

**PLANNING COMMISSION AGENDA  
CITY OF PRAIRIE VILLAGE  
MUNICIPAL BUILDING - 7700 MISSION ROAD  
TUESDAY, OCTOBER 2, 2012  
COUNCIL CHAMBERS  
7:00 P.M.**

**I. ROLL CALL**

**II. APPROVAL OF PC MINUTES - September 11, 2012**

**III. PUBLIC HEARINGS**

**PC2012-08 Request for Conditional Use Permit for Drive-Thru Service Window at 6920 Mission Road  
Zoning: C-2  
Applicant: Curtis Petersen with Polsinelli Shughart PC representing PV Retail Shops  
**RECOMMENDED FOR CONTINUATION****

**IV. NON-PUBLIC HEARINGS**

**PC2012-114 Request for Preliminary & Final Plat Approval  
Prairie Village Shopping Center  
Zoning: C-2  
Applicant: Curtis Petersen with Polsinelli Shughart PC representing PV Retail Shops**

**PC2012-113 Request for Site Plan Approval - PV Shopping Center  
NW Corner of 71<sup>st</sup> Street & Mission Road  
Zoning: C-2  
Applicant: Curtis Petersen with Polsinelli Shughart PC representing PV Retail Shops**

**PC2012-115 Request for Site Plan Approval - Retaining Wall  
2201 West 72<sup>nd</sup> Street  
Zoning: R-1a  
Applicant: Corey Scott**

**PC2012-117 Request for Site Plan Approval - Spin Pizza  
8226 Mission Road  
Zoning: C-2  
Applicant: Chris Hafner, Davidson Architecture**

**V. OTHER BUSINESS**

**Presentation of Proposed Overlay Design District - Countryside East Homes Association**

**PC2011-121 Request for reconsideration of conditions of approval for SUP for wireless antenna at 9011 Roe Avenue  
Zoning: R-1a(?)  
Applicant: Pete Akers for Sprint**

**PC2012-03 Request for Reconsideration of Parking as shown on approved site plan for Highlawn Montessori School  
Zoning: R-1a  
Applicant: Kathy Morrison, Highlawn Montessori**

**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](mailto: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**  
**September 11, 2012**

**ROLL CALL**

The Planning Commission of the City of Prairie Village met in regular session on Tuesday, September 11, 2012, in the Council Chamber, 7700 Mission Road. Chairman Ken Vaughn called the meeting to order at 7:05 p.m., due to conflicting meeting in Council Chambers, with the following members present: Randy Kronblad, Bob Lindeblad, Dirk Schafer, Nancy Wallerstein, Gregory Wolf and Nancy Vennard.

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

**APPROVAL OF MINUTES**

Randy Kronblad moved the approval of the minutes of August 8, 2012 with the following change on page 4 "Randy Kronblad noted there is currently a sign on the playground fence. Mr. Enslinger confirmed the sign was a temporary fence sign that would be allowed for 90 days." The motion was seconded by Gregory Wolf and passed by a vote of 5 to 0 with Nancy Wallerstein and Dirk Schafer abstaining.

**PUBLIC HEARINGS**

**PC2012-08 Request for Conditional Use Permit for Drive-Thru Service Window  
6920 Mission Road**

Curtis Petersen, with Polsinelli, Shughart, PC, representing the PV Retail Shops addressed the Commission on behalf of Owen Buckley. He restated the ownership group's commitment to the enhancement of both the Corinth and Prairie Village Shopping Centers. He stated that he would be speaking on all three applications before the Commission.

The first project is the vacation of Mission Lane and related streetscape improvements. This is the project identified in the CID agreement with the City. The second project is the removal of the "Waid's" building and the construction of an approximately 6,000 square foot retail center replacing the Waid's facility. This will simulate the existing retail strip that includes Starbucks, TCBY & Village Flower. It will be a multi-tenant facility with two patios and two to three tenants with a maximum of four. They are exploring the moving Starbucks to the new location with the drive-thru service capability. The third project is the expansion of Hen House by approximately 14,000 square feet to the north.

The required Planning Commission action will include overall site plan approval, a conditional use permit for the drive-thru and a platting of the property reflecting the

vacation of Mission Lane. It is their desire to begin on the streetscape improvements to Mission Lane the first week in November; then move on to the "Waids" project with the expansion of Hen House tentatively scheduled for mid to late spring 2013. Mr. Petersen noted the ownership group has been working on these projects over the past several months meeting with tenants, neighbors and others. The purpose of tonight's meeting is to gather information both from the Commission and the residents.

Mr. Petersen acknowledged the changes will require coordination among the tenants on delivery schedules, etc. A study has been conducted by GBA of the parking needs for the center and found that there will be substantial parking available for the needs of the center.

Mr. Petersen stated it is not an option of the ownership group to not move forward with the CID project.

Ed Alexander, with Hollis + Miller Architects reviewed the concept drawings for the Mission Lane Project. The focus of this project will be to create a pedestrian friendly "Norman Rockwell" looking streetscape. There will be fountains at the entrances, by Hen House and two other possible locations. There will be islands featuring stone retaining walls, sculptures, bike racks, places for sitting with tables and street lights with hanging flower baskets. The pedestrian walkways will be clearly identified by pavers. The sidewalks will be wider. The center will have an urban appearance while being a neighborhood center.

The proposed building to replace Waids will be in keeping with the existing shopping architecture with stone and brick including patios, pavers and landscaping. Mr. Alexander reviewed the exterior Hen House expansion concept drawings. He noted that Hen House officials have not finalized their interior changes.

Nancy Vennard asked if there would be improvements to other areas of the Mall and the west side of the shopping center. She noted the current parking area on the west is a free-for-all and needs to be addressed. Mr. Alexander responded their traffic consultants have confirmed there are an adequate number of parking spaces. There are no specific plans for these areas at this time other than to continue the concepts being introduced.

Bob Lindeblad asked where the front door would be for Hen House. Mr. Alexander stated that is contingent on the interior store plans which have not been finalized by Hen House. Mr. Lindeblad stated he felt that information was important for the big picture in the development of the site. Curtis Petersen responded they are almost certain the exterior location of the door is an accurate approximation. It is the inside circulation patterns that are still being finalized. There will be a door along Mission Lane and possibly another. The site plan has been designed to make it pedestrian friendly to get to one door or the other. Mr. Alexander noted the structural element is in place for the door as proposed. They are encouraging Hen House to have two doors.

Dirk Schafer noted the parking between the Hen House and US Bank appear to be separate lots with the same situation to the south of Hen House and US Bank. It appears to be three separate lots and he felt it would be easier to navigate if there was connectivity between the lots. Mr. Alexander responded that has been discussed and will be reflected in the revised plans.

Mr. Schafer felt it was a wise decision to open up the parking lot in front of Bruce Smith Drugs. Mr. Alexander noted the parking stalls are not changing; they are only making the sidewalks wider.

Nancy Wallerstein pointed out that if there was only one entrance to Hen House most of the patrons will need to cross Mission Lane to get to their cars. Mr. Alexander stated they are more clearly indentifying the crossing areas with pavers that will alert traffic to slow down. Mrs. Wallerstein stressed the importance of taking into consideration the demographics of the city with a high population of elderly and a growing population of young families. She feels there would be less traffic conflict if there was a corner entrance.

Nancy Vennard asked where Macy's fit into this plan. Curtis Petersen stated nothing new has been proposed for Macy's. They have been made aware of the plans. Mr. Alexander added that they have meet with them to discuss possible elements being used could be carried over to their property down the road.

Ron Williamson confirmed the relocation of Starbucks to the new building has not been finalized. Mr. Petersen noted their current lease will be expiring soon and their corporate plan is to move away from facilities that do not have drive-thru service windows. The ownership group would like to keep them as tenants and the new location would be able to meet that accommodation. Mr. Enslinger noted that typically the city has not approved drive-thru windows without knowing what type of service will be using the facility. He stated different uses of drive-thru facilities create different volumes of traffic and traffic at different time of the day.

Ted Odell asked with the almost doubling of its size if Hen House would add any new elements. Mr. Petersen responded he does not know, but noted there has been discussion with other merchants.

Mr. Odell asked if it wouldn't make more sense to drop the traffic from the drive-thru onto Mission Road rather than Mission Lane. Mr. Alexander responded with the building location and shape it makes more sense to go out on Mission Lane with less traffic and slower traffic speeds and fewer vehicles.

Ken Vaughn noted that regardless of Mission Lane becoming a private street, to the public it will remain a major street.

Nancy Wallerstein asked if the applicant has met with the merchants and addressed the concerns that were included in the information given to the Planning Commission. Mr. Petersen stated there have been multiple meetings with the tenants both formally and

informally with on-going dialogue. Mrs. Wallerstein stated she hoped the new plans will reflect changes to address their concerns.

Randy Kronblad expressed concern with the doubling the size of Hen House and its impact on taking away nearby parking for patrons. Mr. Alexander stated that Hen House has reviewed the parking and will be doing a better job of directing where their employees can park.

Ken Vaughn asked about lighting, especially if employees will be asked to park in more distant parking spaces. Mr. Alexander responded safety is paramount and noted they will be meeting with the police department also on any locations they feel should have additional lighting.

Nancy Wallerstein asked if there would be grocery cart parking areas. Mr. Petersen stated there would not be. Hen House will continue to provide carryout services.

Nancy Vennard asked if there had been any discussion on moving Mission Lane to create more parking close to Hen House. Mr. Alexander stated they want to keep the feel of a neighborhood street and also noted difficulties with utilities and easements. Mrs. Vennard stated this is a suburban community with people driving their cars to grocery shop. They do not walk to the center to get groceries. She stated she counted 18 parking spaces on the plan and noted with van and ADA parking that number will be reduced to 14 while you are doubling the size of the store. Mr. Petersen stated he is confident that Hen House will look out for its patrons.

Nancy Wallerstein noted that with the Corinth Hen House expansion, the Commission was advised that the trend for grocery store design was going with only one entrance. She would be surprised if Hen House did not go with only one entrance at this location also. She suggested if that was the case that they look at possibly using the space proposed for the second entry as a drive up area.

Dirk Schafer advised the applicant to strong encourage Hen House to have their plans for the entry finalized before they appear before the Commission in October for approval.

Chairman Ken Vaughn opened the meeting to comments from the public.

Charles Schollenberger, 3718 West 79h Terrace, noted the two centers appear to have different architectural styles of the centers with one being "colonial" and the other "French chateau" and he felt they needed to be the same. He feels the proposed tower entrance for the Hen House is too tall; it creates the window vs. no window issue for the CVS building.

He asked if the building replacing Waids and the Hen House expansion were being paid for with CID funds and stated if so he felt that was a misuse of CID funds. A new building or building expansion for a private developer should not be funded with

taxpayers' dollars. Bob Lindeblad replied the Planning Commission has no authority on funding - that is an issue between the city council and the developer.

Joel Crown, 4200 West 69<sup>th</sup> Street, stated that neither he nor any of his neighbors had been contacted regarding the proposed projects. He is concerned that the reduced parking will force employees and others onto the street. He expressed concern with the proposed drive-thru and noted he would rather use a cart than tip the carryout person a dollar every time he goes shopping.

Suzanne Allen, 6501 Roe Avenue, addressed the Commission as a Prairie Village shopper and noted that she had sent comments to the Commission earlier with some of her concerns. She stressed the need to keep in mind the aging population and stated that any development needs to be elderly friendly. She opposes the limited parking proposed. She wants easy access into and out of Hen House quickly. She prefers smaller stores that allow her to get to what she needs without having to walk the entire store. Ms Allen noted that at noon today half of the parking lot by US Bank was full. The limited parking will push Hen House patrons further out requiring them to cross a busy street that has been narrowed to two lanes. If there is a drive-thru for Starbucks it should be a right-turn only - not crossing traffic. If Hen House wants to make improvements, she suggested a better deli and salad bar. Ms Allen does not feel the narrower loading dock area is going to be sufficient to allow trucks to turn around.

Chuck Dehner, 4201 West 68<sup>th</sup> Terrace, questioned who was responsible for posting the notice of hearing sign which was inaccurate and noted he was not able to find information on the city's website. Mr. Dehner also expressed concern with the outdoor patios for restaurants blocks the sidewalks and forces people to walk in the street. This needs to be addressed. He is opposed to the drive-thru exiting on Mission Lane. He would like to see them work with Starbucks to keep it in the Village and to wrap around the drive-thru to exit onto Mission Road. He feels the proposed outdoor patio on the west side would be better placed on the south side.

Chairman Ken Vaughn closed public comment at 8:30 p.m.

Mr. Vaughn stated all the applications would be continued to the October 2<sup>nd</sup> meeting of the Planning Commission when new plans will be considered and the questions that have been raised would be addressed.

Dennis Enslinger stated the information on this project and other CID projects is posted on the City's website under Government - Projects - CID - Drawings. If you click the red line you will be taken to the drawings and information. The Planning Commission packet is not posted until the Friday prior to the Commission meeting. Individuals can sign up for "E-Notification" and will be notified whenever anything is posted. The PV Shopping Center Drawings have been posted since they were received two weeks ago.

Randy Kronblad expressed concern that the issues raised by the tenants be resolved prior to the next meeting. It will be difficult for the Commission to grant approval with

unresolved issues and without knowing where things stand on other issues. There are serious issues that need to be addressed.

Bob Lindeblad thanked the applicant for their efforts noting one of the primary objectives of Village Vision is to have improvements made to the shopping centers. Change and growth are often difficult in older neighborhoods. He wants to see how to make these improvements work. Prairie Village is more suburban and urban and parking is important. He also acknowledged the importance of successful grocery stores to successful shopping centers.

Bob Lindeblad moved that the Planning Commission continue PC2012-08 Request for Conditional Use Permit for Drive Thru at 6920 Mission Road; PC 2012-113 Site Plan approval for the northwest corner of 71<sup>st</sup> Street and Mission Road and PC2012 Preliminary & Final Plat Approval for the Prairie Village shopping Center. The motion was seconded by Dirk Schafer and passed unanimously.

### **OTHER BUSINESS**

Dennis Enslinger announced the agenda for the October 2<sup>nd</sup> meeting will include these three items as well as a residential retaining wall, site plan approval for "Spin Pizza" and a BZA application for the drive-thru at CVS.

Dennis stated that over the past year he has been working with Countryside East Homes Association at their request on the development of overlay district criteria. They are addressing big ticket items. He will make a presentation on their ideas to the City Council at the September 17<sup>th</sup> meeting. He can bring it forward to the Commission in October or November. The Planning Commission will need to approve additional regulations to allow for the establishment of an appeal board. The Homes Association would like to have the Planning Commission serve as the appeal board or a subcommittee of the Commission with two homes association board members. The presentation needs to be made for the Commission to initiate the required public hearing in December. Countryside East wants to present it to their board at their annual meeting in January.

Ken Vaughn asked how early the Commission could get the information to review. Mr. Enslinger invited the commission members to attend the presentation before the Council Committee of the Whole at 6:30 Monday evening, September 17<sup>th</sup>. Mr. Enslinger stated the overlay district would be regulated by the City at staff level with appeals coming before the Commission.

The Planning Commission directed staff to add it to the October agenda.

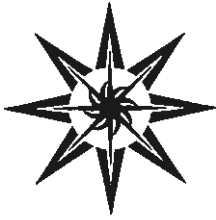
Nancy Wallerstein asked about a recent article in the business section regarding Meadowbrook Country Club. Mr. Enslinger stated he was aware of the article but had no further information. Any action will need to come before the Planning Commission.



**ADJOURNMENT**

With no further business to come before the Planning Commission, Chairman Ken Vaughn adjourned the meeting at 8:40 p.m.

Ken Vaughn  
Chairman



## PLANNING COMMISSION

Planning Commission Meeting Date: October 2, 2012

PC2012-08 Request for Conditional Use Permit for Drive-Thru Service Window at 6920  
Mission Road  
Zoning: C-2  
Applicant: Curtis Petersen with Polsinelli Shughart PC  
representing PV Retail Shops

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### BACKGROUND

This item was continued from the September 11<sup>th</sup> meeting and staff is recommending continuation of the item due to insufficient information.

### ATTACHMENTS

Written communication received regarding the proposed application and related applications for this site:

- Report on The Villaeg Neighborhood Meeting - August 23, 2012
- Overview of Customer/Parking/Delivery Needs
- E-mail from Suzanne Allen - 9/4/12
- E-mail from Ann Isenberg - 9/4/12
- E-mail from Tanya Palmer - 9/5/12
- E-mail from Gayle Vawter - 9/7/12
- E-mail from Deborah Carbery - 9/17/12
- E-mail from Linda Johnson - 9/21/12
- E-mail from Chuck Dehner - 9/21/12
- E-mail from Susan Woodbury - 9/21/12
- E-mail from Michael Stasi - 9/24/12
- E-mail from Chuch Dehner & Susan Woodbury - 9/27

## **THE VILLAGE NEIGHBORHOOD MEETING**

Meeting Date: Thursday, August 23, 2012 – 6:30pm

Number of attendees: 16

LANE4's Owen Buckley and Lisa Kallmeyer represented and spoke on behalf of the Landlord.

Four large preliminary design boards were displayed showing; 1. Parking layout, 2. Mission Lane Enhancements, 3. Conceptual Hen House front elevation and 4. Conceptual small shop front and west elevation.

### **ISSUES RAISED:**

#### **Who wants the Hen House expansion?**

Hen House, most of the existing tenants and the Landlord. Many customers have also expressed hope that the store will be enlarged so they can do more of their shopping closer to home. The Landlord and grocer acknowledge that there are certain customers who prefer smaller stores.

The proposed expansion would bring the store size from 18,000 square feet to approximately 32,000 square feet. As an example, it was stated that the Brookside Market is about 31,000 square feet, the Corinth Square Hen House is approximately 40,000 square feet and most new grocery stores like Price Chopper and HyVee are as much as 55,000 to 80,000 square feet.

#### **What are the advantages of expanding Hen House?**

A newer, better store for the center with more product and improved design and display. Expansion will also help it compete with other area stores in many different ways – greater variety being one.

A stronger anchor tenant for the shopping center should lead to greater customer traffic and sales for the other smaller tenants in the center.

**Are there concerns about parking at the center with the Hen House expansion and other renovations?**

From Hen House's point of view they have reviewed the parking internally and with their supplier, Associated Wholesale Grocers. They feel it is adequate for the planned expanded store. The Landlord's architectural consultants and engineers have reviewed and also find it adequate. Landlord has also conducted parking studies (by George Butler Associates) which show there is significant excess parking space available at the center and according to their study and opinion will continue to be after the expansions/renovations are complete. The parking study shows that currently, the parking lot is only being approximately 50% utilized during peak use.

We also stated that people will naturally first fill parking spaces closest to the stores they are frequenting and that the enhancements to the center are being done to improve the center and increase sales. This will obviously mean that with more customers frequenting the center they may find themselves walking further than they typically do now. But, under this scenario, the center will actually be utilizing the excess parking spaces not being used now. In addition, we are hoping that the pedestrian walk-ways and other improvements to The Village will make it more "walkable" and that some patrons, who traditionally have driven to the center, will now walk when weather and time permits them to.

**How will Mission Lane change?**

Mission Lane will be decreased from an approximate 40 foot width to an approximate 28 foot width. As an example, many streets are 22 to 24 feet wide. The narrowing is designed to slow traffic down and present a safer situation than currently exists. Mission Lane is very wide now because it actually used to be Mission Road.

The Landlord wishes to create a more scenic "Norman Rockwell" or "Mayberry" feel with authentic materials, decorative light posts, hanging planter baskets like

you see on the Country Club Plaza and/or other beautiful landscaping. The vision is to make it authentic and as if it were originally placed there 50 years ago.

**Why won't Mission Lane have street parking on both sides of the street in front of the Hen House?**

Hen House and Associated Wholesale Grocers were not in agreement to this concept. They require a more traditional shopping center parking layout which allows for people to more easily navigate their grocery carts to a parking field without having to go through a wall of parked cars going the opposite direction. They did agree that parking along the front of the store, like now, should remain.

**Will deliveries change with the Hen House expansion?**

The actual designated delivery area will not change. Under the future layout there will be adequate room, but the delivery people will need to drive, park and deliver in the designated loading areas. Presently many delivery trucks take advantage of parking in empty parking spaces designated for customers that are close to the stores they are delivering to. Those spots will be eliminated with the Hen House expansion so the drivers will need to be diligent about parking their trucks in designated areas and perhaps, when possible, timing their deliveries during certain less-busy parts of the day. In some cases it's possible that a delivery driver will have to park further away than they do now (i.e. during peak delivery times on certain mornings) and wheel their delivery to the store. This is very common in many commercial settings, and the delivery area and drives will be typical for a center such as this.

**Will Prairie Lane remain a one-way street with the planned improvements?**

This will be reviewed further with the city, and safety issues will be carefully considered and addressed. It is not something the Landlord has seriously considered.

**Are there plans to incorporate trails at the center?**

Yes, as part of a future phase of the improvements and per the CID Agreement and City involvement.

**Will the courtyard area be improved?**

We would like to improve the courtyard in a future phase and we are excited about our plans for this area. However, we need more information from Macy's regarding their plans for their store before we can proceed any further.

**What is the timeframe for starting the first project?**

We hope to start activity on the first project in November but also are waiting on more information from Hen House before we will know a lot more.

**Will the drive-through lane for the new shop building cause traffic issues or car back-up?**

The Landlord's engineering and architectural consultants do not believe so because of the long "stacking area" designed to accommodate many cars.

**How many tenants will be in the small shop building and have any leases been signed yet?**

Two to four tenants will fit in this building much like the current small shop building to the south that consists of TCBY, etc ... No leases have been signed yet. We are speaking to new tenants and existing Village tenants about moving into this building but nothing has materialized as of yet.

**Will the Landlord ever consider constructing a building in the parking field between US Bank and Mission Lane?**

As long as there is a grocery store in its current location there will not be a building constructed in this critical parking area.

**Prairie Village Shopping Center  
Overview of Customer/Parking/Delivery Needs  
Questions on Changes**

**“The City of *Prairie Village* was originally the *vision* of the late *J.C. Nichols*. ... a well-planned community of beautiful homes and neighborhood *shopping centers* where all the roads lead to.”**

**The Merchants Association of the Prairie Village Shops respectfully submits information, concerns and questions regarding the future expansion plans of Hen House from 18,000 sq ft to 32,000 sq ft, improvements to Mission Lane and the replacement of the Waids building.**

**The North Building of the Village Shops is the address for 27 businesses, including 3 located in basements. The 24 first floor businesses start with The Tavern in the northeast corner and continue around to Hen House on the southeast corner. The types of businesses include 5 restaurants, 4 clothing stores, hardware, gift card and gift shops, liquor, dental and dry cleaning. Businesses are generally open from 10am thru 8pm with the exception of restaurants, grocery and liquor being open till 11pm.**

**Parking Concerns:**

**Amongst the 27 businesses, there is a flow during the day for employee parking needs ranging from a low of 111 spaces to a high of 171 spaces. Some businesses have a concentration of needs during the day time hours whereas the restaurants have their biggest staffs in the evening hours. After 6pm at night, there is a definite need for a minimum of 96 parking spaces for employees of businesses open late while during the mid day the need averages down the middle around 140.**

**Several concerns have been mentioned by the restaurant owners regarding their wait staff leaving late at night and having to walk at some length to their parking spaces carrying money. Also, the**

**managers of US Bank have a requirement for all their employees to park next to their bank building. There is an overall concern for security and lighting. In addition, there is a large concentration of elderly who frequent the restaurants and their parking needs should be taken into account for those people will not have the ability to walk at any distance to their destination.**

**Currently, the interior parking lot adjacent to Hen House has 82 available parking spaces. Of that total, 15 are located against the backs of the businesses of Clique north to Minsky's. Those 15 will not be affected and are exclusively used as employee parking. Parking spaces against the existing Hen House and the inner rows consist of 67 spaces and those will not exist after the expansion. There is a planned replacement of 10 spaces against the new north wall of Hen House that would be available after 11am daily to give a net loss of 57 parking spaces in the interior lot.**

**What follows is an overview of parking for the northeast section of the Village Shops:**

<b>Interior Parking Lot</b>	<b>82</b>
<b>Prairie Lane Shops and Shell Parking &amp; Handicap</b>	<b>34</b>
<b>Tavern Side fronting Mission Lane &amp; Handicap</b>	<b>7</b>
<b>Against South Wall of UMB Bank (will it exist?)</b>	<b>17</b>
<b>US Bank Parking Lot &amp; Handicap</b>	<b>61</b>
<b>Hen House &amp; Handicap, front of</b>	<b>7</b>
<b>TCBY/Starbucks/Dolce/Village Floral Lot</b>	<b>74</b>
<b>Mission Lane/Toon Shop Northeast Side &amp; Corner</b>	<b>41</b>
<b>69<sup>th</sup> Terrace from Mission Lane to first crosswalk</b>	<b>26</b>
<b>Total:</b>	<b>349</b>
<b>Loss of Parking from Interior Parking Lot</b>	<b>-57</b>
<b>New Total:</b>	<b>292</b>

**The above total does not represent parking that will be available once the new replacement building for Waids is built and what additional street parking will be created on Mission Lane.**



**Combined square footage is approximately 130,000 square feet for the north building, US Bank, expanded Hen House, the replacement building for Waids and theTCBY/Starbucks/Dolce/Village Floral building added together. If you add to the employee parking needs for the north building to the other buildings mentioned, the number grows increasingly.**

**The proposal to have 292 parking spaces will not support customer and employee parking needs at the same time. In addition, with an expanded Hen House and new merchants in place of the Waids building, there will be considerably more employee and customer parking needs than there are now.**

#### **Tenant Delivery Needs:**

**The tenant delivery needs not including Hen House are on a weekly basis the following:**

**\*\*108x deliveries/pickups /wk by UPS or FED Ex trucks to the north building**

**\*\*5x deliveries per week by pick up trucks**

**\*\*33x deliveries per week by Vans with or without trailers**

**\*\*31x deliveries per week by mid size trucks with trailers  
(Hen House adds an additional 18x more deliveries per week by bread, dairy and chip trucks)**

**\*\*19x deliveries per week by big box trucks**

**\*\*11x deliveries per week by beer/soda tractor trailer trucks  
(Hen House adds an additional 5x more deliveries per week, 3 from soda trucks, 2 from beer trucks)**

**\*\*8x deliveries per week by semis 24-40 feet in length**

**(Hen House currently has 3 semi deliveries per week, Mon, Wed & Fri after 9pm at night)**

**\*\*Restaurants have to have grease traps cleaned 4x/year and each restaurant has their own grease trap. Hen House needs their grease trap cleaned twice a month.**

**The length of stay for deliveries by any of the above trucks may last from 5 minutes to 2 hours.**

**(Chart is attached)**

**A vast majority of the deliveries above by trucks larger than UPS or FED Ex take place between 7am and 11am Monday thru Friday in concentrated periods of time to the restaurants, grocery store and liquor store. The remainder can come as late as 4pm daily, not counting trash pick up.**

**Many concerns have been raised concerning the deliveries:**

**Will trucks be able to turn around in the interior lot?**

**Will trucks park on Mission Lane & Prairie Lane to make deliveries and will the city support that? Will there be a concern about public safety on Mission Lane and the interior parking lot with truck congestion?**

**Since many deliveries are made at the same time, who has the right-a-way?**

**How much congestion will be created in the interior lot with multiple trucks? How will inclement weather affect it?**

**Questions for the Planning commission:**

**We would like to submit the following questions for study:**

- 1. Are the two traffic studies mentioned by Lane 4 available to the public?**
- 2. Was there a problem with the first study therefore requiring a second study?**

- 3. Does either study take into account the loss of parking spaces in the interior parking lot and the additional spaces to be used for fountains, green areas and grocery cart storage and the future plans for the Macy's Home Store?**
- 4. What are the plans for the overhead power lines?**
- 5. What accommodations will be made for the trash compactor in the interior parking lot?**
- 6. Has there been a Circulation Plan conducted on the interior parking lot?**
- 7. Has there been a public safety plan conducted on the parking spaces along the backside of the building in the interior parking lot? Is there a concern for snow removal during inclement weather? With the loss of parking spaces, where will snow be put?**
- 8. Has there been a public safety plan conducted on the pedestrian enhanced Mission Lane and the planned future drive-thru?**
- 9. Will the city consider a review of a financial impact study for those businesses affected by lack of customer parking and/or inability to take timely deliveries?**
- 10. Will there be any type of planned public forum for customers and citizens to express their views?**
- 11. Has Hen House compiled information to support an expansion by 14,000 square feet?**
- 12. Will there be a coordinated effort by Lane 4 and the city to control and enforce employee parking to certain areas?**
- 13. If employees have to park at distances from their stores, will there be heightened security and lighting?**
- 14. Will the city support the idea of closing off the interior parking lot for a trial period of several days to analyze the impact of the loss of parking spaces and also on deliveries?**
- 15. With the increase of green spaces, fountains, walls, park benches, will this cost and maintenance be included in CID funds from now on?**
- 16. What requirement does the city of Prairie Village have for the measurement of parking spaces for every square foot of tenant space.**

- 17. Are there provisions by the city of Prairie village for customer parking to be in a certain proximity to the stores?**
- 18. Will the Planning Commission consider a smaller expansion of Hen House?**
- 19. Is the intended expansion of Hen House within the vision of J.C. Nichols and the surrounding neighborhoods?**

Tenant Deliveries Prairie Village North Building								
	Pick Ups	UPS/Fed Ex	Vans	Mid Size w/Trailer	Big Box	Beer/Soda Trailers	Semis	Grease Trap
Tavern		5x/wk	2x/wk	7x/wk	6x/wk		5x/wk	4x/yr
Tavern's Dumpster pick up 4x/wk, Service Vans 3x/wk								
Zeke's	5x/wk						3x/wk	
Rimann Liquors		1x/wk		11/wk	11x/wk	11x/wk		
Rimann Wholesale Van: 3-4x Loading per day Tue-Fri								
PV Hairstyling		2x/wk						
Ultra Max		10x/wk		1x/mo	1x/mo			
Create		3x/wk		2x/wk				
Minsky's				1x/wk	2x/wk		2x/wk	4x/yr
Delivery Schedules: 20/Day M-Thur, 50/Day Fri-Sat, 25-30/Day Sun, 2 Drivers 11am thru 10:30pm								
Village Dentist		4x/wk						
Spanglers		10x/wk					2x/yr	
Fairy Tale		3x/wk						
Brookside Opt.		10x/wk						
C.Jack's				5x/wk			1x/mo	4x/yr
Tower Cleaners			21x/wk					
Tulip		5x/wk						
Clique		10x/wk						
Eustons Hdw		10x/wk					3x/wk	
Chicos		15x/wk					5x/yr Concrete	
Café Provence				5x/wk				4x/yr
RSVP		10x/wk						
Tiffany Town		10x/wk					4x/yr	
Village Floral			10x/wk					
TOTAL:		5x/wk	108/wk	31x/wk	19x/wk	11x/wk	13x/wk	16x/yr
Hen House				18x/wk		5x/wk	3x/wk	2x/mo
GRAND TOTAL:		5x/wk	108/wk	49x/wk	19x/wk	16x/wk	16x/wk	

**PRAIRIE VILLAGE SHOPPING CENTER EMPLOYEE PARKING NEEDS**

**NORTH BUILDING:**

MERCHANT	EMPLOYEES		HOURS OF OPERATION
	LOW	HIGH	
<b>TAVERN</b>	<b>15</b> <b>(10a-2P)</b>	<b>26</b> <b>(4-11p)</b>	<b>Sun - Thur 11a-10p, Fri-Sat 11a-11p</b>
<b>ZEKE'S</b>	<b>3</b>	<b>3</b>	<b>M-Fri 7:30a-6p, Sat 8a-5p</b>
<b>RIMANN LIQUORS</b>	<b>8</b>	<b>11</b>	<b>M-Thur 9a-10p, Fri-Sat 9a-11p, Sun 12-8p</b> <b>1 Delivery Van</b>
<b>PV HAIRSTYLING</b>	<b>5</b>	<b>6</b>	<b>Tue-Fri 8a-6p, Sat 8a-4p</b>
<b>ULTRA MAX</b>	<b>4</b>	<b>5</b>	<b>M-F 10a-7p, Sat 9-6p, Sun 12-5p</b>
<b>CREATE</b>	<b>1</b>	<b>2</b>	<b>M-F, 10a-6p, Sat 10a-5p</b>
<b>THE VILLAGE DENTIST</b>	<b>5</b>	<b>8</b>	<b>Mon/Wed 8a-5p, Tue 10a-7p, Fri 10a-3p</b> <b>Will be adding more technicians</b>
<b>MINSKY'S</b>	<b>4</b>	<b>12</b>	<b>M-Sun 11a-10p</b>
<b>SPANGLERS</b>	<b>1</b>	<b>3</b>	<b>M-F 10a-8p, Sat 10a-5:30p, Sun 12:30-5p</b>
<b>FAIRTY TALE</b>	<b>2</b>	<b>2</b>	<b>M-F 10a-5p, Sat 8a-3p</b>
<b>BROOKSIDE OPT.</b>	<b>1</b>	<b>2</b>	<b>M-F 10a-7p, Sat 10a-5p</b>
<b>C. JACKS</b>	<b>2</b>	<b>3</b>	<b>M-F 11a-8p, Sat 11a-3p</b>
<b>MADY &amp; ME</b>	<b>3</b>	<b>3</b>	<b>M-Thur, 10a-7p, Fri-Sat 10a-6p</b>
<b>TOWER CLEANERS</b>	<b>6</b>	<b>7</b>	<b>M-F 7a-7p, Sat 8a-5p, Sun 12-4p</b>
<b>TULIP</b>	<b>2</b>	<b>2</b>	<b>M-F 10a-6p, Sat 10a-5p</b>
<b>CLIQUE</b>	<b>2</b>	<b>2</b>	<b>M-Sa 10a-6p</b>
<b>EUSTON HARDWARE</b>	<b>8</b>	<b>10</b>	<b>M-F 8a-9p, Sat 8a-6p, Sun 10a-5p</b> <b>1 Delivery Truck</b>
<b>MR. GOODCENTS</b>	<b>3</b>	<b>5</b>	<b>M-F 10a-9p, Sat 10a-8p, Sun 11a-8p</b>
<b>CHICOS</b>	<b>4</b>	<b>5</b>	<b>M-Sa 10a-8p, Sun 12-6p</b>
<b>RSVP</b>	<b>2</b>	<b>2</b>	<b>M-F 10a-7p, Sat 10a-6p</b>
<b>CAFÉ PROVENCE</b>	<b>6</b>	<b>12</b>	<b>M-Sa 11a-2:30p, 5-10p</b>

<b>VILLAGE ACTIVE WEAR</b>	<b>1</b>	<b>1</b>	<b>M-F 10a-7p, Sat 10a-6p, Sun 12:30-5p</b>
<b>TIFFANY TOWN</b>	<b>5</b>	<b>5</b>	<b>M-F 10a-8p, Sat 10a-5:30p, Sun 12-5p</b>
<b>HEN HOUSE</b>	<b>15</b>	<b>30</b>	<b>M-Sun 6a-11p</b>
<b>ADRIAN MASON</b>	<b>1</b>	<b>2</b>	<b>Varies</b>
<b>PV MERCHANTS</b>	<b>1</b>	<b>1</b>	<b>M-F 9a-3p</b>
<b>PV SHOE REPAIR</b>	<b>1</b>	<b>1</b>	<b>Tue-Thu 9a-5:30p, Sat 9a-12p</b>
	<b>111</b>	<b>171</b>	

Rimann Liquors of PV Weekly Delivery of Product from Distributors/Vendors						
DAY	DISTRIBUTOR	ACCT.	PRODUCT	MINUTES SPENT	ARRIVAL TIME	
<b>MON.</b>						
TT	CENTRAL STATES	W	PKG BEER & KEGS	45	6:30AM	
<b>TUES.</b>						
TT	ANHEUSER BUSCH	W	PKG BEER & KEGS	30	7:30AM	
TT	ANHEUSER BUSCH	R	PKG BEER	60	"	
BB	STANDARD BEVERAGE	R/W	PKG BEER, SPIRITS, WINE	60	"	
BB	GLAZERS	R/W	PKG BEER, SPIRITS, WINE	60	"	
BB	WORLDWIDE WINE	R/W	PKG BEER, SPIRITS, WINE	30	THRU	
OT	AD ASTRA	R/W	WINE	15	"	
OT	LDF	R/W	WINE, SPIRITS	15	"	
OT	HANDCRAFTED	R/W	PKG BEER, SPIRITS, WINE, KEGS	15	"	
OT	VALLEY BEVERAGE	R/W	WINE	15	10:30AM	
TT	HINKLEY	R	BOTTLE WATER	15	11:30AM	
				315		
<b>WED.</b>						
TT	CENTRAL STATES	R	PKG BEER & KEGS	120	6:30AM	
TT	MIDWEST DIST.	R/W	PKG BEER	120	7:00AM	
TT	MIDWEST DIST.	W	KEGS	30	7:00AM	
TT	ANHEUSER BUSCH	W	PKG BEER & KEGS	30	9:00AM	
BB	STANDARD BEVERAGE	W	PKG BEER, SPIRITS, WINE	45	8:30AM	
BB	GLAZERS	W	PKG BEER, SPIRITS, WINE	45	9:00AM	
				390		
<b>THU.</b>						
BB	STANDARD BEVERAGE	W	PKG BEER, SPIRITS, WINE	45	9:30AM	
BB	GLAZERS	W	PKG BEER, SPIRITS, WINE	45	THRU	
TT	ANHEUSER BUSCH	W	PKG BEER & KEGS	30	10AM	
TT	SEVEN UP	R	SODAS/WATER	15	11AM	
BB	PALMENTERE BROS.	R	SODAS/WATER/MIXERS	15	THRU	
OT	BEVERAGES ETC.	R	MIXERS/SODAS/WATER	15	2PM	
BB	BERRY'S ARTIC ICE	R	ICE	25	ANYTIME	
TT	COCA COLA	R	SODAS/WATER	15	ANYTIME	
				205		
<b>FRI.</b>						
TT	ANHEUSER BUSCH	W	PKG BEER & KEGS	30	7:30AM	
TT	ANHEUSER BUSCH	R	PKG BEER	60	"	
BB	STANDARD BEVERAGE	R/W	PKG BEER, SPIRITS, WINE	60	"	
BB	GLAZERS	R/W	PKG BEER, SPIRITS, WINE	60	"	
BB	WORLDWIDE WINE	R/W	PKG BEER, SPIRITS, WINE	30	THRU	
OT	AD ASTRA	R/W	WINE	15	"	
OT	LDF	R/W	WINE, SPIRITS	15	"	
OT	HANDCRAFTED	R/W	PKG BEER, SPIRITS, WINE, KEGS	15	"	
OT	VALLEY BEVERAGE	R/W	WINE	15	10:30AM	
				300		
<b>CODES:</b>			R = RETAIL, W = WHOLESALE			
			BB = BIG BOX TRUCKS, 26,000 LBS, 24-26 FEET			
			TT = BEER & SODA TRAILER TRUCKS, 40 FEET			
			RD = RIMANN DELIVERY VAN, AVERAGING 10-12 DELIVERIES PER DAY			
			TUESDAY THRU FRIDAY, RELOADING MINIMUN TWICE DAILY.			
			OT = OTHER TRUCKS/VANS			



WALKER  
COLLEGE  
SPORTS





AMERICAN  
L-3540

Michels  
TRUCKS

15A H7E

## Dennis Enslinger

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From: Suzanne Allen [seallen39@gmail.com]  
Sent: Tuesday, September 04, 2012 3:59 PM  
To: Dennis Enslinger  
Subject: Comments on Prairie Village Hen House remodel

TO: MEMBERS OF PV PLANNING COMMISSION  
FROM: SUZANNE ALLEN, LONG-TIME PV CUSTOMER  
RE: PV HEN HOUSE REMODEL

### SOME OBSERVATIONS:

Many customers like small "boutique" size store for easy in-out shopping.

Present PV Hen House needs improving as is (deli counter, salad bar, produce). Some customers have left because of these. What would customer base be with these improvements?

Shoppers like parking on store side of street. No need to cross busy traffic.

This plan severely reduces the central customer parking for grocery and Tavern and truck loading access for all stores.

Loading area cannot accommodate the number of semis and trucks that arrive simultaneously during the week.

How do trucks access hardware loading area?

Why reduce Mission Lane to only 2 lanes for traffic when the goal is to increase volume. This change has potential for very crowded street in front of Hen House, difficult for shoppers to cross or cars to back into. More shoppers from increased store size will further congest the situation, trying to enter or exit the parking lot. At busy times, the traffic will move at asnail's pace, starting and stopping for shoppers and exiting cars.

Presently, bank lot is already more than half full at mid-day on weekdays. At busy times, overflow customers will be forced to park in Bruce Smith lot, taking spaces from those stores or go as far as Macy's.

--

Is this JC Nichols vision? Nichols believed customers should be able to park close to store. Not only did shoppers not have to carry goods far, but also space would be more quickly freed up for next shopper.

Forces employees to park in Brighton Gardens Lot.

Hen House exterior improvement would be paid by CID tax (Community Improvement & Development) 1% of sales tax that we all pay. In this case, a major portion would favor 1 merchant above the others.

Is the plan being moved so fast because CID requires Nov 1 start of implementation?

Does Hen House need so much addition? Do kitchens and bakery need to be on 1<sup>st</sup> floor? Why not add super-size lifts to carry goods up and down to basement?

Why not begin slowly with Waid's space change, leaving at least 3 lanes for traffic and see how it affects center?

Is there room for **compromise**?

Prairie Village Center has been very successful in serving the basic household needs as well as providing restaurant options in an easily accessible plan. Any change should maintain these qualities.

Improvements in streetscape (trees, plants, walls) would be appreciated.

Some comparison store sizes: (ratings are personal view)

Trader Joe's (Ward Pkwy)	17,900 sq ft	high volume
Present PV Hen House	18,000 sq ft	low volume
Fairway Hen House	20,000 sq ft	medium volume

Cosentino's (Brookside)	28,000 sq ft	high volume
New PV Hen House	32,000 sq ft	unknown
Corinth Hen House	40,000 sq ft	high volume

THANK YOU FOR YOUR CONSIDERATION.  
SUZANNE ALLEN

## Dennis Enslinger

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**From:** Ann isenberg [aslegmanisenberg@gmail.com]  
**Sent:** Tuesday, September 04, 2012 7:15 PM  
**To:** Dennis Enslinger  
**Cc:** Suzanne Allen; Ashley Weaver  
**Subject:** Prairie Village Hen House

Dear Mr. Enslinger and Mr. Weaver,

Suzanne Allen has apprised me and others in the Prairie Village and Mission Hills area of your plan to expand the Prairie Village Hen House, and I am very much against it. It will affect the laid-back quality of life in Prairie Village that I have grown to love and appreciate. Your plan will ruin the ambiance of Prairie Village by making the area more crowded, hectic and stressful.

I do like the store's size. It's easy to get in and out of and has the feel of a 'boutique' grocery store. The convenience can't be beat.

What I don't like about the Prairie Village Hen House and perhaps why you do not have a lot of traffic is that you have been lazy about updating the selections, especially in the take-out and deli section. You have not changed any of the offerings since it opened. Increasing its size is not going to change hearts and minds. It is only going to cause more traffic congestion and parking problems. I am afraid you will lose even more of your clientele due to resentment. What you need to do to recapture your lost customers is to freshen up your selections and make people excited about shopping there again. Look at Brookside Market. It is constantly offering new and interesting products. Their cheese department rivals Better Cheddar. And I have to say that their produce is much fresher. Can I tell you the number of times I have brought home berries from Hen House and there is mold all over them. Ug. Not fun. Not pretty. And Trader Joe's is smaller than Hen House and look at the traffic there. Size doesn't matter. What you have to offer does. So, think about spending your money hiring a food consultant that can make the Prairie Village Hen House a more desirable place to shop. It will save you money in the long run and will create good will amongst your neighbors, both in Prairie Village proper and beyond.

I appreciate your time and attention. Thank you.

Sincerely,

Ann Slegman Isenberg

## Dennis Enslinger

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**From:** PalmerCoMedia@aol.com  
**Sent:** Wednesday, September 05, 2012 2:48 PM  
**To:** Dennis Enslinger  
**Subject:** PV Shopping Center Changes

I've heard many people talking about proposed changes to the PV Shops. Someone told me that you're the right person to take concerns to. Well, I have several.

First the Lane 4 changes now happening at Corinth are pretty, but I think impractical. Architects may think it's appealing to cut into parking lots with brick crosswalks and more green patches, but all that it does it take away parking spaces! Merchants need parking spaces close by. I can see there's been a loss of close by parking spaces. We need those parking spaces.

Please don't let the Lane 4 vision for PV Shops do the same thing. Until recently, I handled the advertising for Hawthorne Plaza Shops at 119th & Roe. The merchants there were proud of the fact that their customers could park at the door, which is not the case of the newer Town Center Plaza and One Nineteen. Hawthorne Plaza customers always told store owners how they appreciated the convenience -- no long walks in inclement -- even hot -- weather. I know from my work that stores at Park Place, 117th & Nall are having problems with customer counts because of their lack of on-street parking. I'm telling you this because I have an insight into shopping centers that most people do not.

I am a customer of many PV shops and I would not want to shop there if parking spaces were lost due to an architect's idea of what would look "pretty". I understand that Hen House wants to expand and take away parking spaces. I use those spaces sometimes and I bet other customers do too.

The Waid's building is now vacant and I understand why Lane 4 wants to re-hab that building. Let them start there and see how that change effects the parking situation AND the traffic. Seems like it's a lot to OK all changes at one time. Hen House has two full-service stores probably 2 miles or less in either direction. If Hen House pulls out, there would be no problem finding another grocery operator for that space -- and keep the small space for parking. We need it!

I urge Prairie Village officials not to bend to the will of Lane 4 and work on a slower plan for any changes at the PV Shops. I have also expressed my concerns to our two Councilmen here in Ward 5.

Thank you.

*Tanya Palmer*  
8806 Birch Lane  
Prairie Village, KS 66207  
913-341-4555 phone  
913-341-1988 fax  
PalmerCoMedia@aol.com

 Please consider the environment before printing this e-mail.

## Joyce Hagen Mundy

---

**From:** Dennis Enslinger  
**Sent:** Friday, September 07, 2012 8:21 AM  
**To:** Joyce Hagen Mundy  
**Subject:** Fwd: Hen House

Another correspondence for pc packet.

----- Original Message -----

**Subject:** Hen House  
**From:** Gayle Vawter <[gmsmagoo@aol.com](mailto:gmsmagoo@aol.com)>  
**To:** [denslinger@pvkansas.com](mailto:denslinger@pvkansas.com)  
**CC:**

Don' t destroy the ambiance of the Village

Don't get sucked in by the Lane 4 group pressure

Save PARKING. We are not walking into the cross street traffic or to The Bruce Smith Lot

Don't let Prairie Lane become a drive thru to enrich LANE 4.

save our other merchants and their customers or face empty shops down the way.  
Gayle Vawter, Fairway, Kansas.. I grew up in pv and went to Prairie School I am 72 years old. I know PRAIRIE VALLAGE

Sent from my iPad. Please excuse spelling errors.



## Joyce Hagen Mundy

---

**From:** Dennis Enslinger  
**Sent:** Monday, September 17, 2012 10:32 AM  
**To:** Williamson, Ronald; Joyce Hagen Mundy  
**Subject:** FW: Project F Drive-Through Restaurant

Additional comments on PV shop changes. Joyce please include in the packet when it goes.

Dennis

Dennis J. Enslinger, AICP  
Assistant City Administrator  
Municipal Building  
7700 Mission Road  
Prairie Village, Kansas 66208  
913-385-4603 (office)  
913-381-7755 (fax)  
[denslinger@pvkansas.com](mailto:denslinger@pvkansas.com)

**From:** Deborah Carbery [<mailto:deborahcarbery@gmail.com>]  
**Sent:** Sunday, September 16, 2012 12:29 PM  
**To:** Dennis Enslinger  
**Subject:** Project F Drive-Through Restaurant

Dear Mr. Enslinger: I am writing to voice my opposition of a drive-through restaurant or cafe where Waid's restaurant is located. As a resident of cities including Seattle, where Starbucks originated, I can tell you that the existence of a drive-through does not enhance the community appeal of a neighborhood, and is usually relegated to shopping mall locations. They eventually turn into drive-throughs exclusively, with few inside patrons, such as McDonald's. I was so glad to move back here after 20 years and not see a single McDonald's or drive-through, and was surprised to see Arby's at Corinth Square.

The Planning Commission must plan for future generations, and a drive-through is hardly a Green concept, with numerous cars sitting in line, engines running, impacting the ozone. This past summer we had several days where we were asked to refrain from running car engines due to the poor air quality.

In addition, as proven by the existing bank drive-throughs, they are traffic hazards, spilling out on Mission Road with poor visibility (US Bank) where there is already confusion among motorists, where the lanes change so that those going straight on Mission Road must suddenly get in the right lane. Add to that, caffeine deprived commuters spilling out into these lanes in the morning in a hurry to get to work, and I am one of them. The Starbucks cafe is now a walking destination in the neighborhood for residents and high school students.

The Waid's restaurant parking lot is currently used primarily as parking for The Tavern, one of the most popular eateries in the Village. That is a testament as to the need for parking, not for congestion. The drive-through concept does not bring walk in traffic to other retail stores.

When we were in high school, we walked to Waid's after school for onion rings and a coke, sitting in the booths, looking out the window. The current plans do not continue in the community concept of J.C. Nichols,

but resemble Town Center; just another brick strip mall. There are many abandoned strip malls throughout Johnson County. We don't really need a new strip mall ruining the charm of the Village Shops.

Deborah Carbery  
Prairie Village, KS

## Joyce Hagen Mundy

---

**From:** Dennis Enslinger  
**Sent:** Monday, September 17, 2012 10:32 AM  
**To:** Williamson, Ronald; Joyce Hagen Mundy  
**Subject:** FW: Project F Drive-Through Restaurant

Additional comments on PV shop changes. Joyce please include in the packet when it goes.

Dennis

Dennis J. Enslinger, AICP  
Assistant City Administrator  
Municipal Building  
7700 Mission Road  
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913-385-4603 (office)  
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[denslinger@pvkansas.com](mailto:denslinger@pvkansas.com)

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Deborah Carbery  
Prairie Village, KS

## Joyce Hagen Mundy

---

**From:** Dennis Enslinger  
**Sent:** Monday, September 24, 2012 10:15 AM  
**To:** Joyce Hagen Mundy  
**Cc:** Williamson, Ronald  
**Subject:** FW: The Village

For PC Packet

Dennis J. Enslinger, AICP

Assistant City Administrator

Municipal Building

7700 Mission Road

Prairie Village, Kansas 66208

913-385-4603 (office)

913-381-7755 (fax)

[denslinger@pvkansas.com](mailto:denslinger@pvkansas.com)

-----Original Message-----

**From:** Linda Johnson [<mailto:lmcjo@yahoo.com>]  
**Sent:** Friday, September 21, 2012 11:37 AM  
**To:** Dennis Enslinger  
**Subject:** The Village

I have been made aware that the old Waids site a" drive through"permit is in the works.I certainly do not understand the logic.Give us an Urban Table type space, I want somewhere I can walk to for lunch or breakfast.If I am in a hurry and want a drive through,there are plenty of options.

We choose to live in a neighborhood that is not like others!

Thanks the Johnson family

Sent from my iPad

## Joyce Hagen Mundy

---

**From:** Chuck Dehner [chuckdehner@sbcglobal.net]  
**Sent:** Friday, September 21, 2012 5:08 PM  
**To:** Joyce Hagen Mundy  
**Subject:** Fwd: Opposed to drive through

Chuck Dehner, CEO  
IAC, LLC - UXMarket Flow  
[chuckdehner@sbcglobal.net](mailto:chuckdehner@sbcglobal.net)  
v 913.488.4640

Sent from my iPhone

Begin forwarded message:

**From:** Chuck Dehner <[chuckdehner@sbcglobal.net](mailto:chuckdehner@sbcglobal.net)>  
**Date:** September 21, 2012 6:07:28 AM CDT  
**To:** [denslinger@pvkansas.com](mailto:denslinger@pvkansas.com)  
**Subject:** **Opposed to drive through**

I am very opposed to the village drive through.

It will change the very nature of the village, create an unsafe driving situation, and a situation unsafe for children in stollers.

We are a "community", a place where people walk and get out of their cars and say hi to each other.

Chuck Dehner  
4201 W. 68th Terr.

## Joyce Hagen Mundy

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**From:** SPW [spwoodbury@gmail.com]  
**Sent:** Friday, September 21, 2012 4:25 PM  
**To:** Dennis Enslinger  
**Cc:** Joyce Hagen Mundy  
**Subject:** Lane 4 Plans for Prairie Village Shopping Center

I am writing to express my objection to the proposed plans for a drive-thru in the Prairie Village Shopping Center, and to the expansion of the Hen House.

With regard to the proposed drive-thru, idling cars have a great impact on the air quality in general and on children's health, as well as on older adults. I was concerned about this aspect of the proposal even before I was told about the MARC document on this issue.

The increase in drive-thru traffic would also make walking unsafe in a community that more and more walks to and around the shops. Prairie Village has a large population of children who, with their parents and grandparents, spend a lot of time in the Village on foot and on bicycles. Whether the traffic would empty out onto Mission Lane, or add even more potential for accidents onto Mission Road, it is not an appropriate place for a drive-thru for this particular type of shopping area.

With regard to the Hen House, one of the reasons I shop at the Hen House in Prairie Village rather than at a larger store is because of its size, its scale. That is part of its charm and convenience. My husband and I stop by that store nearly every other day. It is often more convenient for me to stop at the Corinth Hen House near where I work, but I prefer and seek out the Village Hen House. In addition, the loss of parking would create gridlock and an unfriendly shopping atmosphere, and could actually bring about less business for the Hen House and other shops.

The Planning Commission needs to help Lane 4 realize the unique qualities of Prairie Village Shopping Center, and support and enhance its uniqueness, not undermine and possibly destroy it in the process.

I have heard many people -- young families with children, middle-age career, and older people say that the reason they moved to Prairie Village and Mission Hills was because of the unique quality of Prairie Village Shopping Center and surrounding environs, where they and their children can walk to school, walk to the stops. I have talked with people who lived out in southern Prairie Village or Leawood and moved here because they wanted this lifestyle.

Please preserve and protect this unique and wonderful place.

Thank you,

Susan Woodbury  
4201 W. 68th Terrace  
Prairie Village, KS 66208  
[spwoodbury@gmail.com](mailto:spwoodbury@gmail.com)

## Joyce Hagen Mundy

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**From:** Dennis Enslinger  
**Sent:** Monday, September 24, 2012 9:29 AM  
**To:** Joyce Hagen Mundy  
**Cc:** Williamson, Ronald  
**Subject:** FW: Oppose Village Drive-Thru

For the PC Packet

Dennis J. Enslinger, AICP  
Assistant City Administrator  
Municipal Building  
7700 Mission Road  
Prairie Village, Kansas 66208  
913-385-4603 (office)  
913-381-7755 (fax)  
[denslinger@pvkansas.com](mailto:denslinger@pvkansas.com)

**From:** Michael Stasi [<mailto:michael.stasi@gmail.com>]  
**Sent:** Friday, September 21, 2012 8:59 AM  
**To:** Dennis Enslinger  
**Subject:** Oppose Village Drive-Thru

Hey Dennis -

My wife and I oppose the addition of a drive-thru quick service restaurant or coffee shop in the Prairie Village Shops development. However, we strongly advocate the enhancements to the shops.

Have a great weekend.

Thanks,  
Mike



September 27, 2012

Prairie Village Planning Commission  
c/o Secretary of Planning Commission  
City Clerk, City of Prairie Village  
7700 Mission Road  
Prairie Village, KS 66208

*Sent by Certified Mail and E-Mail*

To the Prairie Village Planning Commission:

For the following reasons, we are requesting that the Prairie Village Planning Commission reject the Conditional Use permit for the old Waid's site in the Prairie Village Shopping Center.



These reasons relate to the failure to comply with the Prairie Village Zoning Ordinance, the SPECIAL/CONDITIONAL USE PERMIT Application, and Planning Commission Requirements.

- 1) Failure to announce or give citizens adequate time to respond to the Permit Application. The citizens/residents' meeting was held on August 23, 2012. There were no plans available for citizen review. The plans for the improvements were not posted on the City of Prairie Village website until August 24, 2012, the day *after* the meeting. Residents' rights to comment on the plan were not enforced in a proper and respectful manner.
- 2) The APPLICATION FOR SPECIAL/CONDITIONAL USE PERMIT clause 5 relating to signage requires "The bottom of said sign shall be at least two feet above the ground." The placed signage failed the requirement, as the attached photos show.
- 3) The Prairie Village public access website under the links: Doing Business, Planning and Zoning, Planning Commission, Conditional Use Permit specifies: "Applicants are required to send return receipt certified letters to property owners within 200 feet of the subject property, adjacent homes associations and hold a neighborhood meeting per the City's Citizen Participation Policy." This requirement was not met by the applicant. The adjacent Prairie Village Homes Association did not receive a notice.
- 4) Prairie Village Zoning Regulations, Chapter 19.30 – CONDITIONAL USE PERMITS, section 19.30.015 "Notice of Hearing" requires "A notice of said public hearing shall be published in the newspaper at least twenty (20) days prior to the public hearing and a copy shall be mailed by the applicant, return receipt requested, to all owners of record of lands within two hundred feet of the property to which the Conditional Use Permit Application applies." This requirement was not met.
- 5) That same Zoning Regulation, section 19.30.030 "Factors for Consideration", part B states: "The proposed conditional use at the specified location will not adversely affect the welfare or convenience of the public..." As detailed in the attached Mid-America Regional Council (MARC) Air Quality Control Program document ([www.marc.org/environment/airq/pdf/idlinginfofler-FINAL.pdf](http://www.marc.org/environment/airq/pdf/idlinginfofler-FINAL.pdf)) regarding idling cars and impact on air quality, the drive through with idling cars will adversely affect the safety and welfare of walkers and children in strollers who commonly use Mission Lane, and a line of idling cars will adversely affect the air quality in the area of a

proposed patio and surrounding area, as parents and grandparents with young children and infants and toddlers in strollers commonly frequent patios in the area.

For these and other reasons, the Conditional Use Permit should be rejected.

Respectfully yours,

Chuck Dehner and Susan Woodbury  
4201 W. 68<sup>th</sup> Terrace  
Prairie Village, KS 66208

Enclosures:

- 1) 2 photos of sign placement
- 2) MARC Air Quality Control Program document "Idling & Your Health"



# IDLING & YOUR HEALTH

Leaving your engine running is costly and unhealthy



## Ozone pollution

### DID YOU KNOW?

- More than half of all ozone-forming pollutants are generated by everyday people doing everyday things, such as driving, doing yard work and grilling.
- Ozone pollution, also known as ground-level ozone or smog, can cause wheezing, difficulty breathing and shortness of breath even in healthy adults.
- Children may be more affected by ozone pollution because they breathe more air per pound of body weight than adults.



## Car performance

### DID YOU KNOW?

- Idling doesn't get you anywhere! You're still using gas even when you're not moving, which wastes money.
- Idling for more than five seconds wastes more fuel than shutting off and restarting your engine.
- Restarting your engine has little to no impact on the wear and tear on your car.
- Many mechanics agree that lengthy warm-ups aren't necessary. One of the best ways to warm up your car when it's cold is to drive it gently. On especially cold days, you don't need to warm up your car for longer than it takes to scrape off the ice.



**CUT YOUR IDLING TIME BY SIX MINUTES PER DAY, AND YOU CAN PREVENT ABOUT 270 POUNDS OF GREENHOUSE GAS EMISSIONS EACH YEAR.**

*Source: Natural Resources Canada Idling Calculator*

## Asthma

### DID YOU KNOW?

- More than 25,000 children in the Kansas City metro area have asthma.
- Children with asthma are absent from school an average of about two more days per year than their healthy peers.
- The chemicals and small particles in vehicle exhaust are known causes of asthma symptoms.



## Idling alternatives

- Walk, bike or take the bus.
- Start your engine only when you're ready to go and turn it off as soon as you arrive.
- Bring hot or cold beverages in reusable containers and keep blankets in the car to manage extreme hot and cold weather.
- When picking someone up, such as a child at school, park several blocks away and walk to meet the person instead of waiting in line.
- When using a drive-through window, turn your engine off while you're waiting. Or simply go inside.

# SPECIAL USE / CONDITIONAL USE PERM

Application Number

*PC 2012-C*

*FOR DRIVE THRU SERVICE WITH*

**PUBLIC HEARING AT CITY HALL BEFORE  
THE PRAIRIE VILLAGE PLANNING COMMISSION**

*TUESDAY, OCTOBER 2*

CITY OF PRAIRIE VILLAGE, KANSAS @ 7

Unauthorized Removal, Defacing, or Destruction of this Sign Punishable upon  
Conviction by Fine not Exceeding \$100 and/or not more than 30 Days Imprisonment

Ward's

# SPECIAL USE / CONDITIONAL USE PERM

Application Number

PC 2012-6

FOR: DRIVE-THRU SERVICE WIND

**PUBLIC HEARING AT CITY HALL BEFORE  
THE PRAIRIE VILLAGE PLANNING COMMISSION**

TUESDAY OCTOBER 2<sup>nd</sup>

CITY OF PRAIRIE VILLAGE, KANSAS @ 7

Unauthorized Removal, Defacing, or Destruction of this Sign Punishable upon  
Conviction by Fine not Exceeding \$100 and/or not more than 30 Days Imprisonment

## STAFF REPORT

**TO:** Prairie Village Planning Commission  
**FROM:** Ron Williamson, Lochner, Planning Consultant  
**DATE:** October 2, 2012 Planning Commission Meeting

Project # 000005977

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**Application:** PC 2012-114

**Request:** Preliminary and Final Plat Approval for Prairie Village Shopping Center

**Property Address:** 71<sup>st</sup> Street and Mission Road

**Applicant:** Polsinelli Shughart PC

**Current Zoning and Land Use:** C-2 General Commercial District – Shopping Center

**Surrounding Zoning and Land Use:** **North:** R-1B – Single-family Dwelling District – Single family Dwellings  
**East:** C-0 Office Building District – Church  
C-2 General Commercial District – Shopping Center  
**South:** R-1B – Single-family Dwelling District – Single family Dwellings  
**West:** R-1B – Single-family Dwelling District – Single family Dwellings

**Legal Description:** Metes and Bounds and Lot 1, UMB Prairie Village Bank

**Property Area:** 17.4 Acres

**Related Case Files:** PC 2012-113: Prairie Village Shopping Center Site Plan  
PC 2012-08: CUP for Drive-Thru  
PC 2011-115: Site Plan Approval Story Restaurant  
PC 2007-112: Site Plan Approval Cactus Grill  
PC 2006-108: Amendment to Sign Standards for Macy's  
PC 2000-107: Approval of Revised Sign Standards  
PC 1999-105: Site Plan Approval for Bank and Restaurant

**Attachments:** Application, Excerpts from CID Agreement, Trail Plan

General Location Map



Aerial Map



**COMMENTS:**

Prairie Village Shopping Center is an unplatted tract of land that is bordered by Mission Road on the east, 71<sup>st</sup> Street on the south and Tomahawk Road on the west and north. The applicant is proposing to vacate Mission Lane and Prairie Lane which the City has been encouraging for several years and is a requirement of the CID agreement. The applicant proposes to change the parking configuration in the center and implement a major street scape plan for Mission Lane. Vacating the streets will provide the applicant more flexibility in design. In order to vacate Mission Lane and still provide access to Tomahawk Road, the service station and bank have agreed to the street vacation and will sign the plat.

Since this is the platting of an existing developed area and is relatively uncomplicated, staff has agreed to allow the applicant to submit both the Preliminary and Final Plats for consideration at the same time. The applicant also has a time constraint and needs to have the plat approved and recorded in order to start construction on Mission Lane in November to be in compliance with the CID Agreement.

**Preliminary Plat**

The Preliminary Plat contains most all the information required by the subdivision regulations. As can be seen there are a number of water, storm water and sanitary sewer lines on the property. Some of the lines are in easements and other lines are service lines to specific businesses. Since the applicant is submitting site plans for the redevelopment of the center in several phases, many items normally addressed in platting will be addressed through site plan approval.

The Flood Plain Zones are not currently labeled. The Zone X on the west side of Tomahawk is actually Zone AO. Also, the division line between Zone AD and Zone AE needs to be shown on the plat. The applicant needs to determine where the trail easement will be and show it on the plat. There is a KCP&L line running east and west across Lot 2 which needs to be in a utility easement or a letter needs to be obtained from KCP&L stating that an easement is not needed.

Staff recommends approval of the Preliminary Plat subject to the applicant making the Flood Plain corrections, adding the trail easements along Mission Road or Mission Lane and Tomahawk Road and resubmitting three copies of the revised document.

**Final Plat**

The Final Plat essentially has all the information on it that is required.

The trail easements need to be shown on the plat for both Tomahawk Road and Mission Road or Mission Lane and dedicated.

As depicted in the master trail plan and as required in the CID agreement the applicant has indicated they would prefer only language referencing to the possible dedication of the trails along Tomahawk and Mission Road.

The Tomahawk Trail is a City Project funded by the CID and the CID agreement contains clear language regarding the general location and design of the proposed trail. Therefore Staff is comfortable referencing the CID agreement on the face of the plat related to the Tomahawk Trail.

However, based on the proposed site plan, the applicant has not adequately addressed how the City would construct a trail on the West side of Mission Road. Originally, the CID called for buildings to front along Mission lane to accommodate a trail on Mission Road (i.e. the US Bank building would be replaced). With the proposed site plan, the overall concept of buildings fronting along Mission Lane has been revised to accommodate the Hen House expansion. Based on the site plan, it would be impossible for a trail to be constructed along Mission Road. Staff has proposed an alternative, that the trail be constructed along Mission Lane at the time it is redeveloped. However, the applicant has indicated that this is not desirable.



With the redevelopment of the UMB Bank site, a 10 foot section of sidewalk was constructed along Mission Lane and Mission Road to accommodate a trail as per the Master Parks Trail Plan. The applicant needs to address how a future trail along Mission Road or Mission Lane will be accommodated prior the filing of the plat and any future easements should be shown on the face of the plat.

The City does not want the liability or responsibility for maintaining the portion of the storm drain that is within the enclosed conduit. However, it is critical that this stream water flow not be impaired. The following language should be added to the PROPERTY OWNER MAINTAINED DRAINAGE AREA section on the Final Plat:

The Property Owner Maintained Drainage Area shall remain free of any obstruction which would restrict the flow of stormwater and said Drainage area shall be maintained by the property owner. On or before May 1<sup>st</sup> of each year, the property owner shall submit a certification from a professional engineer licensed in the State of Kansas to the Director of Public Works that said Drainage area is in good repair and is fully functional. If it is determined that repair is needed, the property owner shall be given a reasonable opportunity to perform the required maintenance or repair. If the City is required to perform maintenance or repair for any reason including debris removal, it shall have the right to assess said costs to the property owner. The City shall be absolved from all liability for the Property Owner Maintained Drainage Area.

The "60' Storm Drainage Easement" needs to be changed to "Property Owner Maintained Drainage Area" on the face of the plat.

The existing KCP&L line crossing Lot 2 needs to be installed underground.

The text for the City Council needs to be revised as follows:

The Governing Body of the City of Prairie Village, Kansas does hereby accept all public easements, ways of land and approves the public street vacations contained herein, this \_\_\_\_ day of \_\_\_\_\_, 2012.

**RECOMMENDATION:**

It is the recommendation of Staff that the Planning Committee approves the Final Plat of Prairie Village Shopping Center subject to the following conditions:

1. That the trail easement for Tomahawk Road be noted as Section 7.04 of the CID Agreement and easements for Mission Road or Mission Lane be shown on the plat.
2. That the "60' Storm Drainage Easement" be changed to "Property Owner Maintained Drainage Area".
3. That text be added to the Property Owner Maintained Drainage Area as follows:

The Property Owner Maintained Drainage Area shall remain free of any obstruction which would restrict the flow of stormwater and said Drainage area shall be maintained by the property owner. On or before May 1<sup>st</sup> of each year, the property owner shall submit a certification from a professional engineer licensed in the State of Kansas to the Director of Public Works that said Drainage area is in good repair and is fully functional. If it is determined that repair is needed, the property owner shall be given a reasonable opportunity to perform the required maintenance or repair. If the City is required to perform maintenance or repair for any reason including debris removal, it shall have the right to assess said costs to the property owner. The City shall be absolved from all liability for the Property Owner Maintained Drainage Area.

4. That the KCP&L line running across Lot 2 be installed underground.

5. That the signature block for the Governing Body be revised as follows:

The Governing Body of the City of Prairie Village, Kansas does hereby accept all public easements, ways of land and approves the public street vacations contained herein, this \_\_\_\_\_ day of \_\_\_\_\_, 2012.

6. That letters of subordination from lenders be submitted.
  7. That the applicant submit the Final Plat to the Johnson County surveyor for a review.
  8. That the applicant submit a certificate showing that all taxes and special assessments due and payable have been paid.
  9. That the Final Plat as approved be revised and three copies submitted to the City for their records.
-

CITY OF PRAIRIE VILLAGE, KANSAS

FINAL PLAT CHECKLIST

Subdivision No.: \_\_\_\_\_  
Date Filed: \_\_\_\_\_  
Date of Meeting: \_\_\_\_\_  
Filing Fee: \_\_\_\_\_  
Deposit: \_\_\_\_\_

- I. Name of Subdivision: Prairie Village Shopping Center
- II. Name of Owner: PV Retail Partners, LLC ; Ronco, Inc. ; Station PV Tomahawk, LLC
- III. Name of Subdivider: PV Retail Partners, LLC
- IV. Name of Person who prepared the Plat: Lutjen, Inc. - Ted Baughman

V. Instructions:

The following checklist is to be completed by the applicant and shall accompany the Final Plat when it is filed with the City. If the answer to any of the questions is "No." a written explanation must accompany this checklist.

- | VI. | Does the Final Plat show the following information?  | Yes                                 | No                       |
|-----|--|-------------------------------------|--------------------------|
| A.  | Name of the subdivision.   | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| B.  | Location of section, township, range, county and state, including the descriptive boundaries of the subdivision based on an accurate traverse, giving angular and linear dimensions which must be mathematically correct.                            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| C.  | Location of monuments or bench marks. Location of such monuments shall be shown in reference to existing official monuments or the nearest established street, lines, including the true angles and distances to such reference points or monuments. | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

- D. The location of lots, blocks, streets, public highways, alleys, parks and other features, with accurate dimensions in feet and decimals of feet with the length of radii on all curves, and other information necessary to reproduce the plat on the ground. Dimensions shall be shown from all curbs to lot lines. ✓
- E. Lots numbered clearly. Blocks numbered or lettered clearly in the center of the block. ✓
- F. Exact locations and widths of all streets, easements, and alleys to be dedicated and the names of all streets. ✓
- G. Boundary lines and descriptions of the boundary lines of any area other than streets and alleys, which are to be dedicated or reserved for public use. ✓
- H. Minimum area and associated minimum elevation for the building on each lot planned as a building site when requested by the Planning Commission. ✓
- I. Building setback lines on the front and side streets with dimensions. ✓
- J. Name and address of the registered land surveyor preparing the plat. ✓
- K. Scale of plat, 1" = 100' or larger, date of preparation, and north point. ✓
- L. Have the following certifications been included?
  - 1. Owner or owners statement dedicating all easements, streets, alleys, and all other areas not previously dedicated. ✓
  - 2. Signature of all mortgagers having an interest in the property. ✓
  - 3. Registered engineer or surveyor preparing the plat. ✓
  - 4. Chairman and Secretary of Planning Commission. ✓
  - 5. Mayor and City Clerk for acceptance of dedications. ✓
  - 6. Registrar of Deeds. ✓

A. In General. Costs of the Trail Project shall be paid by the City, and actual costs incurred by the City, including Reimbursable Interest, but excluding any third party grant or other funding addressed in Subsection B of this Section, shall be reimbursed to the City, solely from revenues in the Village CID Trail Project Fund, as a CID Cost as provided in Section 4.03(C). It is anticipated that the City will design and construct the Trail Project along the east side of Tomahawk Road from 71<sup>st</sup> Street to Prairie Lane, as conceptually depicted on Exhibit H, and consistent with the easements described in Subsection E of this Section. To the extent that anything in this Agreement conflicts with the contents of Exhibit H, the language in this Agreement shall control.

B. Grant Funding. If the City receives any grant or other funding from third party sources, including, but not limited to, Mid-America Regional Council, the Kansas Department of Transportation, an agency of the federal government, or any other third party, that may be used to pay for Trail Project costs, the City may first use such funding to offset up to one hundred percent (100%) of the costs of extending the Trail Project along Tomahawk Road from Prairie Lane to Mission Road in a manner consistent with the design, scope, and construction of the Trail Project. Any remaining grant or other funding shall then be proportionately applied to offset costs of the Trail Project and other City projects for which the funding was awarded. CID Sales Tax revenues may only be used to reimburse the City for Trail Project costs after such costs are reduced by any grant or other funding amounts addressed in this Subsection.

C. Maximum CID Reimbursable Cost. Notwithstanding anything to the contrary in this Agreement, reimbursement of Trail Project costs, excluding any associated Reimbursable Interest, with CID Sales Tax revenues shall not exceed \$350,000.00

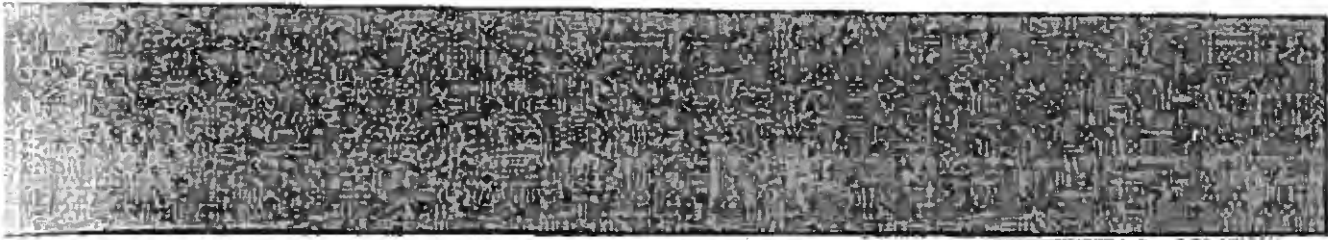
D. No Liability for Developer. In no event shall the Developer have any financial liability for the Trail Project, including but not limited to any financial liability or any other obligation with respect to any associated utility relocations.

E. Easements.

1. Phase A. For the portion of the Trail Project between 71<sup>st</sup> Street and the existing southern-most entrance to the west side of the Property, which is identified as "Phase A" on Exhibit H, the Developer shall convey to the City, free of charge, any necessary easement for the Trail Project, such easement not to exceed fifteen (15) feet in width from the outside edge of the existing curb on Tomahawk Road toward the interior of the Property.

2. Phase B. For the portion of the Trail Project between the existing southern-most entrance to the west side of the Property and the area with head-in parking stalls, which is identified as "Phase B" on Exhibit H, the Developer shall convey to the City, free of charge, any necessary easement for the Trail Project, such easement not to exceed three (3) feet from the





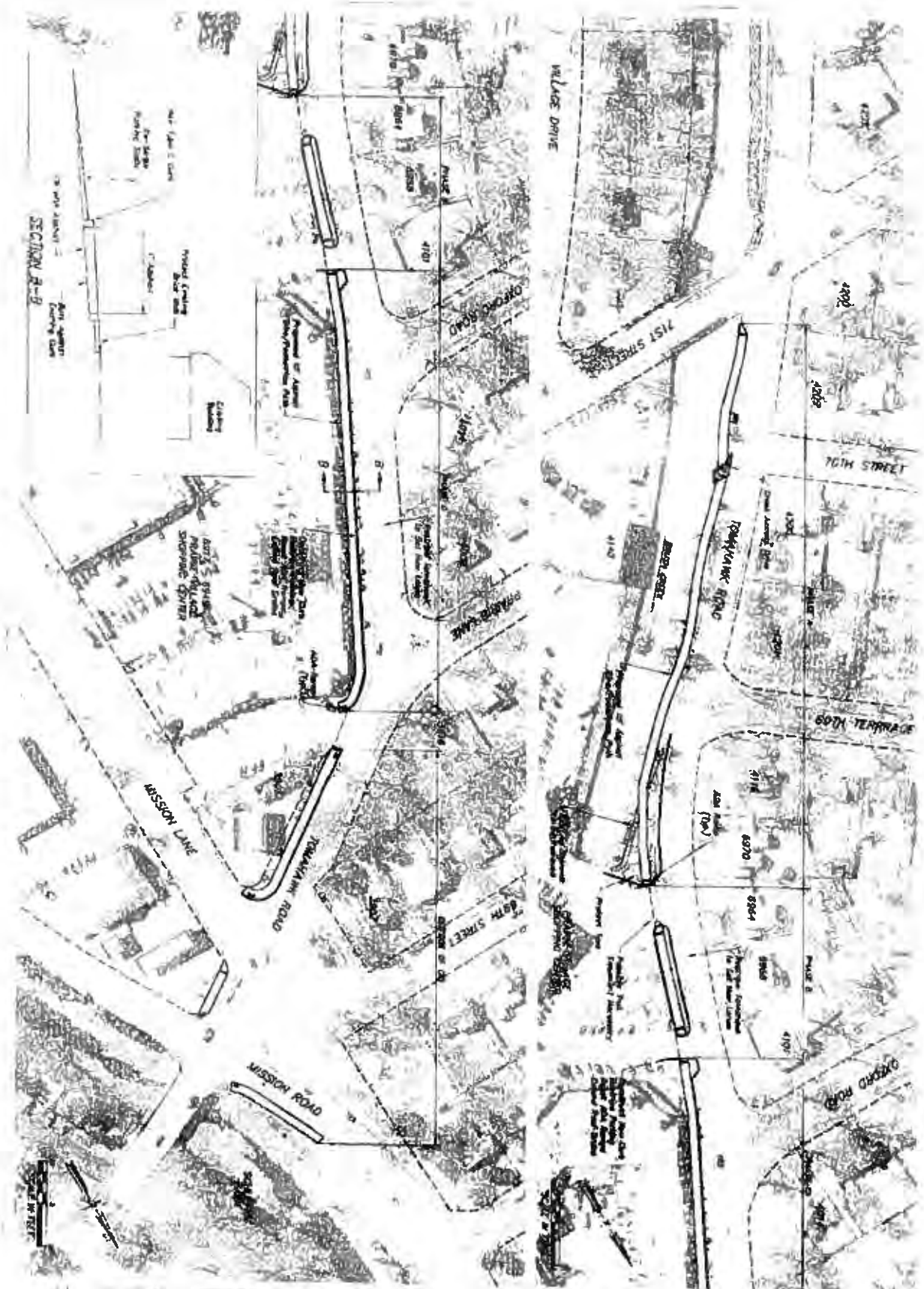
eastern edge of the existing sidewalk along Tomahawk Road (and from the prolongation of the existing sidewalk across the existing access drives) toward the interior of the Property. The City shall use reasonable, good faith efforts to coordinate and cooperate with the Developer in designing and constructing Phase B of the Trail Project to minimize loss of parking stalls, trees, and other fixtures, as well as in complimenting the timing of any plans by Developer to reconfigure the existing vehicular access points within the Phase B area. Notwithstanding anything in this Paragraph 2 to the contrary, such easement shall prohibit the City from disturbing any existing mature trees located within or without the easement area (other than trees located within City right of way, over which the City retains exclusive control), and the current ingress and egress to the Property from Tomahawk Road shall not be changed until the Developer determines to reconfigure such ingress and egress in its sole discretion, except that the City shall be permitted to make the modifications to such ingress and egress that are specifically depicted on Exhibit H without obtaining additional Developer consent.

3. Phase C. For the portion of the Trail Project between the area with head-in parking stalls and Prairie Lane, which is identified as "Phase C" on Exhibit H, the Developer shall convey to the City, free of charge, any necessary easement for the Trail Project from the outside edge of the existing curb located at the front of the parking stalls toward Tomahawk Road to the boundary of the Property. In no event shall the Trail Project, including any green space or other buffer, extend out more than eight (8) feet from the outside of the existing curb toward Tomahawk Road, unless Developer provides written consent in its sole discretion.

As a precondition of such easement conveyance by Developer, the City shall convey to the Developer, free of charge, any necessary easement to ensure that all of the existing head-in parking stalls within Phase C, once shifted back from the shopping center toward Tomahawk Road to accommodate the Trail located between the head-in parking stalls and the existing sidewalk, shall be located within a permanent easement provided by the City for use as a parking area.

4. Mission Road. At such time as Developer receives the City's final approval for a Site Plan that is acceptable to Developer and that anticipates the demolition and replacement of the building now occupied by Macy's, the Developer shall convey to the City, free of charge, any necessary easement for a bicycle and/or pedestrian trail, such easement not to exceed fifteen (15) feet in width from the outside edge of the existing curb on the west side of Mission Road between 71<sup>st</sup> Street and Mission Lane.

If Developer uses Bond Proceeds, or is reimbursed with revenues from the Village CID Developer Projects Fund, to renovate the existing Macy's building rather than replace such building, Developer shall convey to the City, free of charge, any necessary easement for a bicycle and/or pedestrian trail, such easement not to exceed eight (8) feet in width from the outside edge of the existing curb on the west side of Mission Road between 71<sup>st</sup> Street and Mission Lane. Additionally, under such circumstances, Developer will also work in good faith with the City to try to accommodate the City's desire for such easement to be as wide as ten (10) feet in width from the outside edge of the existing curb on the west side of Mission Road between 71<sup>st</sup> Street and Mission Lane.

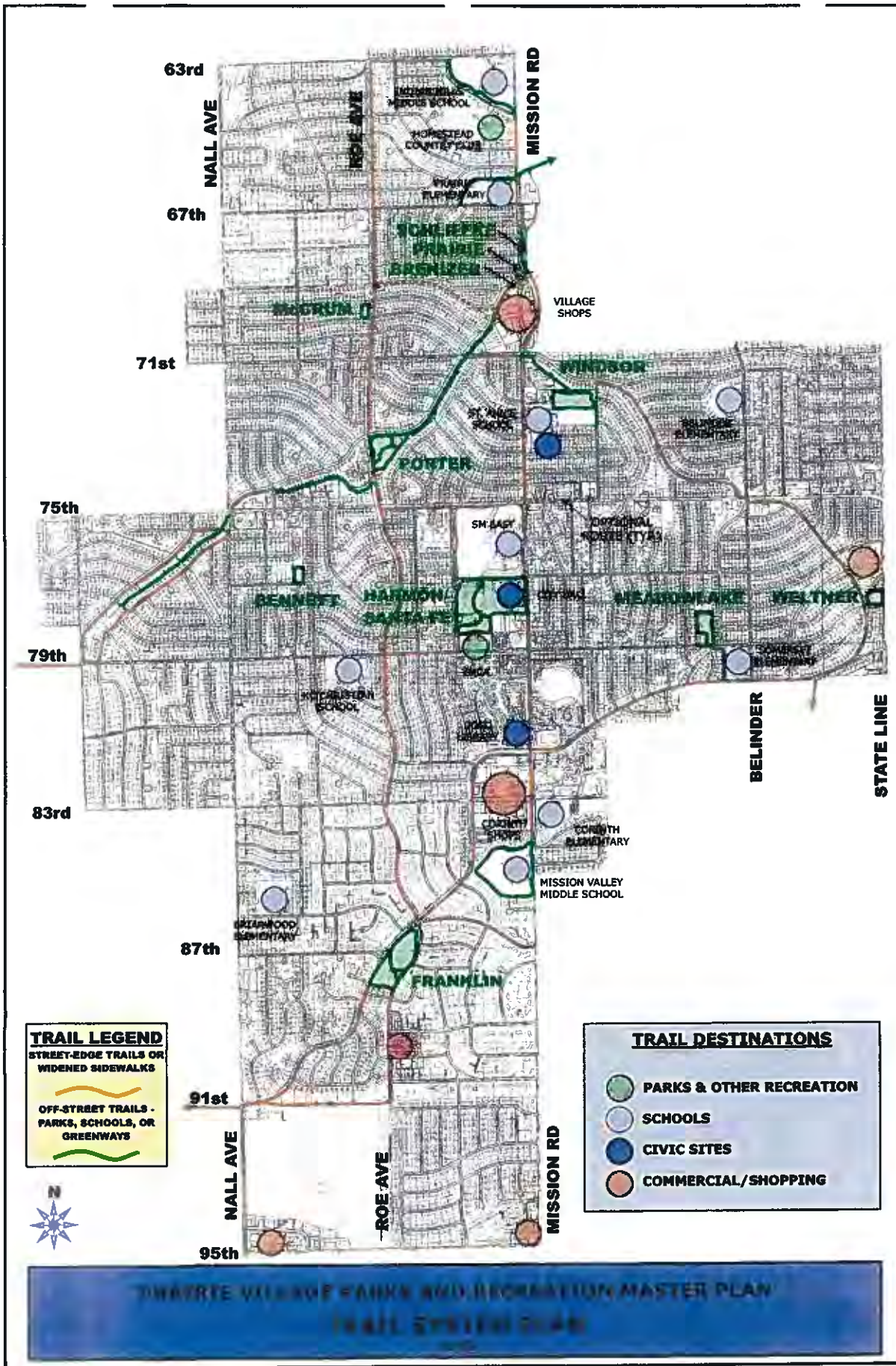


SECTION A-A

SECTION B-B

BRUSH CREEK TRAIL  
 TOMAHAWK ROAD  
 71ST STREET TO MISSION ROAD  
 FRANK VILLAGE, KANSAS  
 CONCEPT PLAN





**TRAIL LEGEND**

STREET-EDGE TRAILS OR WIDENED SIDEWALKS

OFF-STREET TRAILS - PARKS, SCHOOLS, OR GREENWAYS

**TRAIL DESTINATIONS**

- PARKS & OTHER RECREATION
- SCHOOLS
- CIVIC SITES
- COMMERCIAL/SHOPPING

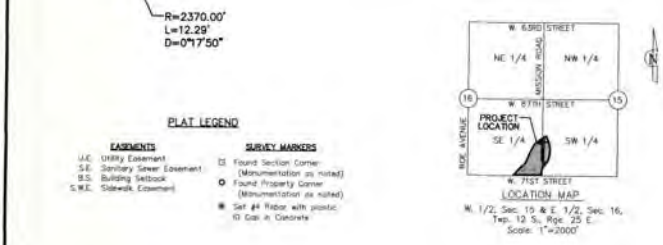
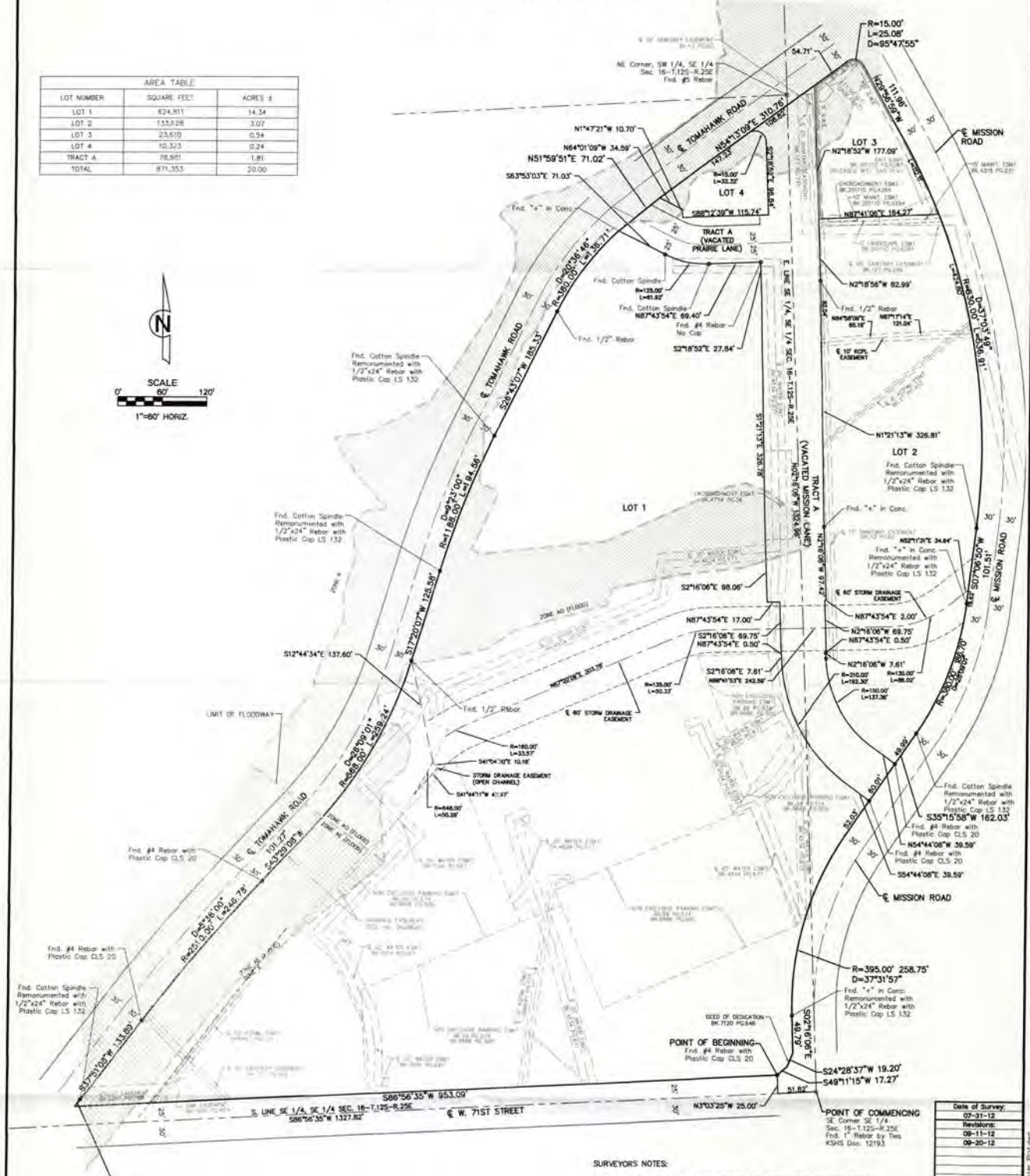
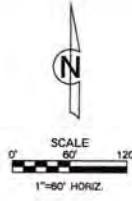


**THIRTY VILLAGE OF PARKS AND RECREATION MASTER PLAN  
TRAIL SYSTEM PLAN**



**FINAL PLAT OF  
PRAIRIE VILLAGE SHOPPING CENTER  
A REPLAT OF LOT 1, UMB PRAIRIE VILLAGE BRANCH BANK,  
AND AN UNPLATTED PORTION OF THE SW 1/4, SEC. 15  
& SE 1/4, SEC. 16 - Twp. 12 S. - Rge. 25 E.  
PRAIRIE VILLAGE, JOHNSON COUNTY, KANSAS**

AREA TABLE		
LOT NUMBER	SQUARE FEET	ACRES ±
LOT 1	624,811	14.34
LOT 2	153,638	3.57
LOT 3	23,610	0.54
LOT 4	10,323	0.24
TRACT A	78,991	1.81
TOTAL	871,353	20.00



- PLAT LEGEND**
- |                              |  |
|------------------------------|--|
| <b>ENCUMBRANCES</b>          | <b>SURVEY MARKERS</b>                            |
| U.C. Utility Easement        | ○ Found Section Corner (Monumentation as noted)  |
| S.E. Sanitary Sewer Easement | □ Found Property Corner (Monumentation as noted) |
| B.S. Building Setback        | ○ Found 1\"/>                                    |
| S.W.C. Stolework Encumbrance | ● Set #4 Rebar with plastic cap in concrete      |

**SURVEYOR'S NOTES:**

- Title and Easement information furnished by Chicago Title Insurance Company, Commitment Number 20121953, with an effective date of July 9, 2012 at 8:00 a.m.
- All easements referenced in the above referenced title commitment that affect the Subject Property have been shown and noted hereon.
- Bearings used hereon are based on the Kansas State Plane Coordinate System, North Zone (NAD 83 Datum).
- The Subject Property lies partially within Zone AD (Flood depths of 1 to 3 feet, average depths determined. For areas of alluvial fan flooding, velocities also determined), Zone AE (Base flood elevations determined), and Zone X (Areas determined to be outside of the 0.25 annual chance floodplain), as determined by Flood Insurance Rate Map number 2009100024G with an effective date of August 3, 2009.
- Area of Subject Property = 871,353 square feet or 20.00 acres, more or less.

**CERTIFICATION:**  
This plat and survey of "PRAIRIE VILLAGE SHOPPING CENTER" was executed by Lutjen, Inc., 1301 Burlington, #100, North Kansas City, Missouri 64116.

**I HEREBY CERTIFY:** that the Plat of "PRAIRIE VILLAGE SHOPPING CENTER" subdivision is based on an actual survey made by me or under my direct supervision on July 31, 2012.

<b>Date of Survey:</b>	
07-31-12	
<b>Revisions:</b>	
09-11-12	JPR
09-20-12	
<b>Surveyed By:</b> JS	
<b>Reviewed By:</b> JPR	
<b>Drafted By:</b> JAMB	
Lutjen Project No.: 12076	
1301 Burlington, #100 North Kansas City, MO 64116 816.587.6222 816.587.2388 fax www.lutjen.com	
Surveying engineering landscape architecture	
<b>Sheet No.:</b>	
<b>2 of 2</b>	



## STAFF REPORT

**TO:** Prairie Village Planning Commission  
**FROM:** Ron Williamson, Lochner, Planning Consultant  
**DATE:** October 2, 2012 Planning Commission Meeting

Project # 000005977

---

**Application:** PC 2012-113

**Request:** Site Plan Approval for Prairie Village Shopping Center

**Property Address:** 71<sup>st</sup> Street and Mission Road

**Applicant:** Polsinelli Shughart PC

**Current Zoning and Land Use:** C-2 General Commercial District – Shopping Center

**Surrounding Zoning and Land Use:** **North:** R-1B – Single-family Dwelling District – Single family Dwellings  
**East:** C-0 Office Building District – Church  
C-2 General Commercial District – Shopping Center  
**South:** R-1B – Single-family Dwelling District – Single family Dwellings  
**West:** R-1B – Single-family Dwelling District – Single family Dwellings

**Legal Description:** Metes and Bounds

**Property Area:** 17.4 Acres

**Related Case Files:** PC 2012-114: Prairie Village Shopping Center Plat  
PC 2012-08: CUP for Drive-Thru  
PC 2011-115: Site Plan Approval Story Restaurant  
PC 2007-112: Site Plan Approval Cactus Grill  
PC 2006-108: Amendment to Sign Standards for Macy's  
PC 2000-107: Approval of Revised Sign Standards  
PC 1999-105: Site Plan Approval for Bank and Restaurant

**Attachments:** Application, Site Plan Drawings

**General Location Map**



**Aerial Map**



**COMMENTS:**

The applicant has requested Site Plan Approval for Mission Lane and a new retail building (Waid's location), including a Conditional Use Permit for a drive-thru, and the Hen House expansion. The applicant made a presentation to the Planning Commission at its September 11<sup>th</sup> meeting; however, not all the issues raised have been addressed by the applicant and no plans have been filed for the Hen House expansion. It is critical that the applicant move forward on implementation of the CID Agreement in November and therefore, Staff is recommending that the Planning Commission only consider and approve Phase 1 of the proposed Mission Lane improvements. Phase 1 is indicated in blue on Sheet AS102 Phasing Plan and includes the two entrances to the Center one from Tomahawk Road and the other from Mission Road. Site Plan Approval for the Hen House expansion and the new building, including the Conditional Use Permit, are recommended to be continued to a future meeting.

The entrance from Mission Road to Mission Lane will have a stone wall, a fountain and landscaping on each side. An elevation of the wall is shown on Sheet AS102. The trail has not been shown on the plan for either Mission Road or Mission Lane.

Sheet LX-10.1 indicates that a stone wall will be constructed at the Tomahawk Road entrance; however, there will not be a fountain because of limited area. An elevation of the proposed wall needs to be submitted. The wall was left off the Planting Plan Sheet.

The applicant held a Neighborhood Meeting on August 23, 2012 in accordance with the Planning Commission Citizen Participation Policy. There were 16 attendees, and a number of issues were discussed. The Mission Lane streetscape was presented; however, no questions concerned Phase 1.

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

**A. The site is capable of accommodating the building, parking area, and drives for the appropriate open space and landscape.**

The site is fully developed and the purpose of the proposed site plan is to improve pedestrian environment and the building and site aesthetics. Existing parking areas and drives will be utilized but enhanced with dedicated pedestrian ways and landscaping.

Phase 1 includes two very small areas while the remaining Phases 2 – 6 will have a significant impact on the aesthetics of the Center when they are completed.

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

Utilities are currently in place serving the Prairie Village Shopping Center and are adequate to serve this proposed improvement.

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

The proposed Mission Lane plan provides more greenspace by adding plant beds along both sides of the street. A storm water management plan was not required for Phase 1, but will be required for the proposed addition of the Hen House and the new building.

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

The proposed improvements in Phase 1 will not affect the ingress or egress from the Center or change traffic patterns. Later Phases of the Mission Road Improvements will change some of the parking layouts and the profile of Mission Lane. Overall the proposed improvements will make the Center more accessible for customers.

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

Essentially the renovation plan is consistent with good planning and design principles. Pedestrian circulation is being addressed and more greenspace and trees are being added. Additional shade trees and islands in the parking areas off Mission Lane would be added improvements in the future.

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

This is Phase 1 of the proposed 6 Phase improvement of Mission Lane. The proposed materials and landscaping are compatible and will enhance the aesthetic quality of the Center. A new material, stone, is being introduced to the center and is proposed to be incorporated into the facades of the new building and the Hen House expansion. The applicant has incorporated sculpture features into the Center and this program should be continued as the renovation progresses.

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

One of the principles of the Village Vision was to focus on redevelopment and reinvestment in the community. These issues have become primary goals for the City and this project represents a step in that direction. This is the opportunity to enhance the aesthetics of Prairie Village Shopping Center so that it appeals to today's market demands.

The Trail Plan has been adopted into the Comprehensive Plan and the trail needs to be located on Mission Road or on Mission Lane as an alternative.

**RECOMMENDATION:**

It is the recommendation of the Staff that the Planning Commission approve this site plan for Phase 1 of Prairie Village Shopping Center subject to the following conditions:

1. That the applicant submit the Planting Plan to the Tree Board for review and approval prior to installation and an irrigation system be installed to provide water for all landscape improvements.
  2. That the applicant submit an elevation for the proposed wall at the Tomahawk Road entrance to Staff for review and approval prior to obtaining a permit.
  3. That the applicant submit a materials palette to Staff with samples of the actual products that will be used.
-

# **PRAIRIE VILLAGE SHOPS – MISSION LANE**

## **PRELIMINARY STORMWATER DRAINAGE STUDY**

Storm Drainage Study Submitted: September 10, 2012

Existing and Proposed Commercial Development located in:  
W ½ Sec. 15 and E ½ Sec. 16, Twp. 12 S, Rge. 25 E  
Prairie Village, Johnson County, Kansas

Brush Creek Watershed

Prepared For:  
LANE4 Property Group, Inc.  
4705 Central  
Kansas City, MO 64112  
816.960.1444



**LUTJEN**

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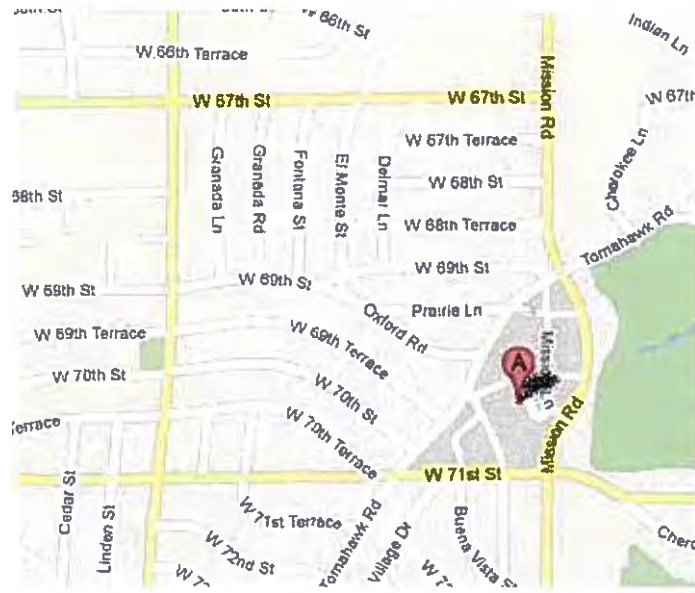
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<b>Exhibit E-4. Pervious Area – Proposed Condition</b>	



**1. General Information**

This study will analyze the stormwater impacts of proposed improvements to the Prairie Village Shopping Center, including streetscape improvements to Mission Lane, expansion of the Hen House grocery store, and demolition and rebuilding of the existing Waid’s restaurant site. The Prairie Village Shopping Center is an existing commercial development bounded by Tomahawk Road to the west, Mission Road to the east, and W. 71<sup>st</sup> Street to the south. This locates the development in the upper reaches of the Brush Creek watershed. Approximately 4.3 acres of the shopping center site will be affected by the proposed improvements.



The primary focus of this study will be to assess the needs for detention and stormwater Best Management Practices (BMPs). The need for detention will be evaluated using APWA Section 5600, February 2011 edition. The need for BMPs will be evaluated using the Level of Service method outlined in the Mid-America Regional Council’s “Manual for Best Management Practices for Stormwater Quality”, August 2009 edition.

**FEMA Floodplain Classification**

FEMA Flood Insurance Rate Map 20091C0024G classifies portions of the Prairie Village Shopping Center property as AE, FW (“Floodway areas in zone AE) and AO (“Fld depths of 1 to 3 ft, avg. depths determined”). Refer to Exhibit E-1.

**Soil Classifications**

Soil maps published in the Soil Survey of Johnson County, Kansas, categorize soils in the Prairie Village Shopping Center as follows (refer to Exhibit E-2):

Table 1.1: Soil Classifications

Hydrologic Soil Group	Symbol	Name	Slopes
C	7545	Sharpsburg-Urban Land Complex	5 to 9%

## 2. Detention

Per APWA 5601.3, the design criteria “apply to all development, including subdivision, which alters the surface of the land to create additional impervious surfaces.” An analysis of the proposed site plan was performed to determine the difference in impervious area from existing conditions (refer to Exhibits E-3 and E-4):

Table 2.1: Impervious Area Comparison

Impervious area – existing condition (acres)	0.14
Impervious area – proposed condition (acres)	0.45
Net change (acres)	+0.31
Percent change	+321%

By increasing the size of existing islands and adding planting areas throughout the project site, the amount of impervious area is increased significantly. This corresponds to a decrease in Curve Number for the project site:

Table 2.2: Existing and Proposed Curve Numbers

Cover Description	Hydrologic Soil Group	CN	Area (ac)	Product of CN x Area
<b>Existing Condition</b>				
Impervious surfaces	C	98	4.32	423.36
Open space (poor)	C	84	0.14	11.76
Totals			4.46	435.12
<b>Weighted CN = total product/total area</b>				<b>98</b>
<b>Proposed Condition</b>				
Impervious surfaces	C	98	4.01	392.98
Open space (fair)	C	79	0.45	35.55
Totals			4.46	428.53
<b>Weighted CN = total product/total area</b>				<b>96</b>

The increase in impervious area and decrease in curve number will result in a reduction of runoff from the project site. Per the stipulations of 5601.3, detention criteria do not apply and detention is not required.

### **3. Stormwater Best Management Practices**

Per Figure 4.1 of the MARC Manual, water quality requirements do not apply to projects that do not meet the definition of development in 5601.3. Per 5601 a development is “any activity, including subdivision, that alters the surface of the land to create additional impervious surfaces, including, but not limited to, pavement, buildings, and structures.” As demonstrated in the previous section, as the amount of impervious area will be increased by this project, it does not meet the definition of development and therefore BMPs are not required.

Worksheet 1A of the MARC Manual, “Required Level of Service – Developed Site”, has been included in Section 5 to demonstrate that the required Level of Service is 0.

### **4. Conclusions**

This study was prepared to evaluate detention and BMP requirements for proposed improvements to the Prairie Village Shopping Center. Utilizing the methodology in APWA 5600 and the MARC BMP Manual it was determined that due to an increase in impervious area the project is exempt from both detention and BMP requirements per the criteria. Calculations and exhibits are included to support these conclusions.

We request approval of this storm drainage study at this time.

**5. Supporting Calculations**

<b>WORKSHEET 1A: REQUIRED LEVEL OF SERVICE - DEVELOPED SITE</b>			
Project:	Prairie Village Shops - Mission Lane	By:	SQB
	Mission Road & Mission	Date:	9/5/2012
Location:	Lane	Checked:	SQB
		Date:	9/5/2012
<b>1. Required Treatment Area</b>			
A. Total Area disturbed by Redevelopment Activity (ac)			
Disturbed Area Description			Acres
Impervious			4.32
Pervious			0.14
"1A" Total			4.46
B. Existing Impervious Area Inside Disturbed Area (ac)			
Impervious			4.32
"1B" Total			4.32
C. Required Treatment Area (ac)			
"1A" Total Less			
"1B" Total			"1C" 0.14
<b>2. Percent Impervious in Postdevelopment condition and Level of Service (LS)</b>			
A. Total Postdevelopment Impervious Area Disturbed Area (ac)			
Postdevelopment Impervious Area			Acres
Description			
Impervious			4.01
"2A" Total			4.01
B. Existing Impervious Area Inside Disturbed Area (ac)			
"1B" Total			4.32
C. Net Increase in Impervious Area (ac)			
"2A" total Less "1B" Total			-0.31
D. Percent Impervious			
Net Increase in Impervious Area/ Required Treatment Area			
"2C"/"1C"x100			-221.43
E. Level of Service			
Use Percent Impervious Table			LS 0
<b>3. Minimum required total Value Rating of BMP Package</b>			
Total Value Rating= LSx Required Treatment Area			0

**6. Exhibits**

# Mission Lane Prairie Village

Floodplain Map  
Exhibit E-1

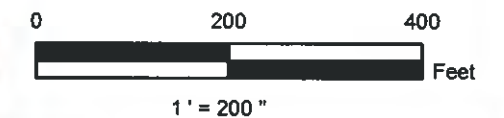
## Legend

-  X500  
Areas of 500-Year Floodplain
-  XFUTURE  
1% annual chance fld (future conditions)
-  A  
No base flood elevations determined
-  AE  
Base flood elevations determined
-  AE, FW  
Floodway areas in zone AE
-  AO  
Fld depths of 1 to 3 ft, avt. depths determined
-  N/A  
Area Not Included

SOURCE:  
FEMA FIRM  
FLOOD INSURANCE RATE MAP:  
20091C0024G

MAP REVISED: AUGUST 3, 2009

AERIAL PHOTO FLOWN IN 2011



Proj. #: 12007 Drawn: JRW Date: 09-10-12



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Location: L:\Projects\12077-01\Fig\fig\fig\Drainage Maps\ArcMap\Floodplain.mxd

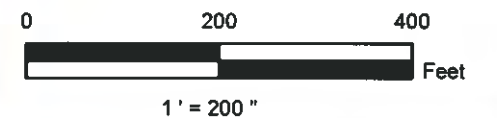
# Mission Lane Prairie Village

Soils Map  
Exhibit E-2

## Legend

-  Johnson County, KS Soils
- 7545 - Sharpsburg-Urban Land Complex, 4-8% slopes

AERIAL PHOTO FLOWN IN 2011



Proj. #: 12007 Drawn: JRW Date: 09-10-12



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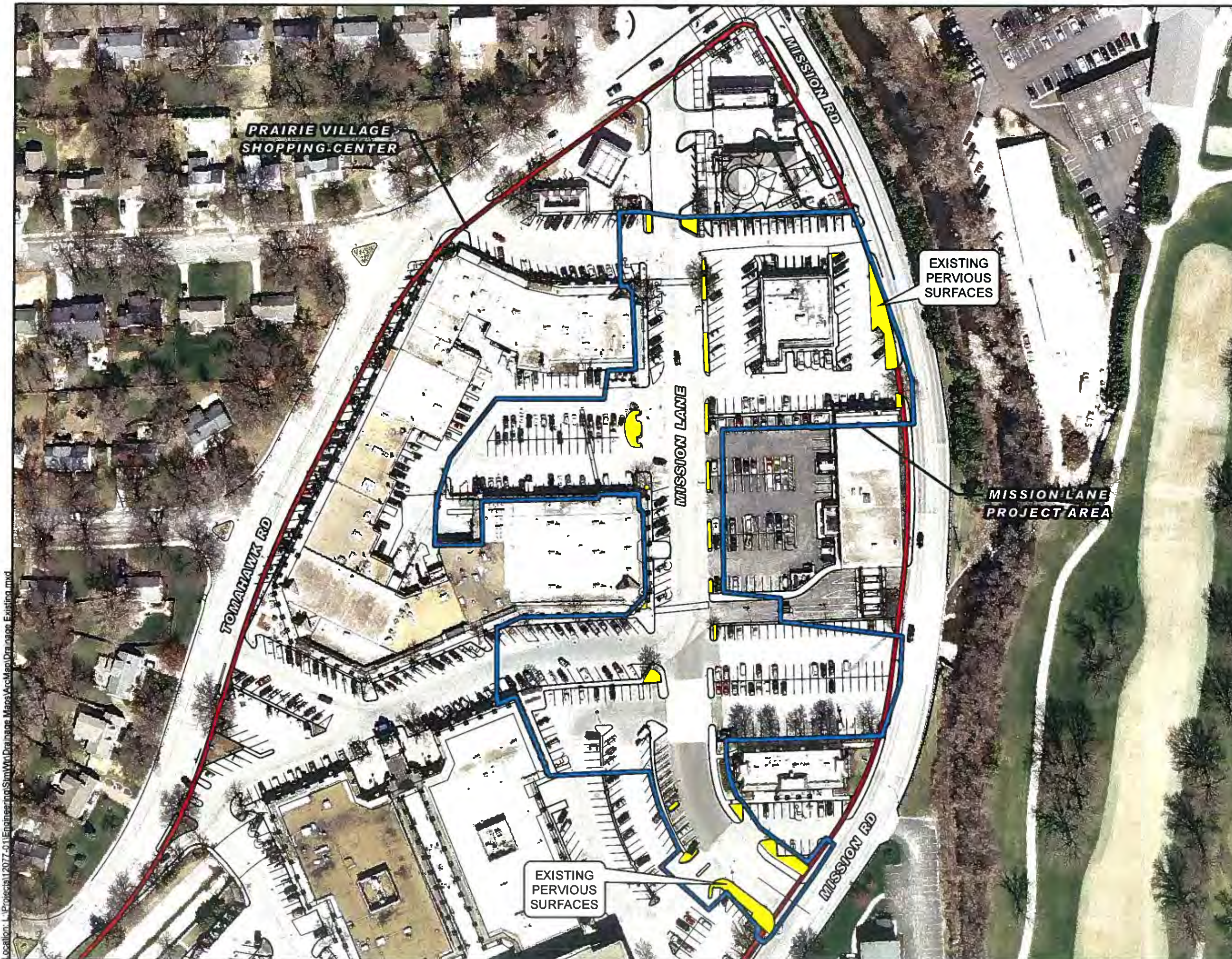
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# Mission Lane Prairie Village

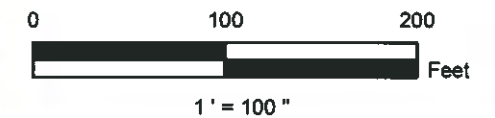
Existing Pervious  
Surfaces Map  
Exhibit E-3

## Legend

-  PRAIRIE VILLAGE SHOPPING CENTER
-  MISSION LANE PROJECT AREA
-  EXISTING PERVIOUS SURFACES



AERIAL PHOTO FLOWN IN 2011



Proj. #: 12007 Drawn: JRW Date: 09-10-12



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
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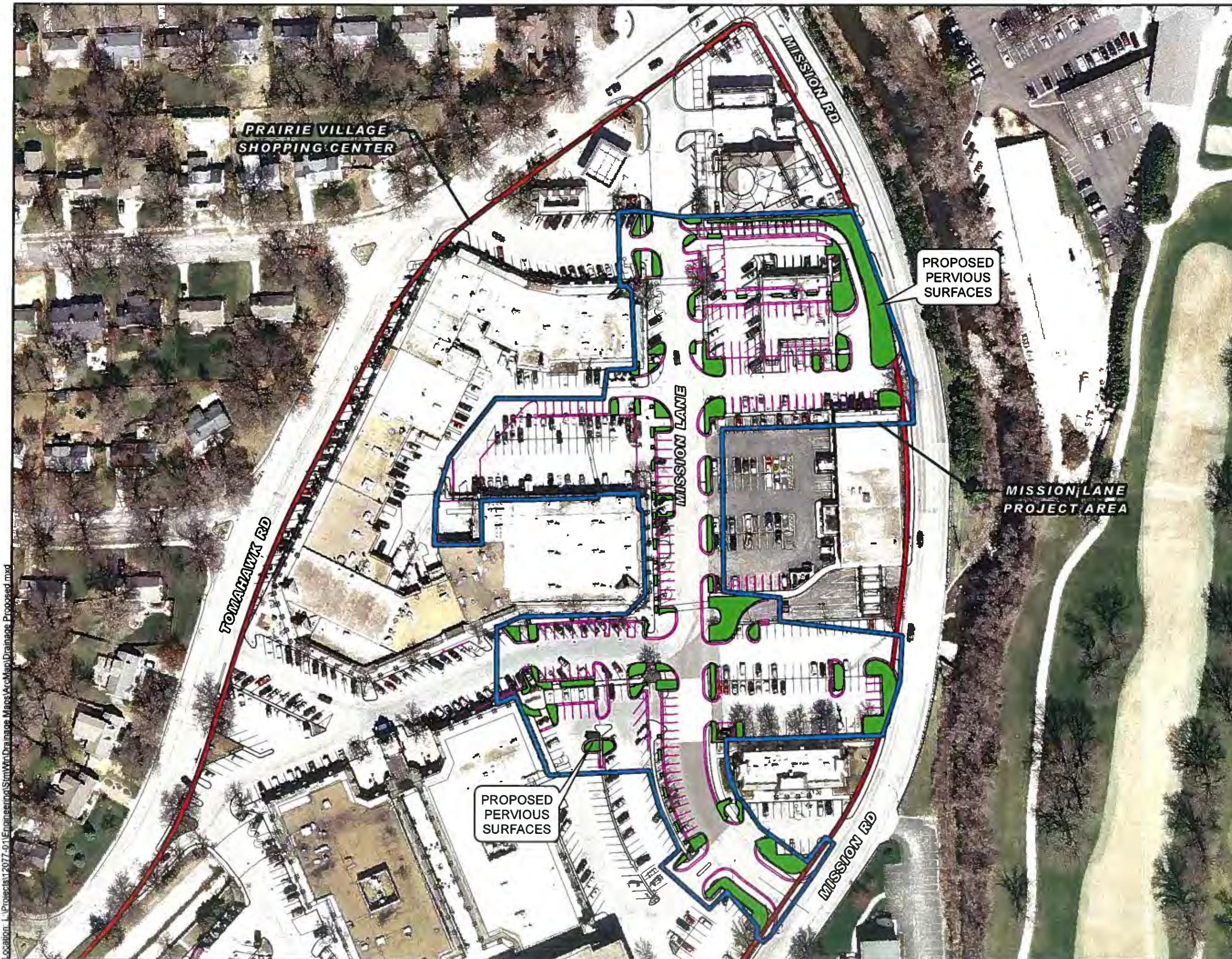


# Mission Lane Prairie Village

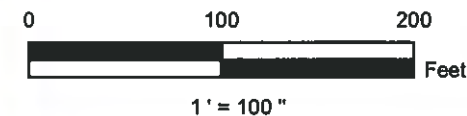
Proposed Pervious  
Surface Map  
Exhibit E-4

## Legend

-  PRAIRIE VILLAGE SHOPPING CENTER
-  MISSION LANE PROJECT AREA
-  PROPOSED PERVIOUS SURFACES



AERIAL PHOTO FLOWN IN 2011



Proj. #: 12007 Drawn: JRW Date: 09-10-12



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# Mission Lane Prairie Village

Proposed  
Parking Exhibit  
Exhibit E-5

### Legend

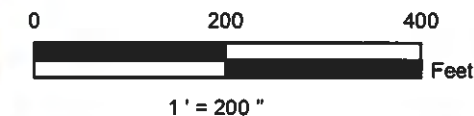
-  PRAIRIE VILLAGE SHOPPING CENTER
-  PARKING AREA A
-  PARKING AREA B

**Total Leaseable Area: 302,925 SF**

**Required Stalls = 3.5 stalls/1000 SF**  
 $302,925 \times 3.5 / 1000 = 1060$  Stalls

**Proposed Stalls = 1135**

AERIAL PHOTO FLOWN IN 2011



Proj. #: 12007 Drawn: JRW Date: 09-10-12



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PARKING COUNTS		
Area	Existing	Proposed
A1	64	64
A2	65	59
A3	100	92
A4	35	35
A5	87	87
A6	179	179
A7	121	121
B1	65	70
B2	98	61
B3	87	62
B4	70	70
B5	91	80
Subtotal	1062	980
SE Lot	155	155
<b>TOTAL</b>	<b>1217</b>	<b>1135</b>

Location: L:\Projects\112077-01\Nonres\Sim\Map\Drainage\Map\ArcMap\Parking\_Counts.mxd



Key Plan No.	Tenant Name	Rent Roll SF	Operating SF (Rent Roll SF Minus 6% for Storage Space)	Public Basement	Non-Public Basement SF	Gross SF
1	Tavern in the Village	4,418	4,153			4,418
2	Zeke's Paint	3,563	3,349			3,563
3	Rimann Liquors	4,592	4,316		1,631	6,223
4	Prairie Village Hairstyling	589	554		682	1,271
5	Ultra Max Sports	2,900	2,726		3,000	5,900
6	Create	1,500	1,410		1,500	3,000
7	Minky's Pizza	2,754	2,589		1,478	4,232
8	The Village Dentist	1,762	1,656		1,726	3,488
9	Spanglers Gifts	1,311	1,232		1,288	2,599
10	A Fairytale Ballet	2,706	2,544		1,049	3,755
11	Brookside Optical	1,492	1,402			1,492
12	C Jack's Sidewalk Café	754	709		665	1,419
13	Mady & Me	2,674	2,514			2,674
14	Tower Dry Cleaners	1,773	1,667		843	2,616
15	Tulip	1,677	1,576			1,677
16	Clique Boutique	1,741	1,637			1,741
17	Euston Hardware	7,327	6,887		5,794	13,121
18	Mr. Goodcents	1,335	1,255		1,338	2,673
19	Chico's	2,219	2,086		2,212	4,431
20	Café Provence	1,618	1,521		778	2,396
21	RSVP in the Village	917	862		307	1,224
22	Village Active	1,954	1,837		0	1,954
23	Tiffany Town	4,872	4,580		3,030	7,902
24	Shoe Repair			1,747		1,747
25	Adrian Mason			373		373
26	Hen House (with expansion)	32,029	30,107		14,498	46,527
27	Einstein Bros.	2,924	2,749			2,924
28	Macy's Home (vacant)	10,752	10,107		14,814	10,752
29 & 29B	Bijin Salon	6,781	6,374	4,377		11,158
30	Gymboree (basement only)			2,595		2,595
31	Prairie Village Hairstyling (vacant)			662		662
32	Bag & Baggage	4,052	3,809		3,395	7,447
33	Bruce Smith Drugs	9,221	8,668		5,907	15,128
34	Toon Shop (vacant)	5,138	4,830			5,138
35	Prairie Village Music Academy			9,768		9,768
36	Fitness Together	1,662	1,562		995	2,657
37	The Better Cheddar	1,512	1,421		1,051	2,563
38	Story Restaurant	2,980	2,801			2,980
39	Jos. A. Bank	3,667	3,447			3,667
40	TCBY	1,142	1,073			1,142
41	Starbucks	1,484	1,395			1,484
42	Doice Baking Company	1,239	1,165			1,239
43	Village Flower Company	1,137	1,069			1,137
44	Missouri Bank & Trust	3,000	2,820			3,000
45	Blue Moose Bar & Grill	5,300	4,982			5,300
46	Proposed Retail Building	5,800	5,452			5,800
47	US Bank	22,789	21,422			22,789
48	Macy's	122,436	115,090		13,532	135,968
TOTAL:		301,493	283,403	19,522	81,513	386,679
TOTAL "LEASEABLE" SF ACCESSED BY PUBLIC:			283,403	19,522	302,925	



SITE MASTER PLAN—PRAIRIE VILLAGE SHOPPING CENTER  
SCALE: 1"=60'-0"

Updated September 2012

# Mission Lane Improvements and New Retail Shops

## PV Retail Partners, LLC. & Lane 4 Property Group

### 71st and Mission Road, Prairie Village, Kansas Site Plan Submittal



hollis\_r\_miller architects

LUTJEN  
Civil Engineer  
1201 Burlington #100  
North Kansas City, MO 64116  
816.267.4230 phone

LAND 3  
Landscape Architect  
113 West Cambridge Circle Dr.  
Suite 500  
Kansas City, KS 66103  
913.371.7933 phone

Mission Lane Improvements & Retail Shops  
Site Plan Submittal

PV RETAIL PARTNERS, LLC  
LANE4 PROPERTY GROUP  
4705 CENTRAL ST  
KANSAS CITY, MO 64112

REVISIONS:

#	Description	Date

JOB NO: 1192  
DRAWN BY: GP  
CHECKED BY: EA  
DATE: 06.10.2012

**GOOO**

1 OF 16

COVER SHEET

Please consider the environment before printing this.



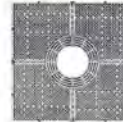
Street Lighting: Manufacturer - Sternberg  
 Fixture: 6130 LED w/CIA Lens  
 Pole: Decature 4500 - 30' (street) 19' (pedestrian)  
 Accessory: Hanging baskets



Site Furniture: Manufacturer - Victor Stanley  
 RB Series Bench  
 NSDC 36 Gallon Trash Receptacle  
 BRBS 1Q3 Bike Rack



Pavers: Manufacturer - Endicot  
 Dark Ironspat & Medium Ironspat 36



Tree Grates: Manufacturer - Iron Age Grates  
 Interlaken 4'x4'

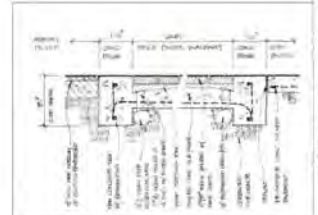


Fountains and Artwork: Manufacturer - Various

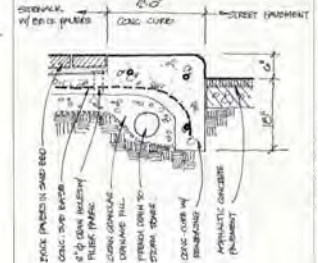
**LEGEND**

- A BRICK PAVERS
- B COLORED CONCRETE PAVING
- C ASPHALT PAVING
- D HEAVY DUTY ASPHALT PAVING
- E NEW SIDEWALK CONCRETE AND PAVER MIX
- F STERNBERG STREET LIGHT
- G FOUNTAIN/ARTWORK & TRELLIS
- H 2 TALL STONE SEAT WALL
- I ENTRY SIGNAGE
- J TRELLIS
- K EXISTING POWER POLE
- L TRASH ENCLOSURE
- M TRUCK MOVEMENT ANALYSIS
- N 10' WIDE PARKING STALLS
- O DELIVERY DOCK
- P TRASH COMPACTOR
- Q CONCRETE LIFT PAD

NOTE: SEE ATTACHED PARKING STUDY FOR LOAD CALCULATIONS AND PARKING COUNTS. DEVIATIONS FROM EXISTING CONDITIONS ARE NOTED ON THIS SITE PLAN.



E14 Scale NTS Brick Paver Detail



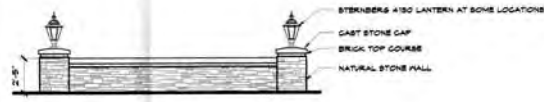
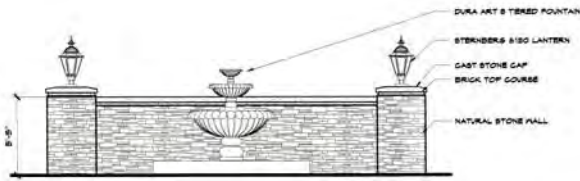
A14 Scale NTS Turn Down Curb Detail

A1 Scale Site Plan  
 1" = 40'-0"

REVISIONS	Description	Date

JOB NO: 1192  
 DRAWN BY: GP  
 CHECKED BY: EA  
 DATE: 08.18.2012

**AS101**



**2** Scale 1/8" = 1'-0"  
Site Wall At Entries

**3** Scale 1/8" = 1'-0"  
Typical Seat Wall



**1** Scale 1" = 50'-0"  
Construction Phasing Plan

**MASTER KEYNOTE LEGEND**

hollis-trimmer architects

LUTJEN  
Civil Engineer  
1301 Burlington #100  
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816.282.4236 utl@lutjen.com

LAND 3  
Landscape Architect  
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Mission Lane Improvements & Retail Shops  
Site Plan Submittal

Mission Lane Partners, LLC  
PV Retail Partners, LLC  
LANEA PROPERTY GROUP  
4705 CENTRAL ST  
KANSAS CITY, MO 64112

REVISIONS:

#	Description	Date



JOB NO: 1182  
DRAWN BY: Author  
CHECKED BY: Checker  
DATE: 09.10.2012

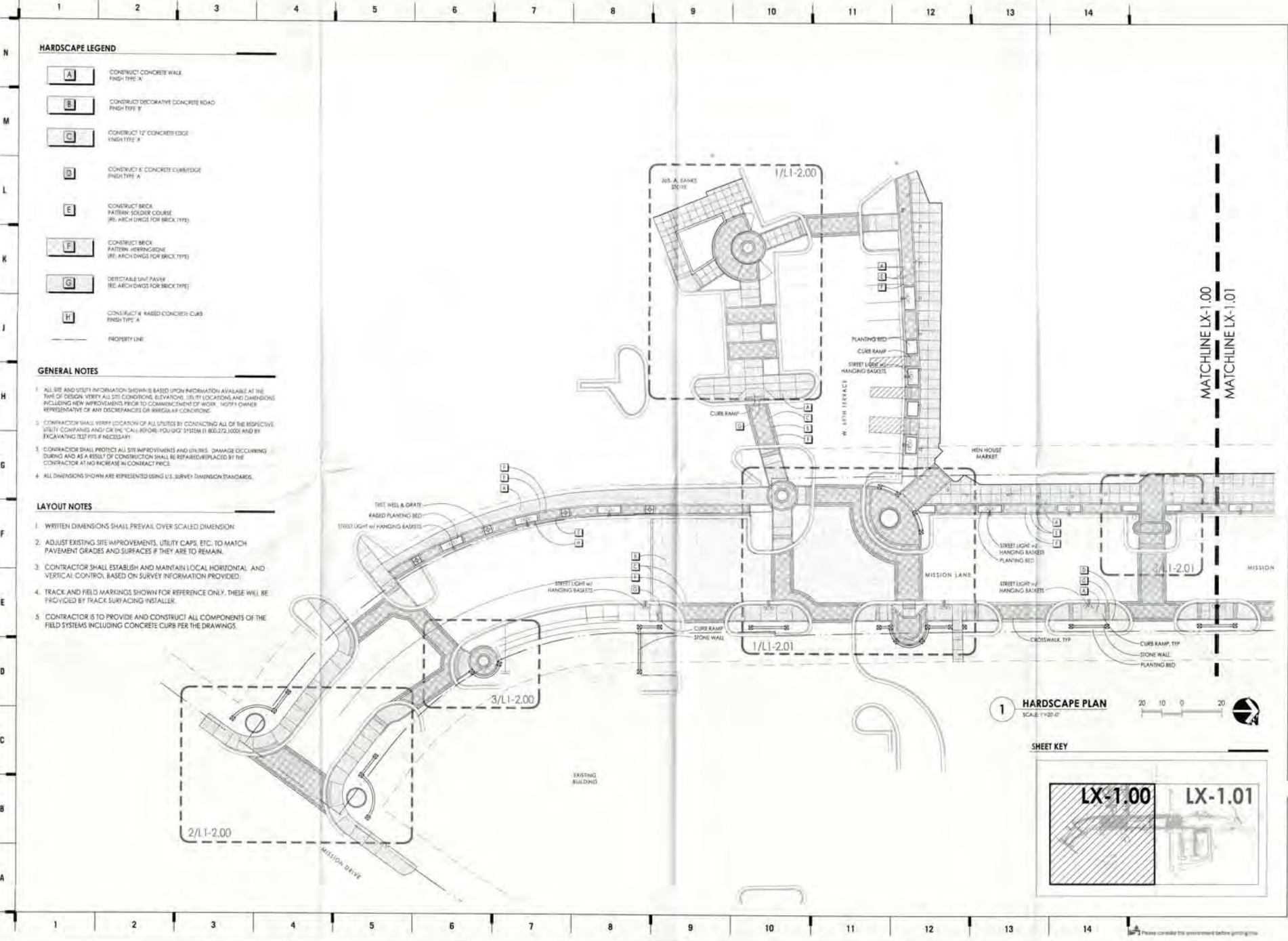
**AS102**

8 OF 16

Phasing Plan

Please consider the environment before printing this.





**HARDSCAPE LEGEND**

- A** CONSTRUCT CONCRETE WALL  
FINISH TYPE A
- B** CONSTRUCT DECORATIVE CONCRETE ROAD  
FINISH TYPE B
- C** CONSTRUCT 12" CONCRETE EDGE  
FINISH TYPE A
- D** CONSTRUCT 6" CONCRETE CURB/EDGE  
FINISH TYPE A
- E** CONSTRUCT BRICK  
PATTERN: SOLDIER COURSE  
(RE: ARCH DWGS FOR BRICK TYPE)
- F** CONSTRUCT BRICK  
PATTERN: HERRINGBONE  
(RE: ARCH DWGS FOR BRICK TYPE)
- G** DETECTABLE UNIT PAVEMENT  
(RE: ARCH DWGS FOR BRICK TYPE)
- H** CONSTRUCT 4" RAISED CONCRETE CURB  
FINISH TYPE A
- PROPERTY LINE

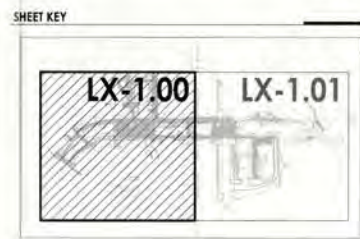
**GENERAL NOTES**

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4. ALL DIMENSIONS SHOWN ARE REPRESENTED USING U.S. SURVEY DIMENSION STANDARDS.

**LAYOUT NOTES**

1. WRITTEN DIMENSIONS SHALL PREVAIL OVER SCALED DIMENSION.
2. ADJUST EXISTING SITE IMPROVEMENTS, UTILITY CAPS, ETC. TO MATCH PAVEMENT GRADES AND SURFACES IF THEY ARE TO REMAIN.
3. CONTRACTOR SHALL ESTABLISH AND MAINTAIN LOCAL HORIZONTAL AND VERTICAL CONTROL, BASED ON SURVEY INFORMATION PROVIDED.
4. TRACK AND FIELD MARKINGS SHOWN FOR REFERENCE ONLY. THESE WILL BE PROVIDED BY TRACK SURFACING INSTALLER.
5. CONTRACTOR IS TO PROVIDE AND CONSTRUCT ALL COMPONENTS OF THE FIELD SYSTEMS INCLUDING CONCRETE CURBS PER THE DRAWINGS.

**1 HARDSCAPE PLAN**  
SCALE: 1"=20'-0"



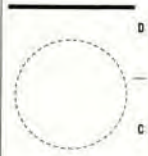
architects  
**hollis + miller**

**LUTJEN**  
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 816.267.4530 ext.100  
**LAND 3 STUDIO**  
 Landscape Architect  
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 Suite 550  
 Kansas City, MO 64113  
 81.8.811.7933 ext.100

**Mission Lane Improvements & Retail Shops**  
 Site Plan Submittal  
**Mission Lane Partners, LLC**  
 PV RETAIL PARTNERS, LLC  
 LANE4 PROPERTY GROUP  
 4705 CENTRAL ST  
 KANSAS CITY, MO 64112

**REVISIONS:**

#	Description	Date



JOB NO: 1078  
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 CHECKED BY: SA  
 DATE: 06/11/2012

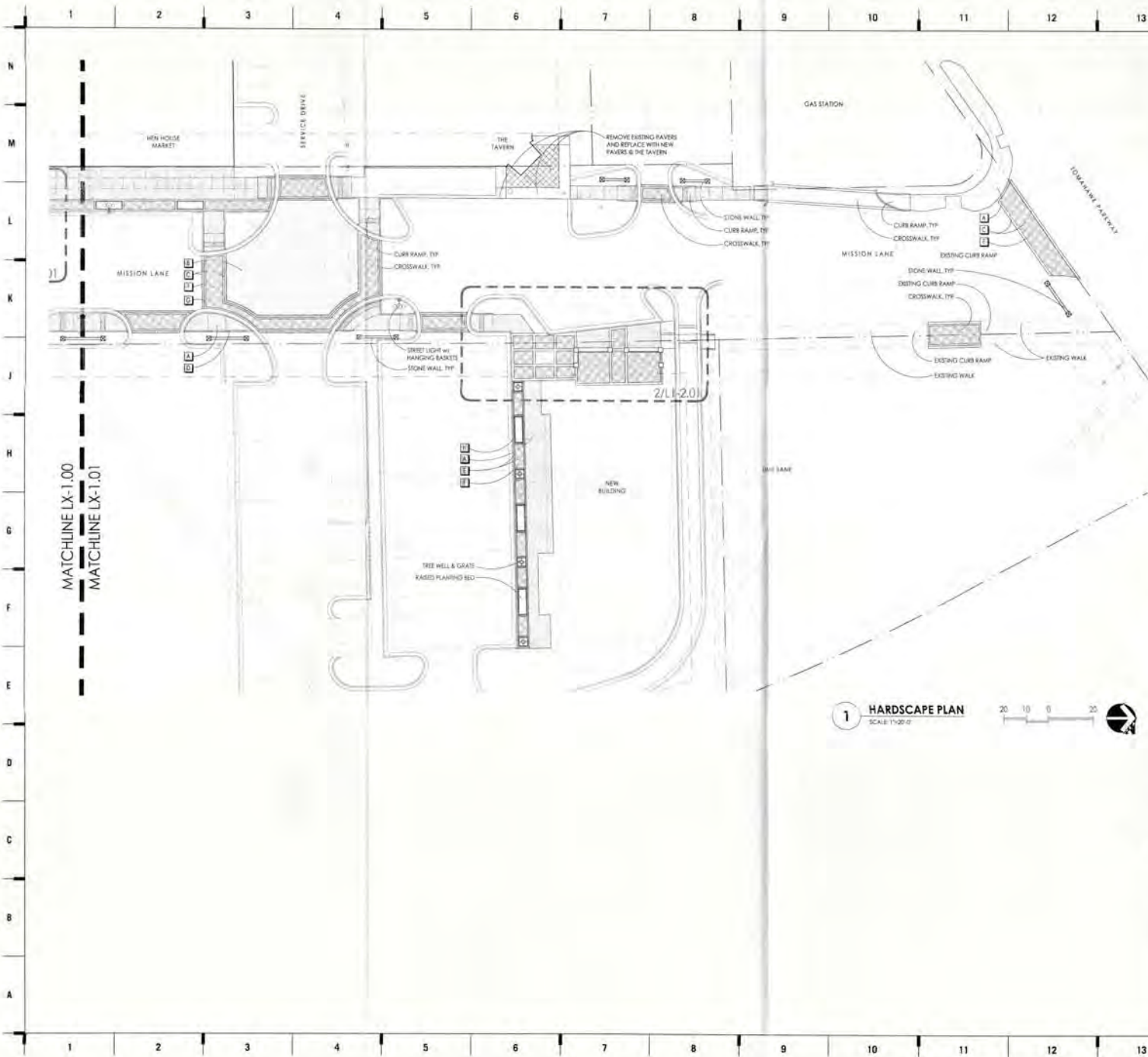
**L1-1.00**  
 10 OF 16

**Hardscape Plan**

6/10/2012 4:45:29 PM

Please consider the environment before printing.





MATCHLINE LX-1.00  
MATCHLINE LX-1.01

**1 HARDSCAPE PLAN**  
SCALE: 1/8"=1'-0"



**HARDSCAPE LEGEND**

- A** CONSTRUCT CONCRETE WALK FINISH TYPE 'A'
- B** CONSTRUCT DECORATIVE CONCRETE PAVEMENT FINISH TYPE 'B'
- C** CONSTRUCT 12" CONCRETE EDGE FINISH TYPE 'A'
- D** CONSTRUCT 6" CONCRETE CURB EDGE FINISH TYPE 'A'
- E** CONSTRUCT BRICK PATTERN: SOLDIER COURSE (REF: ARCH DWGS FOR BRICK TYPE)
- F** CONSTRUCT BRICK PATTERN: HERRINGBONE (REF: ARCH DWGS FOR BRICK TYPE)
- G** DETECTABLE LINE PAVEMENT (REF: ARCH DWGS FOR BRICK TYPE)
- H** CONSTRUCT 4" RAISED CONCRETE CURB FINISH TYPE 'A'
- PROPERTY LINE

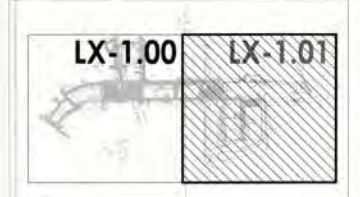
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**SHEET KEY**



architects  
**hollis-j. miller**

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**Mission Lane Improvements & Retail Shops**  
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**LANEA PROPERTY GROUP**  
 4705 CENTRAL ST  
 KANSAS CITY, MO 64112

REVISIONS:

#	Description	Date

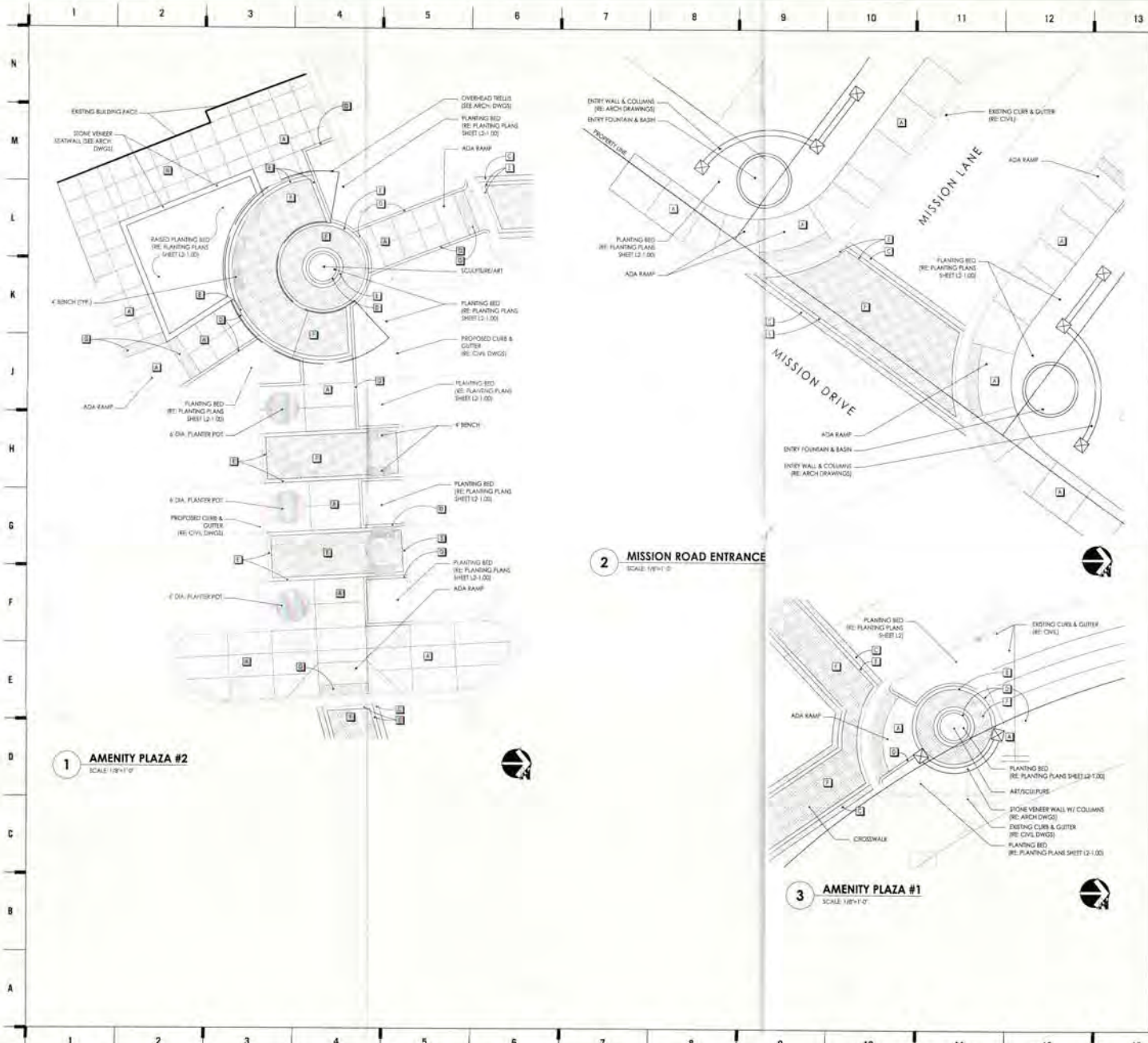


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 DRAWN BY: RWS, BWS, SKB  
 CHECKED BY: SA  
 DATE: 09.11.2012

**L1-1.01A**  
 11 of 16

**Hardscape Plan**

Please consider the environment before printing this.



**HARDSCAPE LEGEND**

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- B** CONSTRUCT DECORATIVE CONCRETE ROAD FINISH TYPE 'B'
- C** CONSTRUCT 12" CONCRETE EDGE FINISH TYPE 'A'
- D** CONSTRUCT 6" CONCRETE CURB/EDGE FINISH TYPE 'A'
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- G** DETECTABLE UNIT PAVEMENT (RE: ARCH DWGS FOR BRICK TYPE)
- H** CONSTRUCT 4" RASSED CONCRETE CURB FINISH TYPE 'A'
- PROPERTY LINE

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**hollis + miller**  
 architects

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 Landscape Architect  
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 913.571.2503 phone

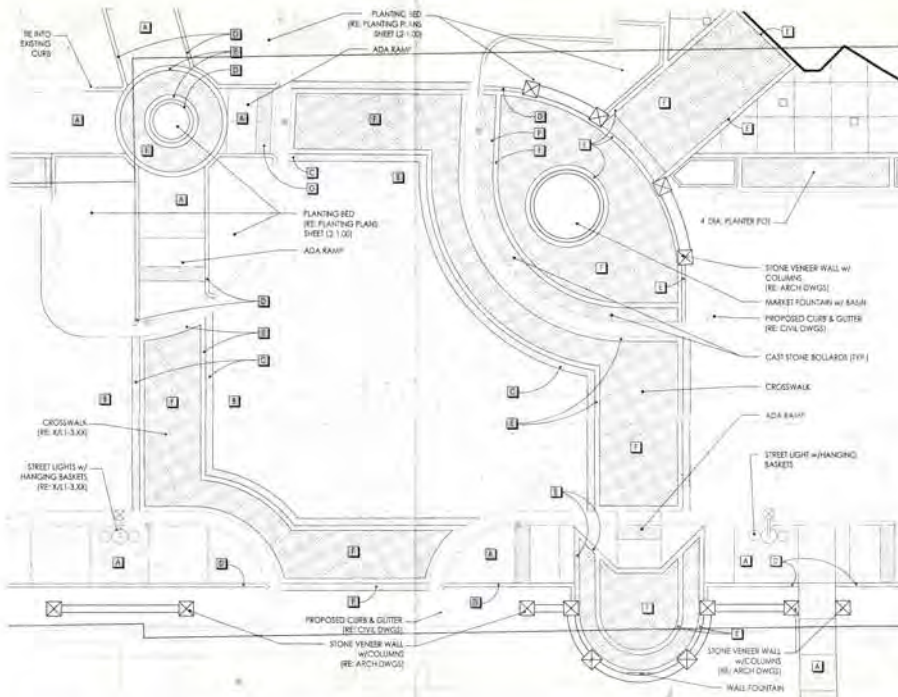
**Mission Lane Improvements & Retail Shops**  
 Site Plan Submittal  
**PV RETAIL PARTNERS, LLC**  
**LANEA PROPERTY GROUP**  
 4705 CENTRAL ST  
 KANSAS CITY, MO 64112

REVISIONS:

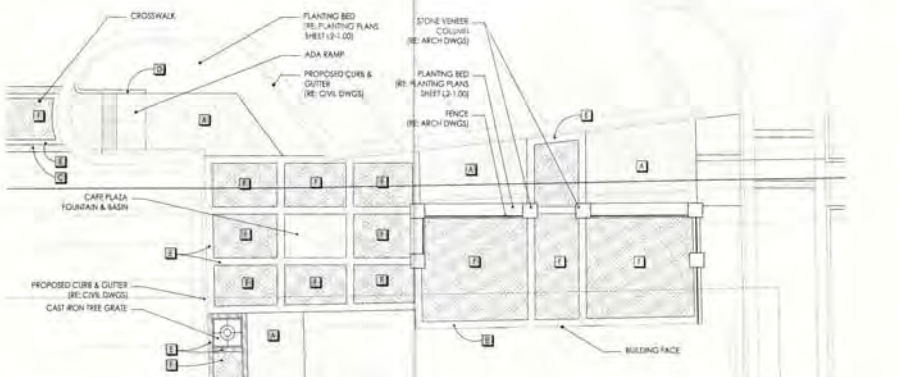
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 DATE: 08.11.2012

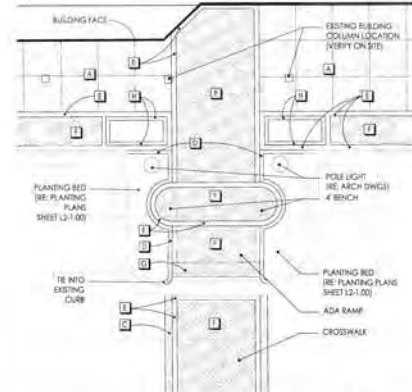
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 12 OF 16



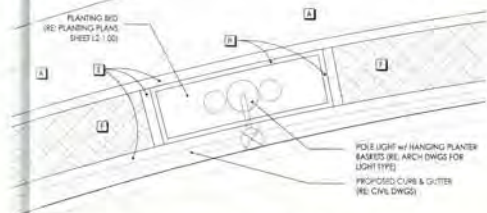
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SCALE: 1/8"=1'-0"



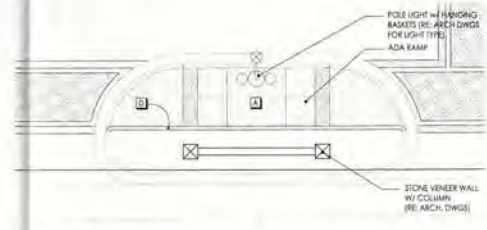
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SCALE: 1/8"=1'-0"



**3 MARKET ENTRANCE PLAZA**  
SCALE: 1/8"=1'-0"



**4 TYPICAL AMENITY PLANTER w/ POLE LIGHT**  
SCALE: 1/4"=1'-0"



**5 TYPICAL PARKING ISLAND w/ STONE VENEER WALL**  
SCALE: 1/8"=1'-0"

**HARDSCAPE LEGEND**

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<b>B</b>	CONSTRUCT DECORATIVE CONCRETE ROAD FINISH TYPE 'B'
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<b>G</b>	DETECTABLE UNIF PAVR (RE ARCH DWGS FOR BRICK TYPE)
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**LAYOUT NOTES**

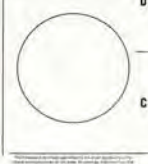
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architects  
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Site Plan Submittal  
PV RETAIL PARTNERS, LLC  
LANE4 PROPERTY GROUP  
4705 CENTRAL ST  
KANSAS CITY, MO 64112

REVISION	DESCRIPTION	DATE
1		



JOB NO: 1578  
DRAWN BY: TWE, ENW, BAK  
CHECKED BY: EA  
DATE: 06/11/2012

**L1-2.01**

13 of 16

Hardscape Enlargements

**STREET TREES**



Green Mountain Sugar Maple



Greenspire Linden



Moraine Thornless Honeylocust

**ORNAMENTAL TREES**



Tonto Crapemyrtle



Saucer Magnolia

**SHRUBS**



Bonanza Gold Barberry



Double Knock out Rose



Green Mountain Boxwood



Hicks Columnar Yew



Summer Wine Ninebark



Japanese Holly



Poukhanensis Compact Azalea

**GROUNDCOVER/ORNAMENTAL GRASSES**



Purple Wintercreeper



Pardon Me Daylily



Purple Fountain Grass



Huges Juniper

hollis-trimmer architects

805 W. 106th Street  
Overland Park, MO 66207  
314.333.8888  
314.333.8899

200 West Center Rd.  
Overland Park, MO 66207  
816.681.4200 phone  
816.681.4201 fax

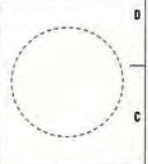
LAND 3 STUDIO  
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913.371.7933 phone

Mission Lane Improvements & Retail Shops  
Site Plan Submittal

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LANEA PROPERTY GROUP  
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KANSAS CITY, MO 64112

REVISIONS:

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DRAWN BY: RWE, BWR, BAR  
CHECKED BY: EA  
DATE: 08.11.2012

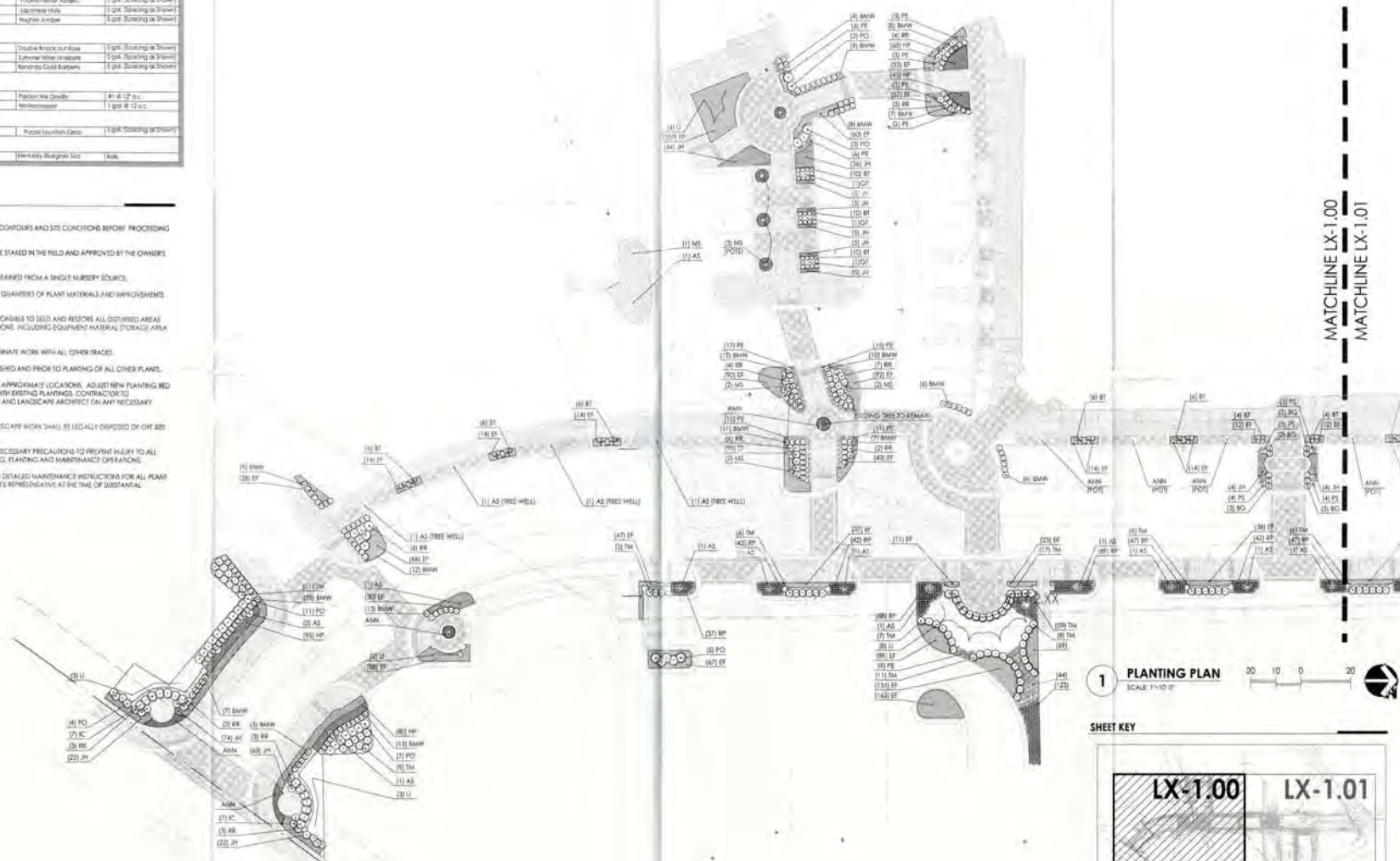
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14 OF 16

**PLANTING LEGEND**

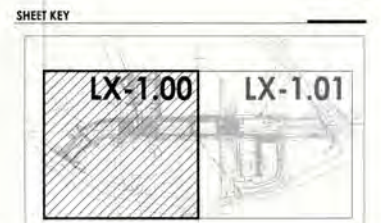
KEY	BOTANICAL NAME	COMMON NAME	SIZE & REMARKS
<b>STREET TREES</b>			
AS	<i>Acer saccharinum</i> Green Mountain	Green Mountain Sugar Maple	8" CAL.
IC	<i>Quercus coccinea</i> Chestnut	Chestnut United Engelm	2.5" CAL.
PC	<i>Quercus prinus</i> White Oak	White Oak Engelm	2" CAL.
<b>ORNAMENTAL TREES</b>			
MS	<i>Magnolia soulangiana</i>	Southern Magnolia	7" H. MIN.
TR	<i>Lagerströmia indica</i> Tamarind	Tamarind Engelm	2.5" CAL.
<b>EVERGREEN TREES/SHRUBS</b>			
BMW	<i>Buxus microcarpa</i> var. <i>glabra</i> Wintergreen	Wintergreen Boxwood	1 gal. (Spacing as Shown)
BRG	<i>Buxus microcarpa</i> var. <i>glabra</i> Green Mountain	Green Mountain Boxwood	1 gal. (Spacing as Shown)
TA	<i>Taxus media</i> White Pine	White Pine Engelm	1 gal. (Spacing as Shown)
PF	<i>Podocarpus n. floridensis</i>	Florida Podocarpus	1 gal. (Spacing as Shown)
IC	<i>Quercus prinus</i> White Oak	White Oak Engelm	1 gal. (Spacing as Shown)
JA	<i>Juniperus horizontalis</i> Horizontal	Horizontal Juniper	1 gal. (Spacing as Shown)
<b>DRIPWOOD SHRUBS</b>			
ER	<i>Erythronium</i>	Yellow Crocus Lily	1 gal. (Spacing as Shown)
PC	<i>Physocarpus opulifolius</i> Diervilla	Diervilla Engelm	1 gal. (Spacing as Shown)
BT	<i>Betula nana</i> Dwarf Birch	Dwarf Birch Engelm	1 gal. (Spacing as Shown)
<b>GRASS/COVERPLANTS</b>			
HF	<i>Hemerocallis</i> Florida Bell	Florida Bell	#1 @ 12" o.c.
BT	<i>Bouteloua curtipendula</i> Common	Common Bouteloua	1 gal. @ 12" o.c.
<b>ORNAMENTAL GRASSES</b>			
PC	<i>Panicum stramonium</i> Rugosa	Rugosa Panicum	1 gal. (Spacing as Shown)
SD	<i>Sida</i>		
SD	<i>Sida</i>		

**PLANTING PLAN NOTES**

1. THE LANDSCAPE CONTRACTOR SHALL VERIFY CONDITIONS AND SITE CONDITIONS BEFORE PROCEEDING WITH WORK.
2. LOCATIONS OF ALL PLANT MATERIALS SHALL BE STAKED IN THE FIELD AND APPROVED BY THE OWNER'S REPRESENTATIVE PRIOR TO PLANTING.
3. ALL PLANTS OF THE SAME SPECIES SHALL BE OBTAINED FROM A SINGLE NURSERY SOURCE.
4. CONTRACTOR IS RESPONSIBLE FOR VERIFYING QUANTITIES OF PLANT MATERIALS AND IMPROVEMENTS SHOWN.
5. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE TO SEED AND RESTORE ALL DISTURBED AREAS BACK TO ORIGINAL OR FINISH GRADE ELEVATIONS, INCLUDING EQUIPMENT MATERIAL STORAGE AREA AND STAGING AREAS AS APPLICABLE TO SITE.
6. THE LANDSCAPE CONTRACTOR SHALL COORDINATE WORK WITH ALL OTHER TRADES.
7. PLANT TREES AFTER FINAL GRADES ARE ESTABLISHED AND PRIOR TO PLANTING OF ALL OTHER PLANTS.
8. ALL EXISTING PLANTS SHOWN ON PLAN ARE IN APPROXIMATE LOCATIONS. ADJUST NEW PLANTING BED AND TREE LOCATIONS TO AVOID CONFLICT WITH EXISTING PLANTINGS. CONTRACTOR TO COORDINATE WITH OWNER'S REPRESENTATIVE AND LANDSCAPE ARCHITECT ON ANY NECESSARY ADJUSTMENTS.
9. ALL EXCESS MATERIALS RESULTING FROM LANDSCAPE WORK SHALL BE LEGALLY DISPOSED OF OFF SITE BY THE LANDSCAPE CONTRACTOR.
10. THE LANDSCAPE CONTRACTOR SHALL TAKE NECESSARY PRECAUTIONS TO PREVENT INJURY TO ALL PLANT MATERIAL DURING DIGGING, HANDLING, PLANTING AND MAINTENANCE OPERATIONS.
11. THE LANDSCAPE CONTRACTOR SHALL SUBMIT DETAILED MAINTENANCE INSTRUCTIONS FOR ALL PLANT MATERIAL TO THE OWNER AND TO THE OWNER'S REPRESENTATIVE AT THE TIME OF SUBSTANTIAL INSTALLATION COMPLETION.



**1 PLANTING PLAN**  
SCALE 1"=10'-0"



hollis + miller  
architects

LAND STUDIO  
architects  
110 West Cambridge Circle Dr.  
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913.271.7533 phone

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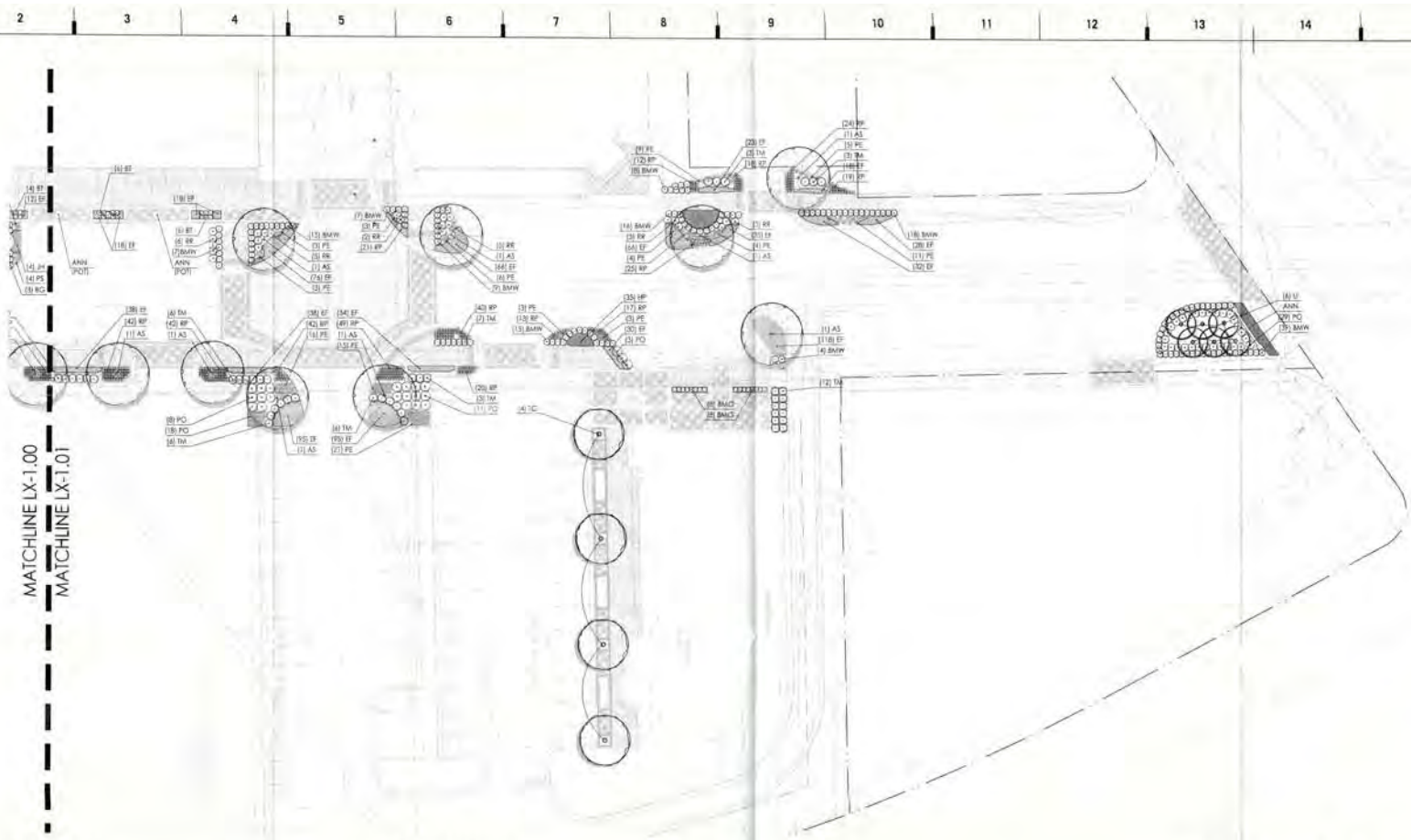
REVISIONS

#	Description	Date

JOB NO: 1078  
DRAWN BY: FWS, BWS, BKS  
CHECKED BY: EA  
DATE: 09.11.2012

**L2-1.00**  
15 of 16

Planting Plan



MATCHLINE LX-1.00  
MATCHLINE LX-1.01

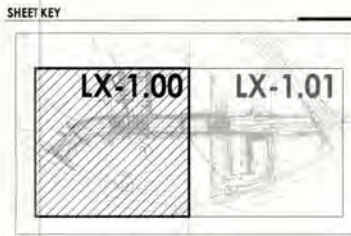
**PLANTING LEGEND**

KEY	BOTANICAL NAME	COMMON NAME	SIZE & REMARKS
<b>SWEET TREES</b>			
AL	<i>Acyr Sycobatum</i> x Green Mountain	Green Mountain Sugar Maple	1" CAL.
IC	<i>Beta Cristata</i> x Zwergzahn	Greenspire Lillend Linden	2.5" CAL.
CC	<i>Cornus macrocarpa</i> Menkar	Wardline Thornless Hawthorn	7' H. min.
<b>ORNAMENTAL TREES</b>			
SE	<i>Magnolia soulangeana</i>	Southern Magnolia	7' H. min.
JJ	<i>Lagerströmia indica</i> konozi	Totoi Occidentale	2.5" CAL.
<b>EVERGREEN TREES/SHRUBS</b>			
BWW	<i>Buxus microphylla</i> var. <i>angustata</i> Westinghous	Wintergreen Boxwood	1 1/2 gal. (Rooting or Shown)
BMS	<i>Buxus microphylla</i> var. <i>angustata</i> Green Mountain	Green Mountain Boxwood	1 1/2 gal. (Rooting or Shown)
TW	<i>Taxus canadensis</i>	White Cedar	1 1/2 gal. (Rooting or Shown)
PP	<i>Podocarpus neriifolius</i>	Podocarpus	1 1/2 gal. (Rooting or Shown)
CC	<i>Carex obovata</i> Densar	Japanese Holly	1 1/2 gal. (Rooting or Shown)
HF	<i>Hamamelis mollis</i> var. <i>hoggii</i>	Hughes Amel	1 1/2 gal. (Rooting or Shown)
<b>SHRUBS</b>			
AK	<i>Aster</i> x <i>Hydrangea</i>	Douglas Snowball Hydrangea	1 1/2 gal. (Rooting or Shown)
PC	<i>Photinia glabra</i> 'Sawford'	Common White Magnolia	1 1/2 gal. (Rooting or Shown)
SD	<i>Sambucus thibetica</i> 'Elegans'	Common White Magnolia	1 1/2 gal. (Rooting or Shown)
<b>COCKLEBURR/SHRUBS</b>			
SP	<i>Spiraea alba</i>	White Spiraea	1 1/2 gal. (Rooting or Shown)
SP	<i>Spiraea alba</i>	White Spiraea	1 1/2 gal. (Rooting or Shown)
SP	<i>Spiraea alba</i>	White Spiraea	1 1/2 gal. (Rooting or Shown)
<b>ORNAMENTAL GRASSES</b>			
PE	<i>Pennisetum setosum</i> 'Blackbird'	Blackbird Grass	1 1/2 gal. (Rooting or Shown)
<b>SOIL</b>			
SSS	<i>Stipa sp.</i>	Stipa	1 gal.

**PLANTING PLAN NOTES**

1. THE LANDSCAPE CONTRACTOR SHALL VERIFY CONTOURS AND SITE CONDITIONS BEFORE PROCEEDING WITH WORK.
2. LOCATION OF ALL PLANT MATERIALS SHALL BE STAKED IN THE FIELD AND APPROVED BY THE OWNER'S REPRESENTATIVE PRIOR TO PLANTING.
3. ALL PLANTS OF THE SAME SPECIES SHALL BE OBTAINED FROM A SINGLE NURSERY SOURCE.
4. CONTRACTOR IS RESPONSIBLE FOR VERIFYING QUANTITIES OF PLANT MATERIALS AND IMPROVEMENTS SHOWN.
5. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE TO SEED AND RESTORE ALL DISTURBED AREAS BACK TO ORIGINAL OR FINISH GRADE ELEVATIONS, INCLUDING EQUIPMENT MATERIAL STORAGE AREA AND SEEDING AREAS ADJACENT TO USE.
6. THE LANDSCAPE CONTRACTOR SHALL COORDINATE WITH ALL OTHER TRADES.
7. PLANT TREES AFTER FINAL GRADES ARE ESTABLISHED AND PRIOR TO PLANTING OF ALL OTHER PLANTS.
8. ALL EXISTING PLANTS SHOWN ON PLAN ARE IN APPROXIMATE LOCATIONS. ADJUST NEW PLANTING AND TREE LOCATIONS TO AVOID CONFLICT WITH EXISTING PLANTINGS. CONTRACTOR TO COORDINATE WITH OWNER'S REPRESENTATIVE AND LANDSCAPE ARCHITECT ON ANY NECESSARY ADJUSTMENTS.
9. ALL EXCESS MATERIALS RESULTING FROM LANDSCAPE WORK SHALL BE LEGALLY DISPOSED OF OFF SITE BY THE LANDSCAPE CONTRACTOR.
10. THE LANDSCAPE CONTRACTOR SHALL TAKE NECESSARY PRECAUTIONS TO PREVENT INJURY TO ALL PLANT MATERIAL DURING DOGGING, HANDLING, PLANTING AND MAINTENANCE OPERATIONS.
11. THE LANDSCAPE CONTRACTOR SHALL SUBMIT DETAILED MAINTENANCE INSTRUCTIONS FOR ALL PLANT MATERIAL TO THE OWNER AND TO THE OWNER'S REPRESENTATIVE AT THE TIME OF SUBMITTAL, INSTALLATION COMPLETE.

**1 PLANTING PLAN**  
SCALE: 1"=10'-0"



**REVISIONS**

#	Description	Date

DWG NO. 1078  
DRAWN BY: RWS, DWS, BWS  
CHECKED BY: EA  
DATE: 08.11.2012

**L2-1.01**  
16 OF 16

# CITY OF PRAIRIE VILLAGE

## STAFF REPORT

**TO:** Prairie Village Planning Commission  
**FROM:** Dennis Enslinger, Assistant City Administrator  
**APPLICATION:** PC 2012-115: Request for Approval of a Retaining Wall along the Property line of 2201 W 72<sup>nd</sup> Street  
**DATE:** October 2, 2012 Planning Commission Meeting

---

**Application:** PC 2012-115

**Request:** Site Plan approval of a Retaining Wall

**Property Address:** 2201 W. 72<sup>nd</sup> Street

**Applicant:** Corey Scott, Property Owner of Record

**Current Zoning and Land Use:** R-1b, Single-Family Residential

**Surrounding Zoning and Land Use:** North ,South, East and West: R1-b, Single-Family Residential developed with single family residential dwellings.

**Legal Description:** Granthurst Lots 166 and 167

**Property Area:** 0.26 Acres (11,110.01 square feet)

**Related Case Files:** Granthurst Final Plat

**Attachments:** Application and photos.



General Location Map

Aerial Map





**STAFF COMMENTS:**

The applicant is requesting approval of a waiver from Section 19.44.025 D. which requires retaining walls to be a minimum of two (2) feet from the property line. The applicant is requesting the Planning Commission approve a site plan to allow for the construction of an approximately 20 inch high retaining wall along the west property along for approximately 75 feet. A portion of the wall has already been constructed. The wall is to be constructed of concrete block, will have a bonding coat and will be painted. The wall will also have a capstone. The wall was constructed on a gravel base and has some rebar enforcement.

The applicant is requesting to construct the wall because of grade and drainage issues relative to an existing garage structure. The northeast corner of the garage is placed on the property line and the grade was abutting the garage structure. City staff conducted preliminary research and determined that the garage structure appears to have been constructed with the residence ca. 1950. The 1954 aerial photograph shows the structure in its existing configuration. The applicant has indicated there is also an easement to allow the footing of the garage on the adjacent property.



Corner of Garage in Relation to the Retaining Wall

The applicant has indicated his plans are to build a “v” section around the corner of the garage and then continue the retaining wall to the south approximately 20 feet to just past the existing garage allowing for grade changes.

Staff is not sure if the “v” section of the wall would be contained within the existing easement. The applicant should show that the “v” section would be within the existing easement that was granted for the garage structure.

The applicant has indicated that he has spoken with the adjacent property owner regarding the construction of the retaining wall. Staff has encouraged the applicant to have the adjacent property owner either come to the meeting or provide a written statement acceptance with the placement of the wall.

The applicant will be present at the Planning Commission to address additional questions regarding the wall construction and the placement of the wall.

**RECOMMENDATION:**

Staff recommends that the Planning Commission discuss the proposed location of the retaining wall and consider whether or not to grant the waiver from section 19.44.025.B. If the Planning Commission determines that a waiver should be granted, they should place the following minimum conditions on the approval:

1. The applicant provide documentation that the retaining wall is located on the applicant's property, or within the easement obtained from the adjacent property as part of the garage structure;
2. The applicant provide drainage on the west side of the retaining wall to address any drainage issues related to the site;
3. The applicant provide a sample of the capstone for staff approval; and
4. The applicant provide documentation that the adjacent property owner has approved the installation of the drainage (French drain) on the west side of the wall.

Photos of the existing site:











**CITY OF PRAIRIE VILLAGE**

*The Star of Kansas*

**Planning Commission Application**

For Office Use Only
Case No.: <u>P(2012-115)</u>
Filing Fee: <u>\$100</u>
Deposit: <u>N/A</u>
Date Advertised:
Date Notices Sent:
Public Hearing Date:

Please complete this form and return with information requested to:

Assistant City Administrator  
City of Prairie Village  
7700 Mission Rd.  
Prairie Village, KS 66208

Applicant: COREY SCOTT Phone Number: (913) 522-9881  
 Address: 2201 W. 72<sup>nd</sup> St. E-Mail: hetraining@yahoo.com  
 Owner: self (Corey) Phone Number: SAME  
 Address: (SAME) Zip: 66208  
 Location of Property: (SAME)  
 Legal Description: \_\_\_\_\_

Applicant requests consideration of the following: (Describe proposal/request in detail) To allow acceptance of current retaining wall @ Resident property listed above.

**AGREEMENT TO PAY EXPENSES**

APPLICANT intends to file an application with the PRAIRIE VILLAGE PLANNING COMMISSION or the PRAIRIE VILLAGE BOARD OF ZONING APPEALS of the CITY OF PRAIRIE VILLAGE, KANSAS (City) for \_\_\_\_\_

As a result of the filing of said application, CITY may incur certain expenses, such as publication costs, consulting fees, attorney fees and court reporter fees.

APPLICANT hereby agrees to be responsible for and to CITY for all cost incurred by CITY as a result of said application. Said costs shall be paid within ten (10) days of receipt of any bill submitted by CITY to APPLICANT. It is understood that no requests granted by CITY or any of its commissions will be effective until all costs have been paid. Costs will be owing whether or not APPLICANT obtains the relief requested in the application.

Corey Scott  
Applicant's Signature/Date

Corey Scott 9/7/12  
Owner's Signature/Date

## STAFF REPORT

**TO:** Prairie Village Planning Commission  
**FROM:** Ron Williamson, Lochner, Planning Consultant  
**DATE:** October 2, 2012 Planning Commission Meeting Project # 000005977

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**Application:** PC 2012-117

**Request:** Site Plan Approval for Spin Pizza in Corinth Square

**Property Address:** 8226 Mission Road

**Applicant:** Davidson Architectural and Engineering – Chris Hafner, AIA

**Current Zoning and Land Use:** C-2 General Commercial District – Shopping Center

**Surrounding Zoning and Land Use:** **North:** C-O Office Building District – Office  
C-1 Restricted Business District – Bank  
C-2 General Commercial District – Service Station  
**East:** C-2 General Commercial District – Bank  
RP-3 Planned Garden Apartment District - Apartments  
**South:** C-O Office Building District – Office  
C-2 General Commercial District – Retail and Office Uses  
**West:** R-2 Two-Family Dwelling District – Two Family Dwellings

**Legal Description:** Lot 1 Corinth Square North

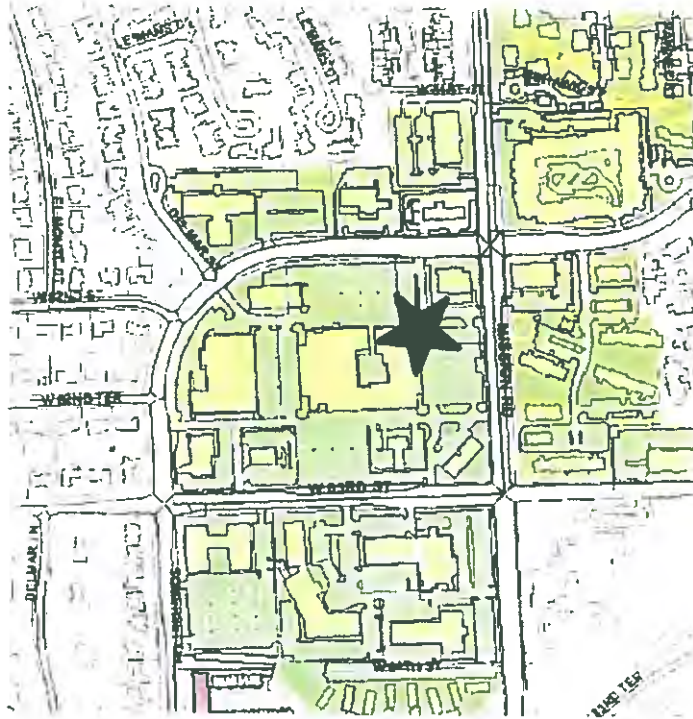
**Property Area:** 17.8 acres

**Related Case Files:** BZA 2012-03 Variance Request by CVS  
PC 2011-117 Preliminary and Final Plats for Corinth Square North  
PC 2011-116 Corinth Square North Sign Standards  
PC 2011-115 Site Plan Approval for Phase 2  
PC 2011-113 Site Plan Approval for Johnny's  
PC 2011-108 Site Plan Approval for CVS & Corinth Square Ph. 1  
PC 2011-04 Conditional Use Permit for Drive-thru Window at CVS  
PC 2011-106 Site Plan Approval for Urban Table  
PC 2011-01 Site Plan Approval Westlake Hardware  
PC 2009-112 Site Plan Approval BRGR Kitchen and Bar  
PC 2008-115 Site Plan Approval CVS  
PC 2008-10 Conditional Use Permit for Drive-thru CVS  
PC 2006-112 Amendment to Sign Standards  
PC 2002-111 Site Plan Approval for Johnny's Tavern  
PC 2002-109 Site Plan Approval for Commerce Bank

**Attachments:** Application, Site Plan



General Location Map



Aerial Map



**COMMENTS:**

Spin Pizza is located in a portion of the old CVS Store and is requesting elevation changes, a small expansion and approval of an outdoor eating area on the north and east sides of the proposed restaurant. The outdoor eating area is approximately 850 square feet with a seating capacity of 36. The proposed expansion is for a new vestibule of approximately eleven feet by thirteen feet. It also includes a door for access to the outdoor eating area.

The proposed outside seating area on the north side under the canopy would be located between the exterior building wall and the center of the canopy columns, which is approximately 11 feet in width. In order to maintain ADA accessibility through this area an unobstructed walkway of 42-inches should be maintained. That only allows one-way access. Two-way ADA access requires 60 inches. The distance between the columns and the curb is approximately 6'2" of which 30 inches is needed for vehicle overhangs and therefore would be adequate to accommodate an unobstructed 42-inch walkway in front of the canopy columns.

Corinth Center has approximately 313,139 square feet of leasable area including outdoor eating areas and the new CVS Pharmacy. The off-street parking requirement for mixed office/commercial center over 300,000 square feet is 3.5 spaces per 1,000 square feet. Therefore the required off-street parking is 1,096 spaces. LANE4 Property Group had a site survey prepared when the property was acquired and it indicates 1,238 spaces with 39 spaces designated as ADA accessible. The Center exceeds the minimum number of required off-street spaces by 142. The additional 800 square feet added by Spin Pizza would require an additional 3 parking spaces. The CVS plan along with the revised parking layout along Mission Road increased the number of spaces by two. The Center would still exceed the minimum by 141 spaces.

No signage is shown on the elevations and no action is required for signage because Sign Standards have been adopted for the Center and they will apply to this use.

The plaza is under construction on the east side of this proposed use so it is difficult to see the space. The exterior portion of the building is being upgraded in accordance with the redesign concept approved by the Planning Commission.

The plan shows planters on the east side but not on the north side. Consideration should be given to adding planters on the north side.

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 proposed site plan indicates the outdoor sidewalk location can accommodate the additional square footage for the outdoor eating area; however, it will need to meet ADA requirements for pedestrians to circulate along the covered walkway. No new parking areas or drives are required for this use. Planters are proposed between the plaza and the dining area on the east side. Planters also need to be installed on the north side. No plants have been identified on the plan and the applicant will need to submit that information to Staff for approval.

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

Utilities are currently in place serving the Corinth Square Center and are adequate to serve this minor expansion for outdoor seating.

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

There will be no increase in impervious surface so stormwater is not an issue.

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

The proposed site will utilize existing driveways and the general circulation of the Center will not be changed. Adequate pedestrian accessibility will need to be maintained between the seating area and the parking lot on the north side.

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

The addition of outdoor seating will help create a more vibrant atmosphere for the center and is consistent with good land planning practices. The primary site design issue is the need to maintain a minimum 42-inch walkway for ADA accessibility between the canopy columns and the parking lot curb.

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

The building façade will be changed significantly from the current predominantly stone to windows on both the north and east sides. The columns and stone will all be the same materials as the rest of the center so the proposed change will be compatible. The elevations indicate that the lower 42" of the glass area will be spandrel glass, but the color has not been identified. Spandrel glass is an additional material being introduced to the Center. The north elevation proposes glass to the floor while Land of Paws just to the west has a stone base under the windows. It would be preferable if the north elevation was consistent in design.

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

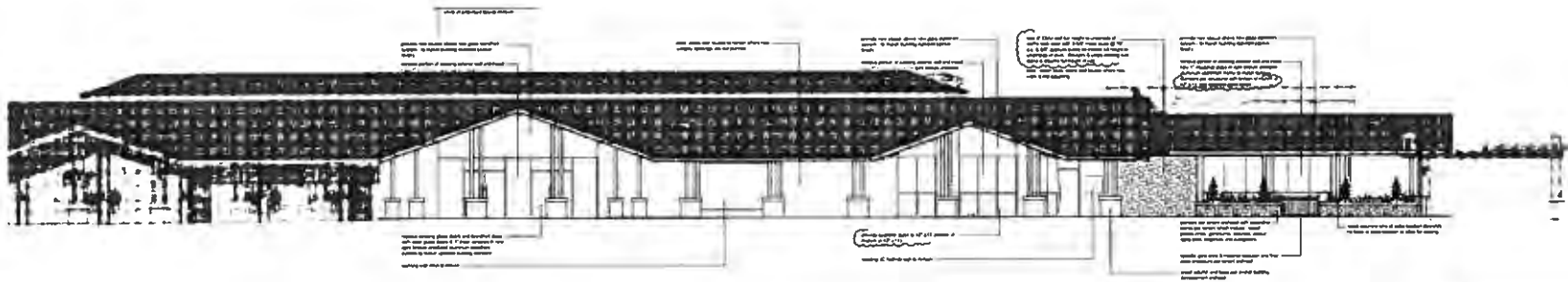
One of the principles of the Village Vision was to focus on redevelopment and reinvestment in the community. These issues have become primary goals for the City and this project represents a step in that direction. This is the opportunity to enhance and intensify the use of the building that will generate additional revenues for the City.

**RECOMMENDATION:**

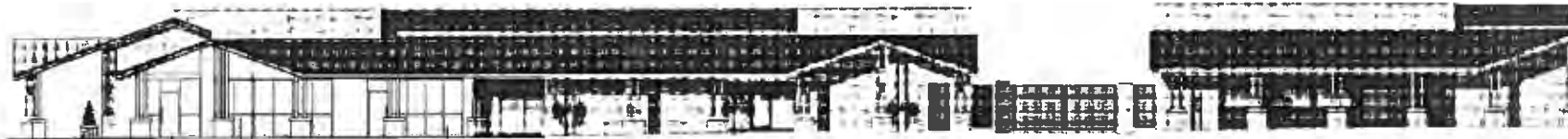
It is the recommendation of the Staff that the Planning Commission approve this site plan for Spin Pizza's outdoor dining area subject to the following conditions:

- 1) That all lighting used to illuminate the outdoor area be installed in such a way as to not create any glare off the site and be in conjunction with the outdoor lighting regulations.
- 2) That a minimum 42-inch wide accessible walkway be maintained on the north side between the canopy columns and the parking lot curb so as to not be obstructed by vehicle overhangs onto the sidewalk.
- 3) That the applicant install planters on the north side and submit final landscape plan to Staff for review and approval.
- 4) That the glass on the north elevation have a stone base similar to Land of Paws.





1 East Elevation  
scale: 1/8" = 1'-0"



2 North Elevation  
scale: 1/8" = 1'-0"

a new tenant finish for  
**Corinth White Box**  
Corinth Mall  
Prairie Village, Kansas

date  
09.13.12  
drawn by  
GAE  
checked by  
GAE  
revisions

09.20.12 01

sheet number

**A3.1**

drawing type  
planning  
project number  
12099



**CITY OF PRAIRIE VILLAGE**

*The Star of Kansas*

**Planning Commission Application**

For Office Use Only	
Case No.:	<u>PC 2012-117</u>
Filing Fee:	<u>\$100</u>
Deposit:	<u>\$500</u>
Date Advertised:	
Date Notices Sent:	
Public Hearing Date:	<u>10/2/12</u>

Please complete this form and return with Information requested to:

Assistant City Administrator  
City of Prairie Village  
7700 Mission Rd.  
Prairie Village, KS 66208

Davidson Architecture & Engineering

Applicant: Chris Hafner, AIA Phone Number: 913.451.9390

Address: 11301 Strang Line Road Lenexa, KS 66215 E-Mail chris@davidsonAE.com

Owner: Lane4 Property Group | Trip Ross Phone Number: 816.960.1444

Address: 4705 Central Street Kansas City, Missouri Zip: 64112

Location of Property: Previous CVS space within Corinth Square - 83rd & Mission

Legal Description: \_\_\_\_\_

Applicant requests consideration of the following: (Describe proposal/request in detail) Existing storefront glass removed and replaced, along with new glass inserted into


existing exterior walls. Also for the future use of the proposed patio for outdoor restaurant seating

**AGREEMENT TO PAY EXPENSES**

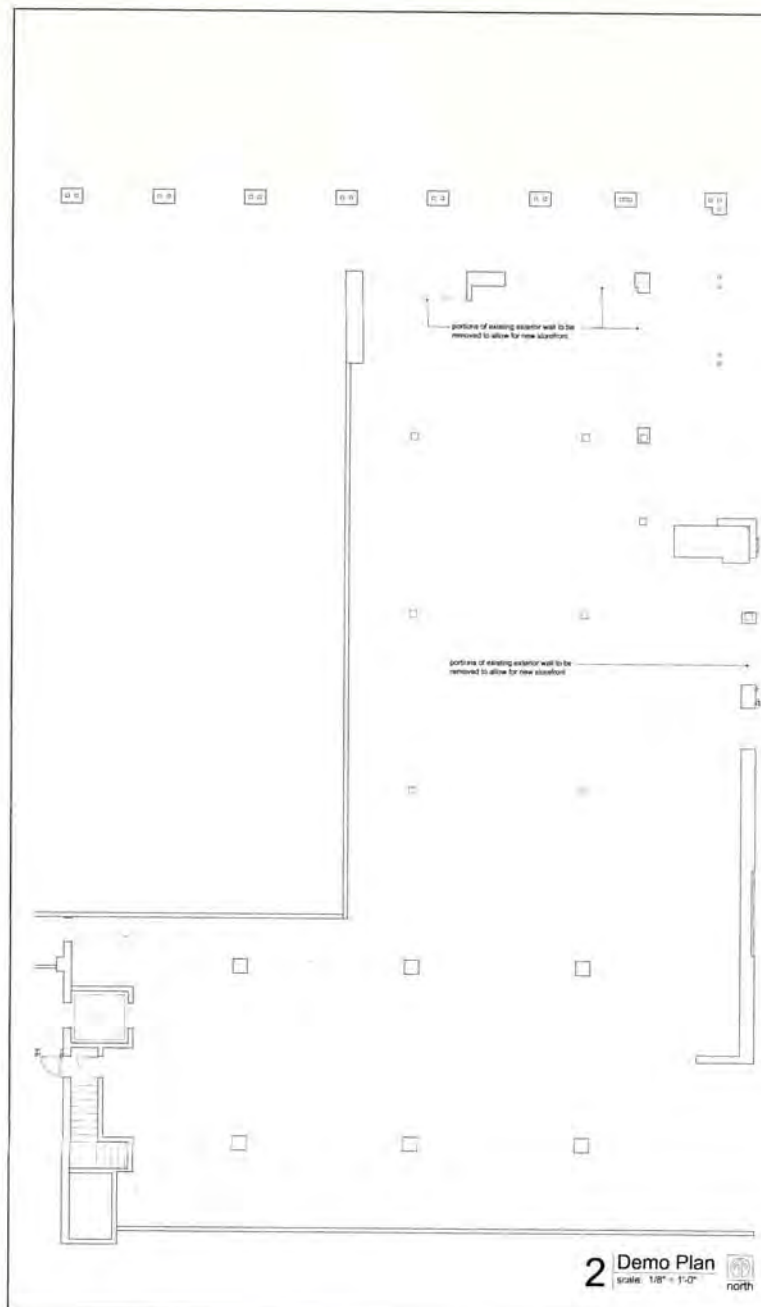
APPLICANT intends to file an application with the PRAIRIE VILLAGE PLANNING COMMISSION or the PRAIRIE VILLAGE BOARD OF ZONING APPEALS of the CITY OF PRAIRIE VILLAGE, KANSAS (City) for Corinth Square Shopping Center.

As a result of the filing of said application, CITY may incur certain expenses, such as publication costs, consulting fees, attorney fees and court reporter fees.

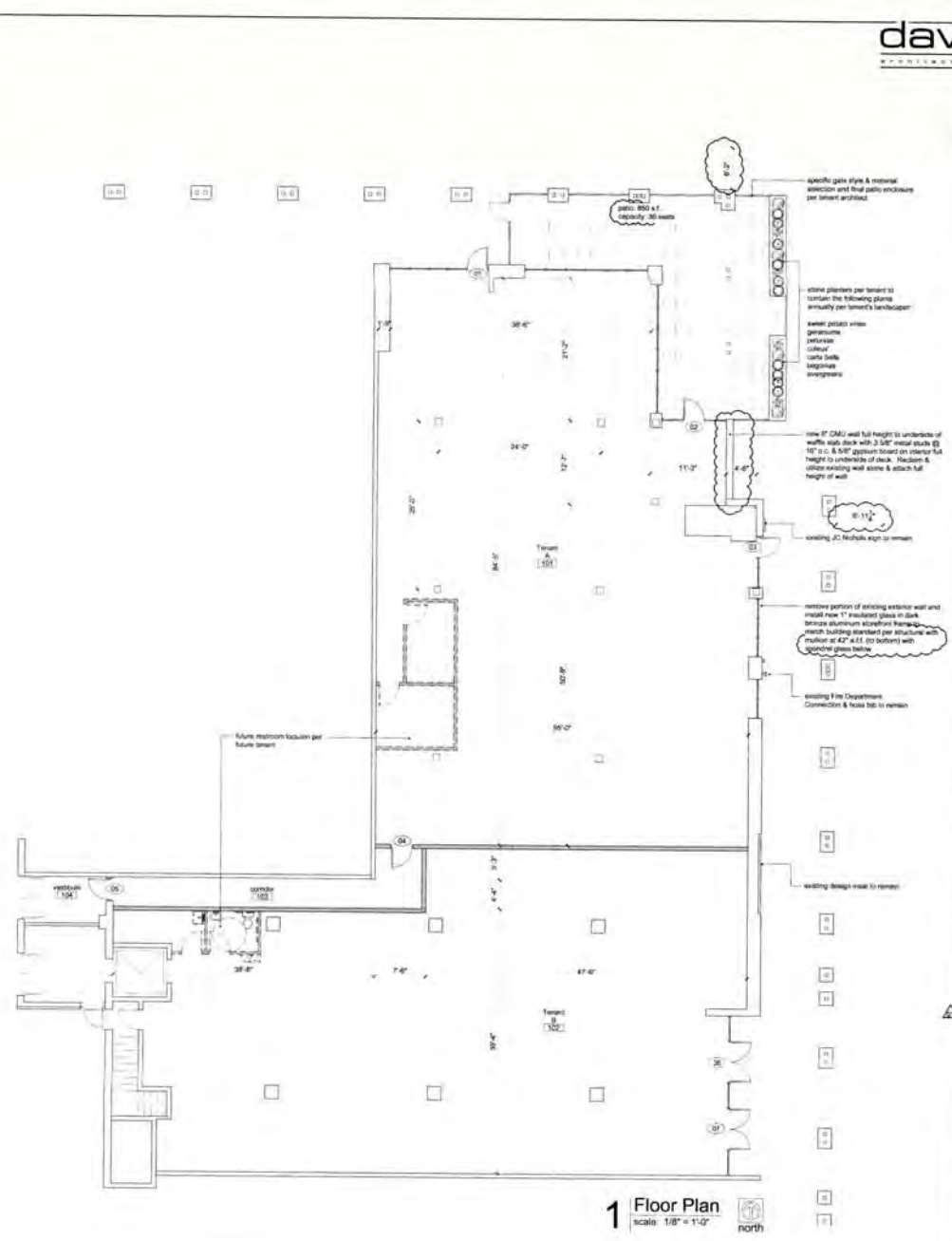
**APPLICANT hereby agrees to be responsible for and to CITY for all cost incurred by CITY as a result of said application. Said costs shall be paid within ten (10) days of receipt of any bill submitted by CITY to APPLICANT. It is understood that no requests granted by CITY or any of its commissions will be effective until all costs have been paid. Costs will be owing whether or not APPLICANT obtains the relief requested in the application.**

 09.13.12  
Applicant's Signature/Date

\_\_\_\_\_  
Owner's Signature/Date



**2 Demo Plan**  
scale: 1/8" = 1'-0"  
north



**1 Floor Plan**  
scale: 1/8" = 1'-0"  
north

a new tenant finish for  
**Corinth White Box**  
Corinth Mall  
Prairie Village, Kansas

date: 09.13.12  
drawn by: dAE  
checked by: cjh  
revisions:  
09.20.12 01

sheet number:  
**A1.1**  
drawing type:  
planning  
project number:  
12099



## PLANNING COMMISSION

City Council Meeting Date: October 2, 2012

### Neighborhood Conservation Overlay District Draft Language

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#### **BACKGROUND:**

The City of Prairie Village has been looking at ways to assist homes associations with the issues involved with the construction of additions and new homes within existing residential areas. The City has implemented a notification process for notifying homes associations of projects which will significantly alter the exterior of the structure (porches, etc.) or add additional square footage.

The Council Members Michael Kelly, Laura Wassmer and Dale Warman have been working with City's Homes Association Committee to develop other methods to assist homes associations with these issues. An outgrowth of this work has been the idea of a conservation overlay district which would address design issues within a specific neighborhood.

In 2010, the City Council directed staff to work with the Countryside East Homes Association in the development of a neighborhood conservation overlay district and the development of development/design standards. It was decided the Countryside East Homes association would be the initial model for the development of this tool.

#### **DISCUSSION:**

Staff has drafted the enabling language for the Neighborhood Conservation Overlay District (see attached draft). The draft language sets forth the criteria for the establishment of neighborhood conservation overlay districts, use of development/design standards and the appeal process.

The intent of the process is to have either the Planning Commission, Governing Body, or at least 51% percent of the property owners within the proposed area, initiate the establishment of a district. There would be a formal hearing process before the Planning Commission and the Governing Body would have the final authority for the approval of each district. The area must be at least 25 years or older, minimum of 5 acres, and have "built environmental characteristics that create an identifiable setting, character or association."

Projects subject to review would be reviewed at the City staff level for compliance with the approved development/design standards. If staff determines the project



is not in compliance with the standards, the applicant could appeal the decision. The current draft language has a two-stage appeal process.

Staff and the Countryside East Homes Association, felt that it was important to have some input from the property owners within the overlay district in the in the appeal process. Therefore, the first appeal would consist of one member from the Planning Commission (appointed by the Chair) and two members from the participating neighborhood association (appointed by the homes association which is covered under the overlay district).

To comply with legal requirements, there must be a final appeal body which has final authority to review the decision of the first appeal body. The current draft establishes this body as the Board of Zoning Appeals. An alternative would be to have the Governing Body act as the final appeal body. Planning Commission should discuss the appeal process and determine if the proposed draft language is appropriate.

Next Steps:

At the October 2, 2012 meeting, staff and the homes association will also be presenting draft development/design standards for the Countryside Homes Association Overlay District. The intent is to get feedback from the Planning Commission regarding the standards prior to the Homes Association presenting the complete standards to the Homes Association at their annual meeting in November.

Since the neighborhood overlay zoning district does not currently exist in the zoning code, the code amendment must first be approved and in place before the Countryside East Overlay District can be established. Once the zoning language is in place, it is the intent to either have the Planning Commission or City Council initiate the establishment of the Countryside Homes Association Overlay District and follow the process outlined in the proposed amendment.

Staff is requesting the Planning Commission review the proposed text amendment and authorize the publication of a public hearing for the December 4, 2012 Planning Commission meeting.

Prior to the December 4<sup>th</sup> meeting, staff will present the draft ordinance language to the City's Homes Association Committee for comment.

**RECOMMENDATION:**

Staff is requesting that Planning Commission review the proposed text amendment and authorize the publication of a public hearing for the December 4, 2012 Planning Commission meeting.

**ATTACHMENTS**

Draft Neighborhood Conservation Overlay District Code Amendment

**PREPARED BY**

Dennis J. Enslinger

Assistant City Administrator

Date: September 26, 2012

## 19.25 OVERLAY ZONING DISTRICTS

**19.25.005 Overlay Districts** Overlay Districts are tools for dealing with special situations or accomplishing special zoning goals. As the name implies, **Overlay Districts** are "overlaid" on **Base District** classifications to alter the **Base Zoning District** regulations. **Overlay Districts** are shown on the **Official Zoning District Map** as suffixes to the applicable **Base Zoning District** classification. For example, an R-1a -zoned **Parcel** that is included in the **Neighborhood Conservation Overlay Districts** would be shown on the map as R-1a-NC.

**19.25.010 Districts Established** The following **Overlay Zoning Districts** are included in this Zoning Code:

District Name	Map Symbol
Neighborhood Conservation Overlay	NC

### 19.25.015 Purpose

The NC, Neighborhood Conservation **Overlay District**, is intended to:

- (1) encourage development that conforms to the size, orientation and setting of existing buildings in a neighborhood or area;
- (2) reduce the need for zoning variances for development that conforms to the size, orientation and setting of existing buildings in a neighborhood or area;
- (3) provide building setbacks, lot dimensions and related physical characteristics; and
- (4) foster development that is compatible with the scale and physical character of original buildings in a neighborhood or area through the use of Development/Design Standards and guidelines.

### 19.25.020 Selection Criteria

A NC District shall be a geographically defined area that has a significant concentration, linkage or continuity of sites that are unified by physical development, architecture or historical development patterns. To be eligible for NC zoning, the area shall comply with the following criteria:

- (1) the general pattern of development, including streets, lots and buildings, shall have been established at least 25 years prior to the **Effective Date**;

- (2) the area shall possess built environmental characteristics that create an identifiable setting, character and association;
- (3) the designated area shall be a contiguous area of at least five (5) acres in size. Areas of less than five (5) acres may be designated as an NC **Overlay District** only when they abut an existing five (5) acre or greater NC **Overlay District**.

#### **19.25.025 Establishment of District**

NC **Zoning Districts** are established in accordance with the Zoning Map Amendment procedures of Section 19.52, except as modified by the following provisions:

- (1) an application to establish a NC District may be initiated by the Planning Commission or the Governing Body;
- (2) applications may also be initiated by petition when signed either by the Owner of at least 51% of the area within the proposed NC District or by at least 51% of total number of Landowners within the proposed District;
- (3) the Planning Commission shall hold public hearings and submit written recommendations to the Governing Body, regarding each application to establish a NC District;
- (4) the Planning Commission is responsible for reviewing NC zoning applications for compliance with the selection criteria of Section 19.25.010 and for recommending development/design standards and guidelines for the District;
- (5) the Planning Commission is responsible for reviewing NC applications for its planning and zoning implications; and
- (6) the Governing Body is responsible for making a final decision to approve or deny the **Overlay District Zoning**.

#### **19.25.030 Procedure**

Upon receipt of an application for NC zoning or upon initiation of a NC zoning application by the Governing Body or Planning Commission, the following procedures apply:

- (1) unless otherwise expressly stated, the zoning map amendment procedures of Chapter 19-52 apply;
- (2) public hearings on NC zoning applications shall be held by the Planning Commission prior to consideration by the Governing Body; and
- (3) the Planning Commission shall make a recommendation that NC District zoning be approved, approved with conditions or denied. The Planning Commission's recommendation shall be submitted to the Governing Body. The item shall be

placed on the Governing Body agenda after receipt of the [Planning Commission's](#) recommendation. The recommendation shall be accompanied by a report containing the following information:

- (i) an explanation of how the area meets or does not meet the selection criteria contained in Section 19.25.010;
- (ii) in the case of an area found to meet the criteria in Section 19.25.010:
  - a. a description of the general pattern of development, including Streets, Lots and Buildings in the area; and
  - b. Development/Design Standards to guide development within the District;
- (iii) a map showing the recommended boundaries of the NC District; and
- (iv) a record of the proceedings before the Planning Commission;

#### **19.25.035 Allowed Uses**

NC District Classifications do not affect the use of land, buildings or structures. The use regulations of the [Base Zoning District](#) control.

#### **19.25.040 Development/Design Standards**

In establishing a NC District, the Planning Commission are authorized to propose, and the Governing Body is authorized to adopt, by ordinance, District-Specific Development and Design Standards (referred to herein as "Development/Design Standards") to guide development and redevelopment within NC Districts:

- (1) when Development/Design Standards have been adopted, all exterior modifications requiring a city permit or approval within the designated NC District shall comply with those standards;
- (2) when there are conflicts between the Development/Design Standards of the [Base Zoning District](#) and adopted NC District Development/Design standards, the UC Development/Design Standards will govern;
- (3) the Development/Design Standards will be administered by City staff in accordance with adopted administrative policy.

#### **19.25.045 Appeals**

- (1) notwithstanding the procedure set forth in Section 19.54, a person aggrieved by a decision of the City staff, determining whether the Development/Design Standards have been met, may file a written appeal with the Planning Commission. The appeal shall be filed within ten (10) working days after the decision has been rendered.

- (i) after the appeal before the Planning Commission has been filed, the Planning Commission along with two representatives from the affect NC Overlay District area shall hold a public meeting to make a determination if the proposed modification meets the NC Development/Design Standards. The two representatives shall be appointed by the Homes Association Board in which the NC Overlay District is located. In the absence of a Homes Association Board, the Mayor shall appoint the two representatives from a list of property owners within the NC Overlay District.
- (2) a person aggrieved by a decision of the Planning Commission, determining whether the Development/Design Standards have been met, may file a written appeal with the Board of Zoning Appeals. The appeal shall be filed within ten (10) working days after the decision has been rendered.
- (3) the Board of Zoning Appeals is the final decision-making authority in determining whether a proposed project meets the adopted Development/Design Standards.
- (4) the Board of Zoning Appeals has no authority to grant interpretations, exceptions or variances from the adopted Development/Design Standards.
- (5) within thirty days after the Board of Zoning Appeal's final decision, in passing upon an appeal pursuant to this Section, any person aggrieved by the decision may file an action in District Court to determine the reasonableness of the decision.

**19.25.050 NC Districts Established**

The following NC Districts are established:

<b>Neighborhood Conservation District Name</b>	<b>Boundaries</b>
<b>Countryside East Neighborhood</b>	<b>See Ordinance No.</b>

**19.25.055 NC District Development/Design Standards Established**

The following NC District Development/Design Standards and Administrative Policies are established:

<b>Neighborhood Conservation District Name</b>	<b>Design Standards and Administrative Policies</b>
<b>Countryside East Neighborhood</b>	<b>Design Guidelines Countryside East Homes Association 2012</b>

**19.25.060 INCORPORATION BY REFERENCE OF “DESIGN GUIDELINES COUNTRYSIDE EAST HOMES ASSOCIATION 2012 EDITION”**

The “Design Guidelines Countryside East Homes Association 2012 Edition” including a boundary map prepared compiled, published and promulgated by the City of Prairie Village, Kansas is hereby adopted and incorporated by reference as if fully set forth herein, and shall be known as the “Design Guidelines Countryside East Homes Association 2012 Edition”. At least one copy of said text amendments and boundary map shall be marked or stamped as “Official Copy as Adopted by Ordinance No. ???? and to which shall be attached a copy of this ordinance, and filed with the City Clerk, to be open to inspection and available to the public at all reasonable business hours.

Draft

**TO:** Prairie Village Planning Commission  
**FROM:** Ron Williamson, Lochner, Planning Consultant  
**SUBJECT:** PC2011-121 Wireless Antenna, 9011 Roe Avenue  
Request Reconsideration of Conditions of Approval  
**DATE:** October 2, 2012 Planning Commission Meeting

Project # 00005977

### COMMENTS:

On December 6, 2011, the Planning Commission approved a Site Plan for Sprint to add antennas and replace the equipment cabinets at the Fire Station on Roe Avenue. The approval included seven conditions as follows:

1. That the antennas be installed as shown on the proposed site plan.
2. That all wiring be contained inside the tower.
3. That all equipment and wiring shall be below the screening fence.
4. That the three existing cabinets shall be removed immediately after the operation of the new cabinets has been approved but in no event longer than 12 months from the date of Planning Commission approval of this application.
5. That the three existing antennas shall be removed immediately after the operation of the new antennas has been approved but in no event longer than 12 months from the date of Planning Commission approval of this application.
6. That the applicant prepare a structural analysis of the tower to confirm that it is sufficient to carry the additional load.
7. That the applicant replace the existing wood fence with a brick wall that is tall enough to screen the equipment boxes. The brick shall match the fire station brick as close as possible and plans for the wall shall be submitted to Staff for review and approval prior to obtaining a permit.

The applicant is requesting reconsideration of conditions #3 and #7. It was pointed out by Staff that the ice bridge is much higher on the pole than other installations and the intent was that it be lowered on the pole and the fence be increased to a height of 8 feet to screen all the cabinets and the ice bridge.

The applicant indicates that the ice bridge is owned by another carrier and Sprint does not have control of it and therefore cannot relocate it.

The applicant states that the cost of building a wall that would screen the ice bridge as well as the cabinets would be cost prohibitive. The applicant offered a compromise plan of an eight foot tall fence that is a combination of brick columns and vinyl panels. This equipment compound is located in a parking lot next to a driveway. Vinyl is not as durable a material as brick and there are concerns regarding how well it will stand up in this location. Also there appears to be too much white. The Fire Station is red brick trimmed in white while this fence is white trimmed in red brick.

Staff concurs that constructing a wall tall enough to screen the ice bridge is more than what was intended. A compromise on the wall design from brick to white vinyl does not achieve the aesthetic that was intended. The brick wall would blend with the Fire Station while the white vinyl fence would call attention to the equipment compound.

### RECOMMENDATION:

It is the recommendation of Staff that the Planning Commission delete Condition #3 but retain Condition #7 as it is written.





**NETWORK BUILDING  
& CONSULTING, LLC**

Over 25 years experience

September 25, 2012

Dennis J. Enslinger, AICP  
Assistant City Administrator  
Municipal Building  
7700 Mission Road  
Prairie Village, Kansas 66208

Re: PC2011-121 Wireless Antennae 9011 Roe Avenue

Dear Mr. Enslinger:

Recently, Sprint applied for approval for modifications at the above-referenced cell site location. As a part of the approval, Sprint was required to screen all equipment at the site, including an existing ice bridge. The Planning Commission also requested that Sprint screen the equipment with a brick wall.

Upon review, Sprint identified that the offending ice bridge was owned by another telecommunications company that was collocating at the site. Furthermore, to erect a brick wall that would cover everything effectively the costs would be in the tens of thousands of dollars. As a compromise, Sprint would propose to erect a brand new screening fence as outlined in the drawings that have been previously-supplied to the City of Prairie Village. Please advise on the new date where I could take this potential solution to the Planning Commission. Thank you in advance for your help.

Sincerely,

Pete Akers  
NB&C  
785.550.0420

# Sprint



SITE NAME:  
**PRAIRIE VILLAGE FIRE STATION**

SITE NUMBER:  
**KC03XC183**  
(CROWN ID:#877791)

SITE ADDRESS:  
**9011 ROE AVENUE  
PRAIRIE VILLAGE, KS 66207**

**Sprint**  
11320 LACKLAND RD  
ST. LOUIS, MO 63146

**ERICSSON**  
11320 LACKLAND RD  
ST. LOUIS, MO 63146

**Fullerton Engineering Consultants**  
9600 W. BRYN MAWR AVE.  
SUITE 200  
ROSEMONT, ILLINOIS 60018  
TEL: 847-292-0200  
FAX: 847-292-0206  
COA# E-1939  
www.FullertonEngineering.com

NO.	DESCRIPTION	BY	DATE
	LEASE EXHIBIT	AA	08/30/12

**DRIVING DIRECTIONS**

DEPART FROM SPRINT OFFICE:  
6381 SPRINT PARKWAY, OVERLAND PARK, KS 66251  
DEPART 6100 SPRINT PKWY, OVERLAND PARK, KS 66251 ON SPRINT PKWY (SOUTH), TURN LEFT (EAST) ONTO W 117TH ST, TURN LEFT (NORTH) ONTO NALL AVE, TURN RIGHT (EAST) ONTO RAMP, I-435 / US-50, AT EXIT 77A, KEEP RIGHT TO STAY ON RAMP ROE AVENUE, KEEP LEFT TO STAY ON RAMP, KEEP STRAIGHT ONTO LOCAL ROAD(S), TURN LEFT (NORTH) ONTO ROE AVE, TURN RIGHT (EAST) ONTO LOCAL ROAD(S), ARRIVE AT SITE.

PROJECT TYPE	NETWORK	SITE TYPE	MARKET
VISION	MMBTS LAUNCH	MONOPOLE	KANSAS CITY
<b>SITE NAME:</b>	PRAIRIE VILLAGE FIRE STATION	<b>APPLICANT:</b>	SPRINT 6391 SPRINT PARKWAY OVERLAND PARK, KS 66251
<b>SITE NO.:</b>	KC03XC183	<b>LANDLORD:</b>	CROWN CASTLE (#877791)
<b>TOWER NO.:</b>	CS49713	<b>BUILDING CODE:</b>	INTERNATIONAL BUILDING CODE, 2008 EDITION
<b>SITE ADDRESS:</b>	9011 ROE AVENUE PRAIRIE VILLAGE, KS 66207	<b>ELECTRICAL CODE:</b>	NATIONAL ELECTRICAL CODE, 2008 EDITION
<b>COUNTY:</b>	JOHNSON, KS		
<b>JURISDICTION:</b>	CITY OF PRAIRIE VILLAGE		
<b>ZONING:</b>	-		
<b>SITE COORDINATES</b> (FROM RF SHEET)			
<b>LATITUDE:</b>	N.38.9656' (NAD 83)		
<b>LONGITUDE:</b>	W.94.63920' (NAD 83)		
<b>GROUND ELEVATION:</b>	966' (AMSL)		

**LIST OF DRAWINGS**

NO.	TITLE
T1	TITLE SHEET
L1	SITE PLAN
L2	ENLARGED SITE PLAN
L3	SITE ELEVATION

**SITE ACCESS PROCEDURES**

ACCESS\_TYPE\_1: COMPOUND GATELOCK\_1: COMBO LOCKCOMBO\_1: 6985LOCK\_1B: COMBO\_1B: NOTE\_POINT\_1: LOOK FOR COMBO LOCK THAT HAS A SPRINT STICKER ON IT. ONCE YOU ENTER 6985, SQUEEZE THE LOCK SHUT AND THEN YANK IT OPEN.ACCESS\_TYPE\_2: CABINET DOORLOCK\_2: KEYED LOCKCOMBO\_2: CH751LOCK\_2B: COMBO\_2B: NOTE\_POINT\_2: TO ACCESS THE BTS DOORS, THEY EITHER ARE LOCKED WITH A P1 LOCK THAT A P1 KEY WILL UNLOCK, A BUILT IN LOCK THAT A CH751 KEY WILL UNLOCK, OR A COMBO LOCK THAT AFTER YOU ENTER 6985, YOU HAVE TO SQUEEZE THE LOCK CLOSED AND THEN YOU CAN YANK IT OPEN.24X7 (NO NOTIFICATION REQUIRED)GATE & TELCO CABINET COMBO = 6985

**PROJECT SUMMARY**

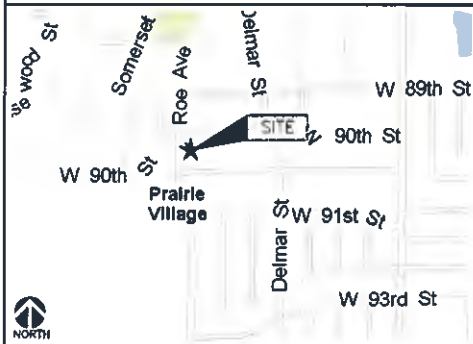
- FACILITY IS UNMANNED AND NOT FOR HUMAN HABITATION
- HANDICAP ACCESS REQUIREMENTS ARE NOT REQUIRED
- FACILITY HAS NO PLUMBING
- THIS FACILITY SHALL MEET OR EXCEED ALL FAA AND FCC REGULATORY REQUIREMENTS

**SCOPE OF WORK**

WORK CONSIST OF MODIFYING THE EXISTING WIRELESS INSTALLATION:

- DECOMMISSIONING OF EXISTING ANTENNAS AND BASE STATION EQUIPMENT
- INSTALLATION OF NEW ANTENNAS, ANTENNA SUPPORTS AND BASE STATION EQUIPMENT
- ALL NEW MATERIAL SHALL BE FURNISHED AND INSTALLED BY CONTRACTOR UNLESS NOTED OTHERWISE. CABINETS, ANTENNAS/RRU AND CABLES FURNISHED BY OWNER AND INSTALLED BY CONTRACTOR

**LOCATION MAP**



**PROJECT CONTACTS**

**APPLICANT:** SPRINT HOTEL PROPERTY SERVICES  
**TOWER/LANDLORD:** CROWN CASTLE  
**ENGINEERING CONSULTANTS:** FULLERTON ENGINEERING  
**LEASING:** M07  
**ZONING PM:** NETWORK BUILDING & CONSULTING, LLC  
**SAW:** DOUG KONRATH (913) 253-5821  
**CM:** RUSSELL McCALMINT (918) 699-8837  
**RF ENGINEER:** AARON SCARBOROUGH 913-219-4175

**MAILSTOP KS0PH0101-22650**  
6391 SPRINT PARKWAY  
OVERLAND PARK, KS 66251-2650

**RAFIK ISHAYA**  
(847) 292-0200 Ex (241)

**10690 WEST OCEAN AVE. DR., SUITE 300**  
SAN DIEGO, CA 92130  
**JOE O'CONNOR**  
(858) 799-7850

**7380 COCA COLA DR., SUITE 106**  
HANOVER, MD 21076  
**RON EBERZ**  
(215) 527-0199

**ENGINEER'S LICENSE**

I CERTIFY THAT THESE DRAWING WERE PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND CONTROL, AND TO THE BEST OF MY KNOWLEDGE AND BELIEF COMPLY WITH THE REQUIREMENTS OF THE INTERNATIONAL BUILDING CODE, 2006 EDITION

LICENSED ENGINEER - STATE OF KANSAS



1 (800) 344-7233

SIGNED DATE: \_\_\_\_\_  
EXPIRES: \_\_\_\_\_

LICENSE# \_\_\_\_\_

DRAWINGS SCALED TO 11"x17"

SITE NAME  
**PRAIRIE VILLAGE  
FIRE STATION**

SITE NO.  
**KC03XC183**

SITE ADDRESS  
**9011 ROE AVENUE  
PRAIRIE VILLAGE, KS 66207**

SHEET NAME  
**TITLE SHEET**

SHEET NUMBER

**T1**

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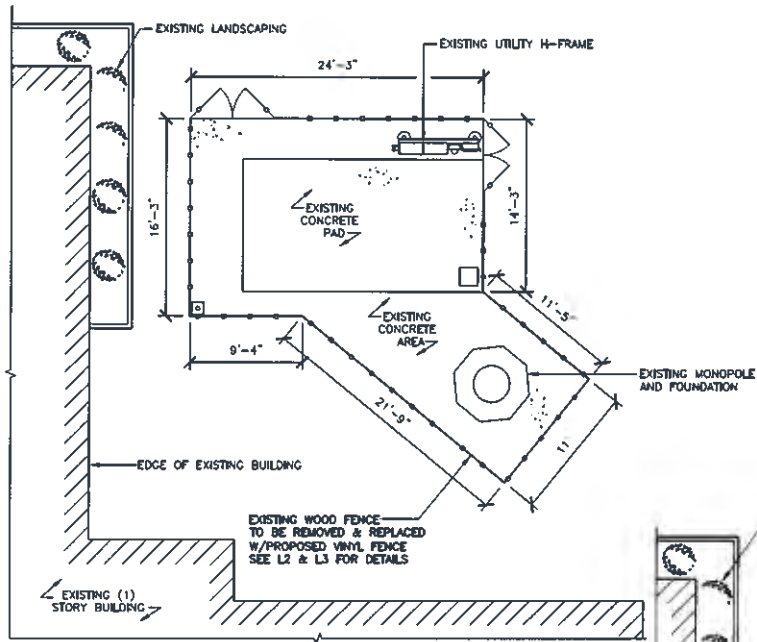
**ABBREVIATIONS**

AFF	ABOVE FINISHED FLOOR
AGL	ABOVE GRADE LEVEL
AMSL	ABOVE MEAN SEA LEVEL
APPROX	APPROXIMATE
AWG	AMERICAN WIRE GAUGE
BLDG	BUILDING
BTS	BASE TRANSMISSION STATION
CLR	CLEAR
COL	COLUMN
CONC	CONCRETE
CND	CONDUIT
DWG	DRAWING
FT	FOOT(FEET)
EGB	EQUIPMENT GROUND BAR
ELEC	ELECTRICAL
EMT	ELECTRICAL METALLIC TUBING
ELEV	ELEVATION
EQUIP	EQUIPMENT
(E)	EXISTING
EXT	EXTERIOR
FND	FOUNDATION
F	FIBER
GA	GAUGE
GALV	GALVANIZED
GPS	GLOBAL POSITIONING SYSTEM
GND	GROUND
LTE	LONG TERM EVOLUTION
MAX	MAXIMUM
MFR	MANUFACTURER
MGB	MASTER GROUND BAR
MIN	MINIMUM
MMBTS	MULTI-MODE BASE TRANSMISSION STATION
N.T.S.	NOT TO SCALE
O.C.	ON CENTER
OE/OT	OVERHEAD ELECTRIC/TELCO
PPC	POWER PROTECTION CABINET
RBS	RADIO BASED STATION
RRU	REMOTE RADIO UNIT
RGS	RIGID GALVANIZED STEEL
IN	INCH(ES)
INT	INTERIOR
LB(S)	POUND(S)
SF	SQUARE FOOT
STL	STEEL
TYP	TYPICAL
UE/UT	UNDERGROUND ELECTRIC/TELCO
UNO	UNLESS NOTED OTHERWISE
VIF	VERIFY IN FIELD
W	WITH
XFR	TRANSFORMER
#	POUND(S)

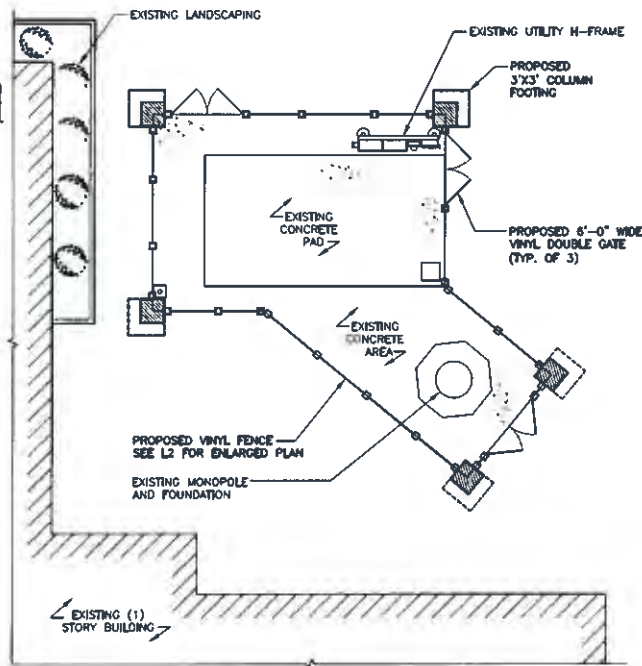
**SYMBOLS**

	REVISION
	WORK POINT
	UTILITY POLE
	BRICK
	COMPRESSED STONE
	CONCRETE
	EARTH
	GRAVEL
	MASONRY
	STEEL
	CENTERLINE
	PROPERTY LINE
	LEASE LINE
	EASEMENT LINE
	CHAIN LINK FENCE
	WOOD FENCE
	BELOW GRADE ELECTRIC
	BELOW GRADE TELEPHONE
	OVERHEAD ELECTRIC/ TELEPHONE
	SECTION REFERENCE

**1 EXISTING SITE PLAN**  
SCALE: 1" = 10' - 0"



**2 PROPOSED SITE PLAN**  
SCALE: 1" = 10' - 0"



**Sprint**

11320 LACKLAND RD  
ST LOUIS, MO 63146

**ERICSSON**  
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FAX: 847-292-0206  
CO# E-1939  
www.FullertonEngineering.com

DRAWN BY: AA	CHECKED BY: RI	APPROVED BY: MB
NO	DESCRIPTION	BY DATE
	LEASE EXHIBIT	AA 08/30/12

SITE NAME
PRAIRIE VILLAGE FIRE STATION
SITE NO
KC03XC183
SITE ADDRESS
9011 ROE AVENUE PRAIRIE VILLAGE, KS 66207
SHEET NAME
SITE PLAN
SHEET NUMBER
L1

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NO	DESCRIPTION	BY	DATE
	LEASE EXHIBIT	AA	08/30/12

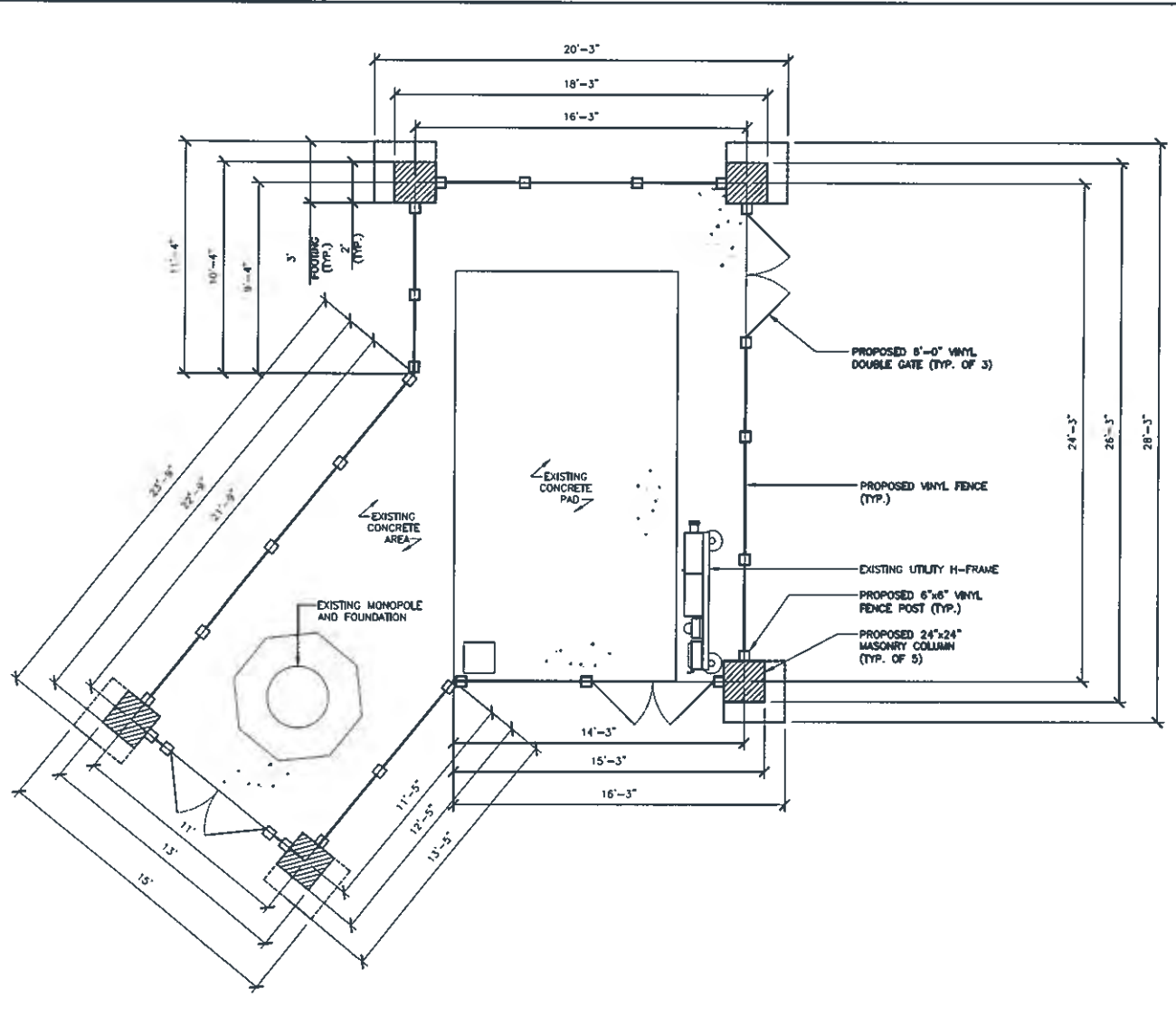
SITE NAME	PRAIRIE VILLAGE FARM STATION
SITE NO	KC03XC183
SITE ADDRESS	9011 ROE AVENUE PRAIRIE VILLAGE, KS 66207
SHEET NAME	ENLARGED SITE PLAN
SHEET NUMBER	L2

**ABBREVIATIONS**

- AFF ABOVE FINISHED FLOOR
- AOL ABOVE GRADE LEVEL
- AMSL ABOVE MEAN SEA LEVEL
- APPROX APPROXIMATE
- AWG AMERICAN WIRE GAUGE
- BLDG BUILDING
- BTS BASE TRANSMISSION STATION
- CLR CLEAR
- COL COLUMN
- CONC CONCRETE
- CND CONDUIT
- DWG DRAWING
- FT FOOT(FEET)
- EGB EQUIPMENT GROUND BAR
- ELEC ELECTRICAL
- EMT ELECTRICAL METALLIC TUBING
- ELEV ELEVATION
- EQUIP EQUIPMENT
- (E) EXISTING
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- FND FOUNDATION
- F FIBER
- GA GAUGE
- GALV GALVANIZED
- GPS GLOBAL POSITIONING SYSTEM
- GRD GROUND
- LTE LONG TERM EVOLUTION
- MAX MAXIMUM
- MFR MANUFACTURER
- MGB MASTER GROUND BAR
- MIN MINIMUM
- MMBTS MULTI-MODE BASE TRANSMISSION STATION
- N.T.S. NOT TO SCALE
- O.C. ON CENTER
- OE/OT OVERHEAD ELECTRIC/TELCO
- PPC POWER PROTECTION CABINET
- RBS RADIO BASED STATION
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- RGS RIGID GALVANIZED STEEL
- IN INCH(ES)
- INT INTERIOR
- LB(S) POUND(S)
- SF SQUARE FOOT
- STL STEEL
- TYP TYPICAL
- UE/UT UNDERGROUND ELECTRIC/TELCO
- UNO UNLESS NOTED OTHERWISE
- VIF VERIFY IN FIELD
- W/ WITH
- XPFR TRANSFORMER FOUND(S)

**SYMBOLS**

- REVISION
- WORK POINT
- UTILITY POLE
- BRICK
- COMPRESSED STONE
- CONCRETE
- EARTH
- GRAVEL
- MASONRY
- STEEL
- CENTERLINE
- PROPERTY LINE
- LEASE LINE
- EASEMENT LINE
- CHAIN LINK FENCE
- WOOD FENCE
- BELOW GRADE ELECTRIC
- BELOW GRADE TELEPHONE
- OVERHEAD ELECTRIC/TELEPHONE
- SECTION REFERENCE



**1 ENLARGED SITE PLAN**  
 SCALE: 3/16" = 1'-0"  
 NORTH

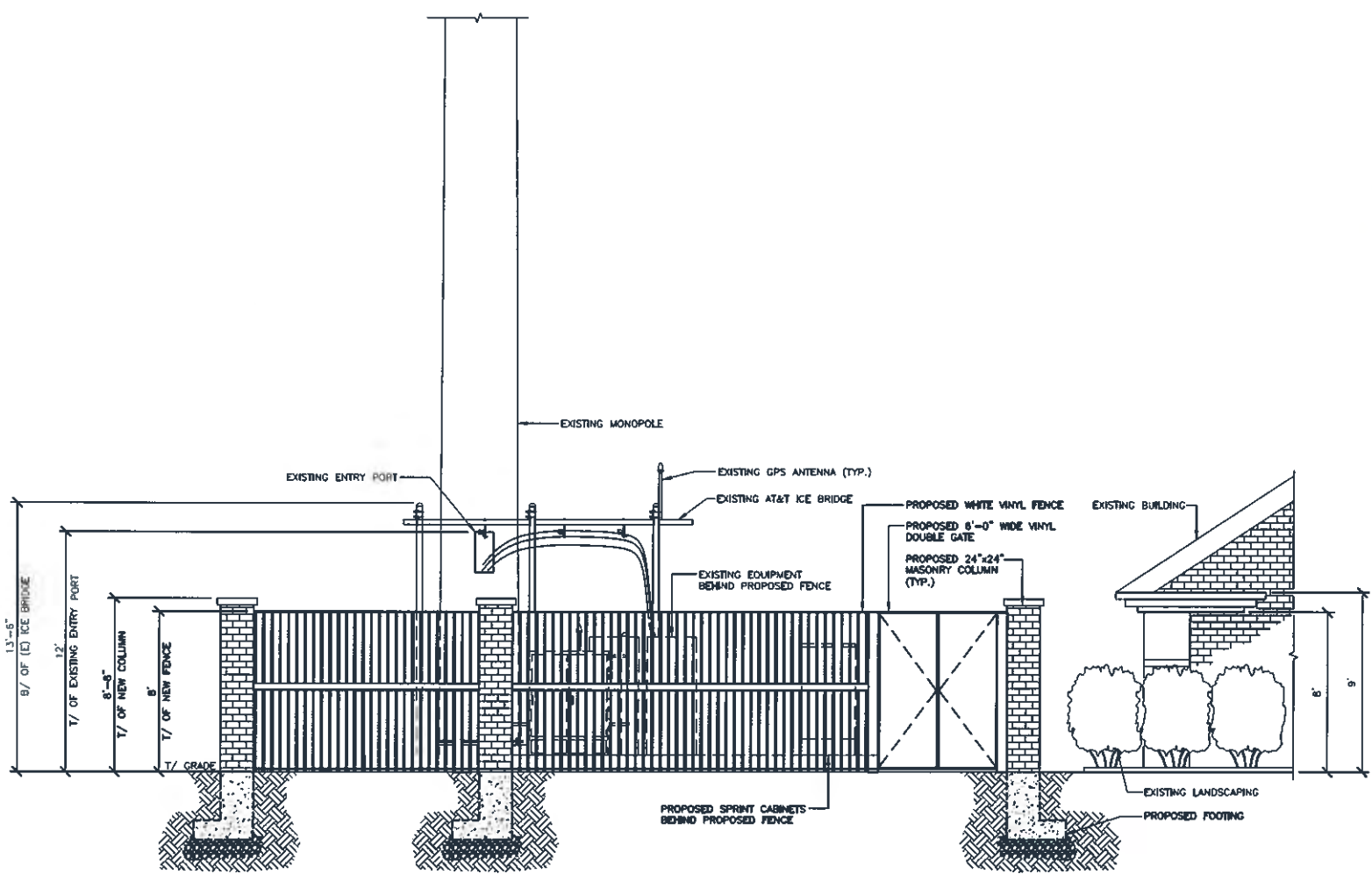
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NO	DESCRIPTION	BY DATE
	LEASE EXHIBIT	AA 08/30/12



**2 PROPOSED FENCE ELEVATION**  
 SCALE: 3/8" = 1'-0"  
 0 1 2 4 8

SITE NAME  
**PRAIRIE VILLAGE FIRE STATION**

SITE NO  
**KC03XC183**

SITE ADDRESS  
 8011 ROE AVENUE  
 PRAIRIE VILLAGE, KS 66207

SHEET NAME  
**SITE ELEVATION**

SHEET NUMBER  
**L3**

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Site Name: Prairie Village  
Fire Station  
Site Number: KC03XC183

Address:  
9011 Roe Avenue  
Prairie Village, KS 66207

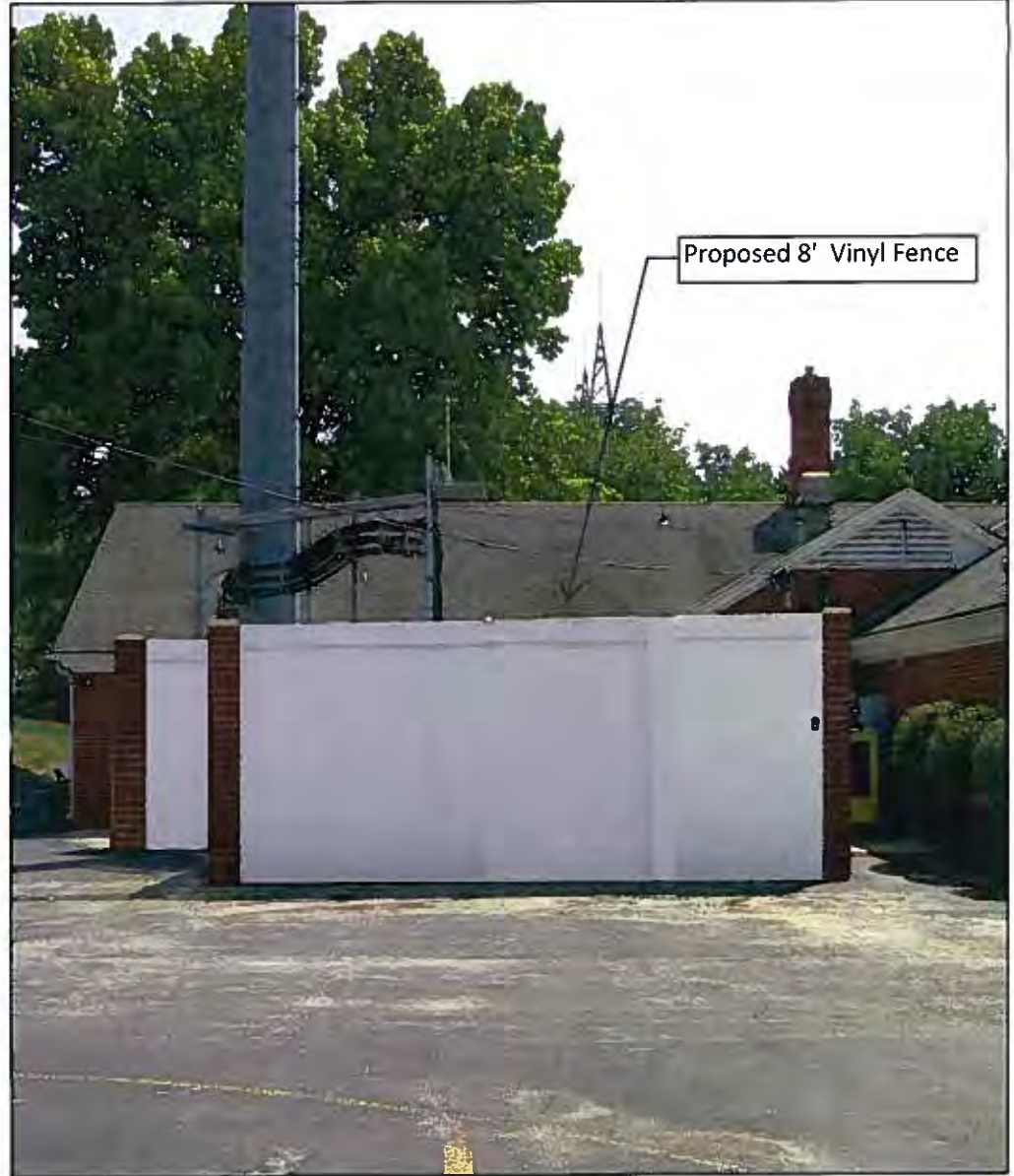


Area Map



Existing 5'-8"  
Cedar Picket Fence

Before [Looking South]



Proposed 8' Vinyl Fence

After [Looking South]

These depictions are for demonstrative purposes only. They are to be used in addition to the engineering drawings for an accurate representation



## PLANNING COMMISSION

Planning Commission Meeting Date: October 2, 2012

**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

Reconsideration of Parking as Shown on the Approved Site Plan

---

### BACKGROUND

The applicant, Katherine Morrison on behalf of Highlawn Montessori, is requesting the Planning Commission reconsider the location and number of parking spaces shown on the approved site plan (March 6, 2012). See attached letter.

The Planning Commission reviewed a request for expansion of the Highlawn Montessori School on March 6, 2012. The site plan, as presented, included four (4) additional parking spaces bringing the total parking spaces on the site to eighteen (18). The three spaces along the west edge of the property were to be constructed with grass pavers because they are in required green space setback. (see attached approved site plan). The school has indicated they have bid the cost of this type of construction and found it to be cost prohibitive. The required number of spaces by zoning ordinance provisions is two spaces for each classroom or sixteen (16) spaces.

The applicant is asking to provide three (3) additional spaces for a total of seventeen (17) spaces. One (1) of the spaces will be located at the south end of the existing lot (as shown on the approved site plan). The applicant has located the two (2) remaining spaces on the adjacent parcel (playground area) in the driveway of the former residence on this location (see attached proposed site plan).

Staff has attached the minutes from the Planning Commission Meeting of March 6, 2012. Because the original site plan approval included a condition that "the applicant use the driveway on the east lot to accommodate at least two parking spaces for staff", staff is requesting review and approval by the Planning Commission. With the inclusion of this condition, the total number of spaces provided on site would have been twenty (20) - eighteen (18) on the submitted site plan and the two (2) additional spaces as required by the condition.

**RECOMMENDATION**

Staff recommends the Planning Commission review the applicant's request to modify the approved March 6, 2012 site plan associated with PC 2012-03 to provide a reduction of three (3) parking spaces (located on the west side of the property).

**ATTACHMENTS**

Approved March 6, 2012 Site Plan

Excerpts from the March 6, 2012 Planning Commission meeting

Revised site plan

**PREPARED BY**

Dennis J. Enslinger

Assistant City Administrator

Date: September 26, 2012



SOMMERSET DR.

EXISTING ENTRANCE - NO CHANGE

EXISTING EXIT - NO CHANGE

EXISTING SITE - NO CHANGE

EXISTING SITE - NO CHANGE

OPTIONAL NEW SIDEWALK - PENDING BUDGET ALLOWANCE

EXISTING DRIVE - NO CHANGE

EXISTING PARKING - NO CHANGE

EXISTING BUILDING - SECOND FLOOR ADDITION

EXISTING SITE - NO CHANGE

EXISTING BUILDING - NOT PART OF PROJECT

EXISTING SITE - NO CHANGE

EXISTING HARDSCAPE - NO CHANGE

EXISTING GROUNDSCAPE / TREE TO REMAIN

NEW PARKING SPACE: 9' X 20'

EXISTING TRASH ENCLOSURE - NO CHANGE

EXISTING GROUNDSCAPE / TREE TO REMAIN

EXISTING SITE - NO CHANGE

PROPERTY LINE: TYP.

HIGHLAWN REMODEL

HIGHLAWN MONTESSORI  
3531 SOMMERSET DR.  
PRAIRIE VILLAGE KANSAS, 66208

REVISION	DATE	DESCRIPTION

SUNSOURCE HOMES

**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 OVERHANGS 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



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

CONTRACT STAMP

OWNER TITLE

PRELIMINARY SITE PLAN

SHEET NUMBER

LS1

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



Monday, September 24, 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's application to build a second story addition was discussed at the March 6, 2012 Planning Commission meeting and approved at the March 19, 2012 City Council meeting. During the 2013-2014 school year the elementary program will expand from one, multi-age classroom serving 24 students in grades 1-6 to two classrooms with space for 24 additional students.

City code requires 2 parking spaces per classroom. Highlawn currently has 14 parking spaces. The additional classroom increases the number of classrooms from 6 to 7. By code this means the school needs 16 parking spaces. The site plan, approved in March, shows 4 additional parking spaces (18). Three of the spaces, located along the West side of the circle driveway were approved if installed with grass pavers. During the bidding process, the school found the installation of 3 grass paver parking spots to be cost prohibitive.

Consequently, we are applying to the Prairie Village Planning Commission to consider approving an amended site plan to SOMERSIDE Lot 16, PVC-10470 with 3 additional parking spaces for a total of 17 spots. Our amended site plan outlines our plan for 3 new parking spaces in detail. We look forward to meeting with you to discuss our application. I am available for any questions.

Sincerely,

A handwritten signature in cursive script that reads "Kathy Morrison".

Kathy Morrison  
Highlawn Montessori School Director

**PLANNING COMMISSION MINUTES  
MARCH 6, 2012**

**ROLL CALL**

The Planning Commission of the City of Prairie Village met in regular session on Tuesday, March 6, 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, 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; Bruce McNabb, Public Works Director; Jim Brown, City Building Official and Joyce Hagen Mundy, City Clerk/Planning Commission Secretary. Also present Chief Wes Jordan and Sgt. James Carney.

**APPROVAL OF MINUTES**

Randy Kronblad questioned Kathryn McIntyre's address on page 13 and noted the date of the next meeting on page 16 should be "March 6" not February 7<sup>th</sup>. The secretary stated she would verify the address and make the necessary corrections. Randy Kronblad moved for the approval of the minutes of February 7, 2012, with the corrections noted. The motion was seconded by Nancy Vennard 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 calling for presentation by applicant, presentation by staff, questions from the Commission followed by public input.

**PC2012-03 Amendment to Special Use Permit to Expand existing Private School at 3531 Somerset Drive**

Kathy Morrison, Director of the School since 2003, provided background on the school established in 1963 located in the "Old Wolf 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. 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 16<sup>th</sup>, 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 age three to six with 120 students and one elementary classroom for children from first to sixth grade with 24 students. Each classroom can accommodate 24 children.

Ms. Morrison stated they are seeking to add two new classrooms in a second story addition above the east building. Currently, the elementary class is held in the basement. They would move this class to the second level and add an additional elementary classroom for 24 children. This would allow them to have an elementary class for grades 1-3 and for grades 4 –6. The total capacity for the school would be seven classrooms or 168 students. She noted the basement would no longer be used as a classroom, but would serve as a lunch room, meeting space and storm shelter.

Ms Morrison reviewed the following schedule for students:

Pre-school early arrival	7:30 a.m. and 8:30 a.m.
Elementary Students	8:00 a.m. to 8:15 a.m.
Pre-school begins	8:40 a.m. to 9:00 a.m.
Half-day preschool dismissal	11:40 a.m. to 12:00 p.m.
Pre-school dismissal	2:30 p.m.
Elementary school dismissal	3:00 p.m. –3:15 p.m.
Final dismissal	5:00 p.m.

A neighborhood meeting was held on February 22, 2012 in accordance with Planning Commission Citizen Participation Policy. The issue of concern to the neighbors was traffic.

Aaron Carson, architect for the project with Sunsource Homes reviewed the proposed expansion with site plans and elevations. He noted the materials to be used will blend with the existing structure. The site plan reflected the addition of 5 parking spaces. In addition to the classroom, restrooms, closets, a large deck will be added. Solar panels are proposed for the roof on the south elevation.

Mr. Carson noted that ADA regulations do not require the second story to be ADA accessible because it is less than 3,000 square feet and that no elevator is planned for the addition. The restrooms and entrances will all comply with ADA requirements. He noted that mechanical equipment will be placed on a third story platform which will also include a storage area. This area will be accessed by a ceiling ladder.

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 8,070 sq. ft. or 10.5 percent ground coverage.

Dirk Schafer asked if the existing basement has windows. Ms Morrison stated it does, but they are small. Mr. Schafer also asked what percentage of the roof surface would have solar panels. Mr. Carson replied 95%.

Mr. Schafer asked what the height of the building was at its highest point. Mr. Carson responded 34' 11". He asked the height of homes in surrounding neighborhoods.

Mr. Carson did not know. Nancy Vennard pointed out from the photographs it appeared there was a story and a half home behind the school, but most of the other homes were ranch style.

David Mennenga, traffic engineer with GBA, reviewed the results of the traffic study he completed for this property. The study covered the area from the public works facility driveway to Reinhardt. Counts were taken on February 15<sup>th</sup> and 17<sup>th</sup> during an hour period beginning at 8 a.m., at 11:15 a.m. and at 2:30 p.m. Mr. Mennenga reviewed the results of their study and observations with the following 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.

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."

Mr. Mennenga noted that the school has posted a sign restricting left turns out of their facility during dismissal hours.

Ron Williamson noted that he met with police personnel and the Director of Public Works earlier this week and based on that meeting presented the following revised staff recommendations for approval of the amended Special Use Permit allowing for the expansion 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. (Mr. Williamson noted that this will allow for parking while maintaining the appearance of green space.)
3. That the following requirements be implemented to address traffic:
  - a. The Montessori School shall coordinate the parent and staff traffic education program with the Prairie Village Police Department Traffic Unit.
  - b. The No Left Turn signs at both the east and west driveways on Somerset Drive shall be replaced with official City No Left Turn signs by the Public Works Department and be paid for by the School. (It was noted that the police department is unable to enforce the sign placed by the school restricting turns.)

- c. To address the traffic queuing issue on Somerset Drive, the Montessori School shall either:
  - 1) Provide additional on-site parking and circulation on the playground area to the east adequate to allow all queuing on their property subject to Staff review and approval; or
  - 2) Re-stripe and re-sign a portion of the east bound turn lane on Somerset Drive, east of Corinth Villas entrance street, for short term parking and provide adequate site distance at the driveway intersections with the modifications coordinated by Public works and the cost of the modifications paid for by the Montessori School.
- 4. That the applicant use the driveway on the east lot to accommodate at least two parking spaces for staff. (Nancy Vennard suggested that by widening that drive or even making it a circle drive would allow the school to accommodate more parking particularly during special school events.)
- 5. That the materials be the same as the existing structures and that the applicant submit detailed drawings of the elevations 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 (5 primary and 2 elementary) with a maximum enrollment of 24 students per classroom.
- 7. That the applicant protect 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 provided that the applicant obtains a building permit and starts construction within two years after the date of approval by the City Council.
- 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.

Randy Kronblad asked how many staff the school employs. Ms Morrison responded there are two staff in each classroom and then the administrative staff. Nancy Vennard asked if parent volunteers were used in the classroom. Ms Morrison noted they are occasionally for special events, but not on a regular basis.

Chairman Ken Vaughn opened the public hearing.

Jennifer Sada, 8037 Reinhardt Lane, and Marianne Shouse, 3507 West 79<sup>th</sup> Street, expressed concern with the existing parking on Reinhardt and its negative impact on visibility for cars turning onto Somerset because of cars parking on both sides of the street the full length of the street. They also expressed concern with the ability of emergency vehicles to service residences on Reinhardt with cars parked on both sides of the street. They stated they supported the school and its program; however, they feel additional on-site parking needs to be made available to address the safety concerns caused by the high volume of off-street parking. They asked if the City could install “no parking” signs to keep people from parking up to the corner or from parking on both sides of the street.

With no one else wishing to address the Commission, the public hearing was closed at 7:40 p.m.

Bob Lindeblad asked for comments from Police Chief Wes Jordan.

Chief Jordan stated they have looked at what is occurring now and what can be done to make the situation better. He called upon Sgt. James Carney to present his findings on school traffic patterns and issues.

Sgt. Carney noted that cars stop in the right turn lane along the south side of the 3500 block of Somerset, despite signage indicating "No stopping or Standing," making this lane unusable by drivers needing access to the Public Works facility. These drivers are waiting to turn into the Highlawn parking lot. This causes drivers accessing the Public Works facility during school dismissal times to make an improper right turn from the "through" lane, around stopped traffic, being careful not to be hit by a parent moving forward in line. Sgt. Carney noted the 11:15 a.m. dismissal time for students is also the time when Public Works employees return to the facility for their lunch period. Sgt. Carney noted that drivers leaving the Public Works facility have the view from their vehicles severely impaired by stopped traffic.

Randy Kronblad asked if it was realistic to restrict parking on Reinhardt to only one side of the street. Sgt. Carney replied it could be considered. It was also noted that temporary "no parking" signs could be used during special events at the school.

Chairman Ken Vaughn led the Commission in the following review of factors for consideration:

- 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.

Bob Lindeblad moved the Planning Commission find favorably on the factors for consideration and recommend the Governing Body approve the amended Special Use Permit for Highlawn Montessori School at 3531 Somerset Drive 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 the following requirements be implemented to address traffic:
  - a. The Montessori School shall coordinate the parent and staff traffic education program with the Prairie Village Police Department Traffic Unit.
  - b. The No Left Turn signs at both the east and west driveways on Somerset Drive shall be replaced with official City "No Left Turn" signs by the Public Works Department and be paid for by the School.
  - c. To address the traffic queuing issue on Somerset Drive, the Montessori School shall either:
    - 1) Provide additional on-site parking and circulation on the playground area to the east adequate to allow all queuing on their property subject to Staff review and approval; or
    - 2) Re-stripe and re-sign a portion of the east bound turn lane on Somerset Drive, east of Corinth Villas entrance street, for short-term parking and provide adequate site distance at the driveway intersections with modifications coordinated by Public Works and the cost of the modifications paid for by the Montessori School.
4. That the applicant use the driveway on the east lot to accommodate at least two parking spaces for staff.
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 (5 primary and 2 elementary) 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 provided that the applicant obtains a building permit and starts construction within two years after the date of approval by the City Council.
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.

The motion was seconded by Randy Kronblad.

Bob Lindeblad expressed appreciation for the work by the school, staff and police department to address the traffic issues but noted that parent cooperation and compliance will determine how successful the efforts will be.

Kathy Morrison stated she is happy to work with the police department for traffic education. She expressed concern with the "no left turn" restriction noting that the school is only open 166 days and both traffic studies indicate that there is only a problem during specific times. She would like to see the restriction be limited to those specific times. She also noted forcing a right turn would force traffic to turn around in the driveways of residents on Reinhardt.

Ms Morrison stated that she drove to all Prairie Village schools and found that only Shawnee Mission East with 1700 students and Indian Hills Middle School with 700+ schools have restricted turns. All of the elementary schools in the City have over 400 students, yet none of them have restricted turn regulations that are being requested for her 150 student school. She noted that a violation of the "no left turn" restrict would be considered a moving violation with a ticket cost of \$145. She does not feel this is fair to her parents and would like to try a parent education program initially and then if that is unsuccessful proceed with the no left turn restriction.

Nancy Vennard confirmed the current sign placed by the school was a permanent sign restricting turns at identified times. She asked if the City sign could be limited to specific times.

Bob Lindeblad asked the traffic engineer with GBA for his opinion on the proposed no left turn restriction.

David Mennenga responded there were a fair number of left turns made out of the facility and noted that those individuals experienced the longest delay. His observations did not see any safety concerns for the turning traffic. He felt no left turns restricted to the identified hours of dismissal would be acceptable.

Chief Jordan stated each school is evaluated based on its specific location. This area creates a vision obstruction of Public Works traffic and he supports the recommendation as written. He feels the signs will create a minimum inconvenience and improve traffic flow.

Bob Lindeblad asked if the wording of the motion would allow the flexibility of restricted times for the "no left turn" restriction. Mr. Williamson replied it does and staff could work with the school on determining those time periods.

Kathy Morrison questioned why the school was being charged for the cost of striping the road. She noted traffic at the school has not changed in the past ten years. She has not received any complaints from Public Works. She stated she had expressed

concerns with the recent reduction of traffic lanes on Somerset and was advised by the previous Public Works Director and interim Public Works Director that the turning lane would address traffic flow issues for traffic coming into the school.

Bob Lindeblad asked why the lane was being restriped. Chief Jordan responded that it is illegal to park or stand idle in a turning lane or to turn out of a turning lane. This is currently being done by vehicles picking up students at the school. Mr. Lindeblad noted this action would make the actions of the parents legal. He asked how much this would cost. Bruce McNabb replied he did not have exact costs at this time, but estimated costs to be several thousand.

Nancy Vennard asked why the school is being charged for this cost, it does not make sense. Bob Lindeblad replied the action is being taken for the benefit of the parents of the children attending the school. Mrs. Vennard asked why this wasn't done by the City two years ago when the change was made.

Dirk Schafer noted the problem could be solved by the school adding additional parking on site and that the cost of restriping is significantly less than the cost to the school for additional on-site parking spaces.

The motion was voted on and passed by a vote of 6 to 0.

Ken Vaughn urged all those involved to take advantage of this opportunity for negotiation and operational consideration in addressing these issues.

Dennis Enslinger stated this item would go before the City Council on Monday, March 19<sup>th</sup>.

#### **Site Plan Approval**

Chairman Ken Vaughn led the Commission in review of the following site plan criteria:

**B/ 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.

**C/ 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.

**D/ 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.

**E/ 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.

**F/ 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.

**G 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.

**H/ 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.

Bob Lindeblad moved the Planning Commission approve the site plan for the expansion of Highlawn Montessori School at 3531 Somerset 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.

The motion was seconded by Nancy Vennard and passed unanimously. Chairman Ken Vaughn declared a five minute recess.

The Planning Commission meeting was reconvened at 8:30 p.m.

A VERTICAL ADDITION TO:  
**HIGHLAWN MONTESSORI SCHOOL**



3531 SOMMERSET DR.  
 PRAIRIE VILLAGE,  
 KS 66208

Sheet List	
Sheet Name	Sheet #
COVERSHEET	01 CS
SPEC SHEET	02 SPC
SITE PLAN	03 SP1
SECOND FLOOR FRAMING PLAN	04 S1
ROOF FRAMING	05 S2
FIRST FLOOR PLAN	06 A1.0
SECOND FLOOR PLAN	07 A1.1
ELEVATIONS	08 A2.0
ELEVATIONS	09 A2.1
INTERIOR ELEVATIONS	10 A3.0
SECTIONS	11 A4.0
SECTIONS	12 A4.1
SECTIONS	13 A4.2
SECTIONS	14 A4.3
DOOR & WINDOW SCHEDULES & DETAILS	15 A5.0
ELECTRICAL	16 E1
MECHANICAL	17 M1.0
PLUMBING	18 P1.0

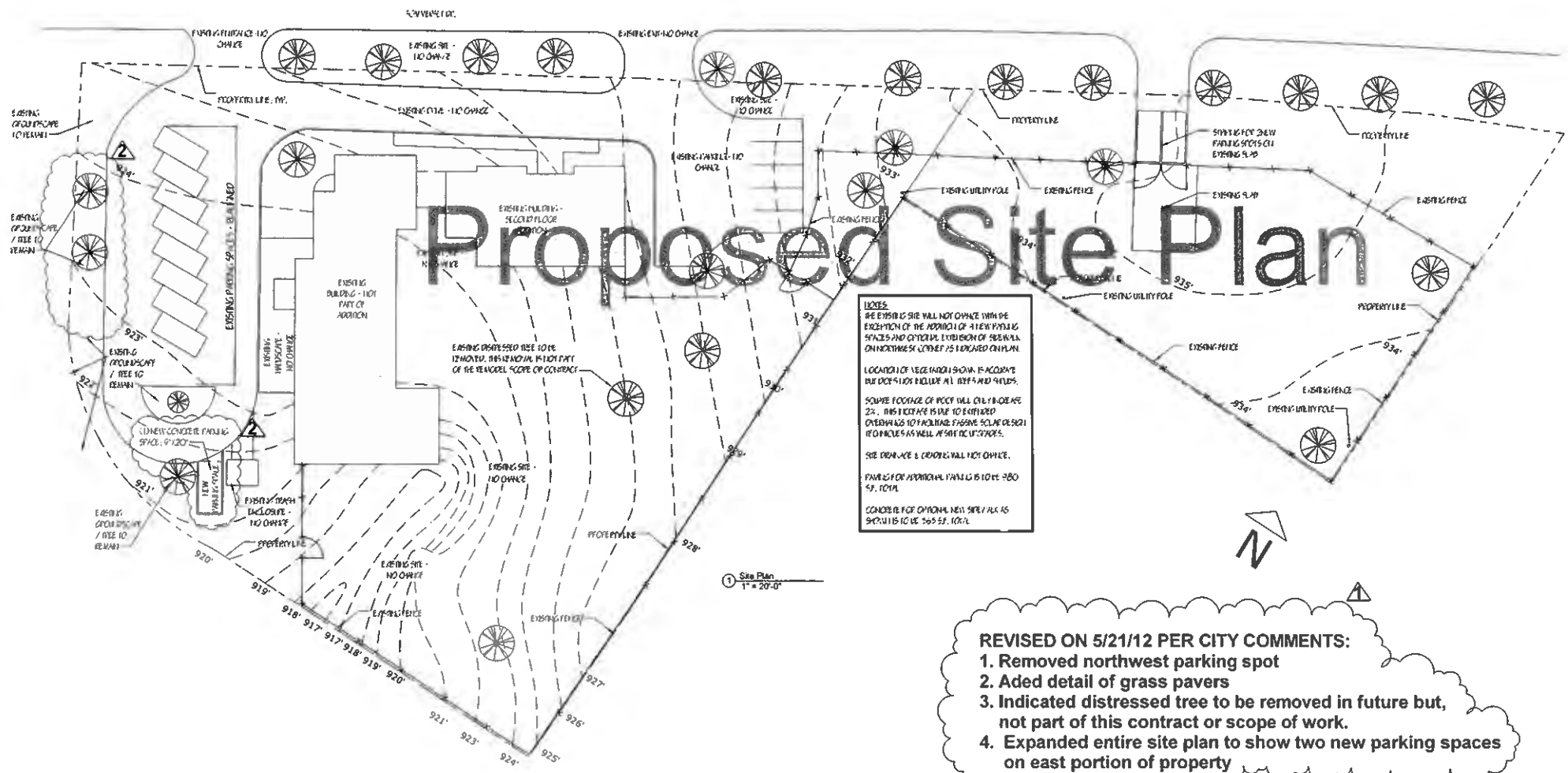
No.	Description	Date
1	PLAN REVIEW	5/15/12
2	PARKING CHANGE	5/21/12

**SITE PLAN**

Project number: \_\_\_\_\_ Project Number: \_\_\_\_\_  
 Original Issue Date: \_\_\_\_\_ Issue Date: \_\_\_\_\_

**03 SP1**

Scale (AS-OP): 1" = 20'-0"



**NOTES**  
 THE EXISTING SITE WILL NOT CHANGE WITH THE EXCEPTION OF THE ADDITION OF A NEW PARKING SPACES AND CENTRAL EXTENSION OF FIREWALL ON NORTHWEST CORNER AS LOCATED ON PLAN.  
 LOCATION OF VEGETATION SHOWN IS ACCORDING TO CITY RECORDS INCLUDE ALL TREES AND GRASSES.  
 SOURCE FOOTING OF POCT WILL BE 18" DEEP AT 24" HES FOOTING IS TO BE EXISTING OVERHANGS NOT INCLUDING PASSING SLOPE DESIGN REQUIREMENTS AS WELL AS SITE UTILITIES.  
 SITE DRAINAGE & CROPS WILL NOT CHANGE.  
 PAVEMENT FOR APPROXIMATE PARKING IS TO BE 280 SF TOTAL.  
 CONCRETE FOR OPTIONAL NEW SITE / AS IS SHOWN IS TO BE 365 SF TOTAL.

**REVISED ON 5/21/12 PER CITY COMMENTS:**

1. Removed northwest parking spot
2. Added detail of grass pavers
3. Indicated distressed tree to be removed in future but, not part of this contract or scope of work.
4. Expanded entire site plan to show two new parking spaces on east portion of property

1 Site Plan  
 1" = 20'-0"