the site. The ordinance is probably deficient in its requirement, since the parking spaces always seem to be full. The applicant has proposed four additional parking spaces, but that probably is not enough. The ordinance requires that parking must be eight feet from the property line so the three spaces along the west property line cannot be paved. The eight foot area is for landscaping. An option would be to permit the surface of these three spaces to be grass pavers. A more permanent and long term solution would be to consider staff parking on the recently acquired lot to the east. This would free up parking on the main site. At a minimum, the driveway is still in place and could accommodate at least two vehicles.

6. **Adequate utility drainage and other necessary facilities have been or will be provided.**

The proposed expansion will add a deck area and additional hard surface areas, but it will be minimal and a storm drainage plans has not been required.

7. **Adequate access roads or entrance and exit drives will be provided and shall be so designed to prevent traffic hazards and to minimize traffic congestion in public streets and alleys.**

No changes are proposed for access. Access is off Somerset Drive. The property is entered at the west drive and exited at the east drive. Traffic circulates around the parking area and children are picked-up at either the west or north entrances to the building. Traffic backs up on Somerset Drive and there is congestion on the street. Staff has requested that a traffic study be prepared and it was not done in time to be incorporated into this staff Report but will be sent under separate cover or as an attachment.

8. **Adjoining properties and the general public shall be adequately protected from any hazardous or toxic materials, hazardous manufacturing process, obnoxious odors or unnecessary intrusive noises.**

This particular use does not appear to have any hazardous or toxic materials, hazardous processes or obnoxious odors related to its use. There may be some noise generated from the outdoor play of the children, but it should be mitigated through fencing and landscape screening on the adjacent property lines.

9. **Architectural style and exterior materials are compatible with such styles and materials used in the neighborhood in which the proposed building is to built or located.**

The plans are more graphic than architectural and while they show the style, do not identify the materials. The building elevation indicates that it will be a residential style which will be compatible with the surrounding neighborhood. It is assumed the materials will be the same as what has been used to date. The submission of Architectural quality drawings should be added as a condition of approval.

RECOMMENDATION:

After a review of the proposed application in relation to the nine factors previously outlined, the Planning Commission may either recommend approval of the special use permit amendments with or without conditions, recommend denial, or continue it to another meeting. In granting this special use permit amendment, however, the Planning Commission may impose such conditions, safeguards, and restrictions upon the premises benefited by approval of the Special Use Permit as may be necessary to reduce or minimize any potentially injurious affect on other property in the neighborhood. It is the recommendation of Staff that the Planning Commission recommend approval of the Special Use Permit Amendment to the Governing Body subject to the following conditions:

1. That any outdoor lighting installed shall be in accordance with the lighting ordinance.
 2. That the three parking spaces along the west property be surfaced with grass pavers and not concrete or asphalt.
 3. That additional requirements may result based on the Traffic Study.
 4. Consideration be given to adding staff parking to the east lot and at a minimum use the existing driveway for parking.
 5. That the materials be the same as the existing structures and that the applicant submit detailed drafts of the elevation indicating the specific materials to be used while maintaining the residential appearance. The drawings will be reviewed and approved by Staff.
 6. That the Special Use Permit be approved for a maximum of seven classrooms with a maximum enrollment of 24 students per classroom.
 7. That the applicant protects existing major trees during the demolition and installation of new improvements.
 8. That the Special Use Permit be approved for an indefinite period of time.
 9. If the applicant is found to be in non-compliance with the conditions of the Special Use Permit, the permit will become null and void within 90 days of notification of non-compliance, unless the non-compliance is corrected.
-

Site Plan Approval

The applicant has also submitted a site plan for approval by the Planning Commission. In its consideration of the site plan, the Planning Commission shall address the following criteria:

A. The site is capable of accommodating the buildings, parking areas, and drives with the appropriate open space and landscape.

The buildings, parking and open space meet the requirements of the zoning ordinance, however, more parking than is required by the ordinance is needed to serve this facility. The stacking area for vehicles particularly during the student pick-up times is not adequate to handle the demand, and cars stack up on Somerset Drive waiting for a class to let out. This problem is not unique to Highlawn Montessori, but is a problem shared by all schools.

B. Utilities are available with adequate capacity to serve the proposed development.

This site is currently served by utilities and they should be adequate to serve the proposed use.

C. The plan provides for adequate management of stormwater runoff.

This is a second story addition and the impervious surface will be increasing very little. The removal of the house on the lot to the east reduced the land surface area for the school significantly for the total site. The existing stormwater drainage should be adequate to handle the minimal increase and a stormwater management plan was not required.

D. The plan provides for safe ingress/egress and internal traffic circulation.

This is a concern because traffic stacking up on Somerset Drive causes congestion during drop-off and pick-up times. The congestion apparently causes people to drive carefully along Somerset Drive and there are few accidents. The applicant is preparing a Traffic Study and it will address this issue in more detail.

E. The plan is consistent with good land planning and site engineering design principles.

This site is nearing its maximum capacity to accommodate additional development. The site is irregularly shaped and it has elevation change that makes it a difficult site to design. The proposed expansion is a second story which makes good sense considering the challenges of the site. The proposed expansion is generally consistent with good land planning and site engineering design principals with the exception that the site cannot accommodate the traffic and vehicles stacking up on Somerset Drive.

F. An appropriate degree of compatibility will prevail between the architectural quality of the proposed building and the surrounding neighborhood.

It was not noted on the plans, but the applicant will be using the same materials as used on the existing buildings and it will be painted the same color. The applicant should submit Architectural quality drawings to Staff for review and approval.

G. The plan represents an overall development pattern that is consistent with Village Vision and other adopted planning policies.

One of the primary objectives of Village Vision is to encourage reinvestment in the community to maintain the quality of life in Prairie Village. The Highlawn Montessori School is one of the amenities that sets Prairie Village apart from other competing communities in the metropolitan area. This

application is for the expansion of an existing use within the community and is consistent with Village Vision in encouraging reinvestment.

RECOMMENDATION:

It is the recommendation of staff that the Planning Commission approve the site plan, subject to the following conditions:

1. That the applicant use the driveway on the east lot to accommodate at least two parking spaces for staff.
2. That any outdoor lighting installed shall be in accordance with the lighting ordinance.
3. That the three parking spaces along the west side of the parking area be surfaced with grass pavers.
4. That the proposed addition use the same materials and be painted the same color as the existing buildings and that the applicant submit revised drawings for staff approval.
5. That the applicant protect existing major trees during the demolition and installation of new improvements.

Front Elevation



Playground Driveway



SPECIAL USE PERMIT APPLICATION

CITY OF PRAIRIE VILLAGE, KANSAS

For Office Use Only

Case No.: PC 2012 - 03
Filing Fees: \$00
Deposit: \$500
Date Advertised: 2/14/12
Date Notices Sent: _____
Public Hearing Date: 3/6/12

APPLICANT: Highlawn Montessori School PHONE: 913-649-6160

ADDRESS: 3531 Somerset Drive, Prairie Village, KS ZIP: 66208

OWNER: Friends of Montessori Association who operates Highlawn Montessori School

PHONE: 913-649-6160

ADDRESS: 3531 Somerset Drive, Prairie Village, KS ZIP: 66208

LOCATION OF PROPERTY: 3531 Somerset Drive, Prairie Village, KS
LEGAL DESCRIPTION: 27-12-25 BGAT PT ON E/L W1/2 1065/ 10' N SE COR N 350.91'
TO CTR/L OF SOMERSET DR SW ALG CTR/L 360.25' 40' &
102.92' SE ON CURVE 97.87' E 144.39' YO PY OG BG 1.6 AC
M/L SCHOOL PVC 613 8 BTAO 3408 81 TX

LOCATION OF PROPERTY: 3409 Somerset Drive, Prairie Village, KS
LEGAL DESCRIPTION: Appraised Agricultural Use Acreage: 0.00
SOMERSIDE LOT 16 PVC-10470

ADJACENT LAND USE AND ZONING:

	<u>Land Use</u>	<u>Zoning</u>
North	<u>RESIDENTIAL</u>	<u>R-1</u>
South	<u>RESIDENTIAL-P.V. Public Works</u>	<u>R-1</u>
East	<u>RESIDENTIAL</u>	<u>R-1</u>
West	<u>RESIDENTIAL</u>	<u>R-1</u>

Present Use of Property: School

Please complete both pages of the form and return to:

Planning Commission Secretary
City of Prairie Village
7700 Mission Road
Prairie Village, KS 66208

Does the proposed special use meet the following standards? If yes, attach a separate Sheet explaining why.

	<u>Yes</u>	<u>No</u>
1. Is deemed necessary for the public convenience at that location.	_____	x
2. Is so designed, located and proposed to be operated that the public health, safety, and welfare will be protected.	x	_____
3. Is found to be generally compatible with the neighborhood in which it is proposed.	x	_____
4. Will comply with the height and area regulations of the district in which it is proposed.	x	_____
5. Off-street parking and loading areas will be provided in accordance with the standards set forth in the zoning regulations, and such areas will be screened from adjoining residential uses and located so as to protect such residential use from any injurious effect.	x	_____
6. Adequate utility, drainage, and other such necessary facilities have been or will be provided.	x	_____

Should this special use be valid only for a specific time period? Yes _____ No x

If Yes, what length of time? _____

SIGNATURE: Katherine Morrison

DATE: 1/30/12

BY: _____

TITLE: Highland Director

Attachments Required:

- Site plan showing existing and proposed structures on the property in questions, and adjacent property, off-street parking, driveways, and other information.
- Certified list of property owners

Special Use Permit Application

2. Is so designed, located and proposed to be operated that the public health, safety, and welfare will be protected. _____
- The vertical addition has been designed to adhere to all applicable building codes. The operation of the school will not change nor will it's use group.*
3. Is found to be generally compatible with the neighborhood in which it is proposed. _____
- Highlawn Montessori School's proposed addition will blend with existing facility built in 1994. By adding a second story, the building will achieve a better sense of proportion and relate better to the two story and split level homes in the immediate vicinity. Breaking up the roof planes the will also make the structure more interesting and visually appealing within the context of the surrounding community.*
4. Will comply with the height and area regulations of the district in which it is proposed. _____
- Proposed addition will comply with 35 foot height regulations. Final height at peak is 34'11".*
5. Off-street parking and loading areas will be provided in accordance with the standards set forth in the zoning regulations, and such areas will be screened from adjoining residential uses and located so as to protect such residential use from any injurious effect. _____
- The current parking layout will not change with the exception of adding 4 spaces. The addition of these spaces will be made possible by maximizing the current lot with a minimal addition of parking surface. Highlawn is conducting traffic study on February 11 and 12. Results will be shared at neighborhood meeting and Planning Commission meeting. On-site parking plan is attached.*
6. Adequate utility, drainage, and other such necessary facilities have been or will be provided. _____
- The vertical addition will not add roof surface as the existing footprint of the building will remain the same. There will be no alteration of current drainage and no volumetric increase in storm water drainage.*

AFFIDAVIT

STATE OF KANSAS)
) ss.
COUNTY OF JOHNSON)

Katherine Mauson, being duly sworn upon his oath, disposes and states:

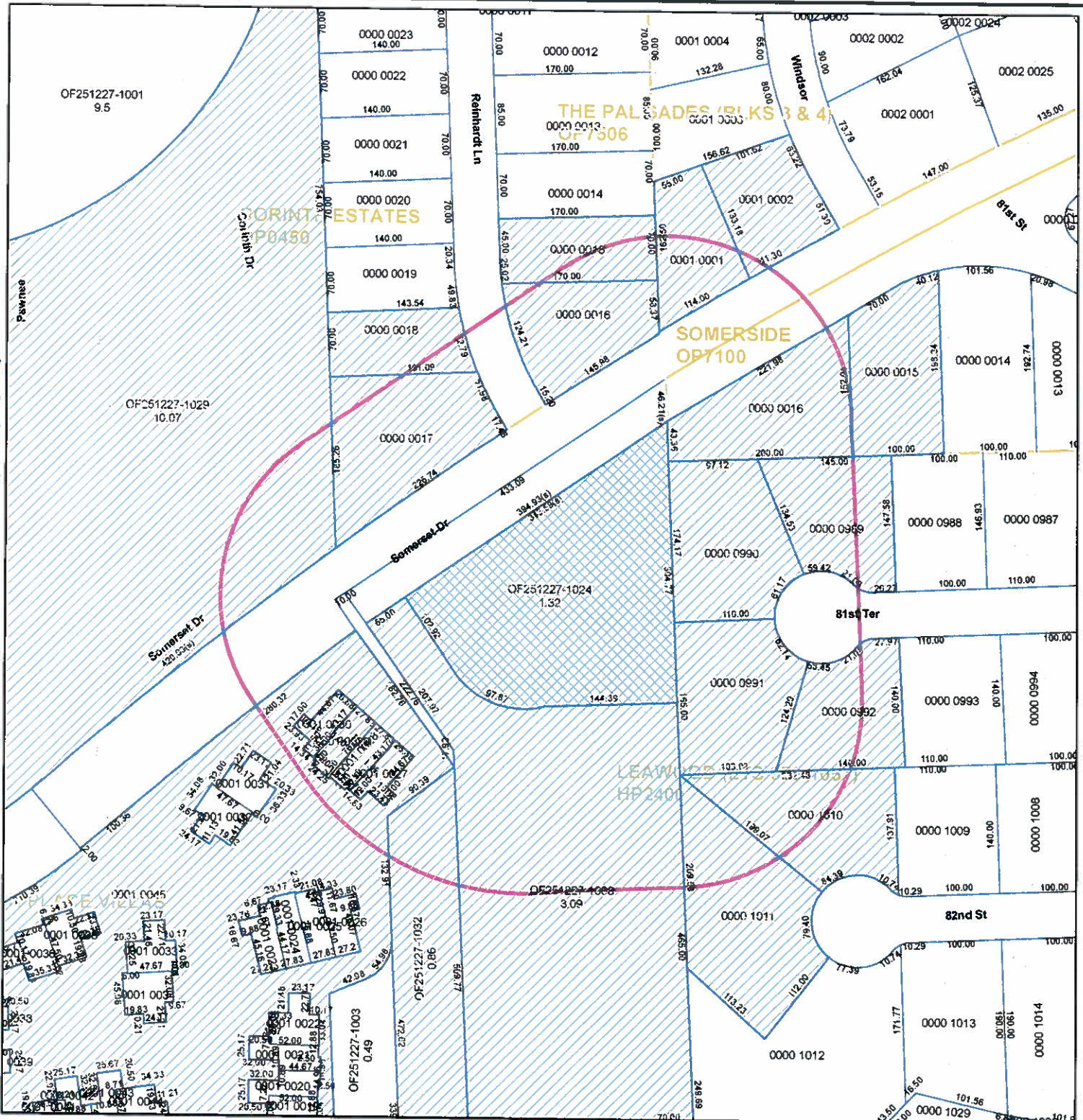
That he is the (owner) (attorney for) (agent of) the tract of land for which the application was filed. That in accordance with Section 19.28.025 of the Prairie Village Zoning Regulations, the applicant placed and maintained a sign, furnished by the City, on that tract of land. Said sign was a minimum of two feet above the ground line and within five feet of the street right-of-way line in a central position of the tract of land and had no visual obstruction thereto.

Katherine Mauson
(Owner/Attorney for/Agent of)

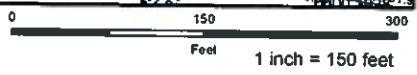
Subscribed and sworn to before me this 2 day of Feb., 2012.

[Signature]
Notary Public or Planning Commission

Secretary



- Lot Line
- Section Line
- Plat Perimeter



200 ft Buffer Map

MAP/DATA DISCLAIMER: It is understood that, while the AIMS participating agencies and information suppliers have no indication and reason to believe that there are inaccuracies in information incorporated in the basemap, AIMS AND ITS SUPPLIER MAKE NO REPRESENTATION OF ANY KIND, INCLUDING BUT NOT LIMITED TO WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR USE, NOR ARE ANY SUCH WARRANTIES TO BE IMPLIED WITH RESPECT TO THE INFORMATION, DATA, OR SERVICE FURNISHED HERIN.



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[Go back to previous](#)

Prairie Village, KS Planning Commission
7700 Mission Road
Prairie Village, Kansas 66208-4230



Friday, February 3, 2012

Dear Planning Commission:

Highlawn Montessori School, established in 1963, features the first Association Montessori Internationale (AMI) accredited Montessori programs in the Kansas City Area. Since 1963, the school has gradually expanded from one Primary Classroom of 20 children, ages three to six, to five Primary Classes of 24 children. Currently, Highlawn also offers one Montessori Elementary classroom for children from first to sixth grade.

Highlawn is a Kansas 501-C-3 Not-for-Profit Corporation under the operative organization, Friends of Montessori Association. The property and business of the corporation is controlled and managed by a Board of Directors consisting of current Highlawn parents. The mission of Highlawn Montessori School is to provide a child-centered Montessori community which facilitates the social, emotional, physical and cognitive development of each child.

Highlawn's elementary program currently serves students in grades 1-6 and is located in the basement of Highlawn's existing facility. It is the desire of our community to relocate the existing elementary classroom to a second story addition above Highlawn's east building. The addition would also contain classroom space for one additional elementary classroom. The addition of one classroom would expand Highlawn's Elementary program from one, multi-age classroom serving 24 students in grades 1-6 to two classrooms with classroom space for 24 additional students.

Consequently, we are applying to the Prairie Village Planning Commission to consider our application to build a second story addition to SOMERSIDE Lot 16, PVC-10470 in order to relocate our existing Elementary Classroom and create one additional classroom for students in grades 1st-6th. The current basement space would be utilized as a lunchroom, meeting space for special programs, and severe storm shelter for Highlawn students and Prairie Village Public Works employees.

Our site plan outlines our plan in detail. We look forward to meeting with you to discuss our application. I am available for any questions.

Sincerely,

Kathy Morrison

Kathy Morrison

Highlawn Montessori School, Director

3531 Somerset Drive

Prairie Village, KS 66208

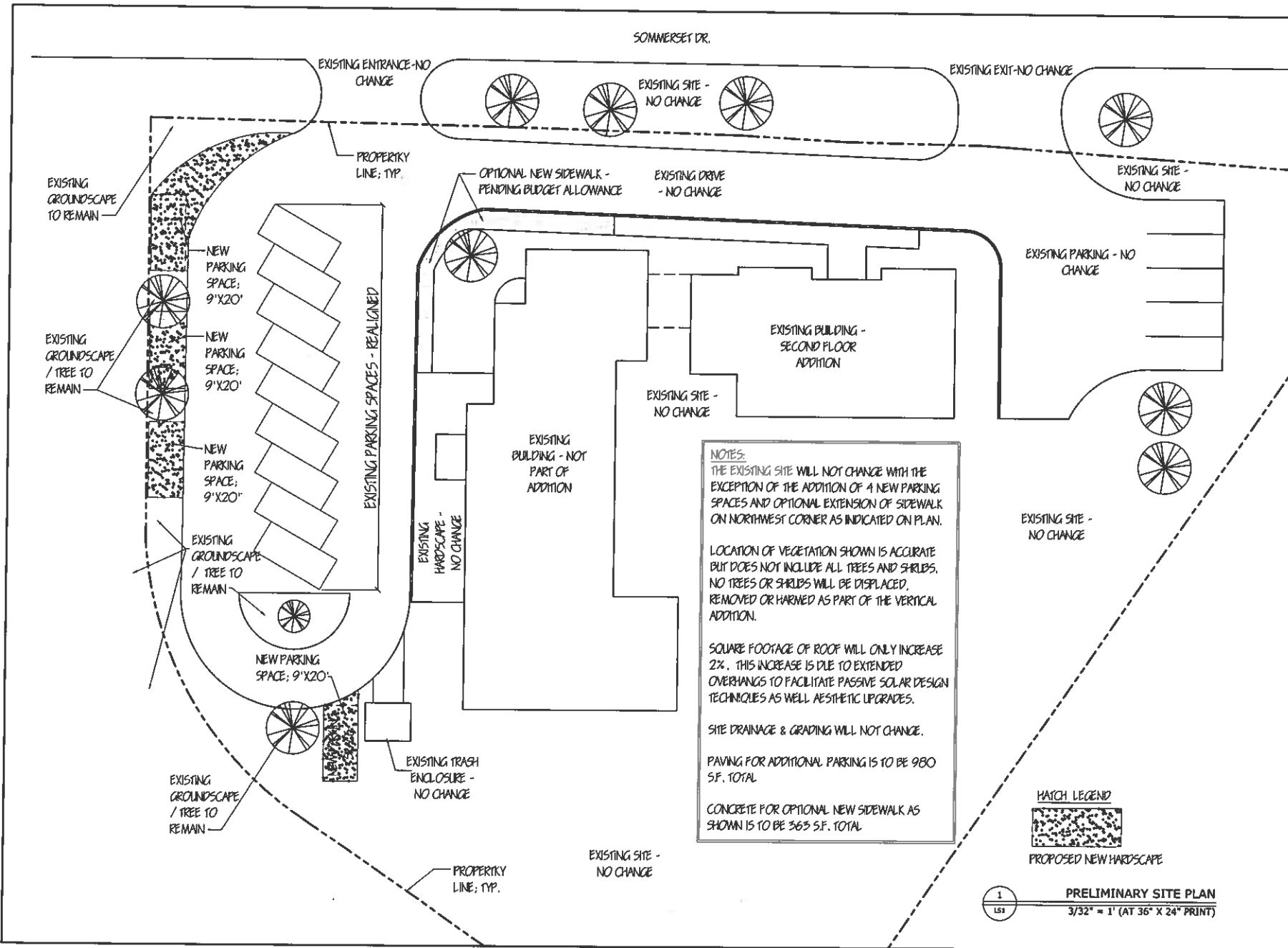
913-649-6160

kathy@highlawn.org

3531 Somerset Drive . Prairie Village, KS 66208 . 913-649-6160

Fax 913-649-0323 www.highlawn.org

Member Association Montessori Internationale



NOTES:
 THE EXISTING SITE WILL NOT CHANGE WITH THE EXCEPTION OF THE ADDITION OF 4 NEW PARKING SPACES AND OPTIONAL EXTENSION OF SIDEWALK ON NORTHWEST CORNER AS INDICATED ON PLAN.

LOCATION OF VEGETATION SHOWN IS ACCURATE BUT DOES NOT INCLUDE ALL TREES AND SHRUBS. NO TREES OR SHRUBS WILL BE DISPLACED, REMOVED OR HARMED AS PART OF THE VERTICAL ADDITION.

SQUARE FOOTAGE OF ROOF WILL ONLY INCREASE 2%. THIS INCREASE IS DUE TO EXTENDED OVERHANDS TO FACILITATE PASSIVE SOLAR DESIGN TECHNIQUES AS WELL AESTHETIC UPGRADES.

SITE DRAINAGE & GRADING WILL NOT CHANGE.

PAVING FOR ADDITIONAL PARKING IS TO BE 980 SF. TOTAL

CONCRETE FOR OPTIONAL NEW SIDEWALK AS SHOWN IS TO BE 363 SF. TOTAL

HATCH LEGEND

 PROPOSED NEW HARDSCAPE

1
 151
PRELIMINARY SITE PLAN
 3/32" = 1' (AT 36" X 24" PRINT)

HIGHLAWN REMODEL
HIGHLAWN MONTESSORI
3531 SOMMERSET DR.
PRAIRIE VILLAGE KANSAS, 66208

ISSUED BLOCK	
DATE	DESCRIPTION

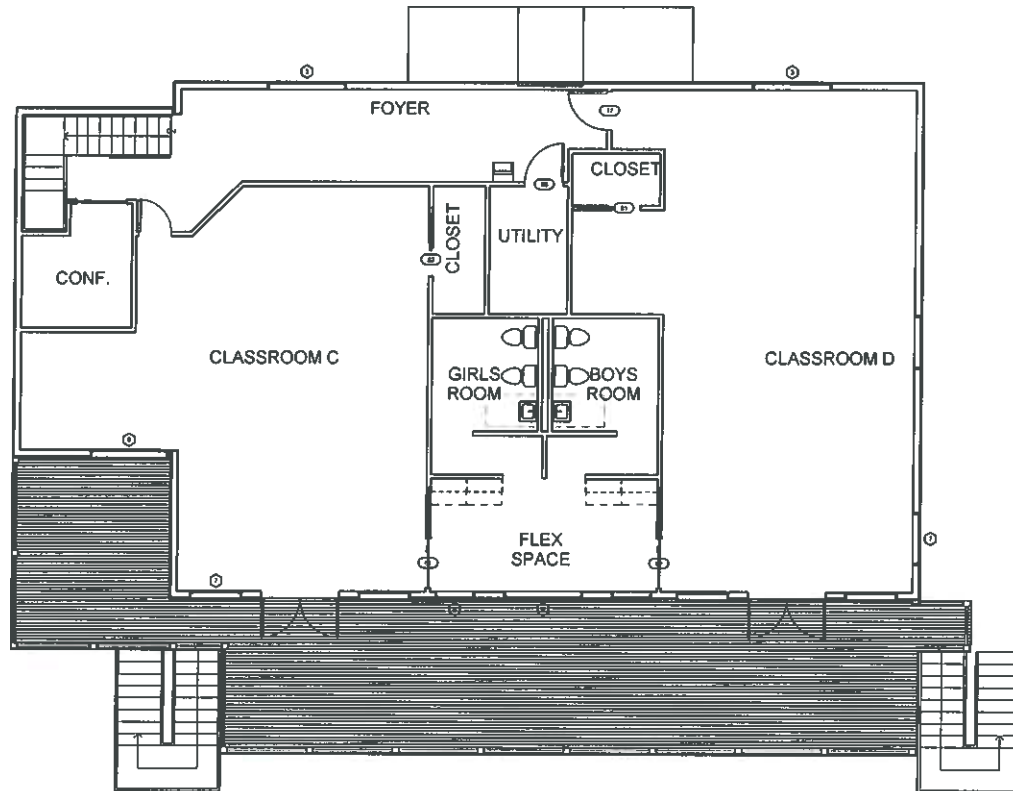
SUNSOURCE HOMES

CONSULTANT STAMP

DRAWING TITLE
PRELIMINARY SITE PLAN

SHEET NUMBER
LS1

NOTE.
 THIS ENTIRE FLOOR IS NEW
 NEW WINDOWS WILL ALIGN VERTICALLY WITH
 EXISTING WINDOWS BELOW
 THE SOUTH SIDE WILL INCORPORATE SEVERAL
 WINDOWS TO TAKE ADVANTAGE OF PASSIVE SOLAR
 HEAT GAIN AND SHADING DEPENDING ON THE SEASON



SECOND FLOOR PLAN

A VERTICAL ADDITION TO:
**HIGHLAWN
 MONTESSORI
 SCHOOL**
 3531 SOMMERSET DR.
 PRAIRIE VILLAGE, KS 66208

**SUNSOURCE
 HOMES**
 Innovative Designs for Sustainable Living
 SUNSOURCE HOMES, INC. 2022 ROSEWOOD LN. PRAIRIE VILLAGE, KS 66208
 SUNSOURCEHOMES.NET 616-785-3883

No.	Description	Date



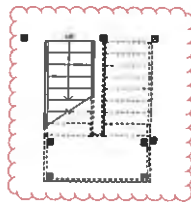
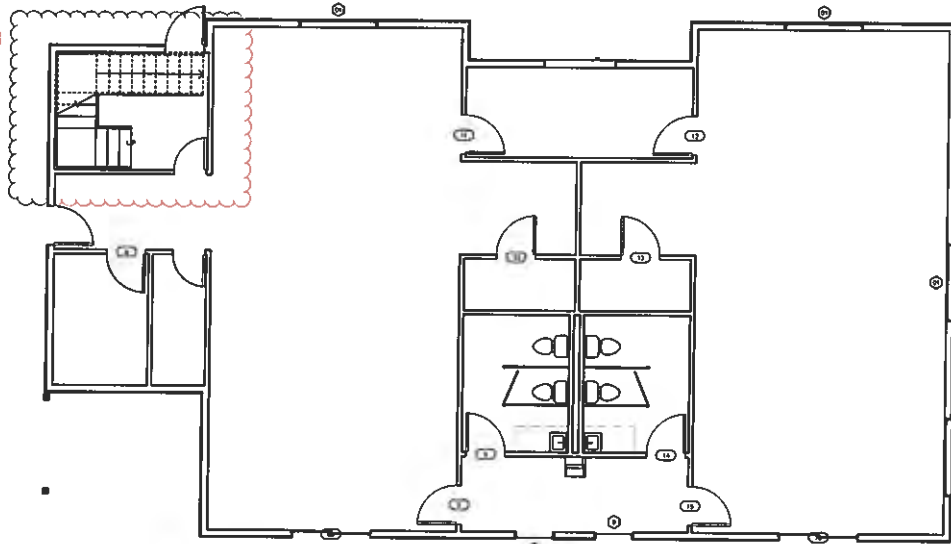
SECOND FLOOR
 PLAN

Project Number	Project Number
Creation Date	Issue Date
A1.1	
Scale	1/4" = 1'-0"

A VERTICAL ADDITION TO:
**HIGHLAWN
 MONTESSORI
 SCHOOL**
 3531 SOMMERSET DR
 PRAIRIE VILLAGE, KS 66208

SUNSOURCE
HOMES
 Innovative Designs for Sustainable Living
1000 W. 12TH AVENUE, SUITE 100, DENVER, CO 80202
 (303) 733-1111

THIS IS THE EXTENT
 OF THE FIRST FLOOR
 SPACE PLAN
 REDESIGN
 WE ARE ADDING
 STAIRS TO WHAT IS
 NOW OFFICE SPACE
 THE FOOTPRINT OF
 THIS AREA WILL
 REMAIN THE SAME



NEW STAIRS WILL BE ADDED TO ACCESS THE
 UPSTAIRS DECK

FIRST FLOOR PLAN

Rev	Description	Date

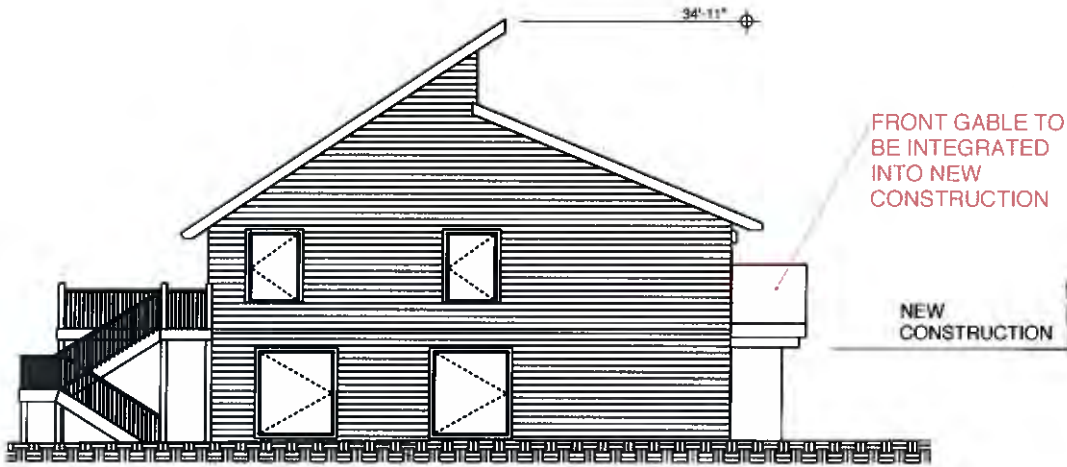


**FIRST FLOOR
 PLAN**

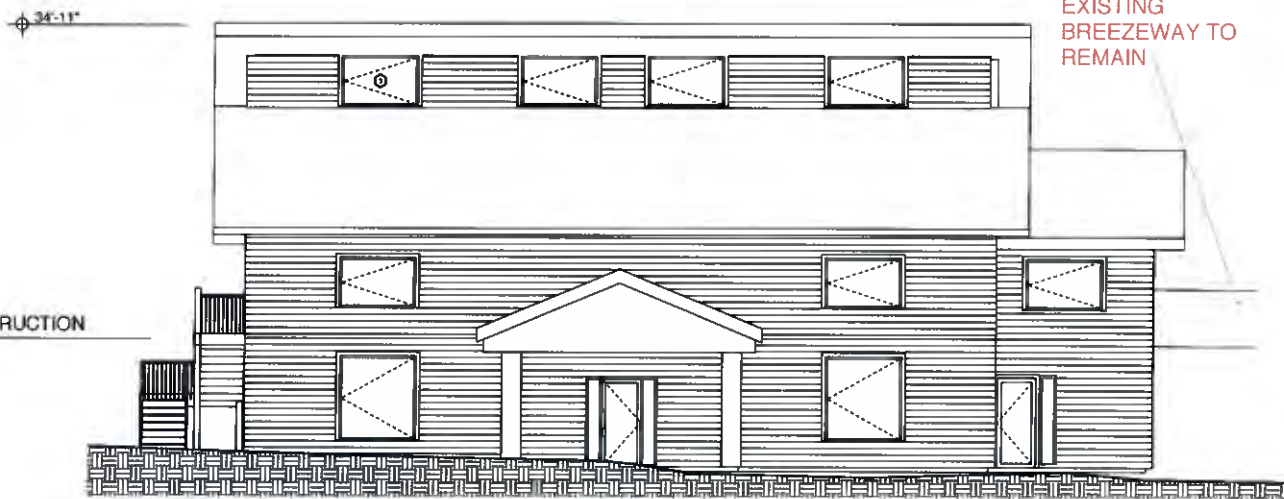
Project Number: _____
 Original Issue Date: _____

A1.0

SCALE: 1/8" = 1'-0"



EAST ELEVATION



NORTH ELEVATION

A VERTICAL ADDITION TO:
HIGHLAWN MONTESSORI SCHOOL
 3531 SOMMERBET DR.
 PRAIRIE VILLAGE, KS 66208

SUNSOURCE HOMES
 Innovative Designs for Sustainable Living
SUNSOURCE HOMES, INC. 702 ROSEWOOD LN PRAIRIE VILLAGE, KS 66208
 SUNSOURCEHOMES.NET 816-783-3880

FRONT GABLE TO BE INTEGRATED INTO NEW CONSTRUCTION

NEW CONSTRUCTION

EXISTING BREEZEWAY TO REMAIN

NEW CONSTRUCTION

No.	Description	Date

ELEVATIONS

Sheet Number: **A2.0** Project Number: _____
 Original Date: _____ Issue Date: _____

A2.0

SUNSOURCE HOMES, INC.

A VERTICAL ADDITION TO:
**HIGHLAWN
 MONTESSORI
 SCHOOL**
 3531 SOMMERSET DR.
 PRAIRIE VILLAGE, KS 66208

SUNSOURCE
HOMES
 Innovative Designs for Sustainable Living
SUNSOURCE HOMES, INC. 7850 ROSEWOOD LN. PRAIRIE VILLAGE, KS 66208
 SUNSOURCEHOMES.NET 816-282-3805

No.	Description	Date

ELEVATIONS

Project Number: _____ Issue Date: _____
 Original Issue Date: _____

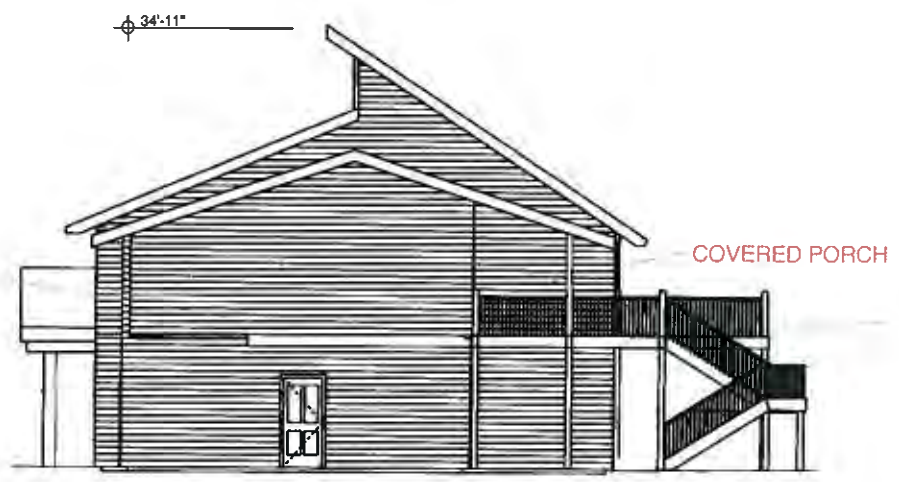
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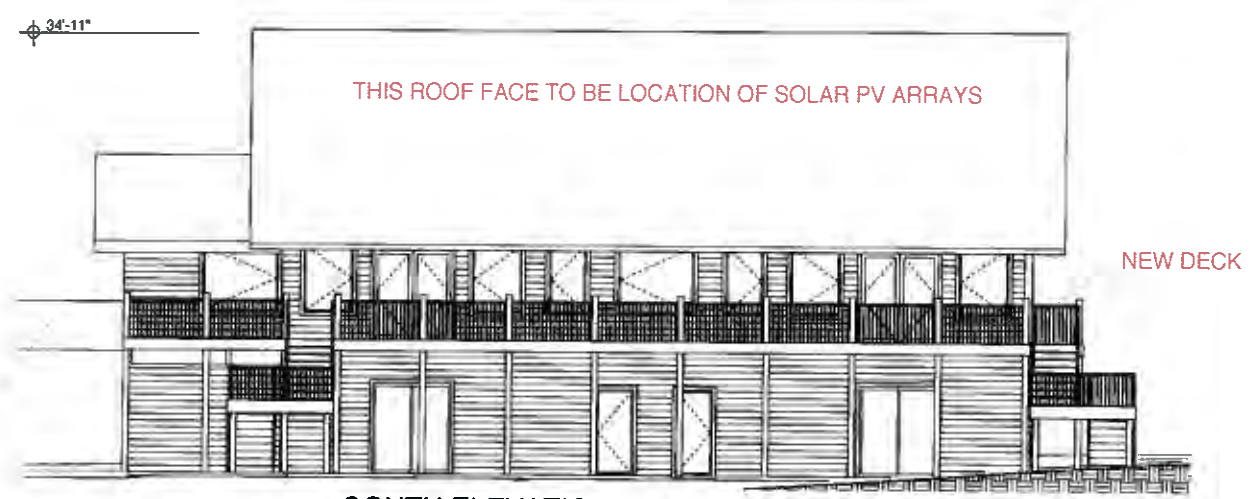
DATEPLOT 10/28/10

EXISTING BREEZEWAY
 OMITTED FOR CLARITY.
 THE BREEZEWAY WILL
 BE ATTACHED TO NEW
 ADDITION AND REMAIN
 AS IS

NEW
 CONSTRUCTION



WEST ELEVATION



NEW
 CONSTRUCTION

EXISTING
 BREEZEWAY
 BEYOND

SOUTH ELEVATION

Neighborhood Meeting Agenda
Highlawn Montessori School



February 22, 2012
7:00 pm

Re: Application for Special Use Permit as applied to the property at
3531 Somerset Drive.

- I. Introductions
- II. Vision from Highlawn
Kathy Morrison, Highlawn Director
- III. Site Plan Review
Keith Grapler, Project Consultant
- IV. Discussion
- V. School Contact for Highlawn Neighbors

Kathy Morrison, School Director
Highlawn Montessori School
6160 Somerset Drive
Prairie Village, KS 66208
913-649-6160
Kathy@highlawn.org

Neighborhood Meeting Sign-In Highlawn Montessori School



February 22, 2012
7:00 pm

Neighbors

School

Neighbors	School
MARIANNE SHOUSE	Kathy Morrison, director
Jennifer Sada	Patty Wright, teacher
	Keith Grapler, project manager

Neighborhood Meeting Minutes Highlawn Montessori School



February 22, 2012
7:00 pm

Re: Application for Special Use Permit as applied to the property at 3531 Somerset Drive.

I. Introductions

- Kathy Morrison, Highlawn Director
- Keith Grapler, Project Manager
- Patty Wright, Elementary Teacher
- Marianne Shouse and Jennifer Sada, Neighbors

II. Vision from Highlawn

Kathy Morrison, Highlawn Director

- Reviewed history of Highlawn Montessori School
- Discussed elementary school
 - Goal to divide current 6-12 program into 2 classrooms

III. Site Plan Review

- Keith Grapler, Project Consultant
 - Reviewed design attached
 - Neighbors asked about construction timeline. Discussed goal to complete structural work during summer when parking on-site would be available. Discussed summer camp schedule. Camp scheduled from 9-1 in June for only 24 children.

IV. Discussion

- Ms. Sada stated that she had called neighbors about the meeting and they did not receive letters. School explained that all neighbors within 200 feet of property had been notified and signed receipts had been returned.
- Ms. Sada stated that she is concerned about parking on her street. She stated that she has been a good neighbor and supported our playground project.
- She stated that the school has not cooperated with her by putting out no parking signs. She acknowledge that Reinhardt is a public street. She stated that parking at the 11:45 pick-up time is her main concern.
- The school explained that the planned addition for elementary classrooms would not alter the 11:45 schedule. The elementary class schedule is

3531 Somerset Drive . Prairie Village, KS 66208 . 913-649-6160

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staggered with drop-off from 8-8:15 and pick-up from 3-3:15. The elementary program does not add traffic to Somerset or parking on Reinhardt.

- School rep stated that Prairie Village Police Department has told us that we are not required to put out no parking signs for events and the width of Reinhardt does allow parking on both sides of the street.
- School rep explained that we had commissioned a Traffic Study at our expense is ensure that the additional elementary classroom would not have a negative impact on the neighborhood. Results are not available yet but would be shared at the Planning Commission meeting.
- Ms. Sada expressed concern that the school had commissioned the traffic study.
- Ms. Sada feels like we have not communicated with her.
- The school has shared with neighbors that our calendar is on our web site. Neighbors stated that evening events were to be expected and were not a concern. The main concern is during the 11:45 pick-up.
- The school explained again that the additional elementary classroom would not affect the 11:45 pick-up.
- The school rep shared examples of ongoing suggestions and reminders communicated to Highlawn families and staff regarding parking. Families are e-mailed reminders before all events. Families are asked frequently to be respectful of our neighbors when parking. We ask them not to block driveways, not to park on lawns, and use the public works parking lot for evening events. The goal is the safety of the community. The school has met with Prairie Village Police to ensure city laws are followed.

V. Tour of school

VI. School Contact for Highlawn Neighbors

Kathy Morrison, School Director
Highlawn Montessori School
6160 Somerset Drive
Prairie Village, KS 66208
913-649-6160
Kathy@highlawn.org

Meeting was adjourned at 7:45pm.



NORTH ELEVATION



WEST ELEVATION



SOUTH ELEVATION



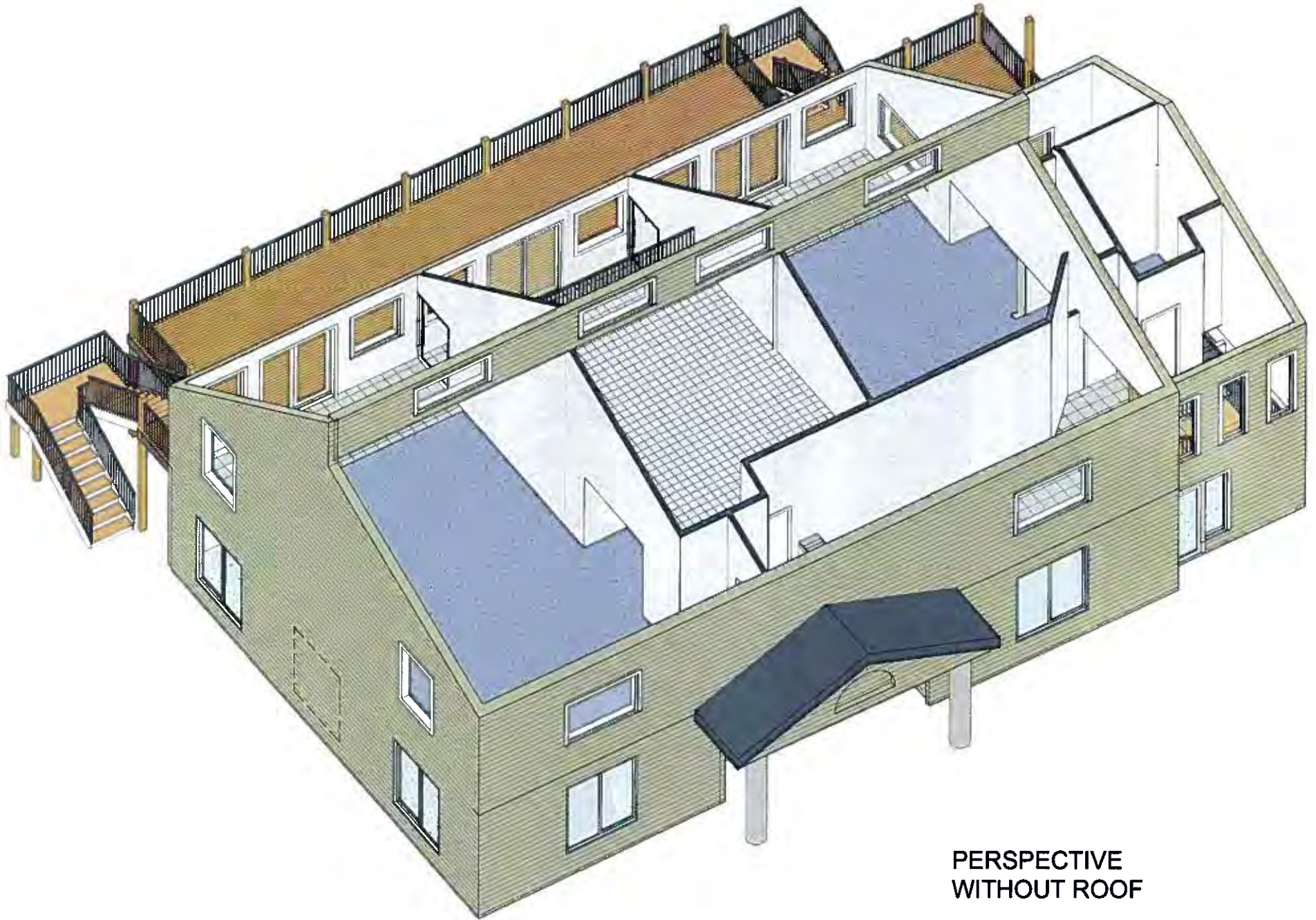
EAST ELEVATION



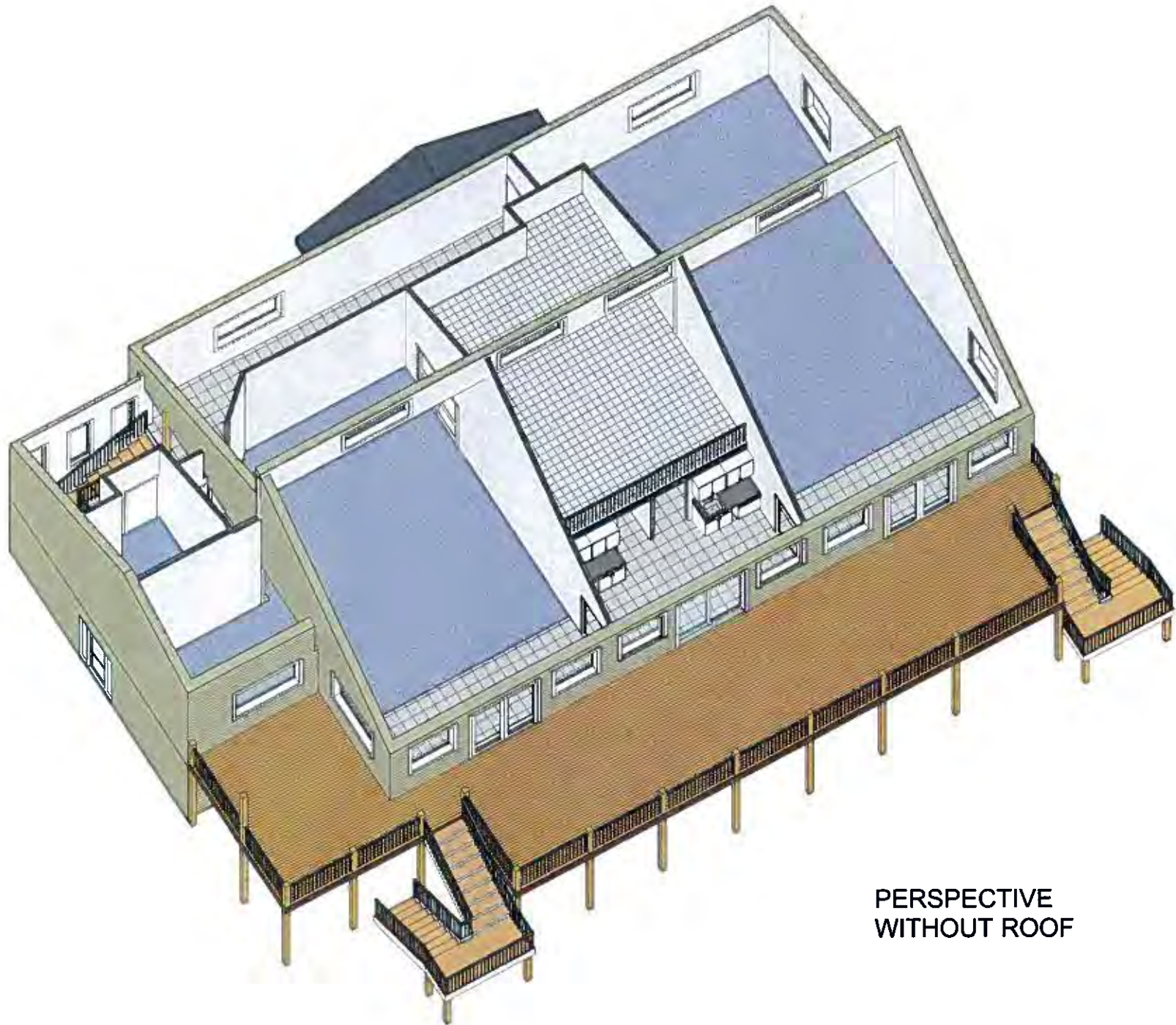
NORTHWEST ELEVATION



NORTH EAST PERSPECTIVE



PERSPECTIVE
WITHOUT ROOF



PERSPECTIVE
WITHOUT ROOF



February 27, 2012

Mrs. Kathy Morrison
Director
Highlawn Montessori School
3531 Somerset Drive
Prairie Village, KS 66208

SUBJECT: Traffic Engineering Evaluations
Highlawn Montessori School Expansion
Prairie Village, Kansas

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for a higher quality of life

Dear Mrs. Morrison:

As requested, GBA has prepared this letter report to summarize the completed traffic engineering evaluations of the existing access driveways onto Somerset Drive that currently serve the Highlawn Montessori School, located in Prairie Village, Kansas. This traffic engineering evaluation has considered the existing traffic operations during several peak arrival and dismissal times associated with the school's current operations, in an effort to assess any additional traffic impacts that might be expected in association with the school's proposed plans for future classroom expansion.

Existing Traffic Volumes... GBA personnel performed intersection turning movement counts at the existing access driveways onto Somerset Drive that currently serve the Highlawn Montessori School. These completed turning movement counts included the traffic interactions with Reinhardt Lane, which aligns with the school's eastern driveway and serves the residential subdivision to the north of the school property, as well as the adjacent access to the City of Prairie Village's "S. Robert Pryzby Public Works Facility" located just west of the school property at 3535 Somerset Drive.

Traffic counts were conducted on two non-consecutive days that would be representative of the average weekday traffic condition (i.e., typically Tuesday through Thursday). The turning movement counts were conducted during the following critical peak traffic periods, based upon the school's current daily drop-off and pick-up schedule, including the reported times of observed traffic congestion on the adjacent segment of Somerset Drive:

- Primary arrival period for both the elementary (20) and pre-school (120) students between 7:45 and 9:15 a.m.
- Pre-school student pick-up period from 11:15 a.m. to 12:15 p.m.
- Extended Day Care / Elementary student pick-up period from 2:15 to 3:30 p.m.

GBA personnel completed the required turning movement traffic counts on Thursday, February 16, 2012 and Tuesday, February 21, 2012. Based upon the completed traffic counts, the peak morning arrival period was determined to occur between 8:00 and 9:00 a.m., coincidental with both the elementary (i.e., 8:00-8:15 a.m.) and pre-school (i.e., 8:40-9:00 a.m.) arrival / drop-off times. Likewise, the mid-day traffic count times were selected to observe the first pre-school pick-up time that occurs daily between 11:40 a.m. and 12:00 noon.

9801 Renner Boulevard
Lenexa, Kansas
66219-9745

913.492.0400
913.577.8200 fax

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It should be noted that only about one-third of the school's 120 pre-school students are picked up from the school property during this mid-day period. According to the school staff, another third of the pre-school students that participate in extended day care activities are picked up between 2:30 and 2:45 p.m., just ahead of the elementary student pick-up period that lasts from 3:00 to 3:15 p.m. The completed traffic counts indicated a coincidental peak traffic hour with these two pick-up periods as well, lasting from 2:30 to 3:30 p.m. The remaining pre-school students that are staying in all-day care and any elementary students participating in after-school activities are typically picked up from the school on a more sporadic basis in the time period after 3:30 p.m. lasting until about 5:45 p.m.

The resulting peak hour traffic volumes for each of the respective morning, mid-day, and afternoon peak hours in association with the Highlawn Montessori School are shown on the attached **Figures 1 and 2**. The attached **Figure 1** depicts the traffic volumes in the study area on Thursday, February 16, 2012, while the traffic volumes on Tuesday, February 21, 2012 are shown on **Figure 2**. In general, the traffic volumes associated with the Highlawn Montessori School are very consistent between the two days on which counts were performed, as shown on the figures. Some of the slightly higher traffic generated by the school during the morning peak hour shown on **Figure 1** can be attributed to elementary students being shuttled to a nearby library field trip, according to school staff. As shown on these figures, through traffic volumes on Somerset Drive were also slightly higher (i.e., 12 to 17 percent) on the first day counted, particularly in the westbound direction.

Existing Streets and Traffic Controls... The existing study segment of Somerset Drive has recently been overlaid and re-stripped to more safely delineate and accommodate the desired turning maneuvers at the school's access driveways, as well as at the Public Works facility driveway and the Reinhardt Lane intersection. Several photos of these existing lane configurations along the study segment of Somerset Drive are provided on the attached **Exhibit 1**. The school's access driveways are approximately 160 feet apart, measured center to center. The Public Works facility drive is located about 110 feet, center to center, to the west of the school's western access drive. Somerset Drive has a posted speed limit of 30 miles per hour (mph) through the study area adjacent to Highlawn Montessori School.

In general, a four-lane cross-section is provided on Somerset Drive to the west of the school's western access drive. Exclusive westbound left-turn lanes are provided into both the school's western drive and the adjacent Public Works facility drive. To the west of the Public Works drive, a two-way left-turn lane (TWLTL) is provided for left-turning access into any adjacent drives or intersections. A significantly long eastbound right-turn lane extending nearly back to Mission Road is also provided to accommodate these movements into the Public Works drive, as well as the school's western access drive, where the right-turn lane terminates. Across the school's property frontage, a three-lane cross-section is generally provided, although no marked exclusive left-turn bays are provided in either direction on Somerset Drive at the Reinhardt Lane intersection. To the east of the Reinhardt Lane / eastern school drive intersection, Somerset Drive transitions down to a two-lane roadway cross-section.

All of the side street approaches to the study segment of Somerset Drive operate under typical "stop" control, although only the southbound approach on Reinhardt Lane currently has a stop sign installed. Each of the school's access drives have privately-owned signs prohibiting northbound exiting left-turns from the school property onto Somerset Drive during the most critical traffic periods from 8:30 to 9:00 a.m., 11:30 p.m. to 12:00 noon, and 2:30 to 3:00 p.m. In addition, a pair of "No Stopping or Standing" signs have been installed by the City in the vicinity of the Public Works facility drive in order to help ensure that queued school-related traffic does not block this driveway.

In-field Observations... GBA personnel simultaneously conducted additional in-field observations of the traffic operations on the school's property, at the existing access driveways, and along the adjacent segment of Somerset Drive. These observations were performed by a registered Professional Engineer on Thursday, February 16, 2012 while the turning movement traffic counts were also being performed. Primarily, these observations focused upon the most critical traffic conditions during the school's average weekday, reported to be from 8:30 to 9:00 a.m., 11:30 a.m. to 12:00 p.m., and 2:30 to 3:00 p.m., and considered the school's circulation patterns, pick-up and drop-off procedures, associated vehicle queuing on Somerset Drive, and pedestrian interactions. The following paragraphs detail a few of these observations.

The attached **Exhibit 2** depicts some of the on-street vehicle queuing that was observed during the morning peak hour on the adjacent segment of Somerset Drive. In general, the school traffic was observed complying with the "No Stopping or Standing" signage, which allows two waiting vehicles to stage in the right-turn lane between the Public Works drive and the school's western access drive. During the morning peak hour, a maximum vehicle queue of four vehicles was observed to the west of the Public Works drive, as shown in the photos, and the on-street vehicle queuing was observed to occur for a duration of about five minutes during this peak hour (i.e., from about 8:40 to 8:45 a.m.). One driver behavior that was also observed during the morning peak hour that should be discouraged by the school staff or through Police enforcement was a number of drivers performing right-turn maneuvers from the adjacent through lane around vehicles staged on Somerset Drive at the western school drive. It appeared that these drivers were generally destined for the drop-off area located on the west side of the school, and were unwilling to wait behind the staged drivers who were waiting to access the drop-off area on the north side of the school. This illegal maneuvering creates a dangerous condition where vehicle paths cross unnecessarily, and has already resulted in at least one minor property damage-only (PDO) crash at this driveway that did not need to be reported to the Police, according to school staff. Given the significant length of the available right-turn lane, adequate distance is currently provided to accommodate any waiting vehicles, and all vehicles should be expected to wait appropriately in queue until they can reach their desired drop-off area on the school property.

Likewise, the attached **Exhibit 3** depicts some of the on-street vehicle queuing that was observed during the mid-day peak hour on the adjacent segment of Somerset Drive. Again, these waiting drivers were observed generally complying with the regulatory signing on Somerset Drive. During this mid-day peak hour, a maximum vehicle queue of six vehicles was observed to the west

of the Public Works drive, as shown in the photos, and the on-street vehicle queuing was observed to occur for a duration of about five minutes during this peak hour as well (i.e., from 11:40 to 11:45 a.m.). Only one or two cars were ever observed staging on Somerset Drive during the afternoon peak hour conditions; therefore, no specific photos of those conditions are provided in this letter report.

As shown on the attached traffic volume figures, a number of prohibited northbound left-turn maneuvers were observed from both of the school's existing access drives onto Somerset Drive. It should be noted that since these turns are restricted during only one-half hour of each respective critical peak hour, not all of the movements shown on the figures would be illegal. As these signing restrictions were specifically installed by the Highlawn Montessori School, the school staff should take every opportunity to inform and educate all drivers about the desired access and circulation patterns on the school's property. We understand that the school already generally advises parents to access the school from the west, and to exit the property to the east on Somerset Drive, and we agree that this circulation pattern represents the most efficient operation that will reduce vehicle delays if all drivers comply.

With the recent re-striping of Somerset Drive, a number of vehicles were also observed performing westbound left-turns into only the western access drive. Vehicles performing these maneuvers generally accessed only the drop-off area located on the north side of the school building, and were not observed creating any conflicts by "cutting" in the line of queued eastbound vehicles. Since these left-turns were only observed infrequently and are now provided a safe storage bay that prevents them from otherwise impeding westbound through traffic, in our opinion school officials do not need to make significant efforts to fully eliminate these maneuvers.

It should be noted that no detrimental impacts of the school-related traffic was ever observed that affected the traffic operations at the adjacent Public Works facility drive. However, other driver behaviors that were occasionally observed during the in-field investigations included drivers performing u-turn maneuvers on Somerset Drive to the west of the Public Works drive, at the adjacent streets or driveways, and into the private residential driveways within the adjacent neighborhood to the north of the Highlawn Montessori School on Reinhardt Lane.

Finally, a limited number of pedestrian crossings of Somerset Drive were also observed. Currently, there are no marked cross-walks in the vicinity of the Highlawn Montessori School. While most crossings were properly made at the intersection of Reinhardt Lane / eastern school drive, a few were made at an unexpected mid-block location between the school's access drives onto Somerset Drive. These dangerous mid-block street crossings should be highly discouraged by school officials. It should be noted that there were no observed conflicts between pedestrians walking along the south side of Somerset Drive and crossing the school's access drives.

Trip Generation Estimates... Currently, the Highlawn Montessori School serves a total of 120 pre-school students (i.e., 5 classrooms of 24 students each) and 1 classroom of 20 elementary students. Because no bus service is

currently provided (as would be the case for a public elementary school) and the students are routinely dropped off and picked up by their parents and/or guardians, the school's current traffic operations were conservatively assumed to be characterized as more of a "Day Care" facility for trip generation purposes. Therefore, estimates were prepared based upon the latest edition of the Institute of Transportation Engineers' (ITE) "*Trip Generation Manual*" for a day care facility with a total of 140 students, utilizing both the regression equations and average rates available from this national standard. As shown on the attached **Table 1**, between 100 and 120 total trips would be expected to be generated during each critical peak hour by a day care facility with 140 students, resulting in an average trip generation rate of between 0.80 and 0.85 total trips per student.

Based upon the collected existing traffic count data, the actual trip generation (i.e., inbound, outbound, and total trips) for the Highlawn Montessori School was determined for each of the respective peak hour traffic conditions throughout a typical weekday. Average rate correlations were subsequently determined between the school's current student enrollment level and the observed traffic volumes during these critical peak periods. As shown on **Table 1**, the Highlawn Montessori School currently generates an average of 1.26 trips per student during the morning peak hour, in excess of the 0.80 average rate indicated by the ITE data. However, the school was found to generate an average of only about 0.66 and 0.59 trips per student during the mid-day and afternoon peak hour conditions, as compared to the 0.82 to 0.85 ITE values, mostly likely due to the distributed departure times of the school's students throughout the afternoon.

The Highlawn Montessori School's proposed classroom expansion project would result in another classroom of up to 24 elementary students. According to the school staff, the new capacity of the facility would be 120 pre-school students and 48 elementary students, for a total of 168 students on-site. Utilizing the previously developed correlation factors during each respective critical peak hour, **Table 1** also includes estimates of the expected additional traffic volumes due to the school's expansion project. The new elementary students would be expected to arrive at the school during the morning peak hour, between 8:00 and 8:15 a.m. As shown on the table, a total of 35 extra trips (i.e., 17 inbound, 18 outbound) would be expected to be generated during this time. Because the elementary students are not dismissed until mid-afternoon, no additional traffic impacts would be expected on the school site during the mid-day peak hour. During the afternoon peak hour, a total of 17 extra trips (i.e., 7 inbound, 10 outbound) would be expected based upon the existing traffic operations.

Conclusions and Recommendations... It is highly unlikely that the expected small increases in the overall trip generation for the Highlawn Montessori School will cause any particular traffic concerns during the critical weekday peak conditions. School officials have also indicated their intent to utilize the western parking lot for additional vehicle storage during the elementary school arrival and dismissal periods after completion of the classroom expansion project, in an effort to further minimize any associated traffic impacts on the adjacent segment of Somerset Drive.

As discussed previously, only short-duration vehicle queuing was observed on Somerset Drive in the vicinity of the Highlawn Montessori School during the identified critical peak hours. The provided right-turn lane into the school's western access drive is of sufficient length to adequately handle the school-related traffic without impeding the turning movements into and from the adjacent Public Works facility drive. Safe traffic movements through the area will be ensured as long as all drivers are willing to appropriately wait in queue and proceed to their desired drop-off areas on the school's property in an orderly fashion.

The recent delineation of designated left-turn and right-turn lanes along the study segment of Somerset Drive appears to provide desirable safety benefits for vehicles turning into both the school's western drive and the adjacent Public Works facility drive, by preventing these turning vehicles from impeding through vehicles on Somerset Drive. Again, school officials should make every effort to inform their students' families about the desired access, turning movements, and circulation patterns for arriving at, driving on-site, and departing from the school's property, in order to achieve maximum efficiency and eliminate any undesirable vehicle conflicts.

We appreciate the opportunity to be of service to you and the Highlawn Montessori School on this very important project. If you should have any questions or desire additional information, please do not hesitate to contact us.

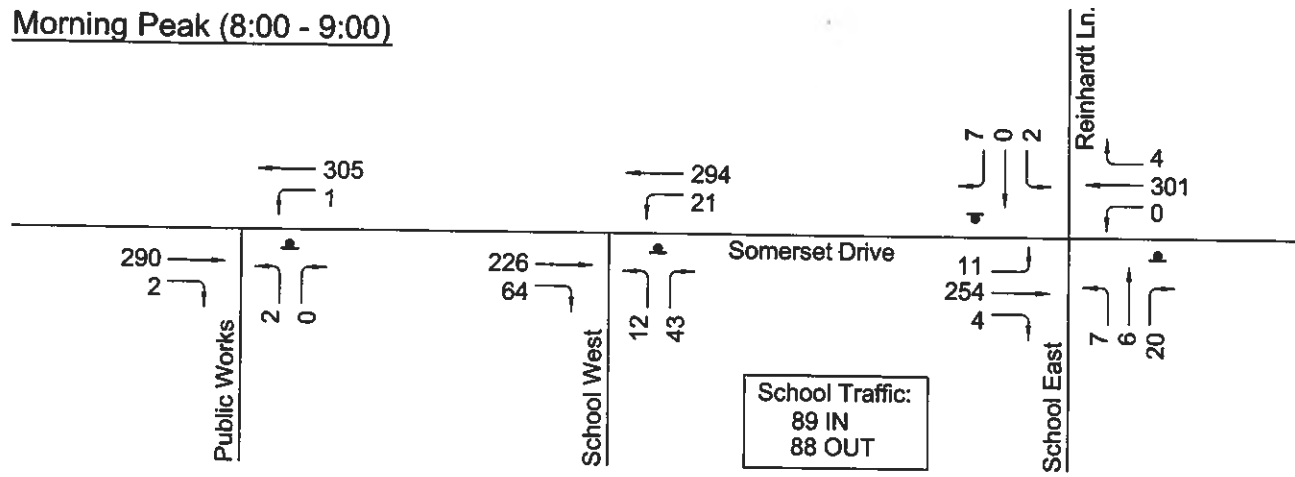
Respectfully submitted,

GEORGE BUTLER ASSOCIATES, INC.

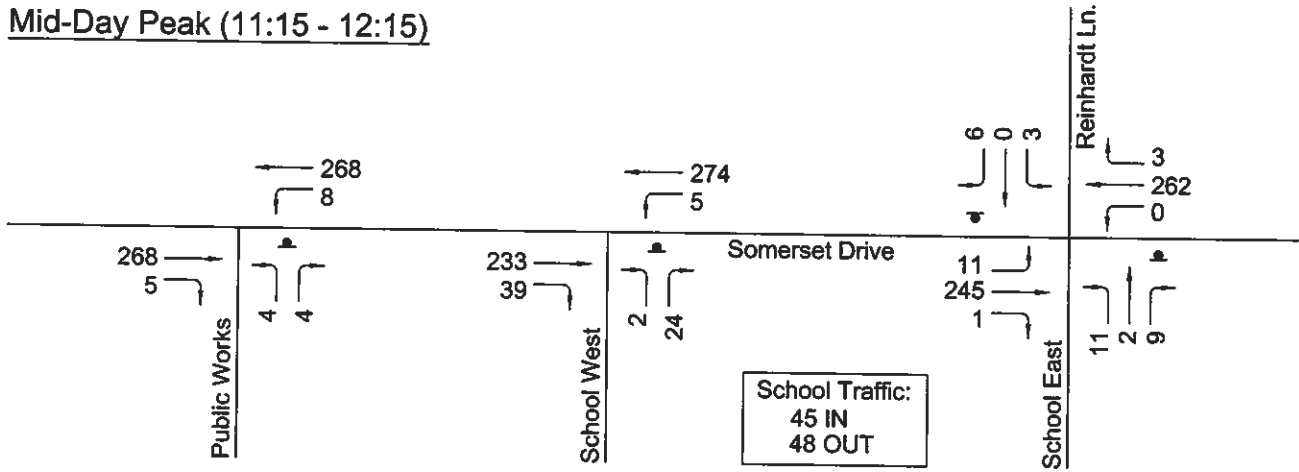


David J. Mennenga, P.E., PTOE
Firm Associate / Project Manager

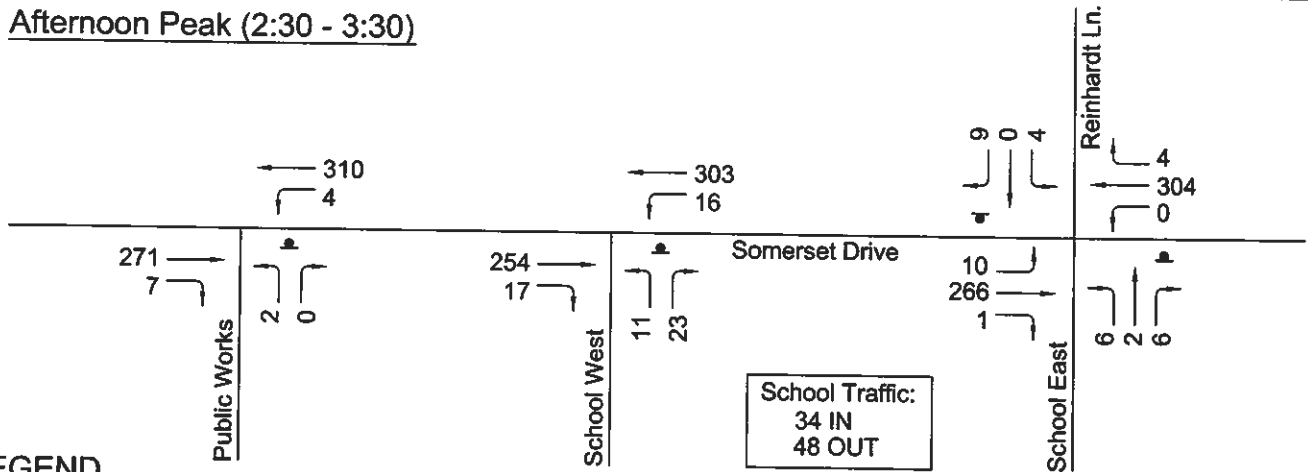
Morning Peak (8:00 - 9:00)



Mid-Day Peak (11:15 - 12:15)



Afternoon Peak (2:30 - 3:30)



LEGEND

- 100 Peak Hour Traffic Volume (vph)
- Vehicle Movement
- Stop Sign Control

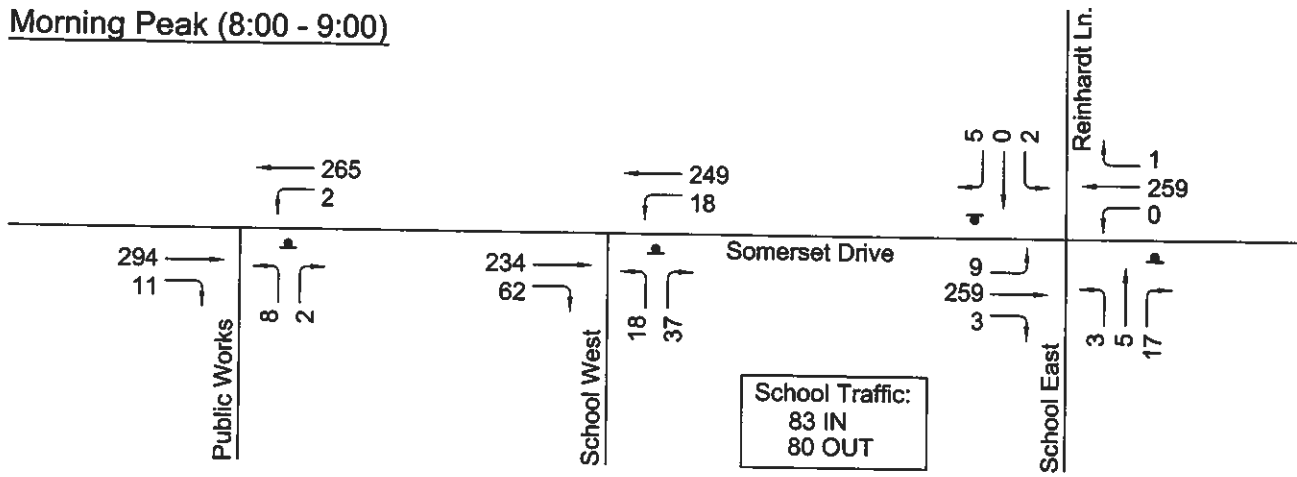


PROJECT NUMBER
12542.00
DATE
2/27/2012

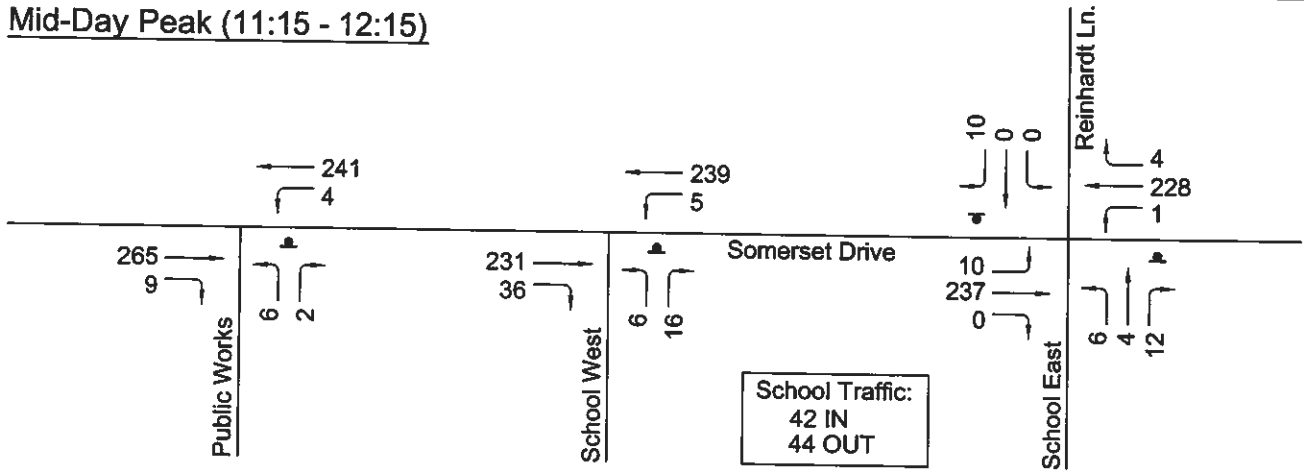
EXISTING TRAFFIC VOLUMES
HIGHLAWN MONTESSORI SCHOOL
THURSDAY, FEBRUARY 16, 2012

FIGURE 1

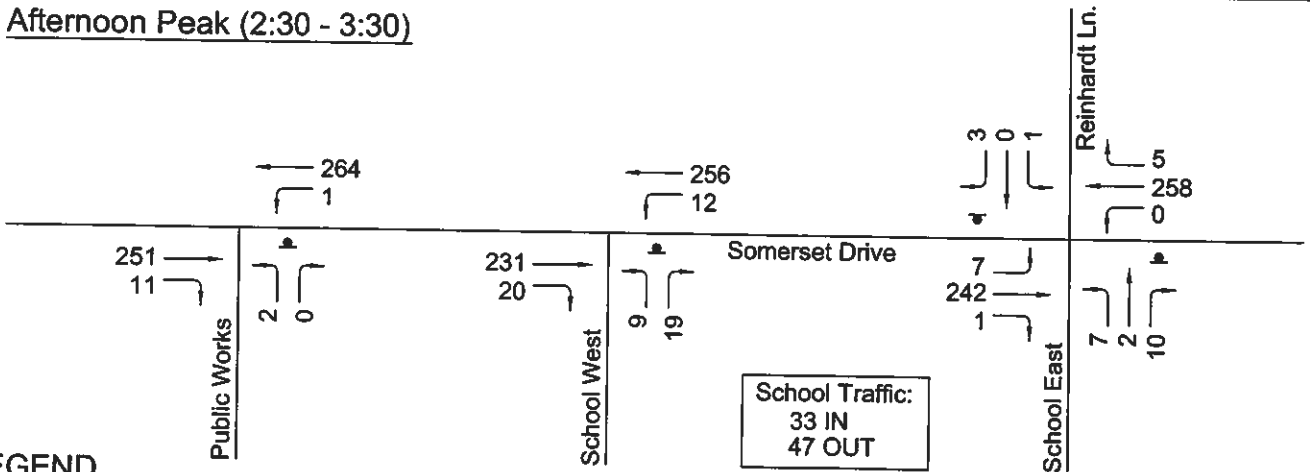
Morning Peak (8:00 - 9:00)



Mid-Day Peak (11:15 - 12:15)



Afternoon Peak (2:30 - 3:30)



LEGEND

- 100 Peak Hour Traffic Volume (vph)
- Vehicle Movement
- Stop Sign Control



PROJECT NUMBER
12542.00
DATE
2/27/2012

EXISTING TRAFFIC VOLUMES
HIGHLAWN MONTESSORI SCHOOL
TUESDAY, FEBRUARY 21, 2012

FIGURE 2



Looking West at East School Drive / Reinhardt Lane Intersection



Looking West at West School Drive and Public Works Drive



Looking East at Public Works Drive and West School Drive



Looking East along Study Corridor from Public Works Drive

**Exhibit 1
Existing Lane Configurations on Somerset Drive**



Eastbound Vehicle Queuing at West School Drive (8:40 a.m.)



Queuing on North Side of School and East Drive (8:40 a.m.)



Eastbound Vehicle Queuing at West School Drive (8:41 a.m.)

**Exhibit 2
Morning Peak Queuing Observations on Somerset Drive**



Queuing on North Side of School and East Drive (11:38 a.m.)



Queuing on West Side of School and in Parking Lot (11:39 a.m.)



Eastbound Vehicle Queuing West of Public Works Drive (11:43 a.m.)



Eastbound Vehicle Queuing West of Public Works Drive (11:45 a.m.)

**Exhibit 3
Mid-day Peak Queuing Observations on Somerset Drive**

TABLE 1

Highlawn Montessori School (Prairie Village, KS)
ITE Trip Generation Comparison (8th Edition)

LAND USE CODE	LAND USE	Quantity	MISC. Unit	ADT (VPD)	MORNING PEAK HOUR (VPH)			MID-DAY PEAK HOUR (VPH)			AFTERNOON PEAK HOUR (VPH)		
					IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
ITE Estimate from Existing Student Enrollment:													
565	Day Care (Equations)	140	Students	631	57	50	107	51	46	97	46	52	98
565	Day Care (Average Rates)	140	Students	627	59	53	112	61	54	115	56	63	119
					ITE Avg. Rate = 0.80 trips/student (A.M. peak between 7-9)			ITE Avg. Rate = 0.82 trips/student (A.M. peak of Generator)			ITE Avg. Rate = 0.85 trips/student (P.M. peak of Generator)		
Based upon Existing Traffic Counts:													
Thursday, February 16, 2012		140	Students	n/a	89	88	177	45	48	93	34	48	82
Tuesday, February 21, 2012		140	Students	n/a	83	80	163	42	44	86	33	47	80
					Actual Avg. Rate = 1.26 trips/student			Actual Avg. Rate = 0.66 trips/student			Actual Avg. Rate = 0.59 trips/student		
Predicted Trips with Classroom Expansion:													
Net Change from Existing		168	Students	n/a	106	106	212	45*	48*	93*	41	58	99
					+17 (Additional Classroom Arrivals)			0 (* No change due to Additional Classroom)			+7 (Additional Classroom Departures)		



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March 1, 2012

Bruce McNabb, PE
Director of Public Works
3535 Somerset
Prairie Village, KS 66208

**Re: Highlawn Montessori Traffic Impact Study Review
Prairie Village, Kansas**

Dear Mr. McNabb:

In response to your request and authorization, we reviewed the Special Use Permit application for Highlawn Montessori School, an associated traffic impact study prepared by George Butler Associates (GBA), and a Police Department memorandum summarizing their review of the off-site school traffic queuing. I also visited the school site and observed the late morning student pick-up activity.

The GBA report documented traffic volumes into and out of the school site during the morning, mid-day and afternoon time periods when pick-up and drop-off activity was highest. Maximum queues and approximate durations of queuing on Somerset Drive were identified and other observations were noted, including: generally good compliance with the No Stopping or Standing signs on Somerset Drive, a few parents turning right into the west driveway around queued traffic, several drivers disregarding the left-turn prohibition on the driveways, and a few pedestrians crossing Somerset Drive. The estimates of additional traffic with the proposed classroom are reasonable. They also pointed out that the additional students will not add traffic to the mid-day time period that experiences the largest amount of vehicle queuing on Somerset Drive. No estimates were made of the potential additional queuing on Somerset Drive during the morning and afternoon peak periods. The report, however, simply concluded that the current circulation pattern and queuing on Somerset Drive was essentially fine; no mention was made of means to eliminate the need to queue on Somerset Drive, or in other areas.

I observed the mid-day period on Wednesday, February 29. Upon arrival at 11:35 a.m., queued traffic filled the lot and one vehicle was stopped to wait on Somerset Drive. The queue reached eight on Somerset Drive at 11:45 a.m. (dismissal time) and peaked at nine vehicles two minutes later. These observations appeared to be consistent with the photographs taken by the police department. The queuing on the street ended at 11:53 a.m., somewhat longer than observed by GBA. Some other observations included:

- The circulation pattern, in general, appeared to function well.
- Parents did generally comply with the No Stopping and Standing signs on Somerset Drive. It gets awkward once traffic starts moving as the lead vehicle west of the Public Works driveway sometimes gets caught behind a vehicle east of the driveway that could enter the site but chooses to wait, presumably to wait for a gap along the north side of the school.
- This same phenomenon – a vehicle choosing to wait on the street instead of entering the site when gaps were available – prompted three parents in the queue to the west to jump out of line and turn

right into the school in front of queued traffic. They did so because they could see available space to queue on the west side of the school. The jump out of line created some conflict with Somerset Drive traffic traveling in the eastbound through lane.

- Many drivers leaving the school ignored the left-turn prohibition. Even though they experienced longer delays before turning, all traffic was able to turn onto Somerset Drive rather efficiently.
- Two parents did choose to park on Reinhardt Lane and walk to the school to pick up their children.
- The lead vehicle on the north side of the school (there when I arrived at 11:35 a.m.) didn't leave until 11:58 a.m. The driver was observed chatting with another parent (one who parked on Reinhardt Lane) for 10 to 15 minutes.
- A handful of movements into and out of the Public Works facility were observed between about 11:45 a.m. and noon. There were no conflicts with queued traffic.
- Perhaps one or two vehicles turned left into the school.
- When a gap became available along the north side of the school, other vehicles in queue didn't pull forward.

It was difficult to observe the actual loading of students into vehicles and what role, if any, school staff played in delivering students outdoors or assisting with the loading into vehicles. In general, there was what I would characterize as nonchalance to the entire process.

As for the Special Use Permit application, I noticed that the applicant indicated that off-street parking and loading areas will be provided in accordance with the zoning regulations. I'm not well-versed in your zoning regulations and whether loading areas would mean the queuing of vehicles that occurs on a regular basis. If they do, this site certainly does not meet the standards.

The bottom line is that the school does not provide enough space on its site to store queued traffic either dropping off or picking up students. A majority of the off-site queuing takes place in the curb lane of eastbound Somerset Drive while some also takes place on Reinhardt Lane immediately north of the school. While there are many variables that affect the amount and duration of school-traffic queuing, I roughly estimate that on-site storage would need to double to accommodate demand. The only apparent way to accomplish that would be to construct a driveway on the south side of the school that would connect the parking areas on the east and west sides of the site. Obviously that would disrupt existing play areas and change the character of the site. A more detailed queuing study would be appropriate if this option was pursued.

The alternative to adding on-site storage is to continue the current practice of queuing on eastbound Somerset Drive and recognizing that some parents choose to park on Reinhardt Lane (and perhaps elsewhere) to drop off and/or pick up their children. The conditions on Somerset Drive – separate right-turn lane that terminates at the school, relatively low speeds, and modest traffic volumes – suggest that this can be done safely with the full cooperation of the school and parents.

The most challenging traffic issue at most schools is the drop-off and pick-up activity and the vehicle queuing that occurs. I always cite that education of parents to acceptable behavior is essential to achieving safe and efficient traffic operations, and that active traffic management should be employed when necessary. That means school staff in the parking lot to direct parents as necessary. Education should take place on a regular basis, not just at the beginning of a school year.


It is my understanding that parents are directed to approach from the west so that off-site queuing would occur in the eastbound right-turn lane of Somerset Drive. That should continue since the westbound left-turn lane at the west school driveway is limited.

The school could also consider changes to its release of students and the loading/unloading process, e.g. staggered release times and/or additional staff assistance. The habit of many parents to arrive well before the scheduled release time may make some alternatives difficult. Nevertheless, such changes should be explored with the goal of minimizing the amount and duration of vehicle queuing on Somerset Drive. It would be helpful if parents were encouraged to load their children and leave the site as efficiently as possible. If additional time on site is desired for whatever reason, other arrangements should be made besides taking up valuable storage space. Occasional police enforcement might be appropriate as well to achieve desired behavior, on the public streets of course.

I will be available to review this matter with you at your convenience.

Very truly yours,

TranSystems Corporation

By: A handwritten signature in black ink that reads "Thomas G. Swenson".

Thomas G. Swenson, PE, PTOE

TGS:ts:B101120082



PRAIRIE VILLAGE POLICE DEPARTMENT

WES JORDAN - CHIEF OF POLICE

INTEROFFICE MEMORANDUM

DATE: February 24, 2012
TO: Staff Review
FROM: Sgt. J. Carney #84
SUBJECT: HIGHLAWN MONTESSORI SCHOOL TRAFFIC PATTERNS

There are several issues in regards to neighborhood traffic patterns around Highlawn Montessori School, located at 3531 Somerset Drive. This school is situated just east of the Prairie Village Public Works complex on the south side of Somerset Drive. There is no large commercial parking lot nearby to absorb the influx of traffic that occurs due to parents picking up students at dismissal times on weekdays, nor is the current parking lot at the school accommodating the current amount of traffic at the school. The following series of pictures captures what is regularly seen at the 11:45 dismissal time. Other dismissals are lighter, but still cause traffic issues.



Cars stopped in the right turn lane along the south side of the 3500 block of Somerset, despite sign indicating "No Stopping or Standing," make this lane unusable by drivers needing access to PW. These are drivers waiting to turn in to the Highlawn parking lot.



Any drivers accessing the PW facility (white truck) during school dismissal times have to make an improper right turn from the “through” lane, around stopped traffic, being careful to not get hit by a parent moving forward in line. This dismissal is at the same time a majority of the Public Works employees return to the facility for lunch and for the end of their shift.



Drivers leaving Public Works have this view from their vehicle; first looking west, second looking east. Views of approaching traffic in both directions are severely impaired by stopped traffic.



Drivers who have stopped in the Right Turn Only lane often commit a traffic violation by crossing the solid white line to exit the turn lane, and then pull around stopped cars to enter the Highlawn parking lot. Stopping or standing in a Right Turn Only lane could also be a violation by itself.



Some parents have begun to park in a driveway east of the school and walk to the school to pick up their students. Others park on Reinhardt, and then walk back and forth across Somerset to and from the school to collect their children. This area is devoid of a crosswalk to the school.



A resident on Reinhardt has complained of traffic parked on both sides of street, limiting the street to one lane of traffic and causing difficulty in accessing driveways due to parents parking on both sides of Reinhardt. Parking on both sides of Reinhardt is currently legal. While it may be a nuisance to some residents, this usually is limited to a short time frame. If an emergency vehicle can pass through the one remaining lane of traffic, no parking violation is occurring.

Highlawn Montessori School currently dismisses at 11:45 a.m., 2:30 p.m., 3:00 p.m., and 5:00 p.m. By far, the most congested dismissal time officers have observed is the 11:45 a.m. dismissal. Research is currently underway regarding the cars that stop and/or stand in the Right Turn Only lane, as this may be a traffic violation in and of itself. Either way, it will have to be addressed in the near future to alleviate the unsafe situation it is causing near the Public Works complex. This would mean creating additional space for parking to accommodate the current number of parents arriving at the school at dismissal time. Adding another classroom of students to this complex without adding additional parking to accommodate the increased amount of traffic that would come with those students would have an even greater negative impact on the neighborhood and local traffic.

LOCHNER

STAFF REPORT

TO: **Prairie Village Planning Commission**
FROM: Ron Williamson, Lochner, Planning Consultant
DATE: March 6, 2012 Planning Commission Meeting

Project # 011002401

Application: **PC 2012-04**

Request: **Special Use Permits for a Waste Water Lift Station and Wireless Communication Tower and Site Plan Approval**

Property Address: **3535 Somerset Drive**

Applicant: **Johnson County Waste Water**

Current Zoning and Land Use: R-3 Garden Apartment District – Waste Water Lift Station

Surrounding Zoning and Land Use: **North** R-1A Single-Family Residential District – Public Works Yard
West: R-1A Single-Family Residential District – Public Works Yard
South: R-3 Garden Apartment District – Apartments
East: Leawood R-1 Single-Family Residential – Single Family Dwellings

Legal Description: Unplatted – Metes and Bounds

Property Area: 9,015 sq. ft. = 0.21 acres

Related Case Files: None

Attachments: Application, Site Plan and Photos

General Location Map



Aerial Map



COMMENTS:

The Dyles Branch Pump Station was built in 1958 and at the time the City apparently did not have zoning regulations regarding approval of pump stations. The use is a legal nonconforming use. Johnson County Waste Water is upgrading its SCADA Telemetry System which requires the replacement of the existing antenna and pole. The existing antenna is approximately 30 feet in height and the new antenna/tower will be 40 feet in height measured from the ground. JCW also plans to install an eight foot-eight inch high wood fence to improve security. Therefore, there are three applications combined in this report:

- A. Special Use Permit for the Pump Station
- B. Special Use Permit for the Wireless Communications Tower
- C. Site Plan Approval including the 8'-8" high wood fence

The Johnson County Legal Department holds the belief and position that the County is immune to the City's zoning subdivision regulations and stated the following:

"Nevertheless, the County recognizes the interests of the City in this matter, and in the spirit of cooperation intends to generally comply with the City's zoning and subdivision regulations, building codes, and other regulations, to the extent that the City's requirements are not deemed to be unnecessarily burdensome to the County's interests. The County will assist the City and will participate in any process that the City requires. If the City requires a formal application for the use, JCW would be willing to informally submit any requested paperwork needed for your application form, and to participate in a hearing process. Furthermore, JCW intends to remain responsive to the suggestions and recommendations the City and public may have regarding our intended use."

The applicant held a meeting on February 22, 2012 in accordance with Planning Commission Citizen Participation Policy. No one attended.

A. SPECIAL USE PERMIT FOR DYKES BRANCH PUMP STATION

The Pump Station was built in 1958 and is a legal nonconforming use. No expansion or enlargement is proposed. The purpose of this application is to make the Pump Station a legal use.

FACTORS FOR CONSIDERATION:

The Planning Commission shall make findings of fact to support its decision to approve, conditionally approve or disapprove a Special Use Permit. In making its decision, consideration should be given to any of the following factors that are relevant to the request:

1. **The proposed Special Use complies with all applicable provisions of these regulations, including intensity of use regulations, yard regulations, and use limitations.**

The existing facility complies with the intensity of use, yard and use limitations.

2. **The proposed Special Use at the specified location will not adversely affect the welfare or convenience of the public.**

The application is for a facility which has been in existence for more than fifty years and it is located in the southeast corner of the Public Works Maintenance Yard. It will not affect the welfare or convenience of the public.

3. **The proposed Special Use will not cause substantial injury to the value of other property in the neighborhood in which it is to be located.**

As previously stated, the use has been in the location for more than fifty years and it is located in a corner of the Public Works Maintenance Yard. Therefore, it will not cause substantial injury to the value of other property in the neighborhood.

4. **The location and size of the Special Use, the nature and intensity of the operation involved in or conducted in connection with it, and the location of the site which respect to streets giving access to it, are such that this Special Use will not dominate the immediate neighborhood so as to hinder development and use of neighboring property in accordance with the applicable zoning district regulations. In determining whether the Special Use will so dominate the immediate neighborhood consideration shall be given to:**

a **Location, size and nature of the height of building structures, walls and fences on the site; and;**

b **The nature and extent of landscape and screening on the site.**

The Pump Station is located on a tract of land that is approximately 0.21 acres which is smaller than many residential lots in Prairie Village. The Public Works Maintenance Yard is approximately 4.5 acres so the Pump Station site is very small in comparison. The use has been in place for more than fifty years; it is a small use and does not dominate the area, so as to hinder development.

5. **Off-street parking and loading areas will be provided in accordance with the standards set forth in these regulations, and said areas shall be screened from adjoining residential uses and located so as to protect such residential uses from any injurious affect.**

Parking for service vehicles is available on the site. There is no zoning standard for parking related to this type of use.

6. **Adequate utility drainage and other necessary facilities have been or will be provided.**

Existing utilities and drainage are adequate for this use.

7. **Adequate access roads or entrance and exit drives will be provided and shall be so designed to prevent traffic hazards and to minimize traffic congestion in public streets and alleys.**

This parcel is actually land locked, but access is provided through the Public Works Maintenance Yard and will have little if any impact on traffic in the area.

8. **Adjoining properties and the general public shall be adequately protected from any hazardous or toxic materials, hazardous manufacturing process, obnoxious odors or unnecessary intrusive noises.**

There are some hazardous chemicals used in this operation, but they are stored and used in accordance with appropriate regulations.

9. **Architectural style and exterior materials are compatible with such styles and materials used in the neighborhood in which the proposed building is to be built or located.**

The building is brick and concrete. No changes are planned for its appearance and it is consistent with the design of other buildings located in the Public Works Maintenance Yard.

RECOMMENDATION:

After a review of the proposed application in relation to the nine factors previously outlined, the Planning Commission may either recommend approval of the special Use Permit renewal with or without conditions, recommend denial, or continue it to another meeting. In granting this Special Use Permit Renewal, however, the Planning Commission may impose such conditions, safeguards, and restrictions upon the premises benefited by approval of the Special Use Permit as may be necessary to reduce or minimize any potentially injurious affect on other property in the neighborhood. It is the recommendation of Staff that the Planning Commission recommend approval of the Special Use Permit Renewal for the City Council subject to the following conditions:

1. That the Special Use Permit be approved for a Waste Water Pump Station and its required accessory items.
2. That any significant change to the exterior of any existing building, the replacement of the building, the expansion of building or the construction of a new building shall be submitted to the Planning Commission for site plan review and approval and an amendment to the Special Use Permit will not be required.
3. That the Special Use Permit be approved for an indefinite period of time.
4. If the applicant is found to be in non-compliance with the conditions of the Special Use Permit, the permit will become null and void within 90 days of notification of non-compliance, unless the non-compliance is corrected.

B. SPECIAL USE PERMIT FOR WIRELESS COMMUNICATIONS TOWER

Johnson County Waste Water (JCW) is planning a SCADA (Supervisory Control and Data Acquisition) telemetry system improvements project at the Dykes Branch sewage lift station located at 3535 Somerset Drive. This sewage lift station was originally constructed in 1958, serving Prairie Village customers. Johnson County Wastewater (JCW) uses SCADA telemetry to monitor the status of the pumping stations and treatment plants system-wide, and send alarms to staff if there is a problem. The purpose of the SCADA telemetry system improvements projects is to replace the existing system, which has become obsolete.

A new antenna tower will replace the existing antenna as part of this improvements project. JCW is requesting waivers from Prairie Village requirements for the tower height and tower style. The tower height including the antenna will be 40 feet above ground level. The height was determined through a radio path study and will assure reliable communication for this sewage lift station. The tower will be tripod lattice style, which was selected as the best option for installation at the building, as well as, for future maintenance by JCW staff. The tower will be installed adjacent to the location of the existing antenna and to the lift station building. The tower will be located on a concrete platform and fastened to the building. The total height from the ground to the top of the antenna will be 40 feet. The request is for a lattice tower. The ordinance requires all towers to be a monopole design unless otherwise approved by the Planning Commission or City Council.

APPLICATION INFORMATION:

The Staff has reviewed the application based on the City's new ordinance for Wireless Communication Facilities and has the following comments regarding the information submitted. The required application information as setout in the new ordinance is shown in bold type.

- A. A study comparing potential sites within an approximate one mile radius of the proposed application area. The study shall include the location and capacity of existing towers, alternative tower sites, a discussion of the ability or inability of each site to host the proposed communications facility and reasons why certain of these sites were excluded from consideration. The study must show what other sites are available and why the proposed location was selected over the others. It must also establish the need for the proposed facility**

and include a map showing the service area of the proposed facility as well as other alternative tower site and antennas.

If the use of existing towers, alternative tower structures, and sites are unavailable, a reason or reasons specifying why they are unavailable needs to be set out and may include one or more of the following: refusal by current tower or site owner; topographical limitations; adjacent impediments blocking transmission; site limitations to tower or facility or tower; no space on existing facility or tower; other limiting factors rendering existing facilities or towers unusable. The documentation submitted must use technological and written evidence, that these sites are inadequate to fulfill the grid needs of the wireless service provider, or that a reasonable co-location lease agreement could not be reached with the owners of said alternative sites.

The applicant shall submit an overall plan that shows the coverage gaps in service or lack of network capacity throughout the entire City and provide an indication of future needed/proposed wireless communication facilities, towers, and/or antenna.

The applicant shall demonstrate how the proposed communication facility, will impact its overall network within the City of Prairie Village and adjacent cities on both sides of the state line.

The study shall demonstrate how the proposed communication facility, will impact its overall network within the City of Prairie Village and adjacent cities on both sides of the state line.

The study shall also provide documentation establishing the minimum height necessary to provide the applicant's services and the height required to provide for co-location. The study shall include coverage maps for the proposed monopole at the requested height and at ten feet descending intervals to 50 feet.

The Planning Commission or Governing Body at its discretion may require a third party analysis, at the applicant's expense, to confirm the need for the facility.

The applicant shall be responsible to provide timely updates of the above described study and information during the Special Use Permit process.

Since this tower/antenna installation is for the operation of a specific facility and the replacement of an existing antenna, a study was not required.

B. Multiple photo simulations of the proposed facility as viewed from the adjacent residential properties and public rights of way as directed by City Staff.

Because of the location in the Public Works Maintenance Yard, and the height being only 40 feet, photos yms were not required. The applicant did submit a photo of an existing tripod lattice tower.

C. When possible, all wireless communication towers and alternative tower structures must be designed to accommodate multiple providers (co-location), unless after consideration of the recommendation of the Planning Commission, the City Council finds that the height or other factors required to make such an accommodation will have a more detrimental effect on the community than having multiple sites. Failure of a permit holder to negotiate in good faith to provide fairly priced co-location opportunities, based on industry standards may be grounds for denial or revocation of the Special Use Permit. A signed statement shall be submitted indicating the applicant's intention to share space on the tower with other providers.

This tower is only 40 feet in height and is designed to serve a specific public use which is monitoring the pump station. The tower is not designed or intended to provide access for wireless providers.

- D. Any application for construction of a new wireless communication facility, tower, antenna or equipment compound must provide a detailed site plan of the proposed project. This properly scaled site plan will include one page (including ground contours) that portrays the layout of the site, including the proposed facility, the fall radius of any proposed monopole, as well as proposed and existing structures within 200 feet of the tower base and the identification of the specific trees, structures, improvements, facilities and obstructions, if any, that the applicant proposes to temporarily or permanently remove or relocate. Access to and from the site, as well as dimensioned proposed and existing drives, must be included on this plan. Detailed exterior elevations (from all views) of the tower, screening wall, and all proposed buildings must also be submitted. Finally, a landscape plan detailing location, size, number and species of plant materials must be included for review and approval by the Planning Commission.**

The applicant has submitted a site plan showing the location of the proposed tower. This tower will replace an existing pole/antenna located on the building and will not cause the removal of any trees, structure or improvements.

- E. Description of the transmission medium that will be used by the applicant to offer or to provide services and a statement that applicant will meet all federal, state and city regulations and law, including but not limited to FCC regulations.**

The applicant shall provide an engineer's statement that anticipated levels of electromagnetic radiation to be generated by facilities on the site, including the effective radiated power (ERP) of the antenna, shall be within the guidelines established by the FCC. The cumulative effect of all antennas and related facilities on a site will also comply with the radio frequency radiation emission guidelines established by the FCC. An antenna radiation pattern shall be included for each antenna.

The applicant has an FCC license which requires it to be in compliance with all Federal, State and Local laws and regulations.

- F. Preliminary construction schedule including completion dates.**

JCW plans to construct the facility by the end of 2012.

- G. The applicant shall provide a copy of its FCC license**

JCW has and FCC license that is on a public band.

- H. Copies of letters sent to other wireless communication providers and their response regarding their interest to co-locate.**

Not Applicable

- I. Any other relevant information requested by City Staff.**

None requested.

The applicant held a public information meeting for the neighborhood on February 22, 2012.

FACTORS FOR CONSIDERATION:

The Planning Commission shall make Findings of Fact to support its recommendation to approve, conditionally approve, or disapprove this Special Use Permit. It is not necessary that a finding of fact be made for each factor described herein. However, there should be a conclusion that the request should be approved or denied based

upon consideration of as many factors as are applicable. The factors to be considered in approving or disapproving a Special Use Permit for a wireless facility shall include, but not be limited to the following:

A. The character of the neighborhood.

The Pump Station is located adjacent to the City Public Works Maintenance Yard which is a very compatible location for a use such as this. The surrounding area is primarily residential in nature from Single-Family to Multiple-Family.

B. The zoning and uses of property nearby.

North: R-1A Single-Family Residential – Public Works Yard

West: R-1A Single-Family Residential – Public Works Yard

South: R-3 Garden Apartment District – Apartments

East: Leewood R-1 Single-Family Residential – Single-Family Dwellings

C. The extent that a change will detrimentally affect neighboring property.

The property to the north and west is the Public Works Maintenance Yard and the tower will not have a detrimental affect. The property to the south is developed with apartments; however, there is a drainage ditch between it and the Pump Station which has heavy tree growth. The tower probably would not be very visible from that location especially when the trees are leafed out. The same situation applies to the Single-Family residents to the east. It also should be pointed out that this tower does not have an equipment compound and the tower will be located on the opposite side of the building from the residential uses.

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

The proposed tower/antenna will replace an existing pole/antenna, but will be approximately 10 feet taller. The tower/antenna provides a necessary public purpose of monitoring the Pump Station and sounding an alarm if a problem occurs. It will not create a hardship on other individual landowners but will serve a critical public purpose.

E. The proposed special use complies with all applicable provisions of these regulations, including intensity of use regulations, yard regulations and use limitations.

This installation does not have an equipment compound so the setbacks are not an issue.

The tower sets back approximately 38 feet from the north property line; 39 feet from the east property line; 59 feet from the south property line and 30 feet from the west property line. This tower is mounted on a concrete platform that is 2'4" tall, and therefore, the tower is actually 35 feet tall plus an antenna that is 2'8" on top of the tower. The Pump Station building is 16'9" tall so of the tower were to fall to the south or east it would likely fall on the building. The height of the tower/antenna above the Pump Station building is about 23 feet and if it fell it would not reach either the south or east property lines. Therefore, it will be necessary to grant setback reductions from the north, west and east property lines in order to approve this Special Use Permit. In order to approve a reduction or waiver, the Planning Commission and City Council must consider the following:

1. That there are special circumstances or conditions affecting the proposed cell tower installation;

This tower is required to be located on the building it serves and is replacing an existing pole antenna. If this tower would fall to the south or east, the only building affected would be the Pump Station; if the tower fell to the north or west it could strike a public works building. This tower is located in an area that is restricted to the public which minimizes the affect it may have on people being in the area.

2. That the setback waiver is necessary for reasonable development of the cell tower installation or the landowners property;

JCW has determined that this is the best location for the tower primarily because it is replacing an existing tower at the same location and the cable connections are readily available.

3. That the granting of the setback waiver will not be detrimental to the public welfare or cause substantial injury to the value of the adjacent property or other property in the vicinity in which the particular property is situated.

The setback requirements would affect only one building which is a Public Works building. There are no Single-Family residents within 250 feet of the tower.

F. The proposed special use at the specified location will not adversely affect the welfare or convenience of the public.

The proposed tower on the west and north sides of the Pump Station building away from Single-Family and Multiple-Family developments and the facility will not adversely affect the welfare or convenience of the public. On the other hand the facility will benefit the community by providing better communications for the Pump Station.

G. The location and size of the special use, the nature and intensity of the operation involved in or conducted in connection with it, and the location of the site with respect to streets giving access to it are such as the special use will not cause substantial injury to the value of the property in the immediate neighborhood so as to hinder development and use of neighboring property in accordance with the applicable zoning district regulations. In determining whether the special use will cause substantial injury to the value of property in the immediate neighborhood, consideration shall be given to:

- 1. The location, size, nature and height of buildings, structures, walls, and fences on the site; and**
- 2. The nature and extent of landscaping and screening on the site.**

The Pump Station is located on a tract of land that is approximately 0.21 acres which is smaller than many residential lots in Prairie Village. The Public Works Maintenance Yard is approximately 4.5 acres so; the Pump Station site is very small in comparison. The use has been in place for more than fifty years; it is a smaller lot and does not dominate the area so as to hinder development.

It should also be pointed out that he use is separated from the residential development to the south and east by the natural landscape along the banks of Dykes Branch.

- H. Off-street parking and loading areas will be provided in accordance with the standards set forth in these regulations and such areas will be screened from adjoining residential uses and located so as to protect such residential uses from any injurious effect.**

Off street parking will not be necessary for this particular use other than a parking space available for service people to maintain equipment. The parking that is provided on the site will be adequate for this need.

- I. Adequate utility, drainage, and other such necessary facilities have been or will be provided.**

Adequate utilities are available at the site.

- J. Adequate access roads or entrance and exit drives will be provided and shall be so designed to prevent traffic hazards and to minimize traffic congestion in public streets and alleys.**

This parcel is actually land locked, but access is provided through the Public Works Maintenance Yard and has little if any impact on traffic in the area.

- K. Adjoining properties and the general public shall be adequately protected from any hazardous or toxic materials, hazardous manufacturing processes, obnoxious odors or unnecessarily intrusive noises.**

The antennas and equipment do not have any hazardous or toxic materials, obnoxious odors, or intrusive noises that would affect the general public.

- L. Architectural design and building materials are compatible with such design and materials used in the neighborhood in which the proposed facility is to be built or located.**

For this installation, there is no equipment compound so the only element needed to be addressed is the tower. The proposed tower is a lattice tripod design which is different than what is typically found in Prairie Village. A monopole which is the preferred design is similar in form to the utility or light poles which are found throughout the neighborhood. On the other hand this tower will be located on the north and east side of the building and will be generally screened from surrounding residential properties. The applicant has indicated that the tripod tower is easier to install and attach to the building than a monopole. According to the ordinance, the Planning Commission or City Council will need to specifically approve this design since it is not a monopole.

- M. City Staff recommendations.**

It is the opinion of Staff that this is an appropriate wireless facility installation for the following reasons: It is the replacement of an existing pole/antenna; it is only 40 feet tall; the residential areas are screened from view by trees along Dykes Branch; it is in a corner of the Public Works Maintenance Yard and therefore using similar uses; and it is an essential element for implementing the SCATA System. Staff also recommends waving the setbacks on the east, west and north property lines.

The only item that is undecided is whether it should be a monopole or a lattice tripod as proposed. Because of its location, height and public use, Staff does not have a strong opinion either way.

RECOMMENDATION:

After a review of the proposed application and making its findings in relation to the thirteen Factors for consideration previously outlined, the Planning Commission may either recommend approval of the Special Use Permit with or without conditions, recommend denial, or continue it to another meeting. In granting this Special Use Permit, however, the Planning Commission may impose such conditions, safeguards, and restrictions upon the premises benefited by approval of the Special Use Permit as may be necessary to reduce or minimize any potentially injurious affect on other property in the neighborhood. If the Planning Commission recommends approval to the Governing Body, it is recommended that the following conditions be included:

1. The approval of the Special Use Permit shall be for an undetermined period of time.
2. Any tower, antenna or other facility that is not operated for a continuous period of twelve (12) months shall be considered abandoned and the owner of such tower, antenna or facility shall remove the same within 90 days after receiving notice from the City. If the tower, antenna or facility is not removed within that 90 days period, the governing body may order the tower, antenna or facility removed and may authorize the removal of the same at the permittee's expense. Prior to the issuance of the Special Use Permit, the applicant shall submit a bond to the City in an amount adequate to cover the cost of tower removal and the restoration of the site or otherwise guarantee its removal. This bond will be secured for the term of the Special Use Permit plus one additional year. In the event the bond is insufficient and the permittee otherwise fails to cover the expenses of any such removal, the site owner shall be responsible for such expense.
3. The wireless communication facility, monopole and antennas shall be structurally maintained to a suitable degree of safety and appearance (as determined by the City and any applicable law, statute, ordinance, regulation or standard) and if it is found not to be in compliance with the terms of the Special Use Permit will become null and void within 90 days of notification of noncompliance unless the noncompliance is corrected. If the Special Use Permit becomes null and void, the applicant will remove the facility tower antenna and all appurtenances and restore the site to its original condition.
4. The permittee shall keep the property well maintained the removal of leaves, trash and other debris.
5. In the future should the levels of radio frequency radiation emitted be determined to be a threat to human health or safety, the wireless communication facility, tower or antenna shall be rectified or removed as provided for herein. This finding must be either mandated by any applicable law, by federal legislative action, or based upon regulatory guidelines established by the FCC.
6. In order to ensure structural integrity, all wireless communication facilities, towers and antennae shall be constructed and maintained in compliance with all applicable local building codes and the applicable standards for such facilities, towers and antennae that are published by the Electronic Industries Alliance.
7. The installation shall meet or exceed all minimum structural and operational standards and regulations as established by the FCC, FAA, EPA and other applicable federal regulatory agencies. If such standards and regulations are changed, then all facilities, towers, and antennae shall be brought into compliance within six (6) months of the effective date of the new standards and regulations, unless a more stringent compliance schedule is mandated by the controlling federal agency.
8. It shall be the responsibility of any permit holder to promptly resolve any electromagnetic interference problems in accordance with any applicable law or FCC regulation.
9. The tower shall be approved for a maximum height of 40 feet including the antenna. All antennas and cables shall be installed internally in the tower and the design and installation shall meet the standards set out in Section 19.33.035.C. Tower/Antenna Design.

10. There shall be no security lighting installed around the base of the tower.
11. The approved Site Plan, dated February 15, 2012 shall be incorporated as the site plan for approval of this application. If any changes are made to the site plan as a result of the approval, the plan shall be revised and submitted to the City prior to obtaining a permit.
12. The applicant may change out cable and antennas provided that the replacements are generally consistent with the approved plan. If change-outs are significantly different, as determined by the Building Official or his/her designee, a revised site plan shall be submitted to the Planning Commission for its review and approval.
13. A setback waiver is hereby granted for the tower from the north, east and west property lines to reduce the required setback from 40 feet to the actual distance between the existing tower and the property lines which are approximately 38 feet from the north, 39 feet from the east and 30 feet from the west.
14. The lattice tower/antenna as proposed is specifically approved for the location as presented in the applicant's submittal.
15. No additional users will be permitted on the towers without the approval of a Special Use Permit amendment.

C. SITE PLAN APPROVAL

Since this is the request for the initial approval of the Special Use Permit for a wireless communication facility, Site Plan Approval is required in accordance with Chapter 19.32 Site Plan Approval if the Planning Commission recommends approval of the Special Use Permit.

As previously described in the Special Use Permit application, this is a replacement of an existing wireless communications facility installation. The proposed tower is 40 feet in height and there is no equipment compound.

The Planning Commission shall give consideration to the following criteria in approving or disapproving a site plan:

A. The site is capable of accommodating the building, parking areas and drives with appropriate open space and landscape.

The application is to replace a 30' pole and antenna with a 40' tower and antenna. The proposed tower location does not meet the setback requirements, but a setback reduction is being considered by the Planning Commission as a part of the Special Use Permit. If the setback reduction is not granted, a major redesign of the site plan will be required.

The proposed facility will be served by the existing parking and drives.

B. Utilities are available with adequate capacity to serve the proposed development.

Basic utilities are available to serve this location.

C. The plan provides for adequate management of stormwater runoff.

There are no changes to the foot print or hard scape of this proposal, therefore a Storm Water Management Plan was not required.

D. The plan provides for safe and easy ingress, egress and internal traffic circulation.

The site utilizes the existing Public Works driveway for circulation which adequately serves the use.

E. The plan is consistent with good land planning and good site engineering design principles.

This is a very minor change from what exists and the proposed tower will be in the same general location as the existing pole/antenna. There will be very little change in the appearance of the facility.

JCW is also planning to add an 8'8" wood fence similar to the Public Works fence for security reasons. Much of the rest of the fencing surrounding the Public Works Maintenance Yard is eight feet in height. The ordinance has a maximum height of six feet unless it is approved by the Planning Commission through the Site Planning process. Increasing the height of the fence to eight feet is consistent with other fencing on the site and will be more appropriate for security purposes.

F. An appropriate degree of compatibility will prevail between the architectural quality of the proposed installation and the surrounding neighborhood.

The proposed tower will be 40' in height which is taller than any other structure in the area. It is located within the Public Works Maintenance Yard so the tower is compatible with other buildings and structures in the Maintenance Yard.

G. The plan represents an overall development pattern that is consistent with the comprehensive plan (Village Vision) and other adopted planning policies

Wireless communications are not specifically addressed in Village Vision. Perhaps it falls into the goal of maintaining and improving infrastructure.

RECOMMENDATION:

It is the recommendation of the Staff that the Planning Commission approve this Site Plan for the Dykes Branch Pump Station subject to the following conditions.

1. That all wiring be contained within the tower.
2. That the proposed wood fencing be approved for a height of 8'8" as shown on the site plan.

North Elevation



South Elevation



SPECIAL USE PERMIT APPLICATION

CITY OF PRAIRIE VILLAGE, KANSAS

For Office Use Only

Case No.: PC 2012-04

Filing Fees: \$100

Deposit: \$500



Date Advertised: _____

Date Notices Sent: _____

Public Hearing Date: _____

APPLICANT: Johnson County Wastewater / John P. O'Neil PHONE: 913-715-8570

ADDRESS: 11811 S. Sunset Dr. Suite 2500 Olathe, KS ZIP: 66061

OWNER: Johnson County Wastewater / John P. O'Neil PHONE: 913-715-8570

ADDRESS: 11811 S. Sunset Dr. Suite 2500 Olathe, KS 66061 ZIP: 66061

LOCATION OF PROPERTY: 3535 Somerset Dr.

LEGAL DESCRIPTION: 27-12-25 BG 515.10' N SE CR SW 1/4 NW1/4 N95'x W 70' EX
BG 610.10' N & 63' W SE CR SW 1/4 NW 1/4 S 20' W 7' N 20' E 7' TO BG
(PUMPING STATION) .153 ACRES M/L PVC 613 6 BTAO 6205 0.

ADJACENT LAND USE AND ZONING:

	<u>Land Use</u>	<u>Zoning</u>
North	<u>Business</u>	<u>SUP</u>
South	<u>Multi Family</u>	<u>R3</u>
East	<u>Single Family</u>	<u>R1</u>
West	<u>Multi/Single Family</u>	<u>RP-4</u>

Present Use of Property: JCW Sewage Lift Station

Please complete both pages of the form and return to:
Planning Commission Secretary
City of Prairie Village
7700 Mission Road
Prairie Village, KS 66208

Does the proposed special use meet the following standards? If yes, attach a separate Sheet explaining why.

- | | <u>Yes</u> | <u>No</u> |
|---|------------|-----------|
| 1. Is deemed necessary for the public convenience at that location. | <u>X</u> | _____ |
| 2. Is so designed, located and proposed to be operated that the public health, safety, and welfare will be protected. | <u>X</u> | _____ |
| 3. Is found to be generally compatible with the neighborhood in which it is proposed. | <u>X</u> | _____ |
| 4. Will comply with the height and area regulations of the district in which it is proposed. | <u>X</u> | _____ |
| 5. Off-street parking and loading areas will be provided in accordance with the standards set forth in the zoning regulations, and such areas will be screened from adjoining residential uses and located so as to protect such residential use from any injurious effect. | <u>X</u> | _____ |
| 6. Adequate utility, drainage, and other such necessary facilities have been or will be provided. | <u>X</u> | _____ |

Should this special use be valid only for a specific time period? Yes _____ No X

If Yes, what length of time? _____

SIGNATURE: John P. O'Neil

DATE: 03 FEB 2012

BY: John P. O'Neil

TITLE: General Manager

Attachments Required:

- Site plan showing existing and proposed structures on the property in questions, and adjacent property, off-street parking, driveways, and other information.
- Certified list of property owners



4800 Nall
Mission, Kansas 66202
913.715.8600
FAX: 913.715.8601
www.icw.org

February 3, 2012

Mr. Dennis J. Enslinger, AICP
Assistant City Administrator
City of Prairie Village, KS
7700 Mission Road
Prairie Village, KS 66208

RE: Dykes Branch Pump Station SCADA Telemetry System Improvements Project

Dear Mr. Enslinger:

This letter is in follow-up of our recent communications regarding the plans of a SCADA (Supervisory Control and Data Acquisition) telemetry system improvements project at the Dykes Branch sewage lift station located at 3535 Somerset Drive. This sewage lift station was originally constructed in 1958, serving Prairie Village customers. Johnson County Wastewater (JCW) uses SCADA telemetry to monitor the status of the pumping stations and treatment plants system-wide, and send alarms to staff if there is a problem. The purpose of the SCADA telemetry system improvements project is to replace the existing system, which has become obsolete.

A new antenna tower will replace the existing antenna as part of this improvements project. We are requesting waivers from Prairie Village requirements for the tower height and tower style. The tower height will be 40 feet above ground level. The height was determined through a radio path study and will assure reliable communication for this sewage lift station. The tower will be tripod style, which was selected as the best option for installation at the building as well as for future maintenance by JCW staff. The tower will be installed adjacent to the location of the existing antenna and to the lift station building.

As previously indicated in our letter dated February 2, 2012, the County's belief and position is that the County is immune from the City zoning and subdivision regulations in this matter, and that position is reasserted here. Therefore, while we are not making formal application for approval of the project, we are informally providing you, in the spirit of cooperation, with the following documents associated with this project, as you requested:

- Special Use Permit Application Form
- Site Plan and Elevation
- Area Map

The County looks forward to working with the City of Prairie Village on this project, and desires to cooperate with the City. Toward that end, the County is interested in soliciting any suggestions



and/or recommendations that the City may have concerning the project. Therefore, please let us know if the City has any comments and how or when we may obtain them.

Thank you in advance for all your help with this project, and if you have any questions please contact me at 913-715-8553.

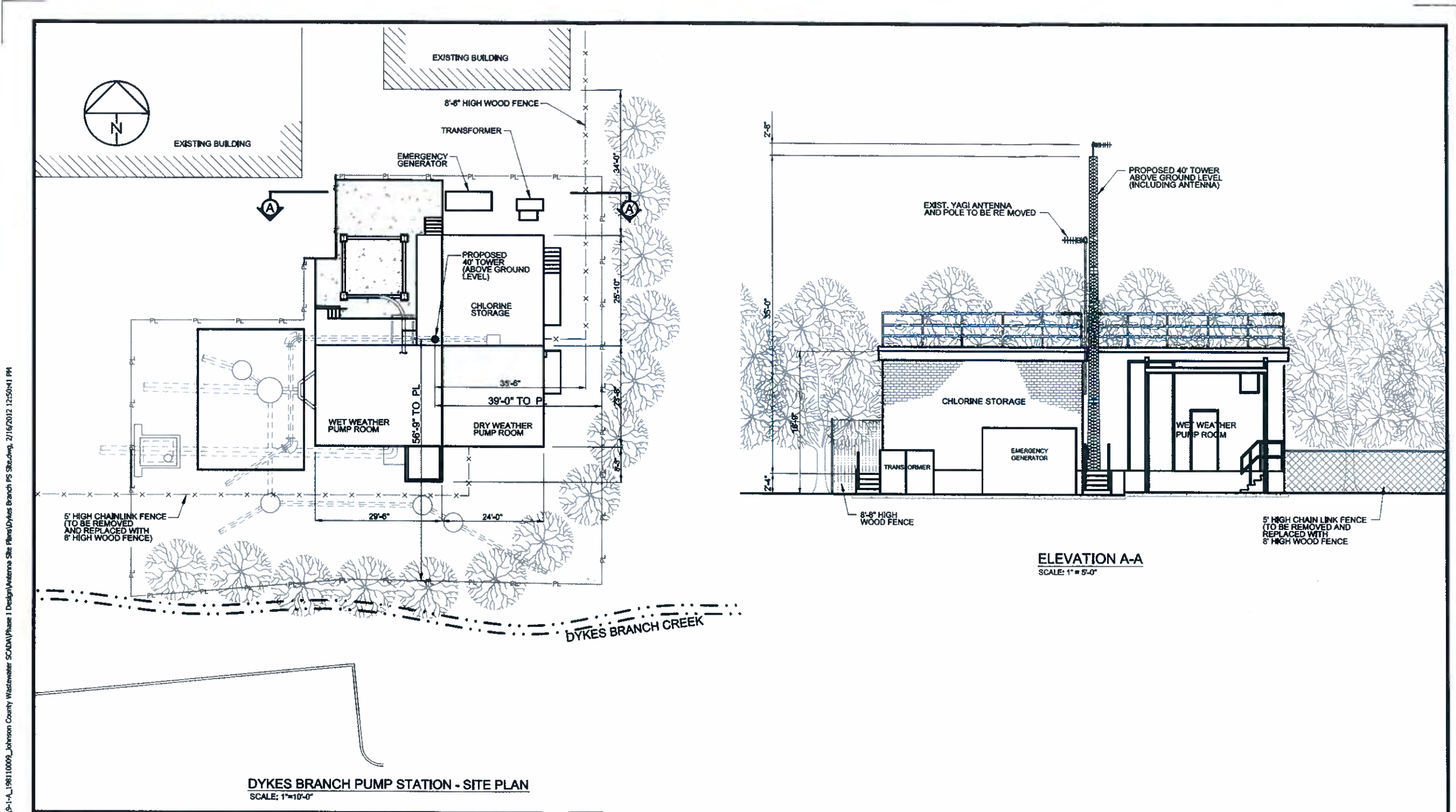
Sincerely,

A handwritten signature in black ink, appearing to read "Susan D. Pekarek". The signature is fluid and cursive, with the first name being the most prominent.

Susan D. Pekarek
Managing Engineer - Treatment

cc: Aaron A. Witt, Interim Chief Engineer
Marc Pedrotti, RE Pedrotti Co.
Chris Bosse, Stantec Engineering
File: CMSD-C010, B.4

Revised



V:\1981_Dallas\1981_L_P\Projects_Active\1981-A_1981\10009_Johnson County Wastewater SCADA\Phase 1 Design\Antenna Site Plans\Dykes Branch PS Sta.dwg, 2/16/2012 12:50:41 PM

REV	DATE	DESCRIPTION	DRWN	ENG	CHK	APP

1700 PACIFIC AVE
SUITE 2340
DALLAS, TEXAS 75201
214-856-5511

SCALE	AS SHOWN
DRAWN	R. CURRENT
DESIGNED	H. ZAMAN
CHECKED	K. DARBE
IN CHARGE	C. BOSSE
DATE	FEBRUARY 15, 2012

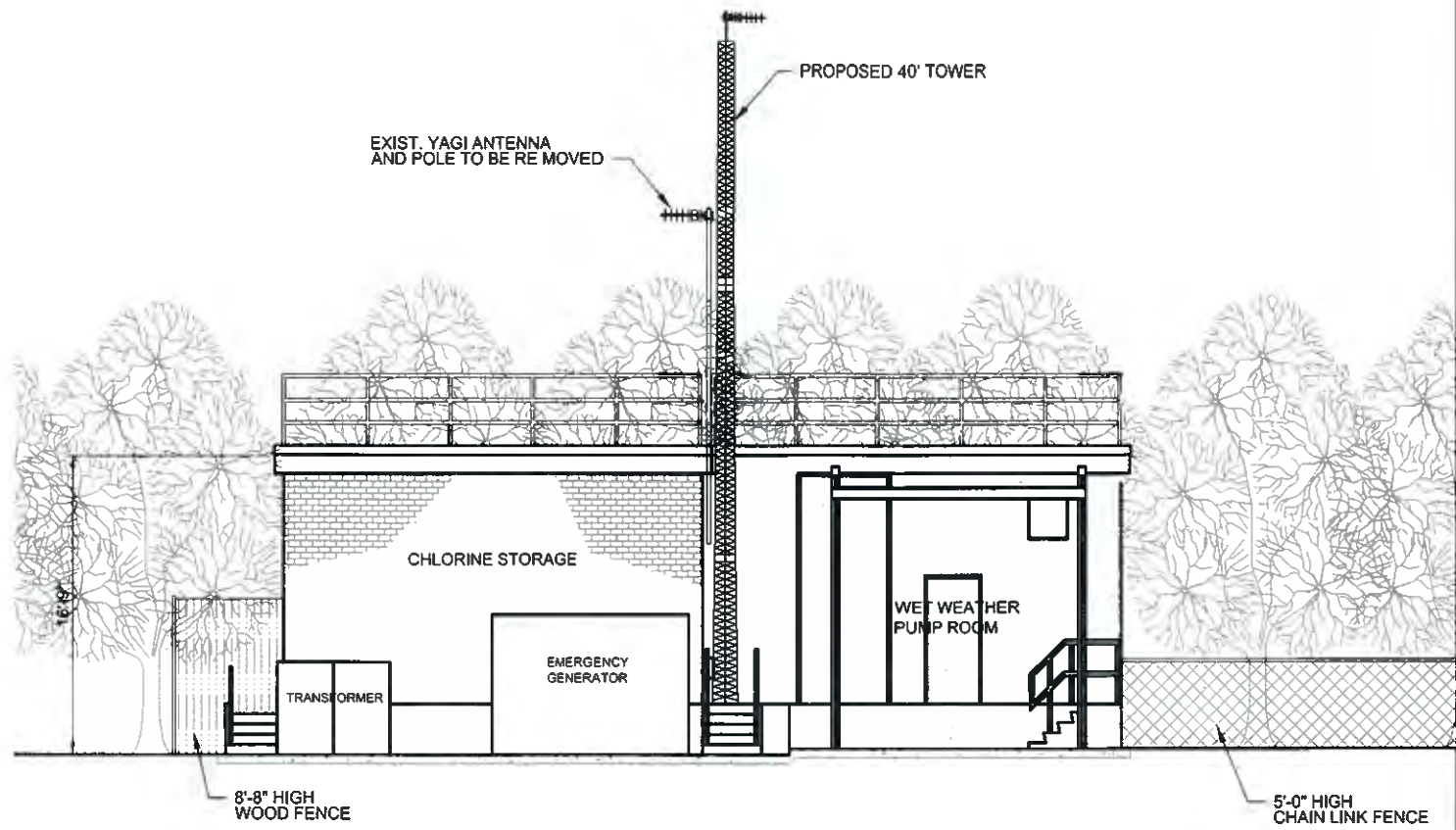
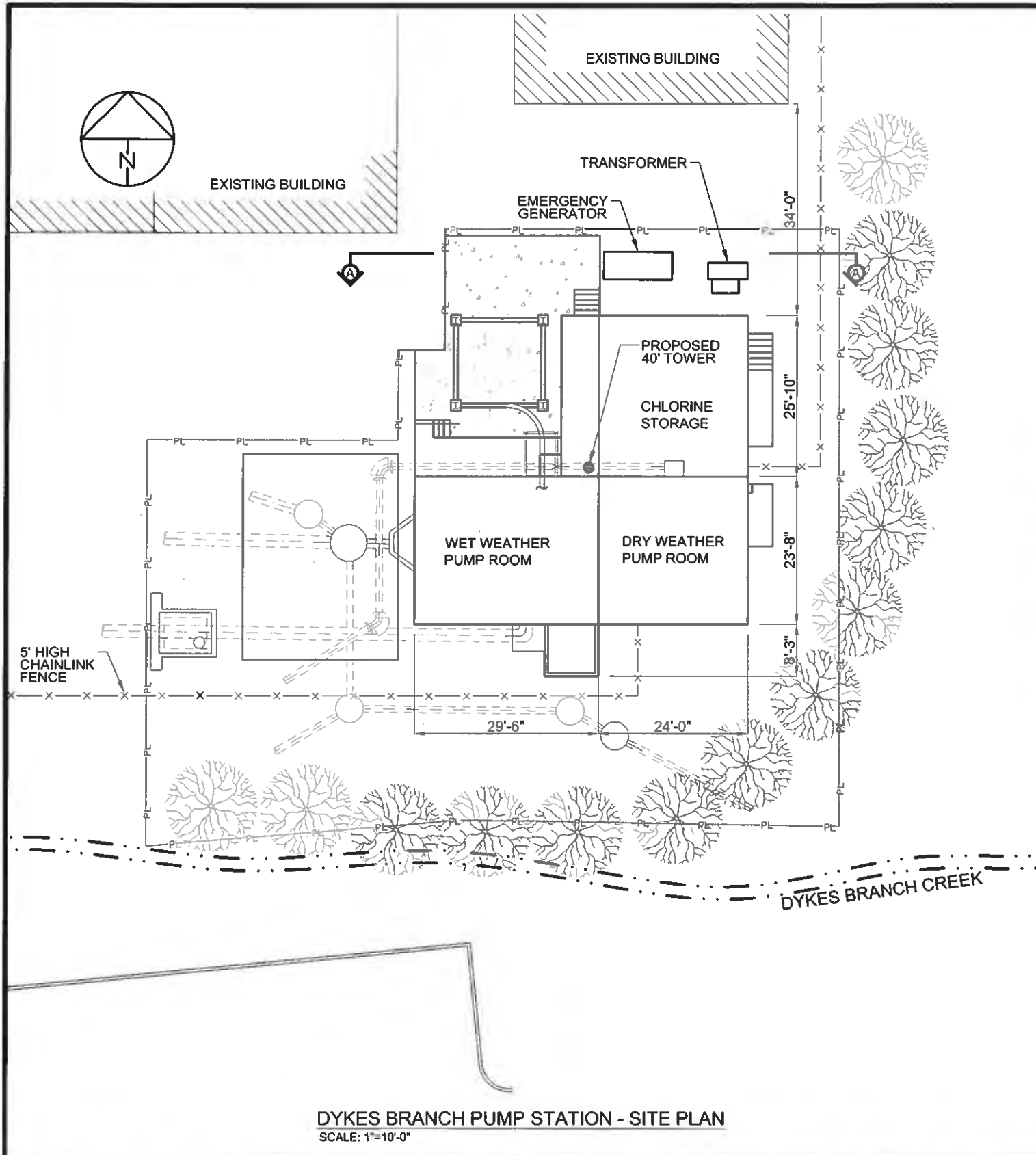
JOHNSON COUNTY WASTEWATER
COMMUNICATIONS / SCADA TELEMETRY UPGRADE AND IMPROVEMENTS

**DYKES BRANCH PUMP STATION SITE PLAN
AND ELEVATION**

DRAWING NO. _____ REV. 0

SHEET _____ OF _____

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REV	DATE	DESCRIPTION	DRWN	ENG	CHK	APP

1700 PACIFIC AVE
SUITE 2340
DALLAS, TEXAS 75201
214-855-5511

Johnson County Wastewater

SCALE	AS SHOWN
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DATE	DECEMBER XX, 2011

JOHNSON COUNTY WASTEWATER
COMMUNICATIONS / SCADA TELEMETRY UPGRADE AND IMPROVEMENTS

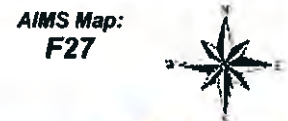
**DYKES BRANCH PUMP STATION SITE PLAN
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DRAWING NO. _____ REV. 0

SHEET _____ OF _____

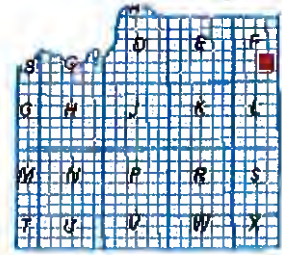


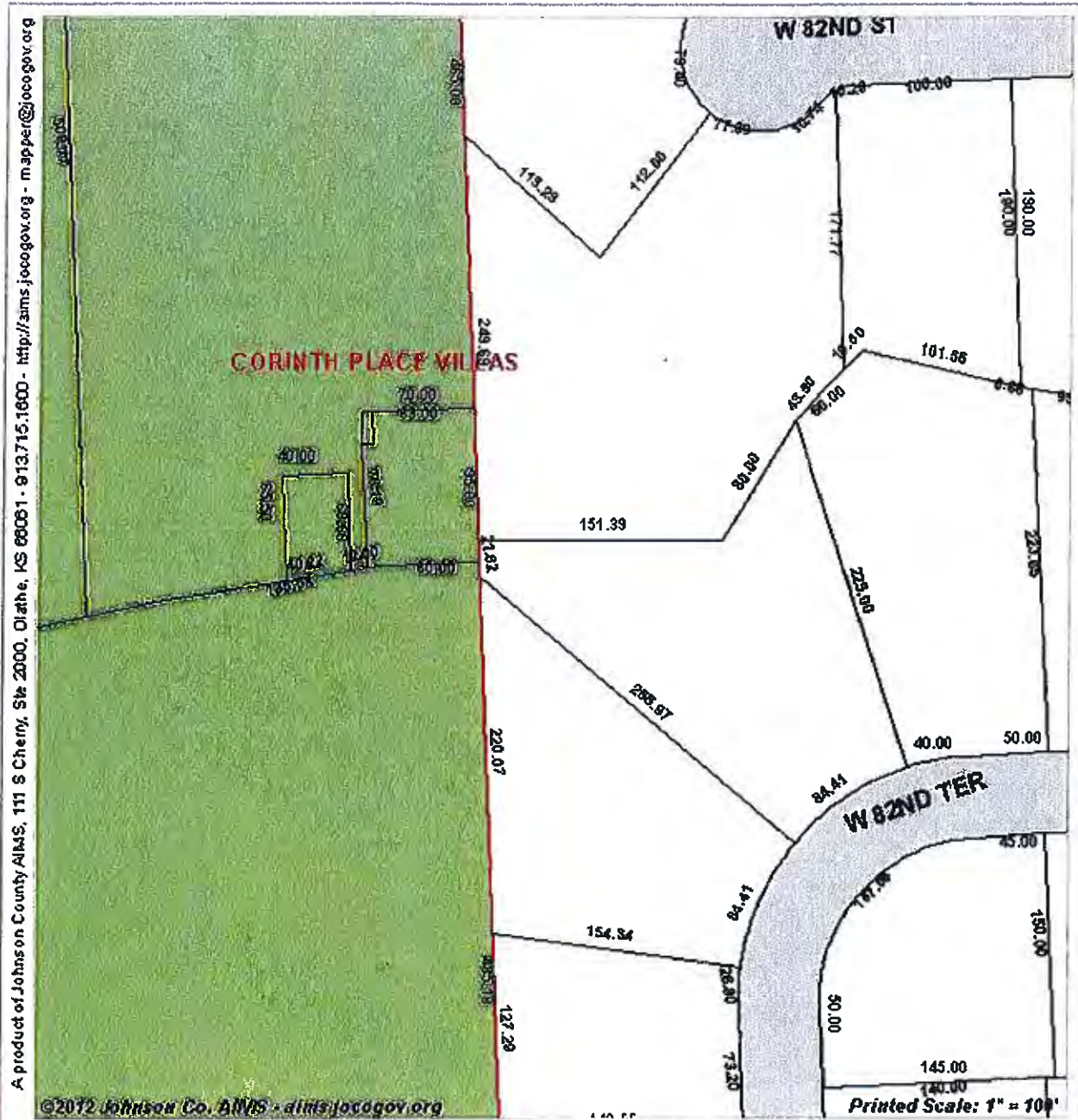
Dykes Branch



Legend

Parcel Lines: Lot Line Plat Perim Section Line





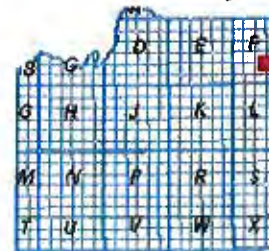
Dykes Branch

AIMS Map:
F27



Legend

Parcels:	Platted	Unplatted	Common Interest
Parcels:	3-D Parcel	Road/R-O-W	
Parcel Lines:	Lot Line	Plat Perim.	Section-Line
Streets:	Highway	Collector	Local



Example of a Tripod, lattice style antenna tower.





CODES ADMINISTRATION STAFF REPORT

Planning Commission: March 6, 2012

PC2012-02 Proposed Amendment to the City's Comprehensive Plan reflecting changes to the Parks Master Plan

The public hearing for this item was held at the March 6, 2012 meeting with action continued by the Planning Commission without discussion pending additional discussion by the City Council on February 20, 2012.

At the City Council meeting on February 20th, the Council directed staff to send notification to the property owners along both the existing and the proposed trail location. In order for residents to receive this notice in a timely manner, staff asks the Commission to continue this item until their April 3rd meeting.

STAFF REPORT

TO: Prairie Village Planning Commission
FROM: Dennis Enslinger, Assistant City Manager, Ron Williamson, Lochner, Planning Consultant
SUBJECT: **PC 2012-05 Former Mission Valley Middle School Site Proposed Comprehensive Plan Amendment**
DATE: March 6, 2012

COMMENTS:

At its regular meeting on February 6, 2011, the City Council voted not to move forward with the Comprehensive Plan Amendment for 84th and Mission Road and directed staff to prepare a Comprehensive Plan Amendment for just the Mission Valley Middle School site based on the uses in the R-1A District in which it is currently zoned.

This section will be amended to Chapter 7 Potential Redevelopment and will follow the same format used for Somerset Elementary School.

RECOMMENDATIONS:

It is the recommendation of staff that the Planning Commission discuss the proposed Comprehensive Plan Amendment attached, revise and modify it as desired and authorize a public hearing.

D. Mission Valley Middle School

The 18.43 acres of the former Mission Valley Middle School site is located on the west side of Mission Road south of 83rd Street. There are single-family dwellings to the south, southwest and east and multiple-family dwellings to the northwest and north. The site is also in close proximity to the Corinth Shopping Center. Access is currently off Mission Road and the site is zoned R-1A Family Residential District. Shawnee Mission School District closed the school at the end of the school year in 2011 and sold it to a private developer in the fall of 2011. When Village Vision was prepared in 2006, it was not anticipated that this facility would be closed.



The following outlines the critical issues related to the sites potential for redevelopment and offers some recommendations for future redevelopment.

Issues

1. **The school site functions as an integral part of the neighborhood.**

The school site is an integral part of the neighborhood and provides an opportunity for active recreation. Use as a recreational area was limited by school usage but there was still a significant amount of time that the outdoor area was available to the general public. Schools frequently give a neighborhood identity and contribute to the social fabric of the area. Since this was a middle school, the geographic influence of the location was significant. Any reuse of the site should maintain the status as a center of the neighborhood.

2. **Existing Structures.** The building was recently updated and expanded so it has been significantly modified from its original construction in 1958. The building is in good physical condition and could easily accommodate a use such as a private school or an educational wing for a church. There is also the possibility that it could be converted to a residential use

3. **Single-Family Residences to the South, Southwest and East.** There are high value residences abutting the south and southwest boundary of the site. The existing school building is located in the north half of the site and the athletic fields abut the south and southwest property line. There also are high to mid value dwellings on the east side of Mission Road across from the school site. Any redevelopment of the site needs to address how it will relate to the variety of adjacent residential development types adjacent to the site.

4. **Multi-Family Residences to the North and Northwest.** There are four multi-family residential developments to the north and northeast of the former school site. One of these sites is a condo structure with individual ownership of the units; the others represent traditional rental property units. These sites have the following density levels:

- 3917 W 84th – 52 units on 3.81 acres – 13.6 du/acre
- 8361 Somerset Dr. – 41 units on 1.70 acres – 24.1 du/ac
- 8401 Somerset Dr. – 31 units on 1.29 acres – 24 du/ac
- 8449-51 Somerset Dr. – 2 units on .54 acres – 3.7 du/ac

These multi-family residential units represent both high and low value residences abutting the north and northwest. Any redevelopment of the site needs to address how it will relate to the variety adjacent residential type developments adjacent to the site.

5. **Drainage and Flood Plain.** There is an open drainage ditch along the north property line that flows from west to east and is part of Dykes Branch. The FEMA Flood Insurance Rate Map dated August 3, 2009



designates this area as ZONE X (Future Base Flood). This is defined as "Areas of 1% annual chance of flood based on future conditions hydrology. No base flood elevations determined." A copy of the Map is attached. While a hydrology study has not been completed, significant issues include upstream flows and several undersized box culverts downstream.

6. **Parking.** There is a large parking lot on the site, however, a use such as a private school or church could require more parking to accommodate the use. Any parking expansion will create more impervious surface and more stormwater runoff which will need to be addressed.
7. **Access.** This is a large site which only has access from Mission Road. Mission Road has high traffic in this area because of Corinth Square Center and Corinth Elementary School and therefore the traffic impact and internal site circulation will need to be addressed for any future development.
8. **Public Perception.** The floor area ratio (building area divided by site area) of this site is 0.13 which is very low. The neighbors living in this area have perceived this as an open space site. This is privately owned now, however, and that low floor area ratio normally is not financially feasible. It is likely that the floor area ratio will increase in the future, but it needs to occur in a manner that is compatible with the existing development.
9. **Zoning Regulations limit uses.** The site is currently zoned R-1A Single-Family Dwelling District which limits the type and intensity of uses that can be permitted on the site. The R-1A District primarily allows single-family dwellings, public uses and churches. However, the District also allows conditional and special permits subject to restrictions and conditions. Public hearings are required for conditional use permits and they must be approved by the Planning Commission while special use permits require a public hearing and recommendation of the Planning Commission and are finally approved by the Governing Body. As with the Meadowbrook Country Club property, the site could be redeveloped into a traditional single-family neighborhood with little or no oversight by the City under the current zoning regulations. Another option available is planned residential districts (RP-1A) which allows residential development to have a different form such as condominiums, patio homes, apartments but the density and other standards are controlled by the district regulations. The creation of a Planned Zoning District would be specific to this site and would regulate the form of the development. This includes the relationship of the buildings to the street, the type of street improvements, the massing and height of buildings, lot coverage, etc. This process requires a zoning change. There are a variety of uses that can be accommodated in the R-1A District, however, some may require rezoning, conditional use permits or special use permits.

Recommendations

1. Encourage developers to obtain community input.

Residents, the City, and property owner all have a vested interest in the future development of the site. As such, Redevelopment Plans should address the needs of the community as a whole and consider a variety of potential re-uses for the site. Any proposed plans for new uses or the expansion of existing uses needs the input of the surrounding neighborhood. To address these expectations, developers will need to make significant efforts to solicit community input in redevelopment planning. An assessment of the existing building and site should take place to determine whether or not they can accommodate the

proposal. If not, then a new development plan could be considered, which may give more flexibility to incorporating other uses (e.g. residential) on the site. The site may be large enough to allow for compatible senior housing development. A mixed-use concept on this site could serve to further reinforce and reconnect the neighborhood to public uses. The issues of open space, drainage, access and parking all need to be addressed in detail as a part of any proposed development or expansion of existing uses on this site. The developer needs to conduct an adequate public involvement process to obtain input from the neighborhood.

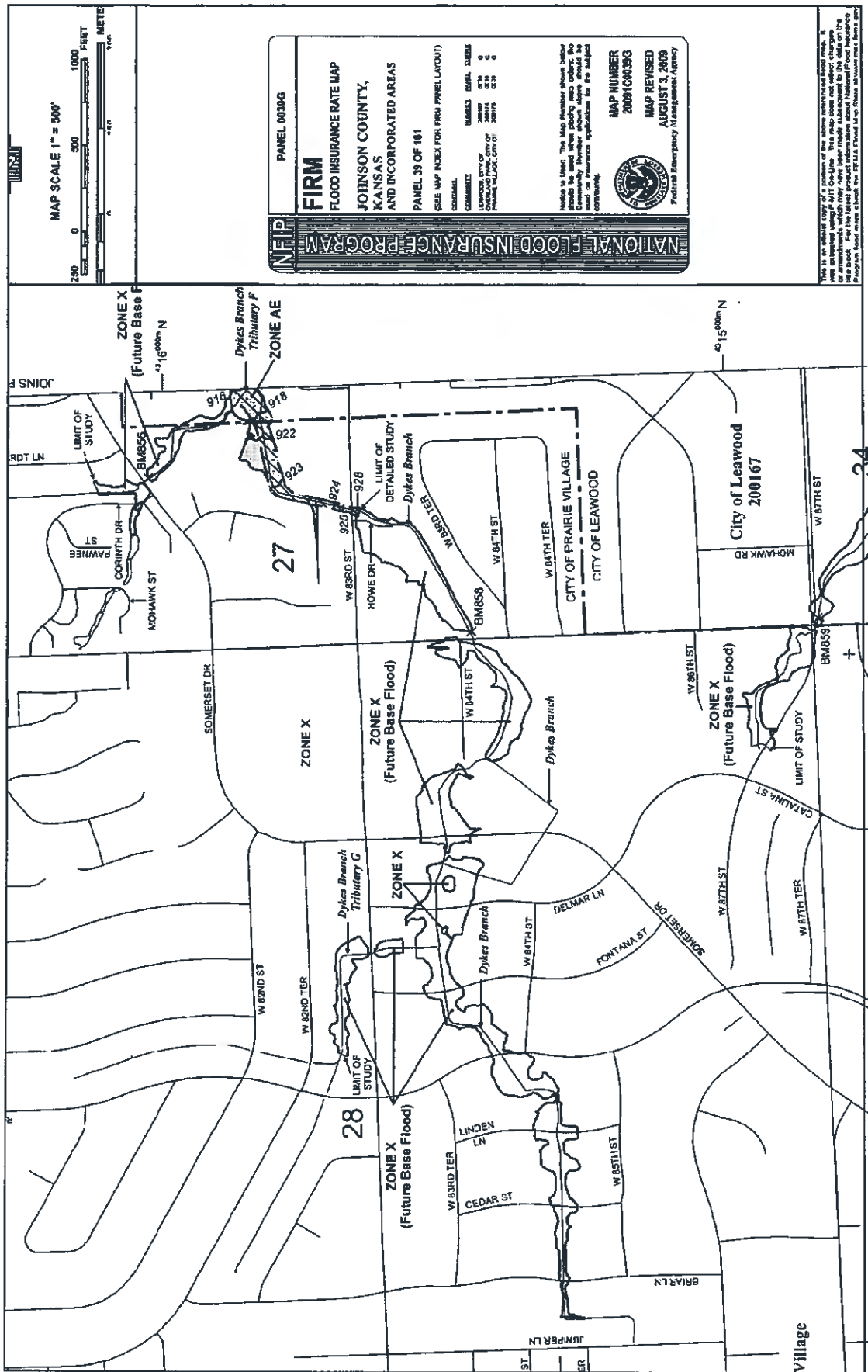
2. Limit the uses to those allowed in the R-1A Single-Family District.

Uses for this proposed site are restricted to uses that are permitted in the R-1A District which also may include conditional use permits, special use permits and planned residential. The uses generally are residential, including senior housing, and possibly a mixture of housing types. In addition, schools, (private require a special use permit) churches and other public uses are also permitted.

Economic Perspective

Issues: Due to the scarcity of land and the size, location, and configuration of the site, the parcel would be considered highly desirable by the private real estate development community. Civic uses could be considered as a part of that mixed-use environment. The major issues regarding any future development of this site are the density or intensity of development, access, stormwater management and compatibility with the existing developed neighborhood. Because of the limited type of development that can occur on this site, the City needs to consider very carefully whether to approve any incentives.

Recommendations: As an attractive site for redevelopment, the City should carefully consider re-use of the former Mission Valley Middle School property. Through a joint effort between the City Council, citizens, property owner, and potential developers, a variety of potential uses for the site should be explored and considered. This is an attractive site for redevelopment, but there is a very significant and updated building on the site that has limited opportunities for repurposing. Designation for the Mission Valley site for a mix of uses through the Village Vision Strategic Investment Plan could serve to provide tangible examples of how the Plan's implementation will adhere to the community's land use principles. Particular attention should be paid not only to the type of land uses, but also to the ultimate form of the development and its compatibility with low density single-family and high density multi-family use found in the mixture of residential densities found in the surrounding neighborhood. The neighborhood is very concerned about the future of this site and will need to have significant input into any future change in use. If any change in use is considered, it is important that the site and the facility be designed compatible with the surrounding neighborhood. To successfully execute a project on this site, it will require creative and unique design talent and buy-in from the neighborhood and the community at large. Density levels and Storm water runoff are major issues and will need to be addressed as a part of any redevelopment plan.



Flood Insurance Rate Map

D. Mission Valley Middle School

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The following outlines the critical issues related to the sites potential for redevelopment and offers some recommendations for future redevelopment.

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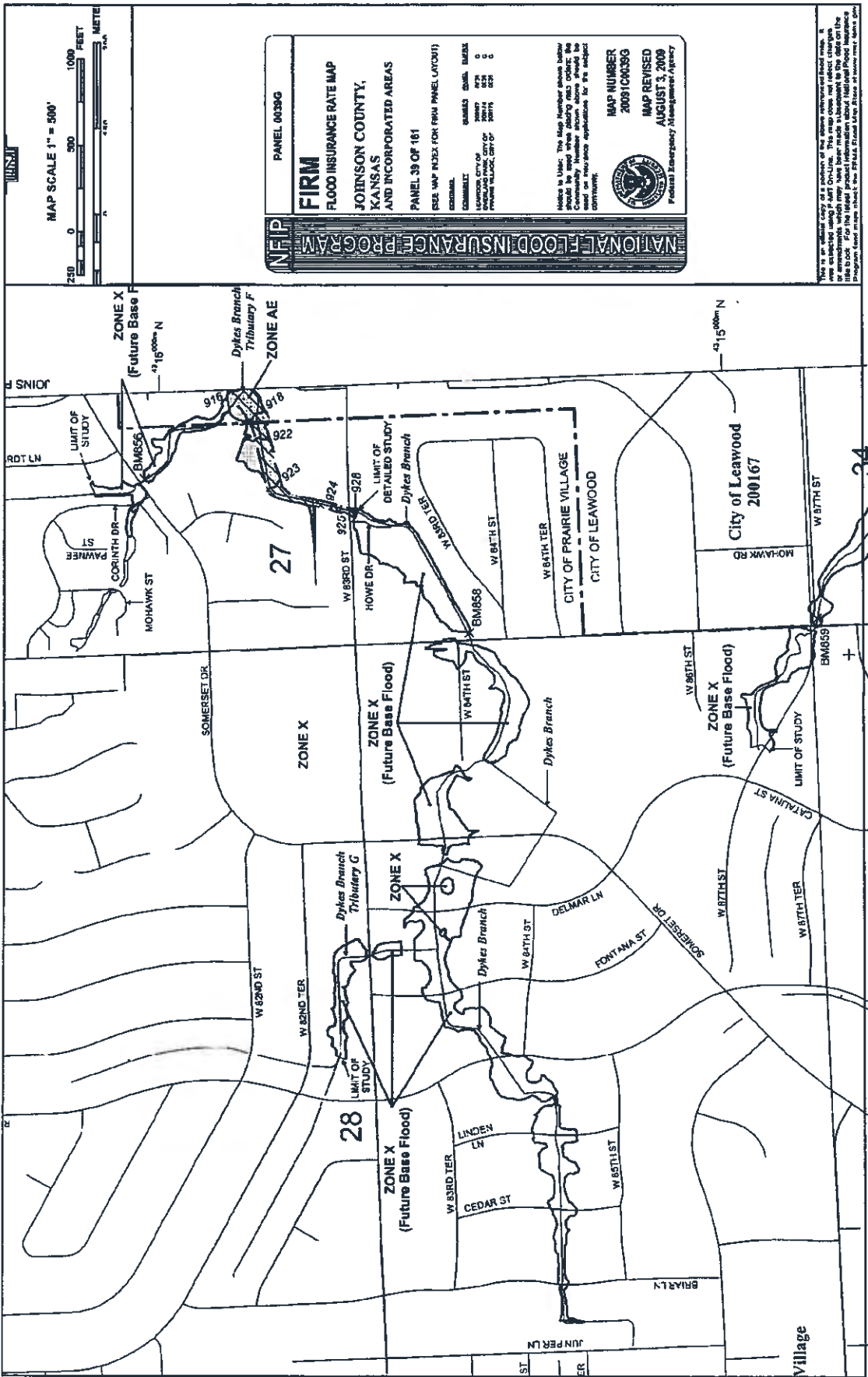
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Economic Perspective

Issues: Due to the scarcity of land and the size, location, and configuration of the site, the parcel would be considered highly desirable by the private real estate development community. Civic uses could be considered as a part of that mixed-use environment. The major issues regarding any future development of this site are the density or intensity of development, access, stormwater management and compatibility with the existing developed neighborhood. Because of the limited type of development that can occur on this site, the City needs to consider very carefully whether to approve any incentives.

Recommendations: As an attractive site for redevelopment, the City should carefully consider re-use of the former Mission Valley Middle School property. Through a joint effort between the City Council, citizens, property owner, and potential developers, a variety of potential uses for the site should be explored and considered. This is an attractive site for redevelopment, but there is a very significant and updated building on the site that has limited opportunities for repurposing. Designation for the Mission Valley site for a mix of uses through the Village Vision Strategic Investment Plan could serve to provide tangible examples of how the Plan's implementation will adhere to the community's land use principles. Particular attention should be paid not only to the type of land uses, but also to the ultimate form of the development and its compatibility with low density single-family and high density multi-family use found in the mixture of residential densities found in the surrounding neighborhood. The neighborhood is very concerned about the future of this site and will need to have significant input into any future change in use. If any change in use is considered, it is important that the site and the facility be designed compatible with the surrounding neighborhood. To successfully execute a project on this site, it will require creative and unique design talent and buy-in from the neighborhood and the community at large. Density levels and Storm water runoff are major issues and will need to be addressed as a part of any redevelopment plan.



Flood Insurance Rate Map