

PLANNING COMMISSION AGENDA
CITY OF PRAIRIE VILLAGE
TUESDAY, AUGUST 4, 2015
7700 MISSION ROAD
7:00 P.M.

I. ROLL CALL

II. APPROVAL OF PC MINUTES - JULY 7, 2015 & JULY 29, 2015

III. PUBLIC HEARINGS

IV. NON-PUBLIC HEARINGS

- PC2015-107 Building Line Modification to Side Yard setback from 20 feet to 10 feet
6842 Granada Lane
Zoning: RP-1a
Applicant: Ben & Kari Cohen
- PC2015-112 Request for Site Plan Approval for wireless antenna
5000 West 95th Street
Zoning: CP-0
Applicant: Emily Rostberg with Selective Site Consultants
- PC2015-113 Request for Site Plan Approval for Building Height Elevation
7201 Springfield
Zoning: R-1a
Applicant: Martin Rutiaga

V. OTHER BUSINESS

VI. ADJOURNMENT

Plans available at City Hall if applicable
If you cannot be present, comments can be made by e-mail to
Cityclerk@Pvkansas.com

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

PLANNING COMMISSION MINUTES
July 7, 2015

ROLL CALL

The Planning Commission of the City of Prairie Village met in regular session on Tuesday, July 7, 2015, in the Municipal Building Council Chambers at 7700 Mission Road. Chairman Nancy Wallerstein called the meeting to order at 7:15 with the following members present: Randy Kronblad, Gregory Wolf, James Breneman, Nancy Wallerstein, Patrick Lenahan, Jonathan Birkel and Jeffrey Valentino.

The following persons were present in their advisory capacity to the Planning Commission: Ron Williamson, City Planning Consultant; Wes Jordan, Assistant City Administrator; Mitch Dringman, Building Official; Eric Mikkelson, Council Liaison; Keith Bredehoeft, Public Works Director; Sgt. James Carney and Joyce Hagen Mundy, Commission Secretary.

Chairman Nancy Wallerstein announced a change in the agenda noting that the Commission would first consider the applications related to Mission Chateau.

**PC2015-08 Request for Special Use Permit for Adult Senior Dwelling &
 Site Plan Approval
 8500 Mission Road**

**PC2015-110 Request for Preliminary Plat Approval - Mission Chateau
 8500 Mission Road**

Michael Flanagan, legal counsel for MVS, LLC., addressed the Commission requesting that these two items be continued. Mr. Flanagan explained that they learned today of a problem with the mailing that was sent out for this meeting. Due to change in the mailing rate resulting in an error in postage, several of the intended recipients did not receive the notice.

However, the applicant would like to keep progress moving on this project and to continue to application to the next regularly scheduled meeting on August 4th would result in the application not being heard by the Governing Body until September 21st. Mr. Flanagan respectfully requested the Planning Commission consider holding a special meeting for the purpose of hearing this application on Wednesday, July 29th or Thursday, July 30th. This would give sufficient time for proper notice to be resent and for the application to be considered by the Governing Body on September 8th. It was noted that Brian Doerr, representing the Mission Valley Neighborhood Association, is supportive of the requested special meeting.

Gregory Wolf moved the Planning Commission continue applications PC2015-08 requesting a Special Use Permit for an Adult Senior Dwelling & Site Plan and PC2015-110 for Preliminary Plat Approval to a special Planning Commission meeting on

Wednesday, July 29th at 7 p.m. The motion was seconded by Randy Kronblad and passed unanimously.

APPROVAL OF MINUTES

Randy Kronblad noted the omission of the word “have” in the second to the last sentence on page 3. Gregory Wolf moved for the approval of the minutes of the Planning Commission for June 6, 2015 with the correction noted. The motion was seconded by Randy Kronblad and passed by a vote of 4 to 0 with James Breneman moved the approval of the minutes of the Planning Commission for May 5, 2015 as submitted. The motion was seconded by Greg Wolf and passed by a vote of 6 to 0 with Jonathan Birkel abstaining.

PUBLIC HEARINGS

**PC2015-06 Request for Rezoning from C-0 & R-1b to CP-1 (Planned Restricted Business District and approval of Development Plan
7930 State Line Road**

**PC2015-07 Request for Conditional Use Permit for Drive-Thru Service Window
7930 State Line Road**

Chairman Wallerstein opened the public hearing and asked the applicants to present their proposal. Mitch DiCarlo, 11210 Madison Avenue, the Development Coordinator for Block and Co. introduced Danny Potts, Klover Architects; Ryan Elam, Project Manager with BHC Rhodes and Mo Yaganeh, President Operating Partner with KC Slim LLC were present to address any questions.

Danny Potts, 10955 Lowell #700, Overland Park, KS gave a PowerPoint presentation reviewing the application. The location is currently zoned R-1B Single-Family Residential and C-0 Office Building. They are seeking rezoning to CP-1 Planned Restricted Business District. This property is located south of the Panda Express which was rezoned to CP-1 in 2007. The parcel has 100 feet of frontage on State Line Road and has a depth of 651 feet along the south property line. The parcel has an irregular boundary and contains approximately 1.37 acres. The site is occupied by an office building that was built in 1968 and the applicant proposes to demolish that building and construct a fast food restaurant called Slim Chickens.

The applicant proposed to construct a 3,564 sq. ft. building that will be setback approximately 80 feet from the front property line. The required front yard setback in the C-1 District is 15 feet. The restaurant will have a seating capacity of 122 which will require 49 parking spaces. Both driveways on State Line Road will be retained. The north drive will have an entrance while the south drive will be a two-lane exit.

Mr. Potts noted this building is significantly smaller with a patio and additional grass to be added. The building is designed to maintain traffic flow on the site rather than State Line Road. The site has a 19% reduction in impervious surface. The dumpster has been relocated to the southwest as far to the south as possible. The proposed landscaping includes an 8 foot wood privacy fence and additional landscaped buffer to limit noise and light. Mr. Breneman noted the plans still show a six foot fence. Mr. Potts confirmed it will be an eight foot fence.

Gregory Wolf asked if there were any conditions recommended by staff that they were not in agreement with. Mr. Potts responded #13 requiring the removal of the second menu board to reduce noise from the operation. He stated the second board does not add additional noise as only one menu board is active at a time. One employee answers both boards. The second board reduces the wait time for customers and allows for orders to be processed more quickly. It also functions to get more traffic maintained on site and reduces the amount of time in line, thus reducing the noise from waiting vehicles.

Mr. Breneman confirmed that they would stipulate in their operations protocol that only one board will be operated at a time. Mr. Lenahan was skeptical of the acoustical value of the fence and asked if they would be willing to consider adding a masonry wall backing up the menu board to reduce that sound. Mr. Potts responded that the additional landscaping added will buffer the sound before it gets to the fence.

Mo Yaganeh stated the second menu board expedites the same level of traffic through the drive through and serves as a needed enhancement. Slim Chickens is not a typical fast food that can be processed very quickly and the second menu board allows for faster processing of orders.

Wes Jordan stated staff recommendation against the second menu board is that it would encourage greater use of the drive through by offering shorter lines. Mo Yaganeh stated the additional lane does not increase the traffic volume. A single lane has a longer backup of cars waiting to order and slows down the processing of orders.

Nancy Wallerstein expressed concern with the flow of traffic and cars crossing in front of one another when leaving. Mr. Elam stated the vehicles would merge going into the pickup area with only one car leaving at a time from there. There should be ample distance for the vehicles to merge going to pick up

Jeff Valentino noted the menu boards are located further back, vehicles at the pick-up window would be more of a noise issue. Mr. Valentino noted the revised landscape plan provides better screening. Nancy Wallerstein noted there was nothing indicated in a large triangular space. Mr. Elam noted that area would simply contain grass. Mr. Valentino asked what time deliveries would be made. Mr. Jordan replied city code prohibits deliveries prior to 7 a.m.

Mitch DiCarlo noted several issues have been raised by the neighbors regarding the Panda Express operations. He stated Block & Company does not own that property, but

he has reached out to them with the concerns expressed. Wes Jordan stated a fence permit for an 8 foot fence has been applied for by Panda Express. Mr. DiCarlo reviewed Block & Company's investment along State Line Road with several other properties.

Jim Breneman asked about the parking requirements. Mitch DiCarlo noted they are driven by the city's code. Mr. Breneman asked if they would have as much parking as shown if not required by the city. Mo Yaganeh replied they would probably not.

Chairman Nancy Wallerstein opened the public hearing for comment, noting that comments were heard at the June meeting and asking residents to keep their comments brief and not repeat what had been stated previously.

David Woolridge, 2115 Somerset, expressed concern with the drainage indicating the reduction in impervious surface was not sufficient. He felt there would be flooding issues. He is concerned with the hours of operation and feels that there are already too many fast food businesses in the area. He is opposed to the double drive thru, lighting pollution and having a business operating 85 feet from his property seven days a week.

Jim Lichty, 4064 West 69th Street, stated this use will generate more traffic than the existing office building. He feels the traffic study should have been conducted by an independent firm and noted the data used for the study was from 2011, not 2015. There is a concentration of too many businesses in this area. He feels Prairie Village deserves better than what is proposed.

Carly Bailey, 2021 Somerset Drive, stated the opposition to this project by the neighbors on Somerset has not diminished. Concerns remain regarding security, noise pollution, light pollution, traffic, water runoff and employees hanging out around the property. She felt the addition of yet another fast food business would further negatively impact their property values. Ms Bailey does not feel that Johnson County residents will support a "Slim Chickens" and that the building will become vacant. She requested the rezoning be denied.

Chairman Nancy Wallerstein closed public participation at 8:22 p.m.

Gregory Wolf asked how strong staff felt regarding the second menu board. Mr. Williamson stated the concern was with the noise. He noted it does keep the traffic away from the back of the property.

Keith Bredehoeft stated based on the storm drainage study the plan submitted will provide better storm drainage than currently exists. Randy Kronblad confirmed that no drainage retention is required on the property. A more detailed site drainage review will occur during the permitting process.

The Traffic Study concludes the proposed use will result in average daily traffic that is greater than the existing office use, but it will decrease during the PM peak hour when traffic on State Line Road is the highest. Also, it is estimated that approximately 50% of

the traffic generated by Slim Chickens are passerby trips, which is an intermediate stop made by a vehicle travelling to another location, not new traffic.

Sgt. James Carney stated the Police Department looked at traffic/accident records for the past three years at this location and noted there had been none on the Prairie Village side. The four lane State Line Road is sufficient to handle any increased traffic.

Nancy Wallerstein asked what the hours of operation would be. Mo Yaganeh stated that normal operating hours are 10:30 a.m. to 10:00 p.m. Wes Jordan added the city code addresses noise and encouraged the residents to call in any complaints or concerns with security to the police department. Mrs. Wallerstein asked that the hours be stipulated as a condition of approval.

Ron Williamson stated the applicant will be required to submit an outdoor lighting plan at the time of application for a building permit. At that time all exterior lighting fixtures on the building and in the parking lot will be known and an accurate photometric drawing can be prepared. The ordinance requires 0.0 foot candles at the property line when adjacent to residences.

Mr. Williamson noted the revised Site Plan shows an 8-foot fence along the north, west, and a portion of the south property lines. This should screen parked vehicles and lights from cars for the residents located on the north side of the property. The landscape plan has also been revised to provide better screening for the neighbors.

The smell of cooking food will need to be addressed by installing filters in the venting system. Mr. Valentino asked how the city could better address that this occurs. A stipulation will be added to condition #14 requiring the applicant to submit information on the filters with the Building Permit process.

The trash bins have been moved to the south side of the lot which should help reduce noise for the neighbors to the north. It would be more desirable to move the trash bins further east along the south property line, but trash trucks would have a difficult time backing into the space to pick-up and unload the trash bins.

Jonathan Birkel expressed concern with the heavy concentration of commercial establishments along State Line Road and the negative impact on the residential property owners and neighborhoods on Somerset that back up to State Line.

Jeff Valentino confirmed there would be no breakfast operation - only lunch and dinner.

Randy Kronblad stated he would like to see a use with less impact on the adjacent residential properties and shared Mr. Birkel's concerns.

Gregory Wolf stated a restaurant is consistent with the zoning and uses along State Line Road. Patrick Lenahan noted the odd size and shape of this property restricts its possible uses with a restaurant being the probable use, although it could be done without a drive-thru window.

The Planning Commission made the following review of the “Golden Factors”:

1. The character of the neighborhood;

The general character of this area is business on both sides of State Line Road. Culvers, Wendy’s, CVS Pharmacy and McDonald’s are located on the east side of State Line Road and all four have drive-thru windows. There are residential uses to the northwest of this property which have their rear yards adjacent to this site. To the south are offices. The immediate area to the north is developed with restaurants and retail uses.

2. The zoning and uses of property nearby;

North: CP-1 Planned Restricted Business - Panda Express and R-1B Single-Family Residential - Single-Family Dwellings

East: Commercial (KCMO) - CVS and Wendy’s

South: R-1 Single-Family Residential - Single-Family Dwellings and SD-0 Business Office District - Financial Institution

West: R-1B Single-Family Residential - Single-Family Dwellings

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

The existing building is currently being used for office space. The office market in Prairie Village is weak for this type of space. This building is older, having been built in 1968, and its appearance is not such that it would command the interest of a lot of potential tenants. The existing building probably is at a state where a teardown and rebuild is a logical solution to more economically and effectively use the site. Since this property is on State Line Road, redevelopment for commercial use has a strong potential. In order to redevelop the site, the new use needs to generate higher revenue to offset the redevelopment costs.

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

The properties to the north, south and east are developed for business uses and the redevelopment of this property will not detrimentally affect them. There will be additional traffic because a fast food restaurant generates more traffic than an office, but State Line Road can accommodate it. The residential use to the northwest and southwest would be most affected by the restaurant because of noise and lights. Fencing and landscaping will be required to screen the use from the residential properties which should mitigate negative effects. The restaurant will be required to follow the outdoor lighting regulations which will minimize the impact on outside lighting.

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

The building has been continually occupied by office uses since it was built and has not been totally vacant for any length of time. As pointed out earlier the market for office space of this type is weak in the City of Prairie Village.

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

The redevelopment of this site will permit the removal of one structure that is not at the quality that is desired by the market and will allow the redevelopment for a use that will be of higher value and be a greater generator of revenue to the City. The redevelopment of the site should provide a structure that is better designed and more attractive which would be an asset to the neighborhood rather than create a hardship on the other adjacent owners.

7. City staff recommendations;

It is the opinion of Staff that this is a logical request for CP-1 Planned Restricted Business District Zoning because this is a mixed office retail area; the property needs renovation; it is located on a very highly traveled arterial street; and it will be an extension of the commercial property to the north. There are nine residential lots that abut the property and those can be protected through landscaping and proper screening controls. There are very limited areas in Prairie Village where a fast food restaurant would be appropriate and this location works for that use.

8. Conformance with the Comprehensive Plan.

The Village Vision has pointed out that Prairie Village retail is slightly oversupplied with marginally performing uses and that reinvestment and repositioning are needed to improve the performance of the retail sector. The Village Vision encourages the upgrading of uses to create higher density and intensity development. This is an underperforming property that needs reinvestment.

9. Approval of the Preliminary Development Plan.

Prior to recommending approval of a planned zoning district, the Planning Commission must also recommend approval of a Preliminary Development Plan. The criteria for evaluating the Preliminary Development Plan will be the same criteria as is used in site plan approval which is as follows:

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

The site is an irregular shape which contains approximately 1.37 acres and it has been laid out to accommodate 4,235 sq. ft. of restaurant area with 49 parking spaces. The proposed plan shows 94 indoor seats and 28 outdoor seats for a total of 122 dining and patio seats which require 49 off-street parking spaces so the project is meeting the minimum requirements. Less of the site will be covered with impervious surface than it is now which will reduce stormwater runoff and create more green space. The far west corner of the site will be heavily landscaped which will improve the appearance for adjacent residents.

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

The property is currently served with water, sewer, gas, electric, telephone and cable. The size of the proposed building does not appear that it would require anything out of the ordinary and the utilities that are available should be adequate to handle the project.

c. The plan provides for adequate management for stormwater runoff.

The area of the site is 59,663 sq. ft. and currently 50,027 sq. ft. is covered with impervious material which includes a building and pavement. The proposed project will have 36,805 sq. ft. of impervious area. This is a reduction of 13,222 sq. ft. of impervious area. Since the impervious area has been reduced, a stormwater master plan will not be required at this time. The stormwater will be reviewed by Public Works as a part of the building permit process.

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

Ingress and egress will be provided from two locations off State Line Road. The north driveway will provide for a one-lane entrance. The south drive will provide two lanes for exit only. The placement of the drive-thru window allows an ample number of stacking spaces so that it should not be a traffic problem on State Line. The volume of traffic generated by the restaurant is not significant enough to affect State Line Road.

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

The site plan appears to be well laid out considering its limited size. The plan has added additional landscape area and fencing over what exists, which will certainly be a benefit for both the residential neighbors and the environment. More open area allows for more landscaping which should provide more screening for adjacent residents as well as reduce stormwater runoff.

When the Planning Commission has considered other redevelopment projects, one of the issues that have been identified is providing pedestrian access. The applicant has provided a sidewalk adjacent to State Line Road which should connect to the property to the north. The sidewalks in this area do not really connect very well to the neighborhood but it is hoped that sidewalks will be installed as redevelopment occurs and the area will have a complete network of sidewalks that will be beneficial to the community as a whole at some time in the future.

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

The proposed use is a fast food restaurant which has the distinct architectural style of the Slim Chicken brand. The design is not compatible with typical Prairie Village architecture and probably would not fit well in other locations in the City. This location is on State Line Road where there is a McDonald's, Wendy's and Culvers Restaurant across the street and a Panda Express to the north. By those standards the architecture is compatible with the surrounding neighborhood. The proposed building is 24.5 feet in height compared to the Panda Express building adjacent to the north that is 23 feet in height. The building is within scale of others in the area.

The applicant has not submitted a monument sign or menu board design for approval by the Planning Commission. The monument sign height cannot exceed 5 feet including the base; the sign face cannot exceed 20 sq. ft. and the sign must be placed at least 12 feet back of curb on private property. A sign package will need to be submitted at a later date for Planning Commission review and approval.

g. The plan presents an overall development pattern that is consistent with the Comprehensive Plan and other adopted plan policies.

The Village Vision has pointed out that Prairie Village retail is slightly oversupplied with marginally performing uses and that reinvestment and repositioning are needed to improve the performance of the retail sector. The Village Vision encourages the upgrading of uses to create higher density and intensity development. This is an underperforming property that needs reinvestment.

h. The Planning Commission and Governing Body may, in the process of approving preliminary and final plans, approve deviations from the standard requirements as follows, provided any deviations approved shall be in keeping with accepted land planning principles and must be clearly set out in the minutes as well as on exhibits in the record:

The setbacks of buildings from a property line other than a public street may be reduced to 60% of the standard requirement and setbacks at paved areas adjacent to property lines, other than street lines, to zero if existing or proposed development on said adjacent land justifies the same.

The ordinance requires 8 feet of landscape area between paved areas and the property line. The proposed plan shows approximately 6 feet of landscape area along the south property and 5 feet of landscape area along the north property line for approximately 210 feet. The setback adjacent to the residential area is much greater than the minimum 8 feet.

The above deviation may be granted by the Planning Commission and Governing Body only when compensating open space is provided elsewhere in the project, whether there is ample evidence that said deviation will not adversely affect the neighboring property nor will it constitute a mere granting of a privilege.

The proposed deviation is on the east portion of the site that is between a fast food restaurant and an office use. Significant green space has been provided on the western portion of the site adjacent to the residential properties. In addition to the landscaping, a eight-foot privacy fence will also be constructed adjacent to the residential properties.

It is the opinion of Staff that the deviation of the landscape area will not adversely affect the neighborhood and will be more than compensated for on the western portion of the site.

Gregory Wolf moved the Planning Commission find favorably on the Golden Factors and recommend the Governing Body approve the request for rezoning of 7930 State Line Road from R-1b and C-0 to CP-1 subject to the conditions listed below:

1. That the Preliminary Development Plan if approved by the Planning Commission is dated 6/19/2015 and includes sheets C1, C2, D1, L1, L2, DRB1.0, DRB2.0, and DRB3.0.
2. That prior to obtaining a permit for construction the applicant shall submit a Final Development Plan for review and approval by the Planning Commission.

3. That an exterior lighting plan be included with the submission of the Final Development Plan and be designed in accordance with the outdoor lighting regulations of the zoning ordinance.
 4. That any HVAC units installed externally, either on the roof or on the ground, be screened from adjacent properties and State Line Road.
 5. That the applicant submit the landscape plan to the Tree Board for review and approval prior to submitting the Final Development Plan to the Planning Commission for approval. That the landscape plan, as approved, shall be installed as a part of the development construction.
 6. That the sidewalk adjacent to State Line Road be five feet in width and aligned to connect to the existing sidewalk on the commercial property to the north.
 7. That the applicant submit a sign package which includes the monument sign, menu board, wall signs and directional signs for review and approval by the Planning Commission with the Final Development Plan.
 8. That the approval of the Preliminary Development Plan is subject to approval of the Conditional Use Permit for the drive-thru window and if the Conditional Use Permit is not approved, the applicant shall revise the site plan and resubmit it for approval by the Planning Commission.
 9. That the applicant submit detail for the 8-foot fence that will be used to screen adjacent residences for review and approval by Staff.
 10. That the applicant plat the property prior to obtaining a building permit.
 11. That the landscape area along the north and south property lines be approved for 5 feet which is reduced from the standard 8-foot requirement.
 12. That the applicant work with the Public Works Department for final approval of the stormwater drainage.
 13. That the applicant install filters in the venting system to control odors from cooking and provide information on the filters during the building permitting process.
 14. That the business operator or manager work with staff to reduce noise during operation hours, as well as, during clean-up time after the business closes.
 15. That the hours of operation are 10:30 a.m. to 10:00 p.m.
- The motion was seconded by Jim Breneman and passed by a vote of 5 to 2 with Randy Kronblad and Jonathan Birkel voting in opposition.

PC2015-07 Request for Conditional Use Permit for Drive-Thru Service Window

Chairman Nancy Wallerstein led the Planning Commission made the following review of the factors for consideration of Conditional Use Permits:

1. **The proposed conditional use complies with all applicable provisions of these regulations including intensity of use regulations, yard regulations, and use limitations.**
The proposed drive-thru window meets all the yard regulations of the ordinance.

- 2. The proposed conditional use at the specified location will not adversely affect the welfare or convenience of the public.**

The properties to the north, south and east are developed for business and this proposed use will not adversely affect them. The properties that may be adversely affected are the residences on the northwest side of the site. Traffic entering the site might cause problems with headlights; however, the adjacent properties will be screened with a solid or semi-solid fence and landscaping that will help mitigate this problem. It is also possible that noise from the ordering box could affect the neighbors but it has been placed on the south side of the building, away from the residences.

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

The business properties on State Line Road will not be adversely affected. Some injury to the value of the adjacent residential properties might occur but fencing and landscaping should improve the appearance from what is there now.

- 4. The location and size of the conditional use, the nature and intensity of the operation involved in or conducted in connection with it, and the location of the site with respect to streets giving access to it, are such that this conditional 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 conditional use will so dominate the immediate neighborhood, consideration shall be given to: a) the location, size and nature of the height of the building, structures, walls and fences on the site; and b) the nature and extent of landscaping and screening on the site.**

The proposed building is small; approximately one-third of the size of the existing building so it will not dominate the area by size. The neighborhood is completely developed so it will not hinder development in the area. The building will be approximately 24.5 feet in height. Less land will be devoted to hard surface, buildings and parking, which will open more area for green space. The residential neighbors will also be screened with a solid/semi-solid fence.

- 5. Off-street parking and loading areas will be provided in accordance with 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 applicant is providing the required off-street parking and adequate vehicle stacking for the drive-thru window. The residential areas will be screened from the parking area.

- 6. Adequate utility, drainage and other necessary utilities have been or will be provided.**

Since this is a redevelopment project, utilities are already available at the site. Drainage will be addressed in the final plans, but less area will be impervious than under the current conditions so there will be less runoff.

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

The property will be accessed by one entrance drive on the north and a two-lane exit drive on the south. Stacking area for a minimum of 15 cars has been provided for the drive-thru window. Adequate access is being provided and internal circulation should be adequate.

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

There should not be any hazardous materials or obnoxious odors associated with this project. There could, however, be some noise associated with the use, primarily cars. This will be mitigated by landscaping and fencing.

Chairman Nancy Wallerstein open the public hearing on this application:

David Woolridge, 2115 Somerset, requested proof of notification of this hearing and repeated concerns expressed at the June 2nd meeting particularly regarding increased congestion.

Board Secretary Joyce Hagen Mundy presented the documentation received from the applicant on the notification of residents certifying that a notice was mailed to his wife on May 13, 2015.

Jim Breneman moved the Planning Commission find favorably on the findings of fact for the proposed Conditional Use Permit to allow a drive-thru window for Slim Chicken and approve the Conditional Use Permit subject to the following conditions:

1. That the Conditional Use Permit approval is contingent upon approval of the CP-1 Zoning and the Preliminary Development Plan. If the rezoning and Preliminary Development Plan are not approved by the Governing Body the approval of this Conditional Use Permit will be null and void.
2. That the applicant maintains the fencing and landscaping and replace any plant materials that die and fence that is damaged so that the integrity of the landscaping/screening is maintained throughout the life of the project.
3. That the Conditional Use Permit shall terminate when the site is no longer used for a fast food restaurant.

The motion was seconded by Gregory Wolf and passed by a vote of 5 to 2 with Randy Kronblad and Jonathan Birkel voting in opposition.

PC2015-111 Request for Site Plan Approval for Fence 3104 West 71st Street

James Lichty, 4064 West 79th Street, stated he is proposing to construct a series of brick columns with limestone caps that are 2-foot square, 3-foot 9-inches in height and approximately 13 feet apart. The chain-link fence will be removed and replaced with

wrought iron. The fence will be extended through the property to the west owned by Indian Hills Country Club. The west 75 feet of the original lot was sold off to the Country Club so they could have access for maintenance purposes. The entrance is used infrequently and he has obtained approval from the Country Club to relocate the gates. The new gates will be wrought iron rather than chain link. The gate to the Country Club will open towards the Club. Mr. Lichty noted that Jeff White with the Country Club was present. The proposed fence will be four feet from the property line and will be west of the new driveway.

Jim Breneman noted the gate needs to be at least 19' from the street. Mr. Williamson replied it is 17 feet to the column and 19 feet at the back of the column with the gate opening back. Mr. Lichty noted the fence follows the right-of-way until it gets to the bridge. Mr. Williamson noted another column is needed at the end of the golf course.

Randy Kronblad noted the ordinance requires 30". Mr. Williamson stated the Commission could approve a variation.

Nancy Wallerstein expressed frustration with the number of changes to what was submitted for the Commission to review.

Jeffrey Valentino asked why he was proposing the 40" fence instead of following code. Mr. Lichty replied it is necessary to coordinate with existing fencing on the Country Club property. The goal for the fence is to create a visible entrance to the golf club.

Randy Kronblad noted if using brick masonry the column would be 40" in height and two square feet with additional four or more inches for the capstone. He confirmed the wrought iron fence is 40" in height and the setback from the road is 19 feet and four feet off the property line.

The proposed brick column/boxwood fence would eliminate the chain-link fence and provide a more compatible appearance to the west end of the lot and it would in a sense reclaim the west 75 feet of the originally platted lot so that it has a more aesthetic appearance rather than a maintenance entrance. Therefore, it is the opinion of Staff that the request meets the criteria as set out in the ordinance.

Chairman Nancy Wallerstein led the Commission through the following criteria:

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

N/A

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

N/A

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

Stormwater runoff does not appear to be a problem; site grading was reviewed by Public Works during the normal permitting process.

D. The plan provides for safe and easy ingress, egress, and internal traffic circulation.
The relocated gate will still provide approximately 19 feet from the edge of 71st Street to allow a vehicle to park there while opening the gate and the gate opens into the golf course.

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

The proposed fence will be a combination of brick columns and plants which will replace chain-link fence and certainly provide a more compatible appearance.

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

The proposed fence will be brick columns with limestone caps and wrought iron fence will be compatible with other materials used in the surrounding neighborhood. The brick will be the same brick as that used on the new residence.

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

One of the principles of the Prairie Village Comprehensive Plan is to encourage reinvestment in the community provided that it is compatible. This proposed improvement appears to be compatible in design with the neighborhood and therefore is consistent with the Comprehensive Plan.

Gregory Wolf moved the Planning Commission find the proposed fence to be compatible in design with the existing dwellings and fencing in the area, and approved the proposed fence with a maximum column height of 45", fence height of 40" with t3 feet between columns to be located four feet off the property line and 19 feet back from the street as shown on the submitted plan including property owned by the Indian Hills Country Club, provided the applicant submits written approval from the Country Club prior to obtaining a permit. The motion was seconded by Jim Breneman and passed unanimously.

**PC2015-108 Request for Site Plan Approval - Briarwood Elementary
5300 West 86th Street**

Justin Durham, with Hollis + Miller Architects, 8205 West 108th Terrace, stated the Shawnee Mission School District is proposing to tear down the existing Briarwood Elementary School and build an entirely new facility. Briarwood was originally constructed in 1966 and a gym was added at a later date. The District will be adding a Pre-Kindergarten element to the building that will consist of three classrooms of approximately 17 children. The estimated enrollment for 2016/2017 is 618 students and the full capacity of the new facility will be 669 students. The existing school is one-story and the new school will be two-stories. The site is small for an elementary school by today's standards so changing to a two-story facility will allow the site to be better used for traffic circulation.

Traffic congestion has been the biggest concern in the neighborhood in both the morning and afternoon peak periods, however, the afternoon peak period tends to be more congested because all classes let out at one time. In the morning drop-off occurs during a longer period depending upon the schedule of parents.

Mr. Durham stated a neighborhood meeting was held on June 11th, in accordance with the Planning Commission Citizen Participation Policy, and 125 people attended. The concerns expressed were drainage, traffic, site layout and building design. The current site allows for the stacking of 35 cars on site. The proposed plan with double stacked traffic accommodates 90 vehicles and two turn lanes expedite leaving to Juniper and 86th Street.

Nancy Wallerstein questioned the lack of expansion to accommodate future growth. Mr. Durham stated the design has flexible classrooms that can be restructured to accommodate growth variations in different classrooms. Their instruction from the District was to design for 550 students.

Jeffrey Valentino asked how parking for assembly type events will be handled. Mr. Durham noted the biggest concern is with the daily drop-off and pick-up. Nancy Wallerstein confirmed exiting traffic can only turn right.

Mr. Durham stated the school district has decided to initially go with single stacking.

Brian Dill, 11827 West 87th Street, representing the school district, stated that single stacking would be used on site and evaluated after school is in session. The District felt that there would be too much confusion with double stacking as well as the other changes and it would create a safety hazard.

Wes Jordan stated he thought there was agreement that double stacking would be used. He noted the significant issues that double stacking would address and reviewed past traffic problems at the school.

Nancy Wallerstein felt that parents should be instructed on Day 1 as to the new operation with double stacking as agreed upon with staff.

Ron Williamson confirmed the parking lot was being designed and built to accommodate double stacking. Mr. Dill stated the school district wants to begin with single stacking and if necessary move to double stacking in a more organized fashion later in the school year.

Sgt. Carney stated he would prefer that the plan be set and followed from the beginning. He understands the school's view; however, from the Police Department perspective it is important to train the parents from the beginning. Patrick Lenahan confirmed that there is nothing from the design standpoint that would prevent double stacking. Jim Breneman stated the city needs a commitment from the school district. Sgt. Carney stated the Police Department has no authority on a private parking lot. Mr. Lenahan asked what would happen if they were required to double stack and it didn't work. Sgt.

Carney stated the police department would approve of a period for review of the situation. Ron Williamson stated that condition 5 of the staff recommendation could be amended to require double stacking.

Wes Jordan expressed concern with the number of students being pushed into the streets and a school with an enrollment of 600 being designed for 550. He stated the city expends a lot of city resources at schools to assist with traffic concerns, he noted teachers' contracts prohibit them from being assigned to work parking lots.

Sgt. Carney stated there would be advance notice to the traffic on Nall that no left turns will be allowed by the lighted sign board.

Jonathan Birkel asked where there was a clear access provided for walking students. Sgt. Carney replied on 86th Street. The crossing guard and school crossing will be moved over to Juniper.

Sgt. Carney stated he would like to see the school district consider free busing for all in the attendance area instead of only those students residing over two miles from the school. He noted it has been done in other situations.

Jeffrey Valentino asked if the Certificate of Occupancy could have any conditions of approval. Mitch Dringman responded it is best to have the conditions or requirements upfront on the approved documents for it is the responsibility of the property owner to maintain the structure as agreed.

Nancy Wallerstein stated it appears that there is an impasse.

Ron Williamson proposed the following change to condition 5 "Once the previous recommendations are implemented, fine-tuned , and fully operational, it will be frequently monitored and a traffic study may be required to evaluate stacking and the intersection operations which allow left turn movements."

Jim Breneman noted he resides in this area and that the neighbors were generally pleased with what was presented at the neighborhood meeting. Mr. Breneman asked for clarification on the proposed grading plan. Mr. Breneman also confirmed that the retaining wall had a fence/hand rail along the top of it. Keith Bredehoeft briefly reviewed the proposed storm drainage plan and noted that revisions that have been requested by staff are being made.

Randy Kronblad noted the main entrance to the school faces 86th Street, but there is only 1 ADA parking space at the main entrance. Mr. Durham noted this is being designed primarily for drop-off. The other required ADA spaces are along the west drive near the south door.

Chairman Nancy Wallerstein led the Commission in review of the following criteria:

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

The site is 9.18 acres which is small by today's standards and the west and north sides have grade and drainage conditions that further reduce the usable portion of the site. Ideally, the site should be 10 acres plus one acre for each 100 students; and therefore, it should be about 17 acres of usable site. Unfortunately, additional land is not available so the site must be carefully designed. By designing the new facility as a two-story building the site can be better utilized for traffic and other outdoor activities. The proposed plan increases the vehicle stacking from 35 spaces to a potential 90 spaces which should help handle the traffic during peak periods. The parking requirement for elementary schools is two spaces per classroom. The proposed new school has 36 classrooms, including music, art, gym, etc., which require 72 parking spaces. The plan provides 90 parking spaces which is more than the ordinance requires. Currently there are 87 parking spaces on the site.

As a result of input from the Police Department, Public Works and a Traffic Consultant the applicant has redesigned the east parking lot/driveway to accommodate additional stacking spaces as shown on Sheet C101 dated 6/29/15. The drive will be one-way with a 25-foot wide driveway between the parking bays. This will allow a double-wide row of stacking spaces which could add as many as 30 stacking spaces. Also, the east driveway will have an entrance and two exit lanes (one each for right and left turns) and each lane shall be 11 feet in width. Although the site is small, it is capable of accommodating the building, parking area and landscape.

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

The property is currently served with all utilities and it is not anticipated the proposed new school will create the demand for additional utilities. No additional utilities are contemplated for water and sewer services.

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

The applicant has submitted a Stormwater Management Plan which is being reviewed by Public Works. Currently there are 4.11 acres of impervious area and the new plan will reduce the impervious area slightly to 3.73 acres. Any reduction in impervious area will help the overall drainage of the site. The applicant will obtain approval from Public Works for the design and implementation of the Stormwater Management Plan.

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

The plan provides potentially 90 stacking spaces compared to the current 35 stacking spaces which will improve circulation in the area. The afternoon pick-up time is the most congested time. An average of 200 vehicles is observed during afternoon pick-up. The number varies depending on the weather. Rain, snow and cold temperatures increase the traffic at pick-up time. The following is an excerpt from the Traffic Analysis prepared by the applicant's Traffic Engineer:

Key challenges with the current system

During field visits and analysis explained above the key challenges with the traffic flow around the school may be summarized as follows:

- Frequency of "car riders" is high because of the fee structure for bus usage; low number of busses needed to serve the school.

- Insufficient storage for about 165 cars. (Only about 35 cars can currently store within the school.)
- Chaotic storage on all available city streets around the school campus.
- Limited ability to travel through on 86th Street because cars stack on both sides. (This could be very challenging if emergency services need to access 86th Street.)
- Left turns from 86th Street into the school effectively block any traffic movement into and out of the school.

Suggestions for improving traffic flow

In addition to changing the number of cars that can be stored on-site, it is believed that the following changes should also be addressed to assist with a smoother traffic flow:

1. Continue providing a crossing guard for students walking home.
2. Prohibit left turns from 86th Street into the school during drop-off and pick-up. (This could ensure that at least one lane will remain open for traffic flow on 86th Street.)
3. Limit the stacking of cars to east of the school driveway and the north side of 86th Street. (This will allow traffic to flow into the school easier and quicker.)
4. Offer either a left turn or a right turn option when exiting from the school. (Combined with prohibiting left turns into the school, this could assist in quick dispersal of traffic allowing the queue to dissipate efficiently.)
5. Once the previous suggestions are implemented, fine-tuned, and fully operational for a full school year, complete a traffic study to evaluate the intersection operations which allow left turn movements. (Currently, at the Nall Avenue intersection left turns are prohibited from westbound 86th Street to southbound Nall Avenue. It is doubtful that this traffic movement will change.)
6. The police department does not enforce pick-up/drop-off procedures on school property. The school administration will need to educate parents/transporters and enforce drop-off and pick-up locations and queue/storage path. (This is essential to the success of improving traffic flow.)
7. That the Shawnee Mission School District consider offering free busing to all students within the attendance area. The entire school attendance area is within the 2.5 mile radius so this encourages parents to drive students to school. This area is already extremely congested, and while the proposed changes and traffic plan may help some; it is likely to remain the most congested school neighborhood in Prairie Village. A reduction in cost for busing or free busing would encourage parents to consider busing as opposed to driving students to school.

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

The proposed plan improves traffic congestion, increases parking, increases on-site vehicle stacking, reduces impervious area and provides a good design on a small and

difficult site. The applicant has submitted a lighting plan that meets the requirements of the outdoor lighting ordinance.

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

The proposed design of the building will be more contemporary than the existing school building, but will utilize materials similar to those used in the neighborhood. The architect has done a good job of providing relief on the elevations of the building either by color, texture or material. The building will provide a high quality appearance in the neighborhood. The location of the trash and recycling bins are shown on the plans but the detail of the enclosure is not shown.

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

One of the goals of the Village Vision is to support a high quality educational environment for the residents of Prairie Village which includes investment and upgrading of facilities. The proposed project is very consistent with the Comprehensive Plan.

Randy Kronblad moved the Planning Commission approve PC2015-108 - Site Plan for Briarwood Elementary School subject to the following amended conditions:

1. That the applicant works with Public Works for approval and implementation of the Stormwater Management Plan.
2. That the school continues providing a crossing guard for students walking home.
3. That left turns from 86th Street into the school during drop-off and pick-up be prohibited.
4. That a double row of stacking in the drive will be required on the east side of the school.
5. Once the previous recommendations are implemented, fine-tuned and fully operational, it will be frequently monitored and a traffic study may be required to evaluate stacking and the intersection operations which allow left turn movements.
6. That the school administration educates parents/transporters and enforce drop-off and pick-up locations and queue/storage path.
7. That the east entrance off 86th Street be increased in width to accommodate three lanes of traffic; one entrance lane and two exit lanes (one for right turns and one for left turns).
8. That the School District consider offering free or reduced cost busing within the attendance area to reduce car traffic and congestion in the area.
9. That the applicant submits plans for the enclosure of the trash and recycling bins to Staff for review and approval.
10. That the proposed landscape plan be submitted to the Tree Board for review and approval prior to installation.
11. That any monument sign proposal be submitted to the Planning Commission for review and approval.
12. That the revised sheet C101, dated 6/29/15, be included with the other drawings submitted and that the applicant submit three copies of the revised Final Site Plan drawings to the City.

The motion was seconded by Greg Wolf and passed unanimously.

**PC2015-109 Request for Preliminary & Final Plat - Briarwood Elementary
5300 West 86th Street**

Ron Williamson stated the Briarwood Elementary School site is unplatted and contains approximately 9.18 acres. One of the conditions of approval for the site plan for the new school is the platting of this site. There are a number of unplatted tracts in Prairie Village and as redevelopment occurs, the Planning Commission has required tracts to be platted.

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 at the same time.

PRELIMINARY PLAT

The Preliminary Plat contains the information normally required and is a one lot plat. The lines on the plat marked as SW are stormwater pipes, but are not identified in the Legend. They handle internal drainage on the site. All easements identified in the Title Report are shown on the Preliminary Plat.

FINAL PLAT

The Final Plat contains essentially all the information required.

The name of the Chairman of the Planning Commission will need to be changed to Nancy Wallerstein.

Gregory Wolf moved the Planning Commission approve the Preliminary and Final Plats of Briarwood Elementary School subject to the following conditions:

1. That the name of the Chairman of the Planning Commission be changed to Nancy Wallerstein.
2. That the Final Plat as approved be revised and three (3) copies submitted to the City for their records.
3. That the applicant submits the Final Plat to the Johnson County surveyor for review.

and forward the Final Plat to the Governing Body for acceptance of easements and rights-of-way. The motion was seconded by James Breneman and passed unanimously.

OTHER BUSINESS

Election of Vice Chairman

James Breneman nominated Gregory Wolf to serve as Vice Chairman of the Planning Commission. The nomination was seconded by Patrick Lenahan and passed unanimously.

Next Meeting

The next meeting will be the Special Meeting of the Planning Commission to be held on Wednesday, July 29th for consideration of PC2015-08 Request for Special Use Permit for an Adult Senior Dwelling at 8500 Mission Road and PC2015-110 Preliminary Plat approval for Mission Chateau at 8500 Mission Road.

The regularly scheduled meeting on Tuesday, August 4th will be preceded by a Board of Zoning Appeals meeting and will include a Platted Building Line Modification for 6842 Granada Lane, Site Plan Approval for wireless antenna at 5000 West 95th Street and Site Plan Approval for Building Height Elevation at 2309 West 71st Terrace.

Ron Williamson was thanked for his 22 years of service to the Planning Commission and City of Prairie Village and wished well in his retirement. Chris Brewster with Gould Evans was welcomed as the new Planning Consultant for the City of Prairie Village.

ADJOURNMENT

With no further business to come before the Commission, Chairman Nancy Wallerstein adjourned the meeting at 10:25 p.m.

Nancy Wallerstein
Chairman

STAFF REPORT

TO: Prairie Village Planning Commission
FROM: Chris Brewster, AICP, Gould Evans, Planning Consultant
DATE: July 14, 2015, Planning Commission Meeting

Application: PC 2015-107

Request: Approval of Front Building Line Modification

Property Address: 6842 Granada Lane

Applicant: Ben & Kari Cohen

Current Zoning and Land Use: R-1B Single-Family Residential - Single-Family Dwellings

Surrounding Zoning and Land Use: **North:** R-1B Single-Family Residential - Single-Family Dwellings
East: R-1B Single-Family Residential - Single-Family Dwellings
South: R-1B Single-Family Residential - Single-Family Dwellings
West: R-1B Single-Family Residential - Single-Family Dwellings

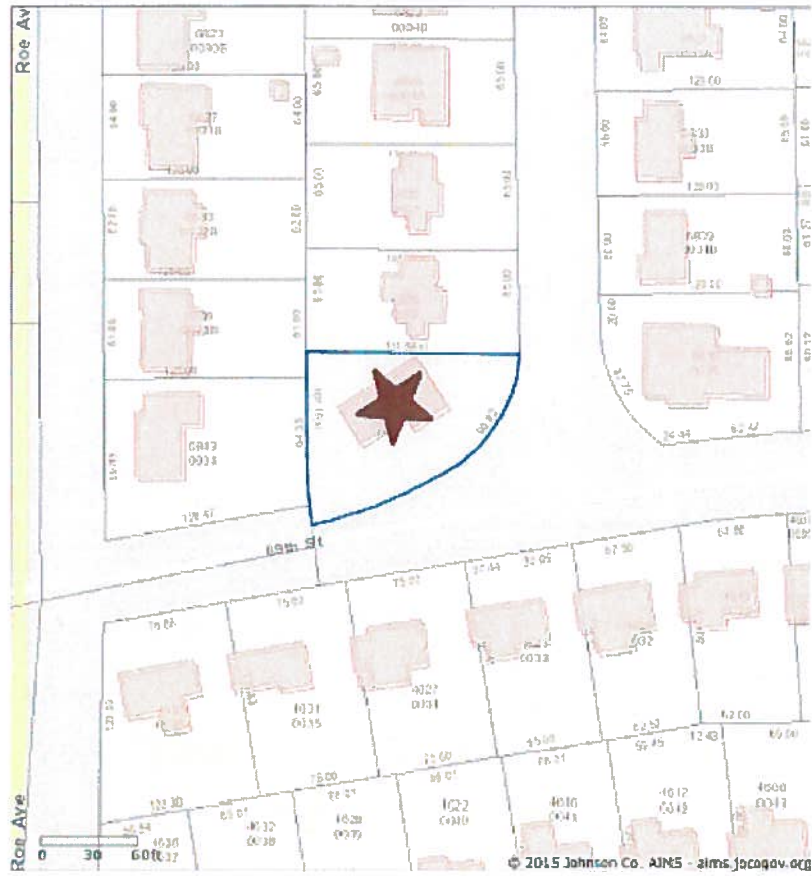
Legal Description: Prairie Village Lot 1 BLK 54

Property Area: 10,285 sq. ft.

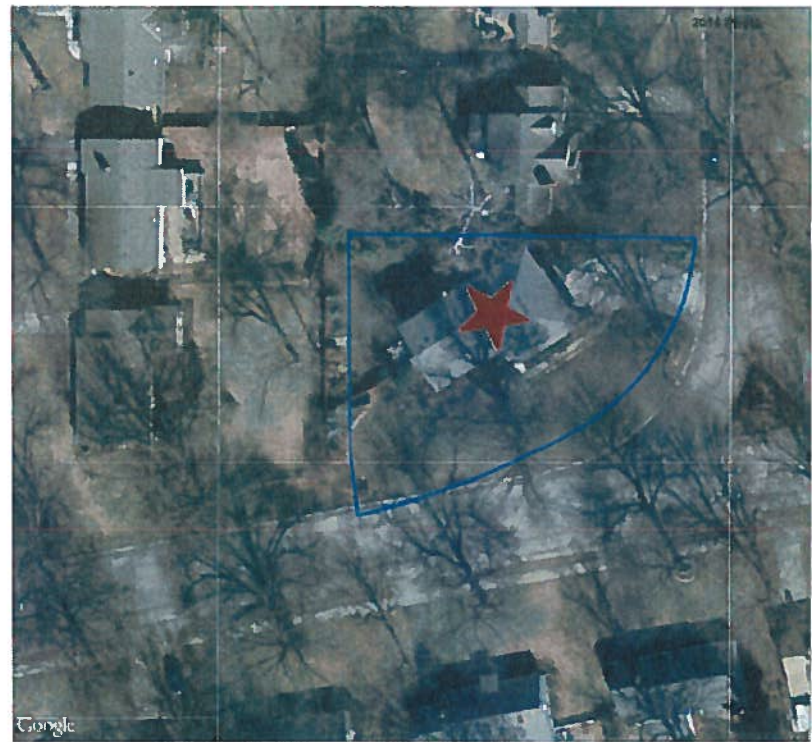
Related Case Files: BZA 2015-03 Variance of Front Yard Setback

Attachments: Application, Drawings & Photos

General Location Map



Aerial Map



COMMENTS:

The applicant is requesting a variance from Section 19.08.020 to extend the garage 10 feet, which will encroach into the front yard setback, for a house located at 6842 Granada Lane.

The lot is located on the northwest corner of 69th Street and Granada Lane, and has a platted setback line of 35 feet adjacent to Granada Lane and 20 feet adjacent to 69th Street. The house sets at an angle on the lot. The lot has an unusual configuration and was enlarged by a vacation of a portion of 69th Street.

The house is a split-level and the applicant would like to finish the lower level for an office and children's playroom. Access to the lower level is through the garage. The applicant would like to build a wall so the access to the lower level is an enclosed portion of the house. In doing that the garage becomes unusable, so it needs to extend approximately 9.5 feet.

The lot is an odd shape because of the curving of Granada Lane at the intersection. Because of the curving, a platted setback line was put on the lot at 35 feet from Granada Lane and 20 feet from 69th Street. The platted line on Granada is set at 35 feet on the south side and gets as close to approximately 12' near the Granada/ 69th frontage (this would roughly correspond to a 30 feet front setback by zoning). The platted line on 69th is set at 20 feet from the original right of way on the west side and as close to 12 feet near the Granada / 69th frontage (this would roughly correspond to a 15 feet street side setback by zoning). [Note: because the house sits at an angle within this platted buildable area, the closest part of the current house is approximately 23 feet on the northeast corner currently, and is proposed for approximately 18 feet.

The house was built based on the platted setbacks and actually a small corner of the garage encroaches on the 30-foot front setback that would otherwise be required by zoning (on 69th). It is obvious that the platted setback lines were established in order to provide a buildable lot. Typically the platted setback line would run parallel to the property line. In this case they do not, possibly due to the curve of the property line along the north and east. The platted setback lines supersede zoning setbacks and the original building permit was granted based on the platted setback. Based on the survey, the southeast corner of the existing garage sets back from Granada Lane approximately 23 feet, but within the platted setback. The proposed southeast corner of the garage would setback approximately 18 feet from Granada Lane.

Under the procedure for Building Line Modifications, the applicant is required to send notices to all owners within 200' and meet with neighborhood residents prior to the Planning Commission meeting. The applicant met with the adjacent homeowners on May 18, 2015.

The procedure also requires the Planning Commission to give consideration to the following factors:

1. That there are special circumstances or conditions affecting the property;

The lot has an unusual configuration, particularly, the curved property line at the intersection with 69th Street. The buildable area of the lot is reduced and the buildable area of the lot is compromised.

2. The building line modification is necessary for reasonable and acceptable development of the property in question;

In order to make the lower level an integrated space in the house, the applicant proposed to enclose the access so that it will not be necessary to go into the garage to enter the lower level. The proposed extension will provide a more reasonable use of the property.

3. That the granting of the building line modification will not be detrimental to the public welfare or injurious to or adversely affect adjacent property or other property in the vicinity in which the particular property is situated;

The proposed garage extension will not adversely affect the site distance at the intersection and will have little if any effect on the adjacent property.

RECOMMENDATION:

This application has an associated zoning variance with it. Provided the BZA finds sufficient criteria for a variance, it is the recommendation of Staff that the Planning Commission find favorably on the three factors and approve the Front Building Line Modification for just that portion of the garage necessary to permit the 10-foot expansion.







CITY OF PRAIRIE VILLAGE

The Star of Kansas

Customer 17182

Planning Commission Application

For Office Use Only
Case No.: <u>PC 2015-107</u>
Filing Fee:
Deposit:
Date Advertised:
Date Notices Sent:
Public Hearing Date: <u>8/4/15</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

Applicant: BEN & KARI COHEN Phone Number: 913-515-8636

Address: 6842 GRANADA LANE E-Mail BEN@BRUSHKC.COM

Owner: THE COHEN FAMILY WEALTH TRUST Phone Number: 913-515-8636

Address: 6842 GRANADA LANE Zip: 66208

Location of Property: 6842 GRANADA LANE : LOT 1, BLOCK 10 LESS AND EXCEPT THE NORTH 8 FEET THEREOF, MEASURED AT RIGHT ANGLES TO THE NORTH LINE, PV, A SUBDIVISION IN PV, JOCO, KS, TOGETHER WITH THE VALATED PART OF 69TH ST SOUTH OF AND ADJOINING BLOCK 10.

Applicant requests consideration of the following: (Describe proposal/request in detail) EXPANDING GARAGE TO PROVIDE ROOM FOR CARS/ ROOM FOR A SMALL HALLWAY

AND STORAGE AREA FINISHED LEADING TO SUB-BASEMENT: SEE LETTER, SURVEY, PLANS, ATTACHED

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 BEN & KARI COHEN.

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.

B.C.
Applicant's Signature/Date

B.C.
Owner's Signature/Date

4/24/2015

Hello Neighbor,

Thank you for taking the time to read at this letter regarding the garage expansion/finished basement permit/variance which I have requested from the City of Prairie Village. Part of the process in requesting a building line modification involves notifying neighbors who live within 200 feet of my home at 6842 Granada Lane (the NW corner of Granada Lane and 69th Street). Essentially, approximately 50 square feet of my proposed expansion falls into a setback, thus my need to apply for a variance before doing the work. The portion that falls into the setback is the corner of the garage closest to the intersection of Granada Lane and 69th Street. The current SE corner of my garage is half a foot from the building line, and I want to go out nine and a half feet from the current corner (a few feet past the bricks that line my retaining wall).

I wanted to make sure that the small change to my garage that I'm proposing to the city is OK with you. I didn't realize the process was going to be so extensive, and before I spend any more money with an architect, I wanted to get permission on the variance. Everything that I'm going to be doing will make my house look nicer, and the garage door replacement will be a big upgrade.

If you have any questions or concerns about the forthcoming information, please let me know. There will be a meeting at my house at 6842 Granada Lane at 6PM on Monday, May 11th to discuss any issues regarding my application to the city. The public hearing with the planning commission where the application is approved or denied, contingent on any issues from you, our neighbors, will be on June 3rd.

In the following attachments, I will be showing pictures of what the design of the garage will be – if you are a visual person. If you prefer to read, then I will detail the changes I'm asking the city for, but first, I'll explain why I'm requesting the changes. I'm also attaching a copy of my survey, which shows the building line, and the triangle in the SE corner of the proposed new garage which is what the variance, this letter, and your time is for.

As you have probably seen, my wife Kari and I have two young boys, [REDACTED]
[REDACTED] We moved onto Granada lane in late June 2014. One of our intentions in buying the home was creating a playroom for the boys in the basement as well as adding a full bathroom and an office. What we didn't realize prior to buying was the fact that the garage isn't big enough for cars and also to finish a hallway to lead to the basement. Our home is a split level and there isn't a large indoor play area, which we discovered was a problem over the winter [REDACTED]
[REDACTED]

[REDACTED] If you are looking at the garage of our home, through the right garage door, there are 4 steps that lead downstairs into our unfinished basement. Presently, the only access to the basement is through the garage. I've talked to contractors, and due to where the stairs above the basement are and how the main level of the home is configured, the only way there will ever be basement access is through the stairs that currently go from the garage to the basement.

After talking about it in many lengthy conversations, we decided that finishing the basement for the boys' playroom, bathroom, and office wouldn't make a lot of sense if the boys/we had to walk through the unfinished garage to get to it. It wouldn't make sense financially or even from a practical

standpoint, because they would also be going through the garage. [REDACTED]

[REDACTED]

I'm trying to accomplish five things by moving the garage door 10 feet closer to Granada Lane than the existing garage doors. First, we will be able to make a finished hallway from the mudroom leading to the basement, take the doors off so we can hear the kids playing in the basement when we are on the main living area. Second, we will be able to add a downstairs full bathroom which would be very useful when family is in town for the holidays. Third, I will be able to have a dedicated office area at home. [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED] Fourth, we will be able to create a small additional storage area adjacent from the new hallway in order to park bikes, wagons, toys to keep them out of the yard and driveway. Fifth, by moving the garage edge 10 feet toward "The Lane", we will be able to add one large aesthetically pleasing garage door allowing both of us garage access for parking, so we can get our vehicles out of the driveway and out of sight. One of the reasons that we bought the house was to have a place to park the cars, but there just isn't any room for kid stuff, cars, and basement access with the current configuration. By getting this done, we will make the home large enough to completely accommodate our family for the foreseeable future. We intend on living at 6842 Granada Lane for 10 years, and probably for longer. I can't imagine leaving after we put all the work into customizing the basement...which I'm sure will lead to updating a few other things. Basically, we are on hold for making the house our own, because we are afraid that we won't be able to make a place for the kids to play and get me a place to work from home to prevent the habitual back and forth to my office. We love the street, the families, and the proximity to everything. The only thing holding us back from making this a permanent location for us is having an accessible playroom and finished basement. [REDACTED]

To describe the expansion (the part that you will see on a daily basis): We will be raising the small section of the roof which overhangs the garage in order to cover the new garage expansion. The pitch of the roof will increase slightly. The garage expansion will be a rectangle, and we will be leaving the side door entrance to our bar area (next to the mudroom/laundry room). I have enclosed pictures of the two types of garage doors that we are considering, and I'm open to suggestions. If you prefer one more than the other, I welcome the input. The driveway will not be altered in any way, we'll simply be adding 10 feet of depth to the garage in order to make room for a 5 foot wide hallway leading from the mudroom to the basement stairs and to create a storage area for bike, wagon, and toy storage. The new roof will match our existing roof, the siding and paint color will match the existing siding and paint color of the rest of the house. From the North of our house, very little change should be noticeable due to the wood fence. From 69th Street the garage will stick out an additional 10 feet, which is a little bit further than the current brick retaining wall – which I also plan on redoing if the project is approved.

The financials of the project and how they apply to you and your property value: As you may have noticed, there are more and more homes be torn down and rebuilt in our neighborhood, and interestingly enough, there is an overlay committee and new rules which are likely going to be implemented. Whether you are in favor of the overlay committee design rules, or not, the request I

have is a small one and I think that it will make our corner house more aesthetically pleasing, definitely more useable for a family of four, and it will raise our property valuation which should, in turn, raise your property valuation. This definitely isn't a tear down and the alteration of the garage will be done tastefully and in conjunction with the appeal of our neighborhood.

Basically, my family needs to do this addition to make our house more useable for our family. I'm not an architect, engineer, or contractor. In fact, my brain is designed to think like those smart people think. I know that the addition will make the use of the space more efficient. Essentially, without the ability to do this and make a safe place for our kids to play inside, without having to walk through unfinished garage, the house isn't a viable option for us, and we likely would sell it and move to a location less desirable for us in the spring of 2016. We really don't want to move. We love the new park in the warm months [REDACTED]. During the cold months, there just isn't a place for him to play, because the house is chopped up and his bedroom is small.

In asking for the request, there are 5 criteria for the garage expansion which must be satisfied for the variance, which I'll outline.

1: "That the variance requested arises from such condition which is unique to the property in question and which is not ordinarily found in the same zone or district, and is not created by an action or actions of the property owner or applicant."

Our home is unique in our area with it being a corner lot split level with a two car garage. All three of these characteristics are extremely unique to our ward of Prairie Village. The way that our home is situated on the lot is interesting...it isn't centered like other homes, which is the reason why I have to request the variance on the setback. If the builder had centered it back in 1965, I wouldn't have to be wasting anyone's time asking for the special request. As you will see in my drawings and from the attached survey I had completed, approximately 50 square feet of the addition will be in the "platted setback". Most garages in our area aren't on the side of the home, like ours is. Additionally, most homes in our area have addresses which correspond with the street that they face. Our home faces 69th Street, yet our address is Granada Lane. It is definitely a unique lot...I suppose most of the corner lots along 69th are unique.

2. "That the granting of the permit for variance will not adversely affect the rights of adjacent property owners or residents"

I don't believe that expanding the garage can do any harm to anyone who lives adjacent or nearby us. The NE corner of the garage won't be any closer to the property line than the existing corner of the home is. In fact, the NE garage corner will be further from the property line than the NE corner of the home currently sits.

3. "That the strict application of the provisions of this title of which variance is requested will constitute unnecessary hardship upon the property owner represented in the application."

I wish that the garage was currently deeper, or that there was another way to get into the basement besides through the garage. I have spoken with engineers and contractors, and there isn't a way to create a new staircase into the basement. The unnecessary hardship stems from 4 things. First, we don't have a way to finish the basement currently where it is financially sensible. We could finish the basement, now, however, we would never come close to recouping the cost associating with finishing it

upon the sale of the home if the basement can only be accessed through an unfinished garage where two doors must be opened/closed to get to the basement. Additionally, everything down there would just get ruined because kids would be walking through a salty, wet garage in the winter to get down there. Second, we can't finish the basement and in good conscience have our 2.5 go play down there without having open air to call down to him and hear what he is doing. The current necessity to walk through two doors into the basement to play makes the basement unusable for a playroom. With our littlest starting to move a little bit, it won't be long before he is trying to play with his brother all the time. It would be fine if they were a little bit older, but we just can wait 5 years for them to have a larger place for them to play inside. Third, if we were to simply frame/create a hallway in the garage and take out the doors leading to the basement out, we would completely lose the ability to park two cars in our two car garage, which was one of the appeals of buying the home. This falls back into the financial hardship. If we render one of the car spots in the garage useless by adding the hallway, we probably lose \$20,000 of the value of our home overnight. Fourth, my necessity to work long/late hours and having no useable office space in the other parts of the house, is problematic [REDACTED]

4. "That the variance desired will not adversely affect the public health, safety, morals, order, convenience, prosperity, or general welfare."

I would argue that the city granting the variance for my family wouldn't affect any of these things adversely, in fact, I believe that some of these items would be positively affected.

5. "That granting the variance desired will not be opposed to the general spirit and intent of this title."

The granting of the variance will not affect any green space. It will add approximately 160 square feet of garage area for our cars, so we will have the space to make the hallway leading to the basement and add a small garage storage area for play things. The addition will simply cover up approximately 25% of our existing driveway, closest to the current edge of our garage. I do understand that the zoning and the 35 foot setback was adopted for a purpose, which is to materially preserve the neighborhood and make things symmetrical. However, with our home being on a unique corner lot, where our home doesn't line up perfectly with the front of all of the other homes on the W side of Granada Lane, no one who I've spoken with believes that the request is unreasonable...many of the people I've spoken with live on Granada Lane.

Timing of construction: If the plans are approved by the city at the June 3rd meeting, I plan on doing the garage expansion in July, or as soon as the project has the greenlight from the powers that be. After the garage expansion is complete, I plan on doing the second phase of the project beginning in early September to make sure the playroom is ready for the winter of 2015, 2016.

My intention is to get the variance before pumping any more money into the project. I want to make sure that the city will allow me to do this before I spend anything else on surveys or plot plans. To date, I've spent a good amount to get a survey, which was necessary to find out where the setback was, and how far into the setback the garage would be going. Having architectural plans drawn up will cost thousands, and I don't want to waste the money if the city won't approve the variance. Please excuse my drawings, I'm not a good artist, either. I think that you will get the picture. Basically, I'm asking for a variance on a 50 square foot triangle, which is about the size of a large SUV.

I apologize for the length of this letter, and I do appreciate it if you are still reading. If you have any questions about anything, please feel free to contact me at your convenience or come to my house to talk about my plans on Monday, May 11th at 6PM...I'll have some appetizers and drinks. Come by to talk about the expansion and my progress with the city, or just come by to say hi!

Sincerely,

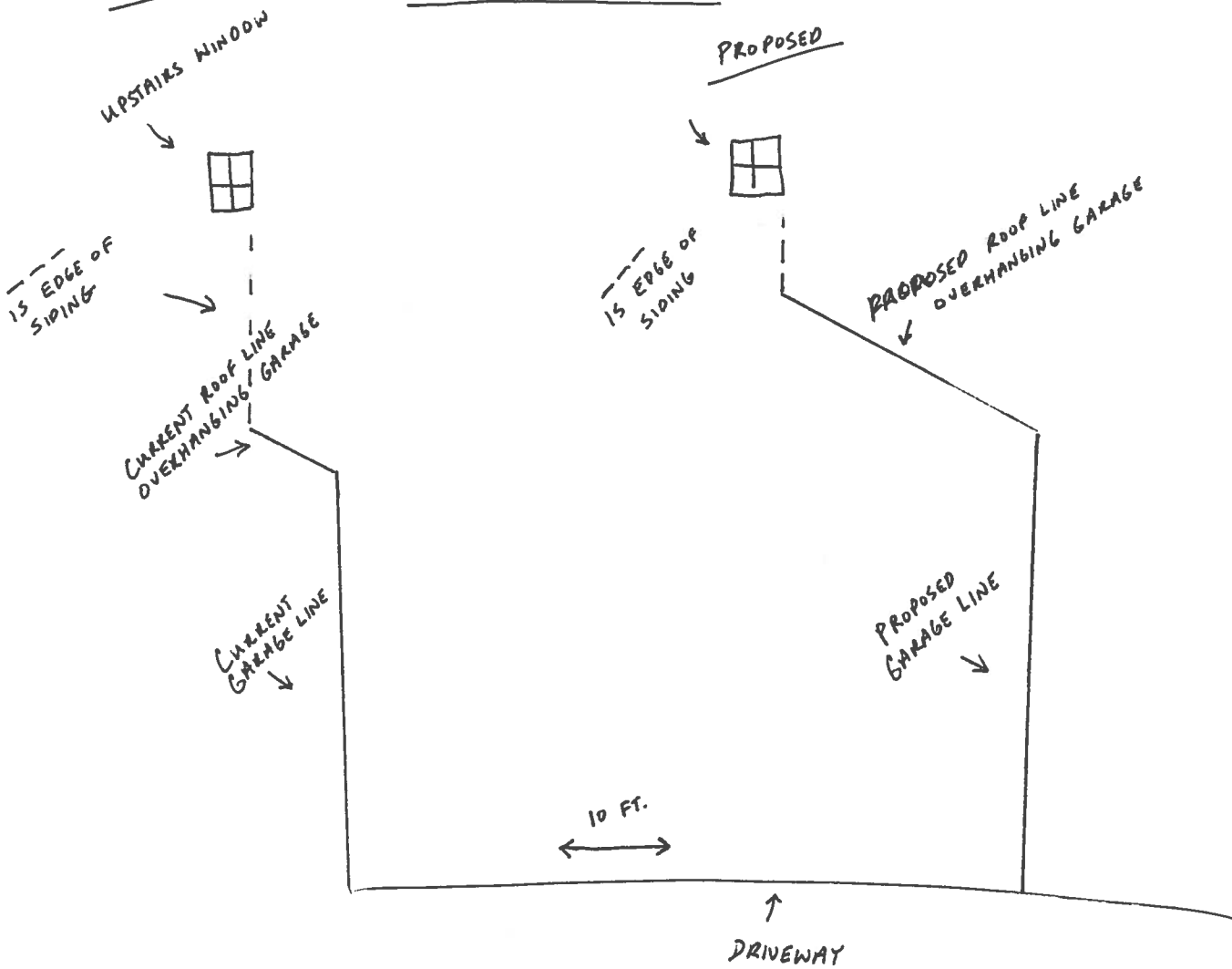
Ben Cohen...



CURRENT

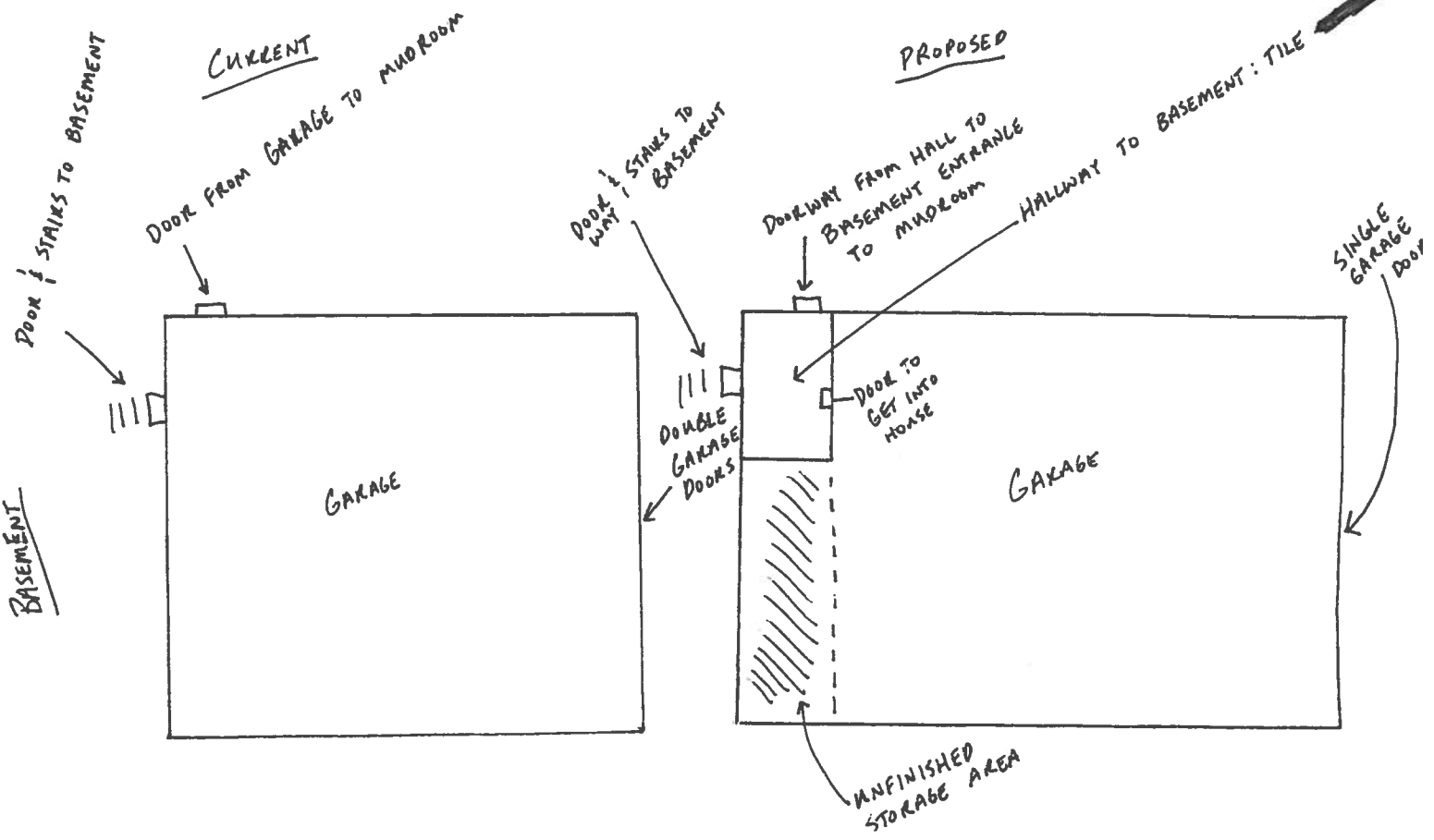
SKETCH OF GARAGE

PROPOSED



CURRENT

PROPOSED



CERTIFICATE OF SURVEY

DATE 3/19/15

ORDERED BY: Client

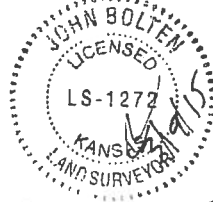
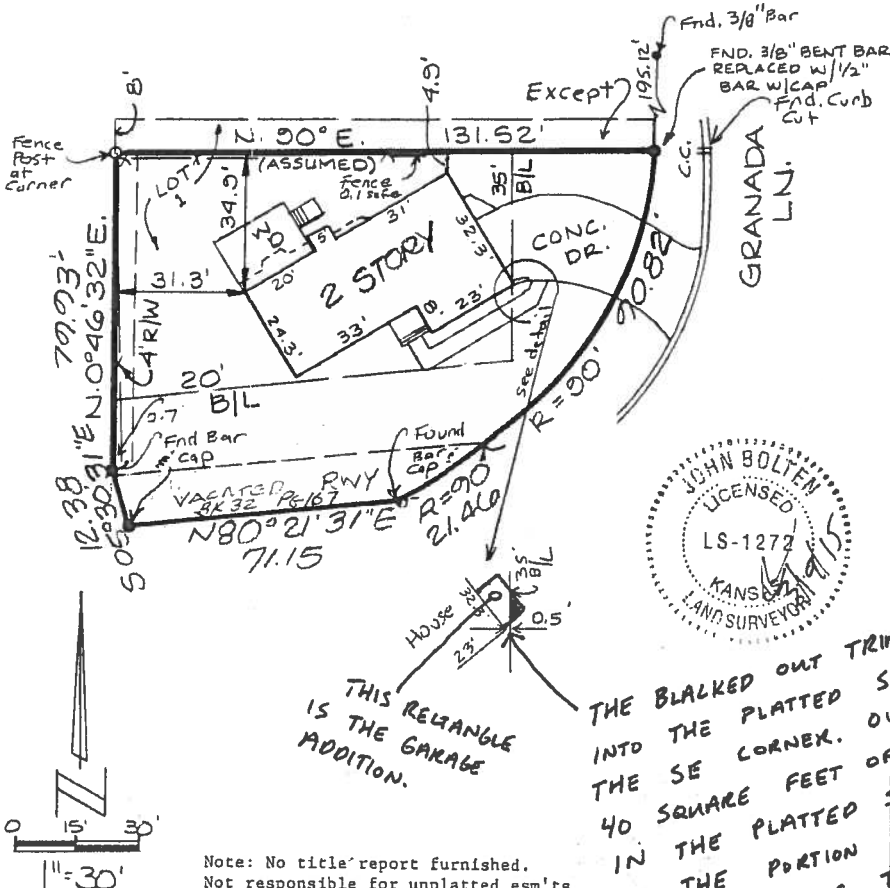
FOR: Ben Cohen
6842 Granada Lane
Prairie Village, Kansas



7133 West 80th Street, Suite 210
Overland Park, KS 66204
Phone: (913) 381-4488
Fax: (913) 381-3048

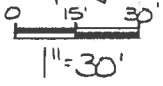
JOB NO. 2912.08

DESCRIPTION: Lot 1, Block 10 less and except the North 8 feet thereof, measured at right angles to the North line, PRAIRIE VILLAGE, a subdivision in Prairie Village, Johnson County, Kansas, together with the vacated part of 69th Street South of and adjoining Block 10.



THIS RECTANGLE IS THE GARAGE ADDITION.

THE BLACKED OUT TRIANGLE WHICH MEASURES INTO THE PLATTED SETBACK BY 9.5 FT ON THE SE CORNER. OVERALL APPROXIMATELY 40 SQUARE FEET OF THE GARAGES LIES IN THE PLATTED SETBACK. THE TRIANGLE IS THE PORTION OF THE ADDITION THAT IS OUTSIDE OF THE BUILDING LINE THAT I'M APPLYING FOR THE VARIANCE FOR ON THE SE CORNER OF THE GARAGE (RECTANGULAR DRAWING).



Note: No title report furnished. Not responsible for unplatted esm'ts.

I hereby certify that a Survey of the above described property has been made under my supervision and the results are as shown herein. This survey meets or exceeds the minimum standard for property Boundary Surveys for this state.

165'

60° 17' 03"

1890°

69TH

244.70

Sideline

291.09'

90.02'

R-90°

50'



63' 01"

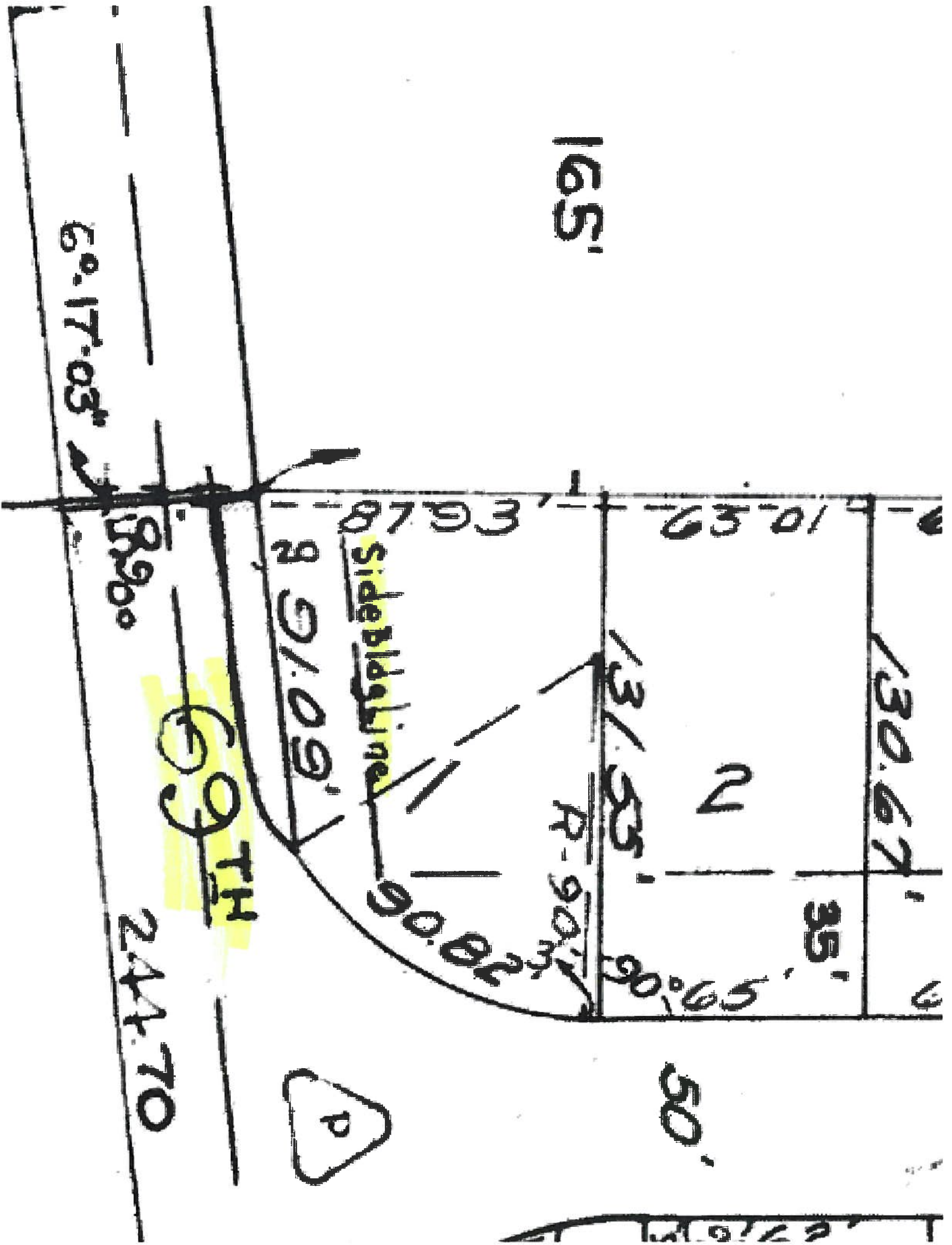
130.67'

35'

90° 65'

131.35'

N



CERTIFICATE OF SURVEY

DATE 3/19/15

ORDERED BY: Client

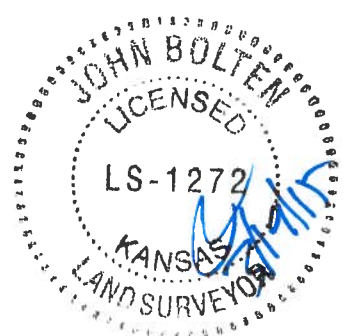
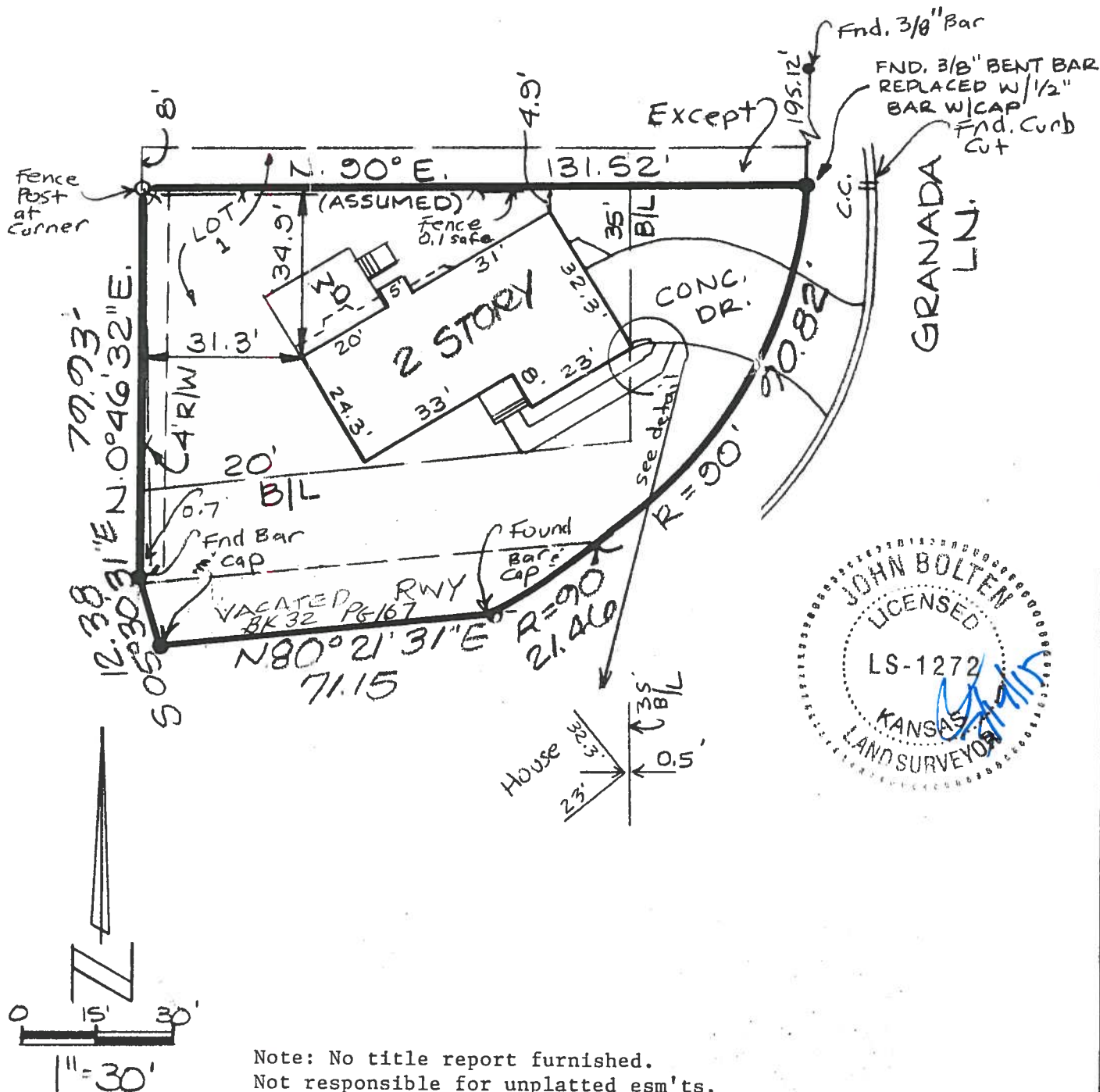
FOR: Ben Cohen
6842 Granada Lane
Prairie Village, Kansas



7133 West 80th Street, Suite 210
Overland Park, KS 66204
Phone: (913) 381-4488
Fax: (913) 381-3048

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Not responsible for unplatted esm'ts.

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STAFF REPORT

TO: Prairie Village Planning Commission
FROM: Chris Brewster, AICP, Gould Evans, Planning Consultant
DATE: August 4, 2015, Planning Commission Meeting

Application: PC 2015-112

Request: Revised Site Plan Approval to Install One New LTE Antenna on Existing Rooftop Wireless Telecommunications Facility

Property Address: 5000 W. 95th Street

Applicant: Emily Roseberry (Verizon)

Current Zoning and Land Use: C-O Office

Surrounding Zoning and Land Use: **North:** R1-A Single Family - Golf Course
East: R1-A Single Family - Golf Course
South: R1 (Overland Park) - School and Residences
West: CP-1 Planned Commercial - Office

Legal Description: GREENVIEW PLACE LT 1 EX BG NE CR LT 1 SE 221.45' TO SE CR W 140.86' N 200' TO N/L E 45' TO POB PVC 721A 2 1

Property Area: 88,994 sq. ft. (2.04 acres)

Related Case Files: Initial Special Use Permit (August 1999)
Renewal of Special Use Permit (July 6, 2004)
PC 2009-11 Renew a Special Use Permit for Verizon Wireless, (Approved Ordinance 2209)

Attachments: Application, Drawings & Photos

Site Location - Birdseye View



Specific Location - Street View



COMMENTS:

The applicant is requesting to add one new antenna to the existing six antenna and two whip antenna on this existing cell tower location. The installation is a rooftop installation on top of a 3 story building. The existing antenna are grouped in 2 arrays of 3 antenna on the west and east ends of the building. The proposed new antenna would be the same size as the existing antenna, but only have a single antenna proposed to be located on the north side of the building between the other two existing arrays.

The lot is located on the north side of 95th Street, between Nall and Roe. The property is zoned C-O and the installation has a valid special use permit that was renewed in 2009, (PC 2009-11; Ordinance 2209) and continues through 2019.

The property fronts on 95th street (see street view), and has similar scale office and commercial uses to the west and current Meadowbrook Golf Course to the north and east. The property is across the street from an elementary school and residences (further east).

This site is adjacent to the future redevelopment of Meadowbrook Golf Course. At this stage of the planning, the development is showing the area closest to this site becoming the park portion of the redevelopment. Currently this site abuts the golf course and maintenance building to the north, and the future plans for this to remain the park portion will not alter any relationships of this site or the cell tower facility to existing land uses.

The initial Special Use Permit (August, 1999) included seven conditions amended through the renewal in 2004. The most recent Special Use Permit renewal in September, 2009 occurred through the City's revised Wireless Communications Facilities ordinance and found that the application met all factors (A - M) of the ordinance and extended the permit for 10 years. This renewal included the seven original conditions, plus seven additional conditions based on the new ordinance. The conditions relevant to this amended site plan application include:

- 3) All equipment cabinets and wiring shall be contained within the building.
- 4) The antennas and the frames for mounting them shall be painted a color that blends with the sky so that their visibility is minimized.
- 14) Future renewals and additional carriers may locate on the building subject to the approval of a site plan by the Planning Commission and an amended Special Use Permit will not be required.

It is the opinion of Staff that the request does not substantially change the installation and should be approved. The proposed antenna is a rooftop location, is consistent with the existing antenna on the building, is located on the north side away from the street and will not have any adverse impact on the proposed future development to the north due to the current plans and proximity to open space. The application must comply with all 14 conditions of the existing Special Use Permit.

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 capacity of the site to accommodate all equipment was addressed in the renewal of the Special Use Permit. The proposed antenna will not increase any impacts that would require a change to that permit or conditions.

B. Utilities are available with adequate capacity to serve the proposed development.
This is an existing installation and adequate utilities are available to serve the location.

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

No additional impervious area will be created and therefore a stormwater management plan is not required.

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

The site is an existing installation on a roof and utilizes the driveway and parking for the building. The ability of the site to accommodate ingress and egress was addressed in the renewal of the Special Use Permit. The proposed antenna will not increase any impacts for ingress and egress to the site.

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

This is a rooftop installation, which are generally favored in planning and in the City's wireless communication policies and regulations, since they minimize the visual and structural impact of facilities on the abutting property and surrounding community. Additionally, this building has relatively few antenna, and the addition of one antenna is comparable to similar rooftop installations.

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

This is a rooftop installation. The proposed antenna will be the same as the existing antenna and located away from the streetscape. Additionally the location is compatible with future development plans to the north that will preserve immediately surrounding areas as open space.

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

This is an existing building and site. While Wireless communication facilities are not specifically addressed in Village Vision, this is an existing building and the cities wireless communication policies and regulations promote co-location and location of equipment on buildings and existing facilities.

RECOMMENDATION:

It is the recommendation of Staff that the Planning Commission approve the proposed site plan for Verizon subject to the following conditions:

1. That the additional antenna be installed as shown on the proposed site plan.
 2. That all conditions of the most recent renewal of the Special Use Permit continue to be met.
-

CLYC Rosewood



CITY OF PRAIRIE VILLAGE
The Star of Kansas

Planning Commission Application

For Office Use Only	
Case No.:	PC 2015-112
Filing Fee:	\$100
Deposit:	\$500
Date Advertised:	
Date Notices Sent:	
Public Hearing Date:	8/14/15

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: Emily Roseberry (Verizon) Phone Number: 913-438-7700
9900 W. 109th St., #300
Address: Overland Park, KS 66210 E-Mail: eroseberry@ssc.us.com
Owner: Bannister Realty Company Phone Number: _____
Address: 12721 Metcalf Ave, #200, OP, KS 66213 Zip: 66213
Location of Property: 5000 W. 95th St.
Legal Description: SW quarter of section 33, T. 12S, R. 25 E

Applicant requests consideration of the following: (Describe proposal/request in detail) Verizon Wireless is installing (1) new LTE antenna on existing wireless rooftop facility.

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 site plan application. 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.

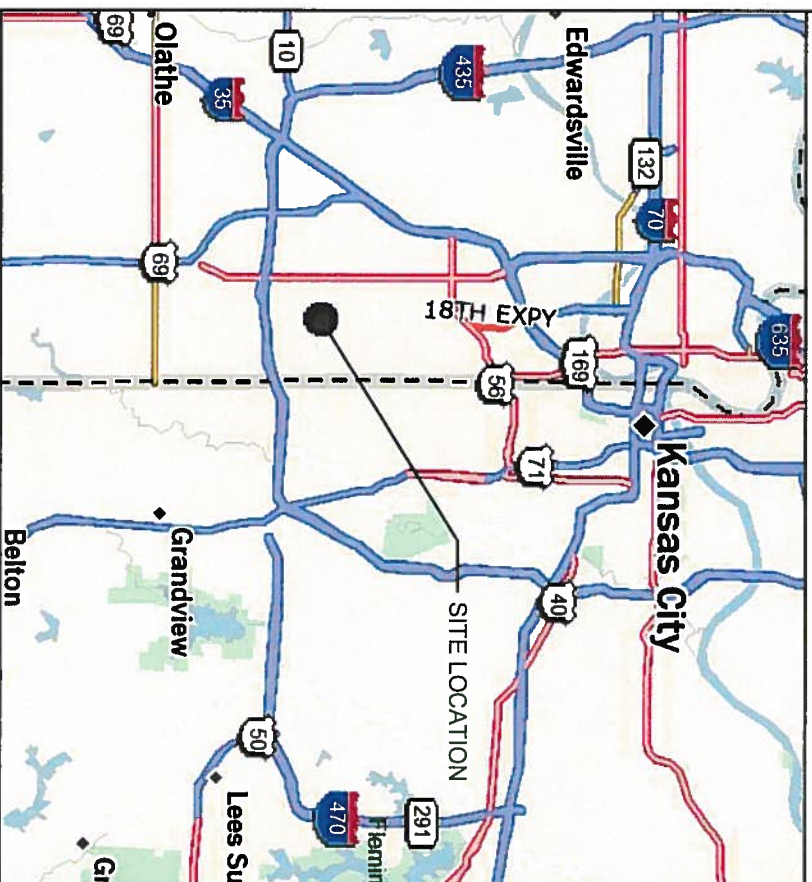
Emily Roseberry
Applicant's Signature/Date 6/22/15

Owner's Signature/Date



REGIONAL MAP

N.T.S.

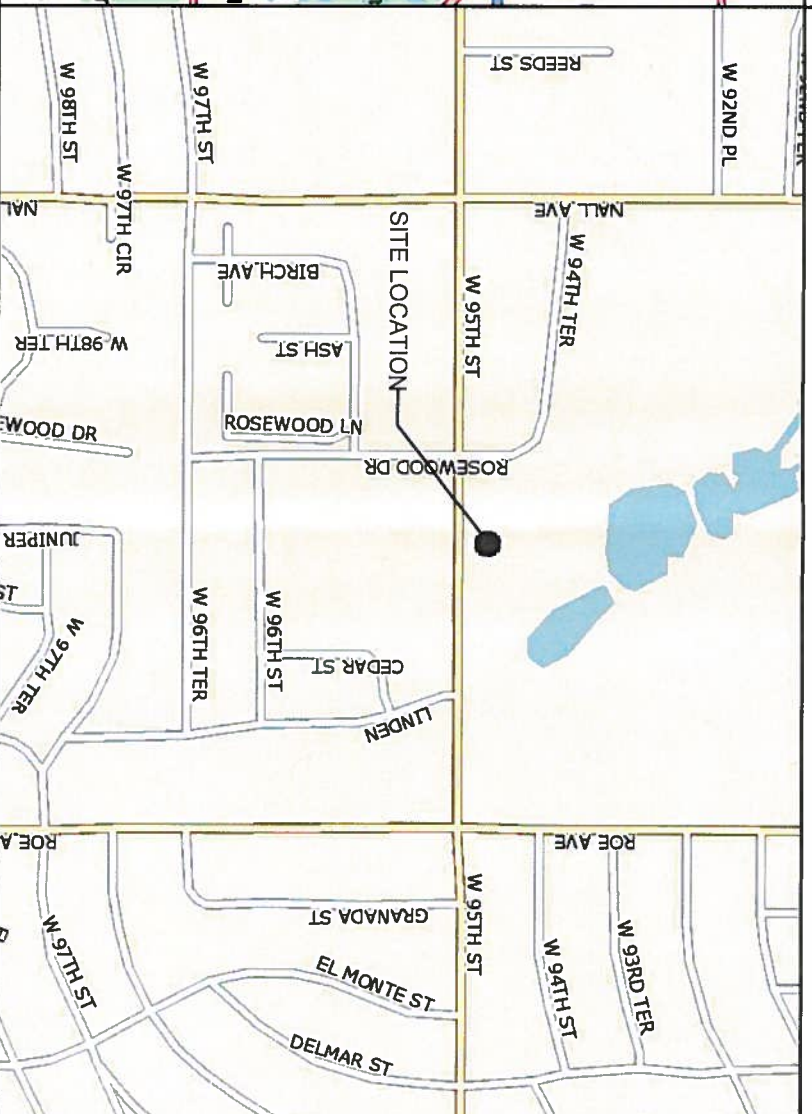


KCYC ROSEWOOD

LTE SECTOR ADD
5000 WEST 95TH STREET
OVERLAND PARK, KS 66207

VICINITY MAP

N.T.S.



PROJECT TEAM

A&E CONSULTANT: TERRA CONSULTING GROUP, LTD
600 BUSSE HIGHWAY
PARK RIDGE, IL 60068
PHONE: (847) 698-6400
FAX: (847) 698-6401

SITE ACQUISITION: SSC, INC.
9225 INDIAN CREEK PKWY, SUITE 400
OVERLAND PARK, KS 66210
PHONE: (913) 438-7700
FAX: (913) 438-7777

STRUCTURAL: HUTTER FRANKINA ENGINEERING
32 W 273 ARMY TRAIL RD, SUITE #100
WAYNE, IL 60184
(630) 513-6711

PROJECT INFORMATION

PROJECT DESCRIPTION: LTE SECTOR ADD
SITE NAME: KCYC ROSEWOOD
LOCATION #: 140710
VERIZON PROJECT #: 20141023612
SITE ADDRESS: 5000 W 95TH STREET
OVERLAND PARK, KS 66207
STRUCTURE OWNER: BANNISTER REALTY COMPANY INC.

APPLICANT: VERIZON WIRELESS
10740 NALL AVE, SUITE 400
OVERLAND PARK, KS 66211
POC: NETWORK REAL ESTATE
MANAGER
(913) 344-2800

STRUCTURE INFORMATION

LATITUDE: 38° 57' 25.64" N
LONGITUDE: 94° 38' 36.90" W
GROUND ELEVATION: 943' A.M.S.L.
OVERALL STRUCTURE HEIGHT: 55' ± A.G.L.
STRUCTURE HEIGHT: 37' ± A.G.L.
VZW CL HEIGHT: 44' A.G.L.

SHEET INDEX

SHEET	DESCRIPTION	REV.
T-1	TITLE SHEET	0
A-1	ROOF LAYOUT	0
ANT-1	SITE ELEVATION	0
ANT-2	ANTENNA KEYS & LAYOUT	0
ANT-3	COAX ENTRY PANEL & PLUMBING DIAGRAM	0
ANT-4	DETAILS	0
N-1	GENERAL NOTES & SITE PHOTOS	0
N-2	SITE PHOTOS	0

PRINTED NAME: _____

NO CHANGES

SIGNATURE: _____

CHANGES REQUESTED,
SEE COMMENTS ON PLANS

DATE: _____

LESSOR / LICENSOR APPROVAL

REAL ESTATE MANAGER

M.C. _____

2-16-15



VERIZON WIRELESS DEPARTMENTAL APPROVALS

INITIALS:	DATE:
R.O. _____	2-4-15
T.L. _____	2-11-15
A.T. _____	2-13-15
D.P. _____	2-13-15
M.C. _____	2-16-15

ABBREVIATIONS	ABBREVIATIONS	ABBREVIATIONS
AGL	ABOVE GRADE LINE	OC
AMP	AMPERE	PL
ARCH	ARCHITECT	RECD
BLDG	BUILDING	SF
CL	CENTER LINE	SHT
CONC	CONCRETE	SIM
CONSTR	CONSTRUCTION	SIM
CONTR	CONTRACTOR	SPECS
CONTR	CONTRACTOR	STD
DET	DETAIL	STL
DIA	DIAMETER	STRUCT
DIAG	DIAGONAL	TC
DIM	DIMENSION	TERRA
DN	DOWN	TERRA CONSULTING GROUP, L.T.D.
DWG	DRAWING	TOP
EA	EACH	TOP OF PAVING
ELEC	ELECTRICAL	TOP OF STEEL
ELEV	ELEVATOR, ELEVATION	TOP OF CONCRETE
EQ	EQUAL	TYPICAL
EQUIP	EQUIPMENT	UNLESS NOTED OTHERWISE
EXIST	EXISTING	
FND	FOUNDATION	
FTG	FOOTING	
GA	GALVANIZED	
GALV	GALVANIZED	
GC	GENERAL CONTRACTOR	
GND	GROUND	
HT	HEIGHT	
LF	LINEAR FEET	
MIN	MINIMUM	
MISC	MISCELLANEOUS	
N.T.S.	NOT TO SCALE	

NO.	DESCRIPTION	DATE	BY
A	ISSUED FOR REVIEW	12/16/14	ELW
B	REVISED PER CLIENT REVIEW COMMENTS	02/26/15	AB
0	ISSUED FOR CONSTRUCTION	06/02/15	ELW



TERRA
CONSULTING GROUP, LTD.
600 Busse Highway
Park Ridge, IL 60068
Ph: 847/698-6400
Fax: 847/698-6401



10740 NALL AVE,
Suite 400
Overland Park, KS 66211
Phone: 913-344-2800

LOC. # 140710

KCYC
ROSEWOOD

5000 W 95TH STREET
OVERLAND PARK, KS 66207

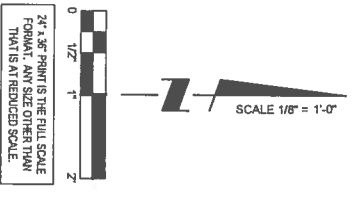
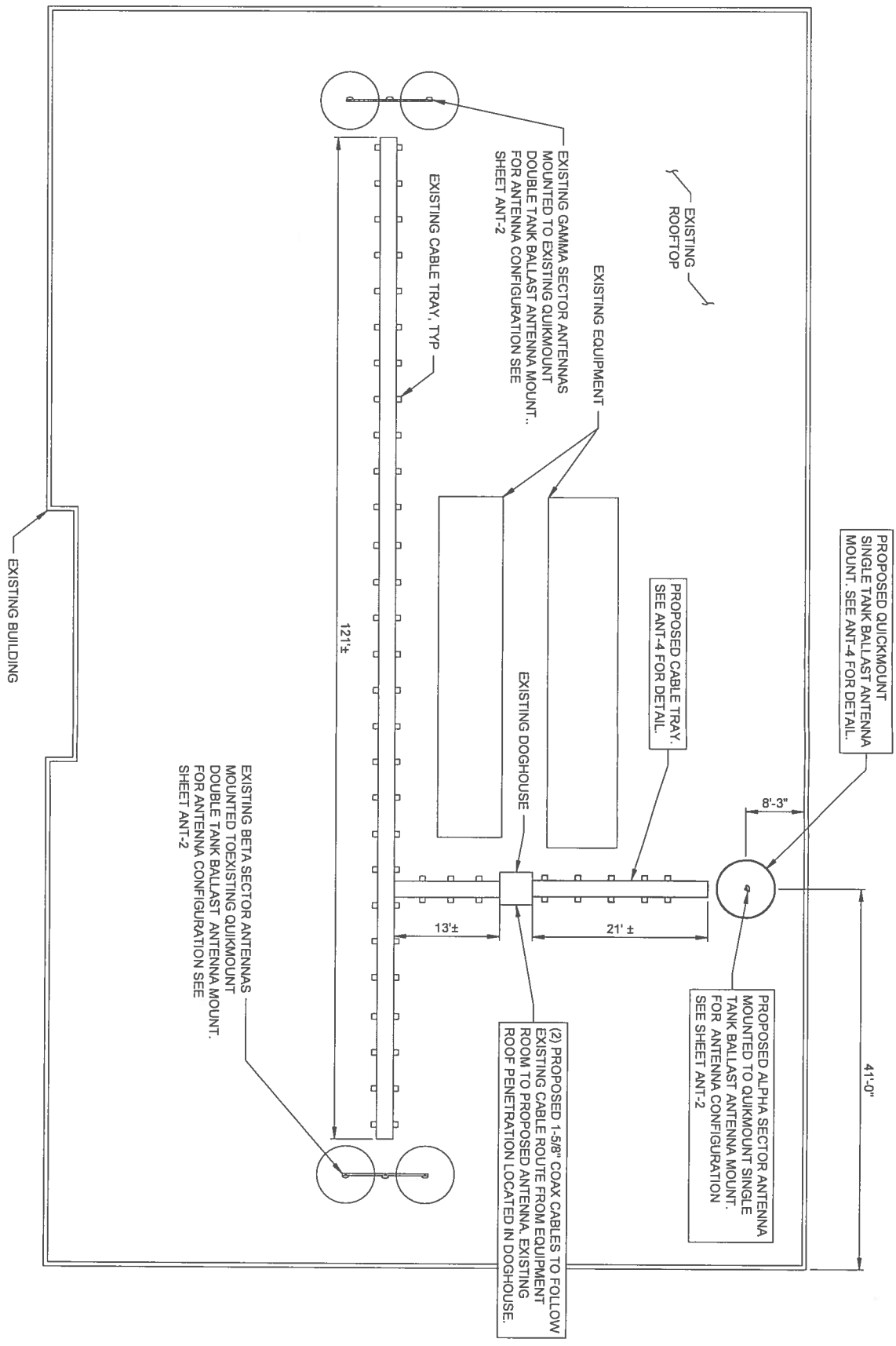
DRAWN BY:	ELW
CHECKED BY:	AB
DATE:	12/16/14
PROJECT #:	54491

SHEET TITLE
TITLE SHEET

SHEET NUMBER

T-1

THIS SITE PLAN WAS CREATED OFF OF FIELD MEASUREMENTS BY THE DESIGNER. AS BOUNDARY SURVEY WAS NOT SUPPLIED FOR PURPOSES OF SITE LAYOUT.



1 ROOF LAYOUT

REVISIONS			
NO.	DESCRIPTION	DATE	BY
A	ISSUED FOR REVIEW	12/16/14	ELW
B	REVISED PER CLIENT REVIEW COMMENTS	02/26/15	AB
D	ISSUED FOR CONSTRUCTION	06/02/15	ELW

TERRA
CONSULTING GROUP, LTD.

600 Busse Highway
Park Ridge, IL 60068
Ph: 847/698-6400
Fax: 847/698-6401

verizon wireless

10740 NALL AVE,
Suite 400
Overland Park, KS 66211
Phone: 913-344-2800

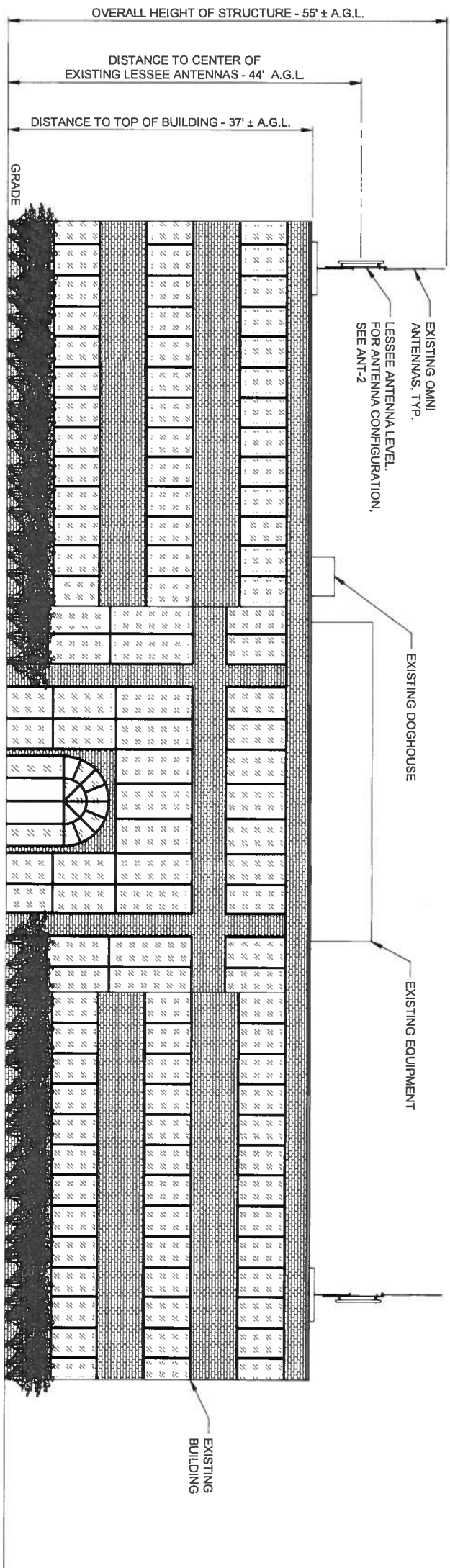
LOC. # 140710

KCYC
ROSEWOOD

5000 W 95TH STREET
OVERLAND PARK, KS 66207

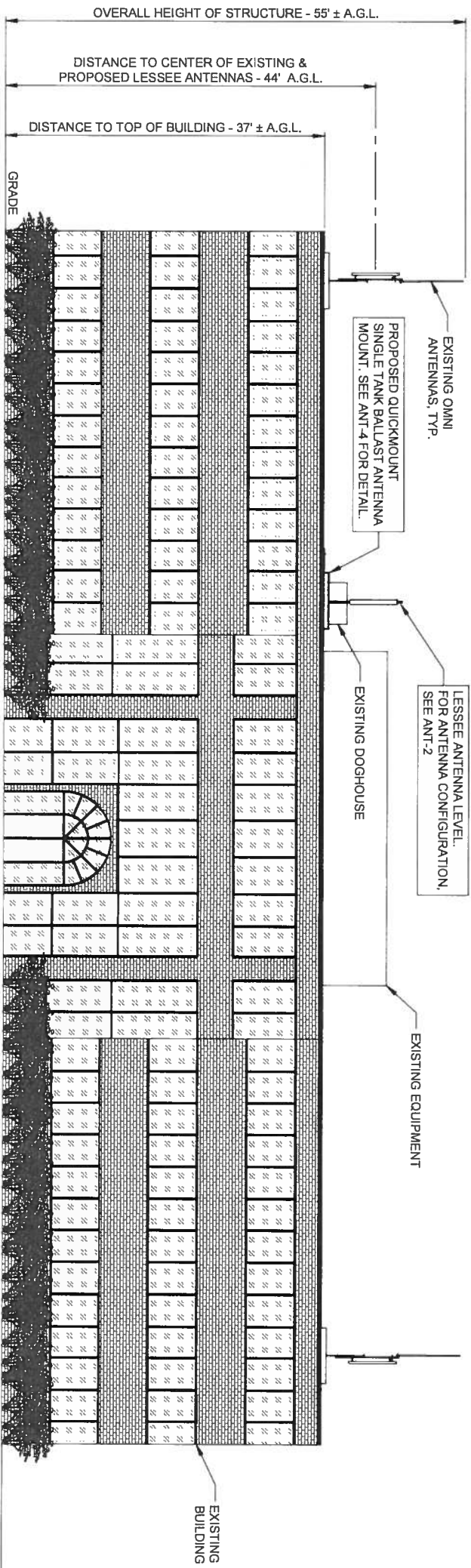
DRAWN BY:	ELW
CHECKED BY:	AB
DATE:	12/16/14
PROJECT #:	54-491
SHEET TITLE	
ROOF LAYOUT	
SHEET NUMBER	

A-1



1 EXISTING SITE ELEVATION

SCALE: 1/8" = 1'-0"
 20 LINES PRINTS THE FULL SCALE
 FORMAT. ANY SIZE OTHER THAN
 THAT IS AT REDUCED SCALE.



4 PROPOSED SITE ELEVATION

NOTE:
 THIS DRAWING IS FOR EXHIBIT
 AND LAYOUT PURPOSES ONLY.
 PLEASE REFER TO STRUCTURAL
 REPORT PREPARED BY HUTTER
 FRANKINA ENGINEERING.

REVISIONS			
NO.	DESCRIPTION	DATE	BY
A	ISSUED FOR REVIEW	12/16/14	ELW
B	REVISED PER CLIENT REVIEW COMMENTS	02/26/15	AB
D	ISSUED FOR CONSTRUCTION	06/02/15	ELW

TERRA
 CONSULTING GROUP, LTD.

600 Busse Highway
 Park Ridge, IL 60068
 Ph: 847/698-6400
 Fax: 847/698-6401

verizon wireless

10740 NALL AVE,
 Suite 400
 Overland Park, KS 66211
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LOC. # 140710
 KCYC
 ROSEWOOD

5000 W. 95TH STREET
 OVERLAND PARK, KS 66207

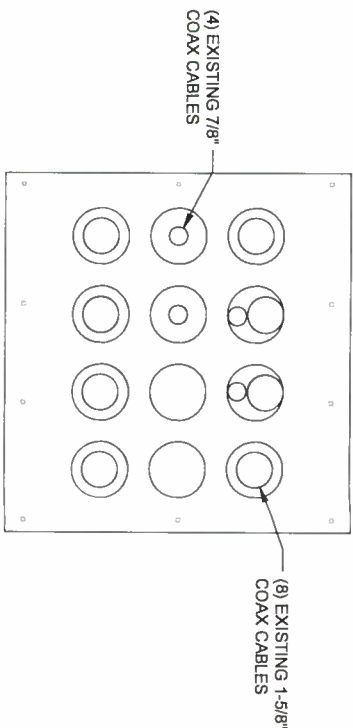
DRAWN BY: ELW
 CHECKED BY: A/B
 DATE: 12/16/14
 PROJECT #: 54591

SHEET TITLE
 SITE ELEVATION
 SHEET NUMBER

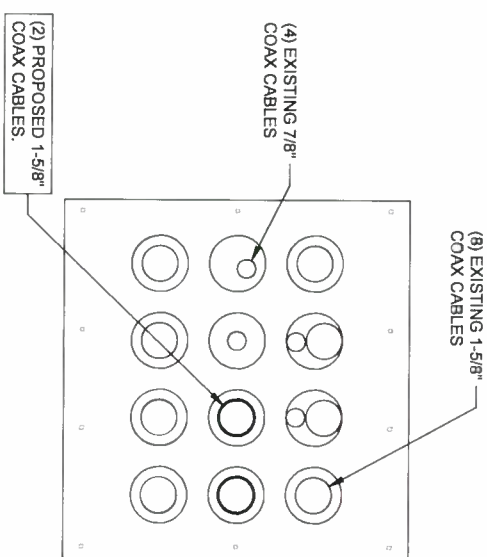
ANT-1



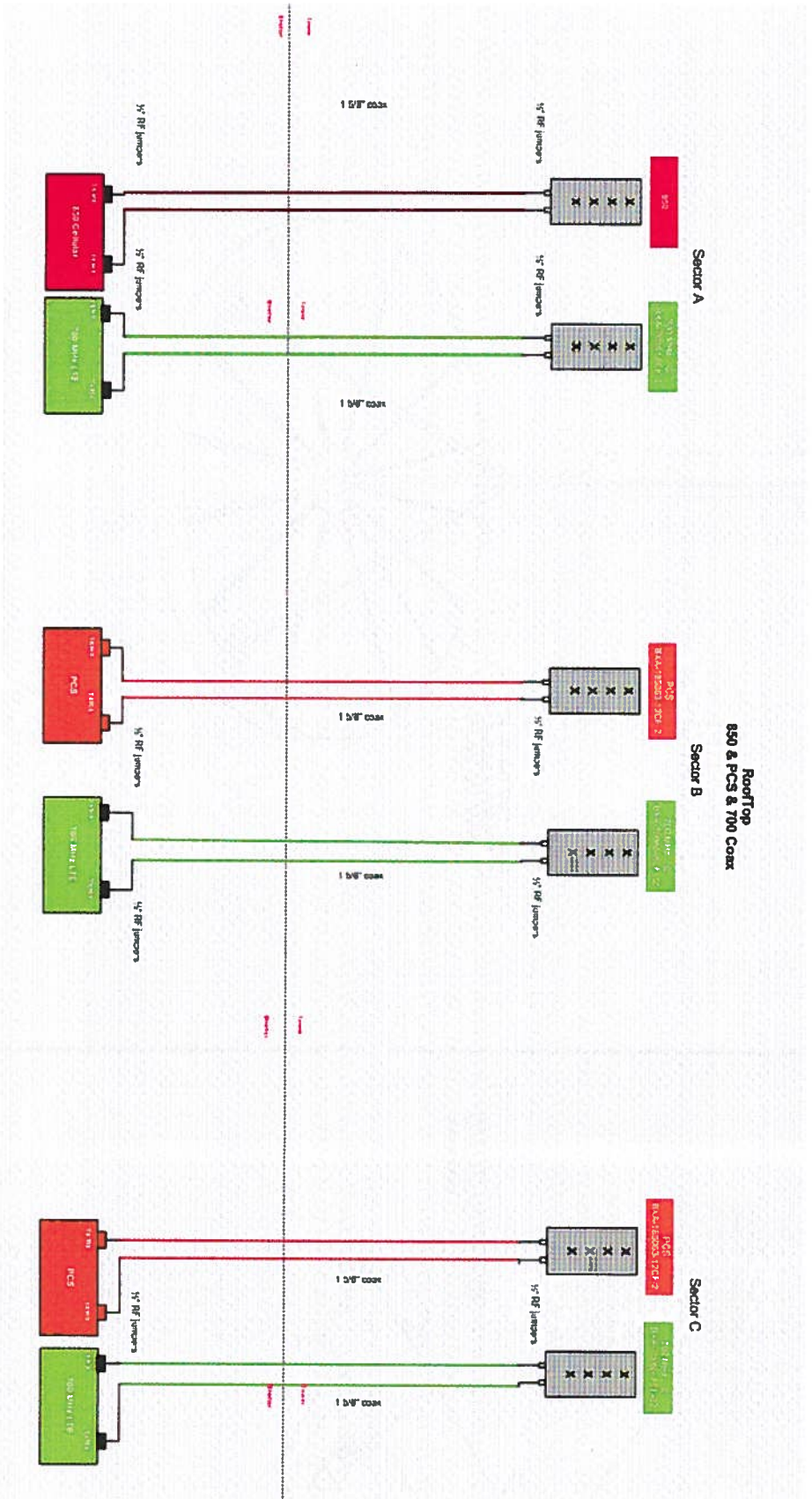
1 LESSEE ENTRY PANEL IN EQUIPMENT ROOM



2 EXISTING ENTRY PANEL LAYOUT FROM INSIDE SHELTER
N.T.S.



3 PROPOSED ENTRY PANEL LAYOUT FROM INSIDE SHELTER
N.T.S.



4 PLUMBING DIAGRAM

- NOTES:
- GC IS TO SUPPLY WEATHERPROOFING BOOTS FOR CONNECTIONS.
 - HOISTING GRIP MUST BE USED FOR EVERY 200 FEET OF CABLE.

RF NOTES & PARTS LIST

- ADDING ALPHA SECTOR 700-LTE ONLY - ROOFTOP (NO CHANGE TO EXISTING CDMA OMNI)
- (1) BXA-70083-8CF-2-750 MHZ
 - (2) 1 5/8" COAX, 250' LONG.
 - (4) 1/2" RF JUMPERS, (2) ON TOP OF THE TOWER AND (2) IN THE SHELTER.
 - ADD (2) 700-LTE RUL. WITH SOFTWARE IN THE LOWER SHELF OF THE EXISTING 6201
 - SHELTER PREP KIT CABLES (DC AND FIBER CABLES INSIDE THE SHELTER) TO BE SPECIFIED BY EQUIPMENT ENG.
 - ANCILLARY CABLING KITS AND SITE ACCESSORIES TO BE SPECIFIED BY IMPLEMENTATION ENG.
 - POWER SUPPLY AND FIBER TRAY TO BE SPECIFIED BY EQUIPMENT ENG. ANTENNA ARRANGEMENT IS FOR ILLUSTRATION PURPOSE ONLY AND MAYBE DIFFERENT ON THE SITE.

NO	DESCRIPTION	DATE	BY
A	ISSUED FOR REVIEW	12/16/14	ELW
B	REVISED PER CLIENT REVIEW COMMENTS	02/26/15	AB
0	ISSUED FOR CONSTRUCTION	06/02/15	ELW

LOC. # 140710
KCYC
ROSEWOOD

5000 W 95TH STREET
OVERLAND PARK, KS 66207

DRAWN BY:	ELW
CHECKED BY:	AJB
DATE:	12/16/14
PROJECT #:	544891

SHEET TITLE
COAX ENTRY PANEL
& PLUMBING DIAGRAM

SHEET NUMBER

ANT-3



1 LESSEE ANTENNA SECTOR - ALPHA



2 LESSEE ANTENNA SECTOR - BETA



3 LESSEE ANTENNA SECTOR - GAMMA



4 LESSEE COAX ROUTE AT DOGHOUSE ON ROOF



5 LESSEE COAX ROUTE AT ROOF HATCH PENETRATION



6 LESSEE COAX CABLE TRAY ON ROOF

REVISIONS			
NO	DESCRIPTION	DATE	BY
A	ISSUED FOR REVIEW	12/16/14	ELW
B	REVISED PER CLIENT REVIEW COMMENTS	02/26/15	AB
D	ISSUED FOR CONSTRUCTION	06/02/15	ELW



TERRA
CONSULTING GROUP, LTD.

600 Busse Highway
Park Ridge, IL 60068
Ph: 847/698-6400
Fax: 847/698-6401



10740 NALL AVE,
Suite 400
Overland Park, KS 66211
Phone: 913-344-2800

LOC. # 140710
KCYC
ROSEWOOD
5000 W.95TH STREET
OVERLAND PARK, KS 66207

DRAWN BY: ELW
CHECKED BY: AUB
DATE: 12/16/14
PROJECT #: 54691

SHEET TITLE
SITE PHOTOS

SHEET NUMBER
N-2

STAFF REPORT

TO: Prairie Village Planning Commission
FROM: Chris Brewster, AICP, Gould Evans, Planning Consultant
DATE: August 4, 2015, Planning Commission Meeting

Application: PC 2015-113

Request: Building Elevation Modification

Property Address: 7201 Springfield Street

Applicant: Martin Rutiaga

Current Zoning and Land Use: R-1B Single-Family Residential - Single-Family Dwellings

Surrounding Zoning and Land Use: **North:** R-1B Single-Family Residential - Single-Family Dwellings
East: R-1B Single-Family Residential - Single-Family Dwellings
South: R-1B Single-Family Residential - Single-Family Dwellings
West: R-1B Single-Family Residential - Single-Family Dwellings

Legal Description: Country Club View Lots 104 & 105 PVC 1610

Property Area: .27 Ac (11,614 sq. ft.)

Related Case Files: N/A

Attachments: Application, Drawings & Photos

General Location Map

Aerial Map



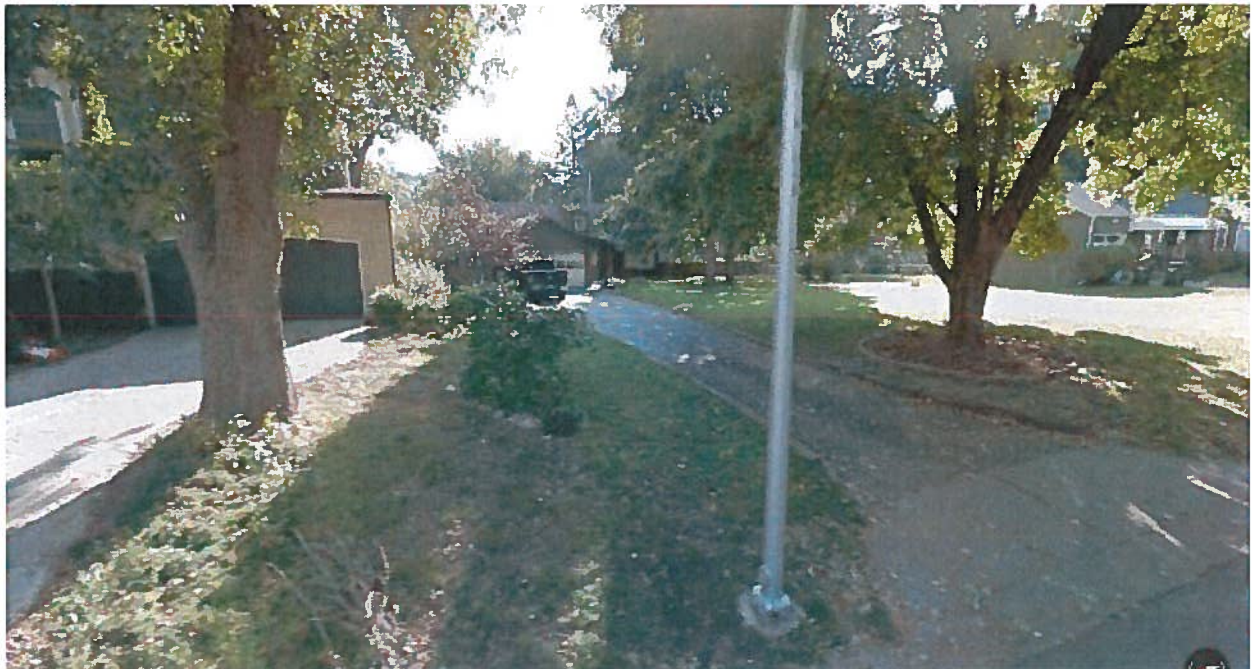
Birdseye View



Street View



Subject property in background with existing house setback (looking north)



Subject property in background with existing house setback (looking north)

COMMENTS:

The applicant is requesting a modification from building height elevations provided in Section 19.44.030, and to build a new structure with a first floor elevation that is 3.56 feet higher than the existing home elevation, for a property located at 7201 Springfield Street. The intent of this section is to address the scale and height of new structures as old homes are torn down and new homes are built.

The lot is sopped to the rear property line, and the current home sits at the very back of the lot. The proposal is to bring the new structure more in line with the orientation of current homes along the block, placing the home close to the front setback line. The current first floor elevation is approximately 1,017.94 feet and the proposed elevation at the new location would be 1,021.5 feet.

Section 44 of the Zoning ordinance addresses height and area exceptions in the zoning ordinance generally. Section 19.44.030 addresses the elevation of residential structures and reads:

- A. New residential structures or additions set at the same first floor elevation or lower than the original structure shall be exempt from review by the Planning Commission.
- B. New residential structures or additions may raise the first floor elevations six inches for every additional five feet over the minimum side yard setback that the building sets back from both side property lines. The maximum elevation can be raised is three feet without requiring review and approval of the Planning Commission.
- C. New residential structures or additions not meeting paragraphs a or b above shall be submitted to the Planning Commission for review and approval. (Ord. 2019, Sec. III, 2001)

RECOMMENDATION:

This application will bring the lot and proposed structure more in conformance with the orientation of existing homes on the block and in the area. The proposed elevation is similar to that of existing adjacent homes and would not compromise the intent of the ordinance language limiting changes in elevation from existing structures. Much of this elevation change is a result of the new location for the home and the grade of the property. Staff recommends approval of this proposed elevation to 3.56 feet.



CITY OF PRAIRIE VILLAGE
The Star of Kansas

App 9870
Customer 015005

Planning Commission Application

For Office Use Only
Case No.: <u>PC2015-112</u>
Filing Fee: <u>\$100</u>
Deposit: <u>\$500</u>
Date Advertised:
Date Notices Sent:
Public Hearing Date: <u>8/4/15</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

Applicant: Martin Rutaga Phone Number: 913-706-4012
 Address: 2309 W 71st Terrace E-Mail: Roxrutaga@yahoo.com
 Owner: Martin Rutaga Phone Number: 913-706-4012
 Address: 2309 W 71st Terrace Zip: 66208
 Location of Property: 7201 Springfield St prairie Village KS 66208
 Legal Description: _____

Applicant requests consideration of the following: (Describe proposal/request in detail) _____

BUILDING HEIGHT ELEVATION

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.

Martin Rutaga 6/26/15
Applicant's Signature/Date

Martin Rutaga 6/26/15
Owner's Signature/Date

City of Prairie Village Kansas Building Codes Department Plan Review Comments

Address: 7201 Springfield ST Date : 6-24-2015 Status : Disapproved Reviewed by Mitch Dringman
BOPV/ICCMCP. 913-385-4687 or mdringman@pvkansas.com

The following items shall be addressed:

1. New proposed structure is higher than the existing 1st floor elevation of the original house by 3.56'. Original structure first floor elevation is 1017.94' by sealed land survey dated 5-15-2015 by Richard D. Moore LS-1394. The new proposed first floor elevation is 1021.5' by sealed survey Revised on 6-10-2015 by Richard D. Moore .
City of Prairie Village zoning code 19.44.030:
 - a. New residential structures or additions set at the same first floor elevation or lower than the original structure shall be exempt from review by the Planning Commission.
 - b. New residential structures or additions may raise the first floor elevation six inches for every additional five feet over the minimum side set back that the building sets back from both side property lines. The maximum elevation can be raised is three feet without requiring review and approval from the Planning Commission.
 - c. New residential structures or additions not meeting paragraphs a or b above shall be submitted to the Planning Commission for review and approval. (Ord 2019, SEC III, 2001)
Project shall require review from the City of Prairie Village KS Planning Commission.
2. Garage slab detail on page 3./ foundation page states : Porch slab and garage slab 4" concrete slab w/ 6"x6" 310 W.W.F over 4" gravel typical. These areas will have backfill greater than 2 feet in depth, provide structural slab details. Garage area states Pad per city standard detail, there is no standard city pad detail, structural slab details shall be designed site specific.
3. Notation in box format page 3; drop foundation wall under garage slab 4" from main foundation walls clarify this detail is it the intent to pour the slab on top of the wall then build wood walls on top of the garage slab? If so this conflicts with structural garage slab detail on page 8.
4. Clarify on foundation page width and depth of footing along with steel configuration for all locations with different widths. (front porch area has what appears to be greater widths than 16" do these areas receive just two #4 rebar's or more? Rear porch area appears to have 21" wide footing .)
5. Structural slab detail on page 8 has a note stating lap all splices in rebar 1" minimum; note shall state lap all splices 24" and tie twice minimum.
6. For clarity provide bird's eye view of page 8 detail 2 structural slab detail for steel configuration and grade beam- suggest note on foundation page 3. Conflicting information regarding spacing of rebar is it 24" OC or 12" OC both ways?

Correct Plans resubmit and gain PC approval for new elevation.

PLOT PLAN

Existing Conditions

This Plot Plan should not be used to establish any fences, buildings, or other structures except as shown on this original copy.

Job No. 15-42-A

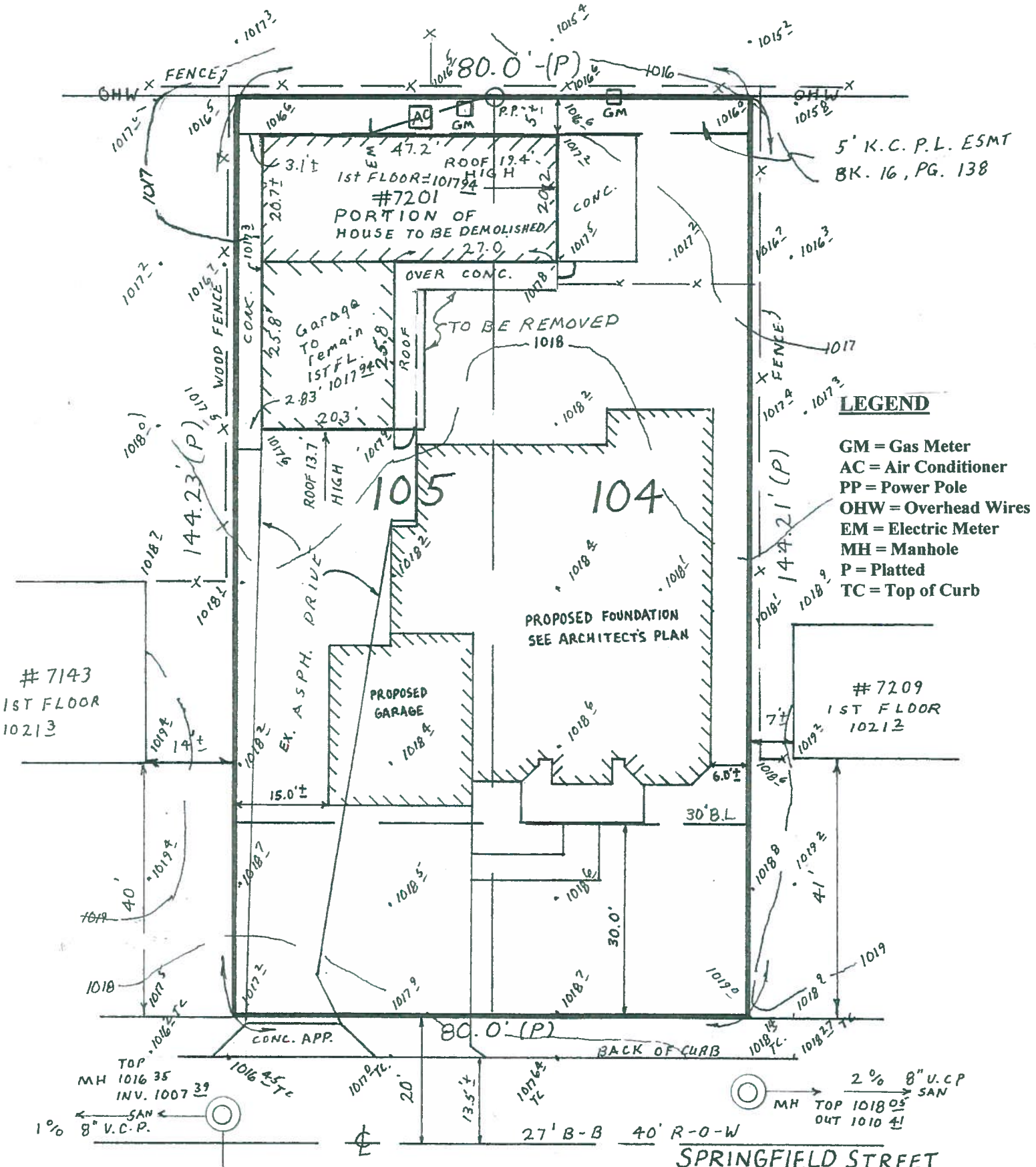
ORDERED BY: Martin Rutiaga; 7201 Springfield Street; Prairie Village, KS 66208

DESCRIPTION: Lots 104 and 105, Country Club View, a subdivision in Prairie Village, Johnson County, Kansas.

Subject to any easements, restrictions, or reservations of record or fact. Lot Area = 11,536.8 Square Feet more or less.

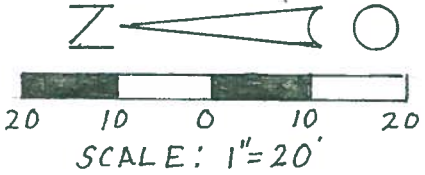
Legal description provided by client (Assured Quality Title Company File No. KJ101864 Dated January 21, 2014)

For additional survey boundary information see survey performed by this office dated April 2, 2015.



LEGEND

- GM = Gas Meter
- AC = Air Conditioner
- PP = Power Pole
- OHW = Overhead Wires
- EM = Electric Meter
- MH = Manhole
- P = Platted
- TC = Top of Curb

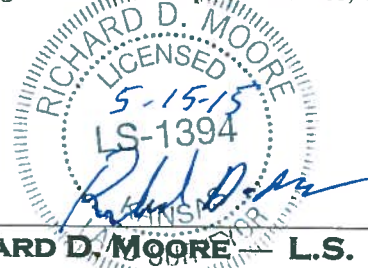


All sewer information shown was taken from plans. Builder responsible to verify any sewer information prior to construction.
 The intent of this Plot Plan is to show the location of a proposed new house foundation and to show the location of an existing house that is to be partially demolished. See architect's plans for additional details.

Flood Note: This property appears to lie within Zone X (areas determined to be outside the 0.2% annual chance floodplain) according to FEMA RIRM/paenl 40 of 161, Map No. 20091C0040G, revised August 3, 2009.

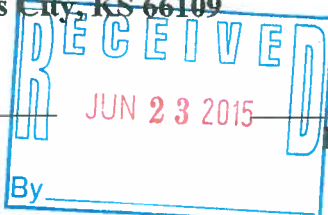
Zoning District: R-1B

Richard D. Moore Land Survey, Inc. (913) 334-3888
 7540 Leavenworth Rd. Kansas City, KS 66109



May 15, 2015

Date



RICHARD D. MOORE — L.S. 1394

PLOT PLAN

NEW PROPOSED

This Plot Plan should not be used to establish any fences, buildings, or other structures except as shown on this original copy.

Job No. 15-42-A

ORDERED BY: Martin Rutiaga; 7201 Springfield Street; Prairie Village, KS 66208

DESCRIPTION: Lots 104 and 105, Country Club View, a subdivision in Prairie Village, Johnson County, Kansas.

Subject to any easements, restrictions, or reservations of record or fact. Lot Area = 11,536.8 Square Feet more or less.

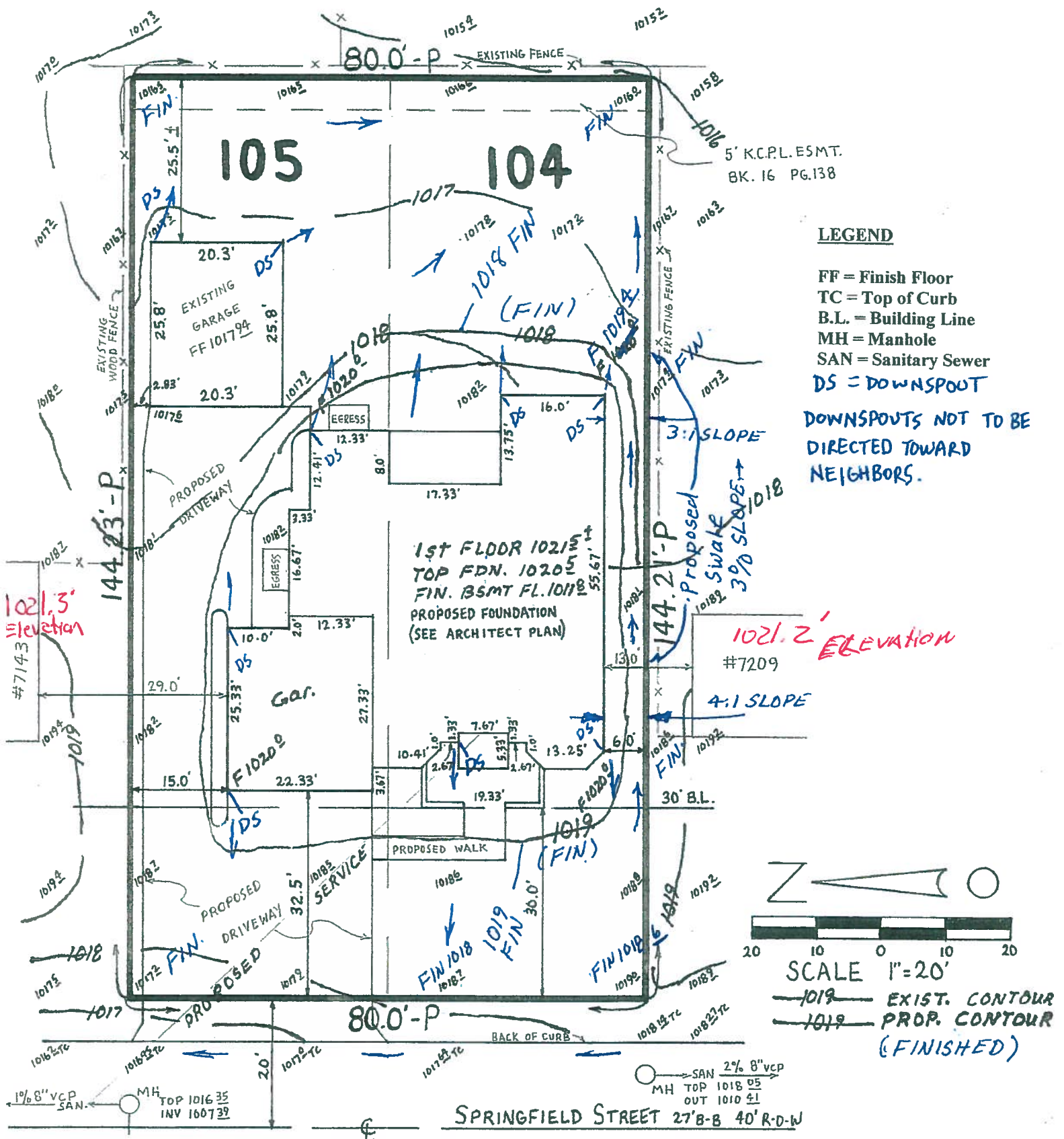
Legal description provided by client (Assured Quality Title Company File No. KJ101864 Dated January 21, 2014)

For additional survey boundary information see survey performed by this office dated April 2, 2015.

All sewer information shown was taken from plans. Builder responsible to verify any sewer information prior to construction.

The intent of this Plot Plan is to show the location of a proposed new house foundation and to show the location of an existing detached garage. See architect's plans for additional details.

Finish grade elevations shown are a guide only and subject to change at builder's discretion.



LEGEND

- FF = Finish Floor
- TC = Top of Curb
- B.L. = Building Line
- MH = Manhole
- SAN = Sanitary Sewer
- DS = DOWNSPOUT

DOWNSPOUTS NOT TO BE DIRECTED TOWARD NEIGHBORS.

Projected Roof Area (per architect): 3,165 ± Square Feet.
Flood Note: This property appears to lie within Zone X (areas determined to be outside the 0.2% annual chance floodplain) according to FEMA FIRM panel 40 of 161, Map No. 20091C0940L, revised August 3, 2009.
Zoning District: R-1B

Richard D. Moore Land Survey, Inc. (913) 334-3888
 7540 Leavenworth Rd. Kansas City, KS 66109

RECEIVED JUN 15 2015
 By _____
 Date **REVISED 6-10-15**

Richard D. Moore — L.S. 1394