




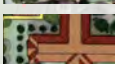
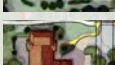
ATTACHED HOME CHARACTER

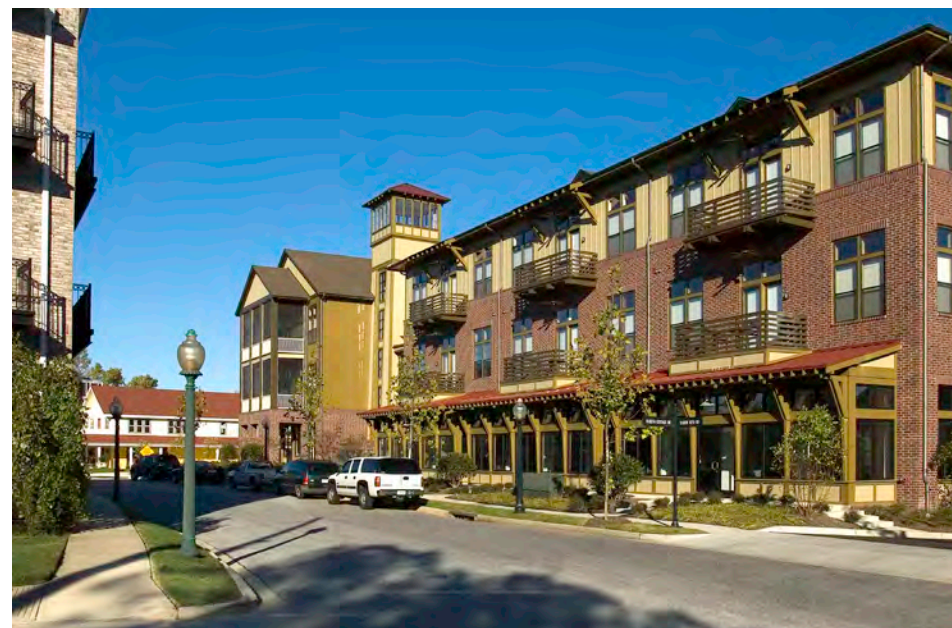


LUXURY APARTMENTS - THE INN

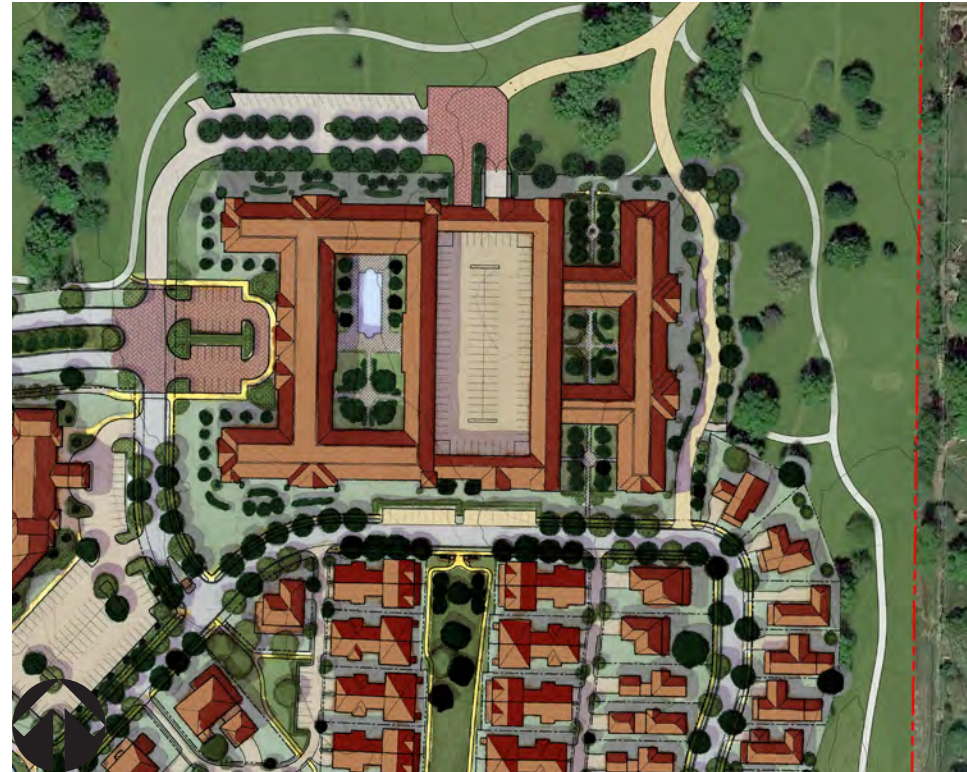


Legend

-  Park Space
-  Single Family Residential
-  Attached Homes
-  Luxury Apartments
-  Inn




LUXURY APARTMENTS - ELEVATIONS



Site Plan



West Elevation

 Proposed location for structure mounted signage

Permitted Height Projections: Building elements and appurtenances such as chimneys, spires, cupolas, belfries, towers, rooftop decks, flagpoles, elevator housing, and roof access stairwells may exceed the maximum height shown by up to 25 feet.



North Elevation

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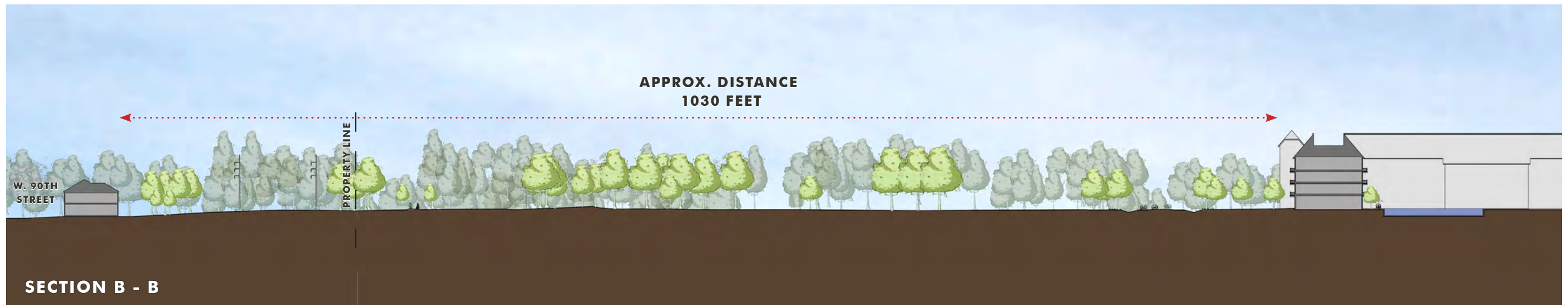
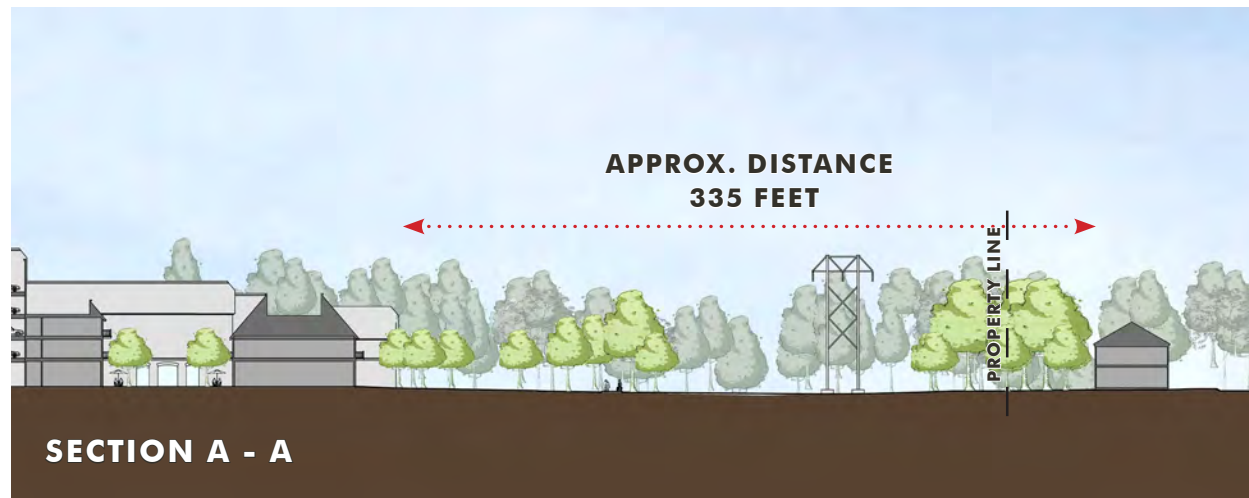
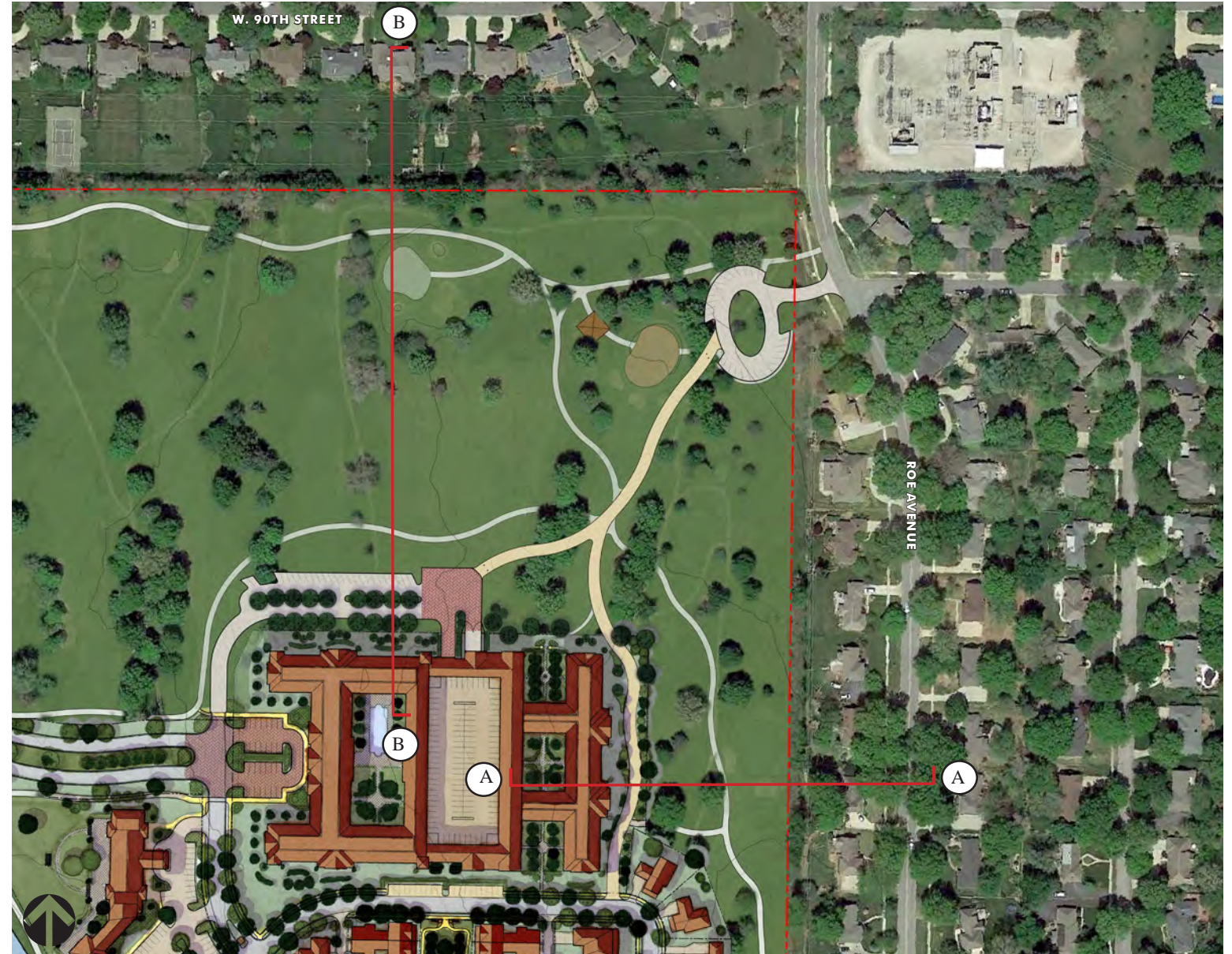


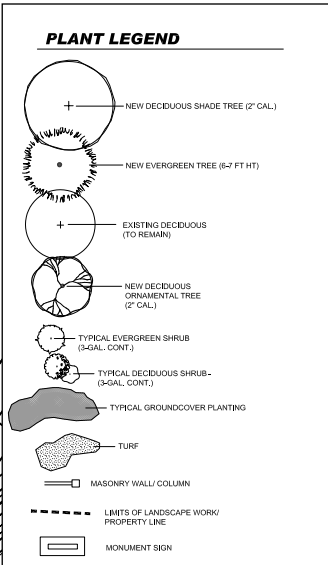
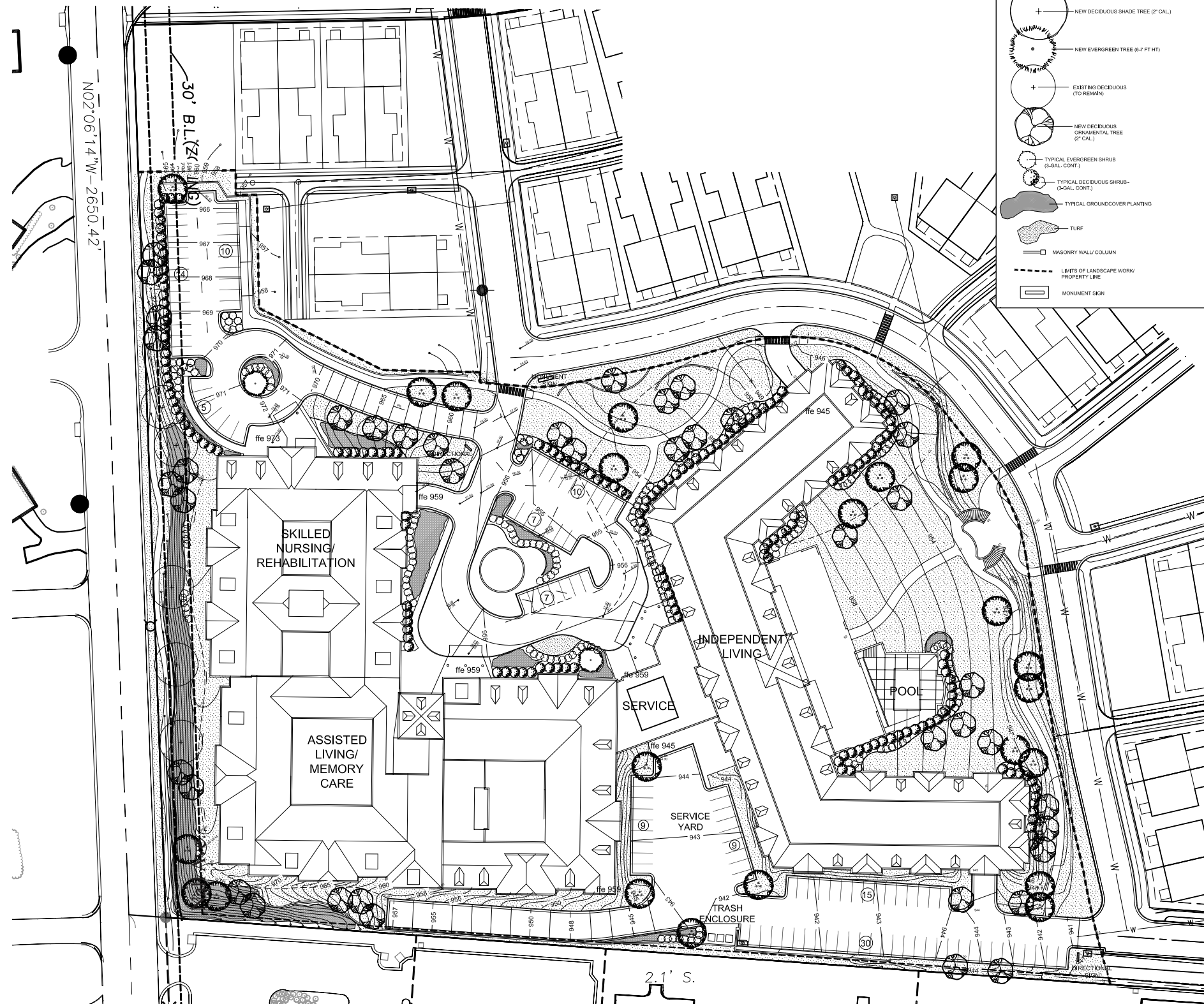
East Elevation



South Elevation

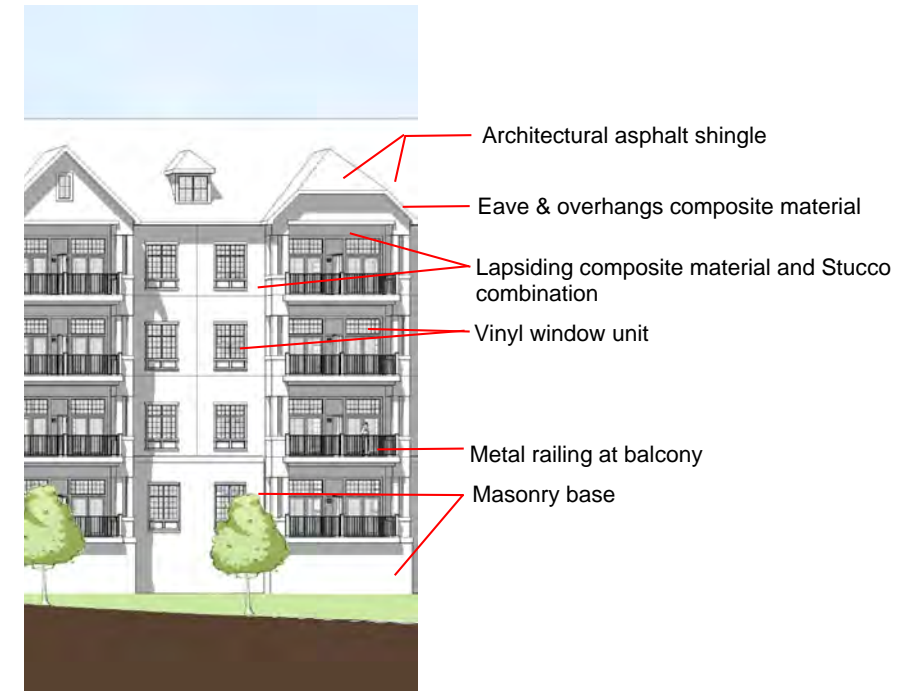
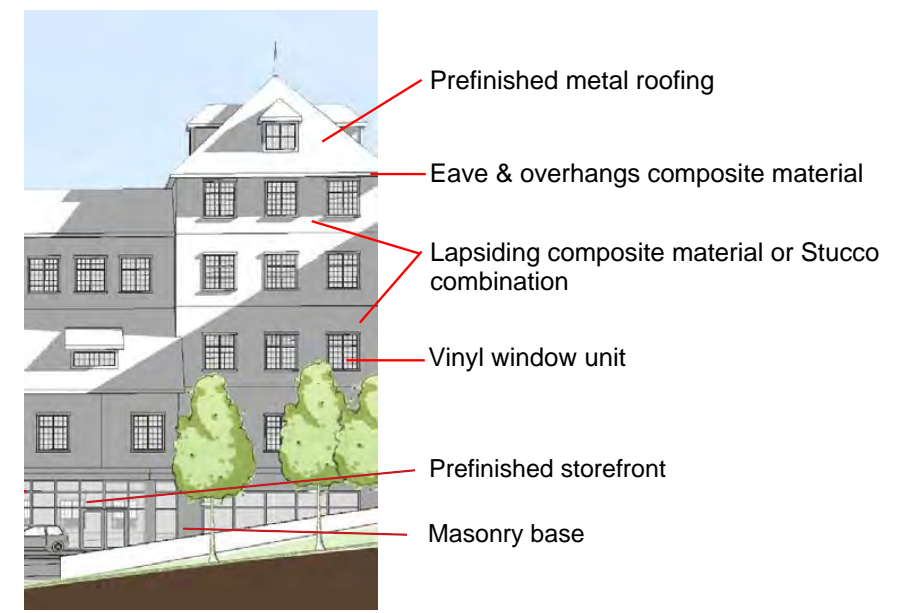
LUXURY APARTMENT - SITE SECTIONS





SENIOR LIVING

ARCHITECTURE



SENIOR LIVING - ELEVATIONS



East Elevation

Permitted Height Projections: Building elements and appurtenances such as chimneys, spires, cupolas, belfries, towers, rooftop decks, flagpoles, elevator housing, and roof access stairwells may exceed maximum height shown by up to 25 feet.



North Elevation

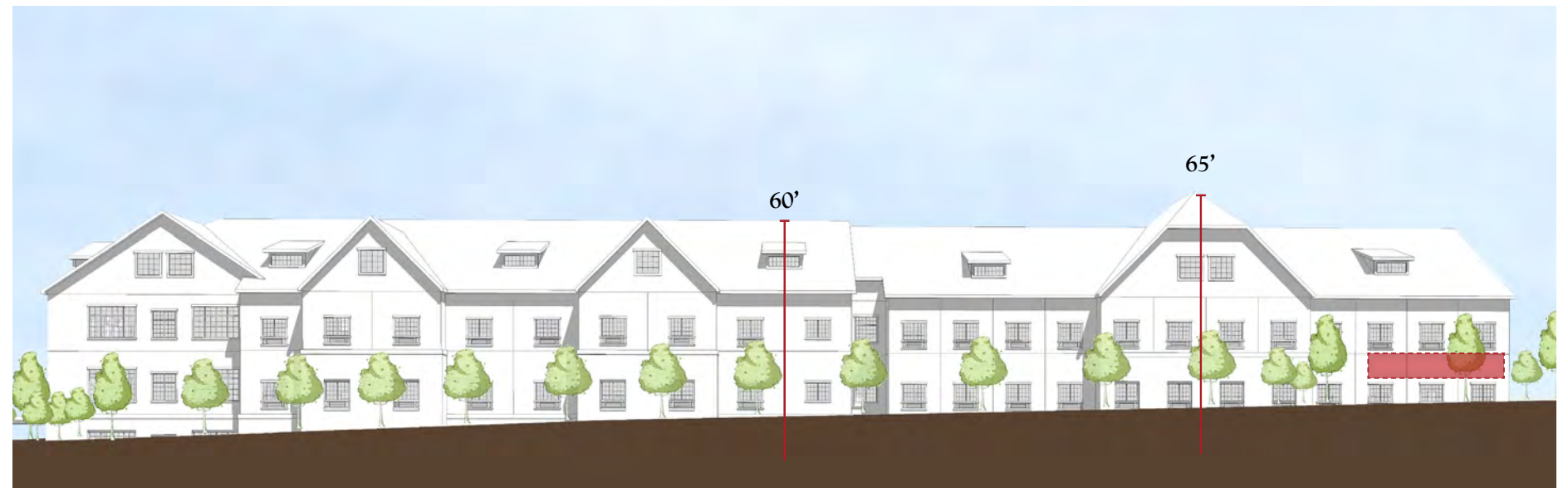
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South Elevation



Site Plan



West Elevation

 Proposed location for structure mounted signage

THE INN - CHARACTER





Site Plan

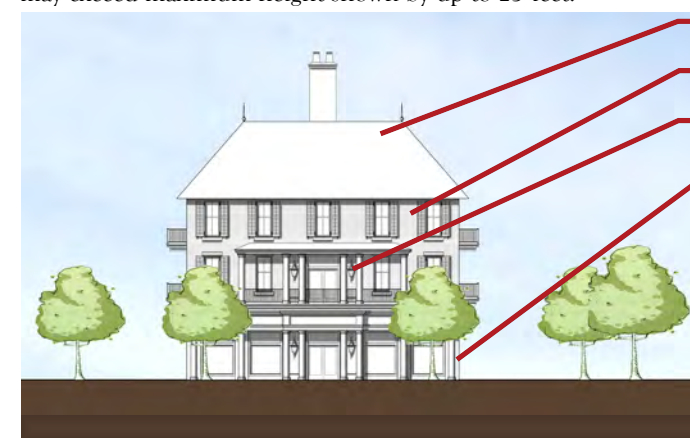


East Elevation



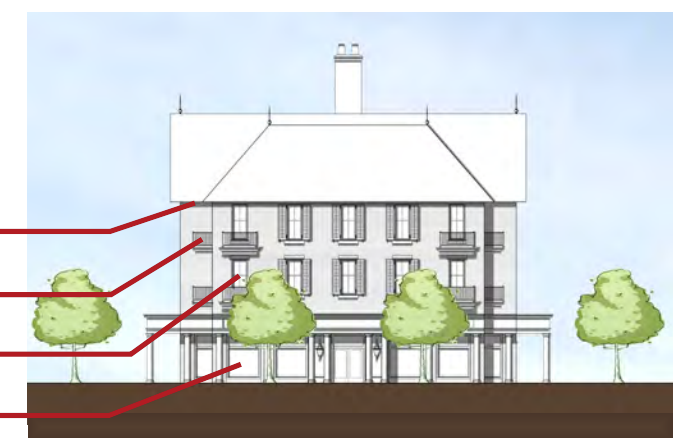
West Elevation

Permitted Height Projections: Building elements and appurtenances such as chimneys, spires, cupolas, belfries, towers, rooftop decks, flagpoles, elevator housing, and roof access stairwells may exceed maximum height shown by up to 25 feet.



South Elevation

- Architectural asphalt shingle
- Lapsiding - fiber-cement material
- Attached lantern
- Brick or stone masonry base
- Eave & overhangs - composite material
- Metal railing at balcony
- Vinyl window unit
- Prefinished storefront at lobby, amenities and restaurant



North Elevation

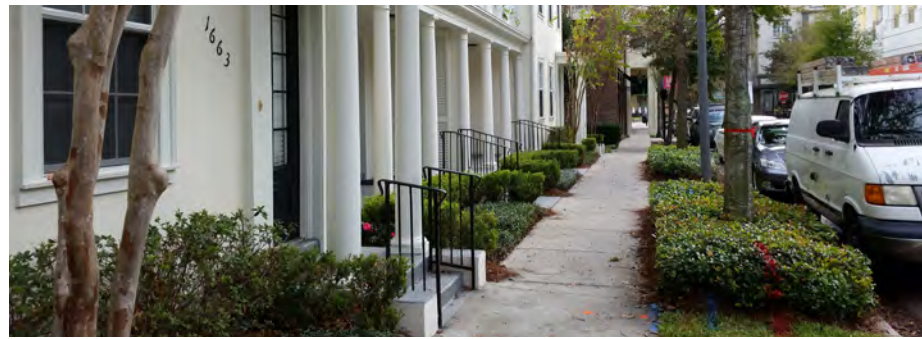
Proposed location for structure mounted signage

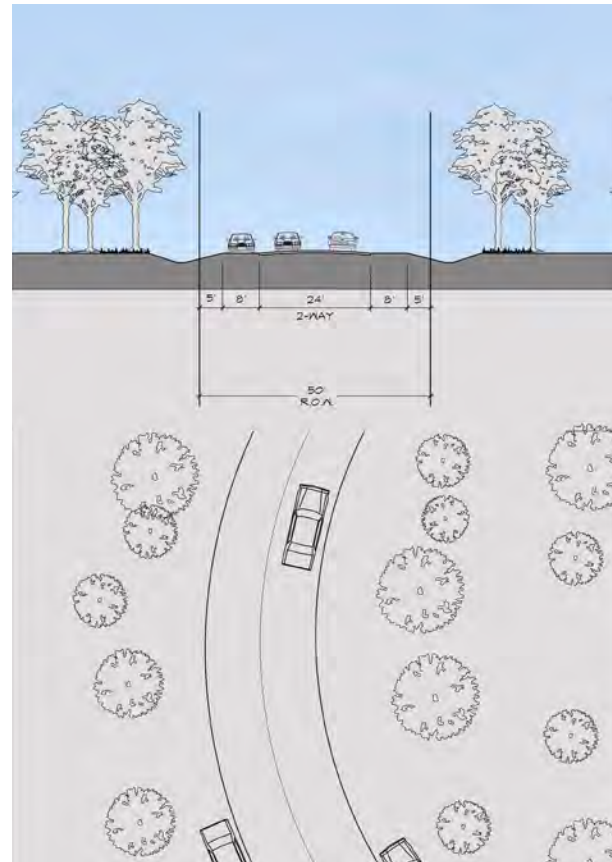




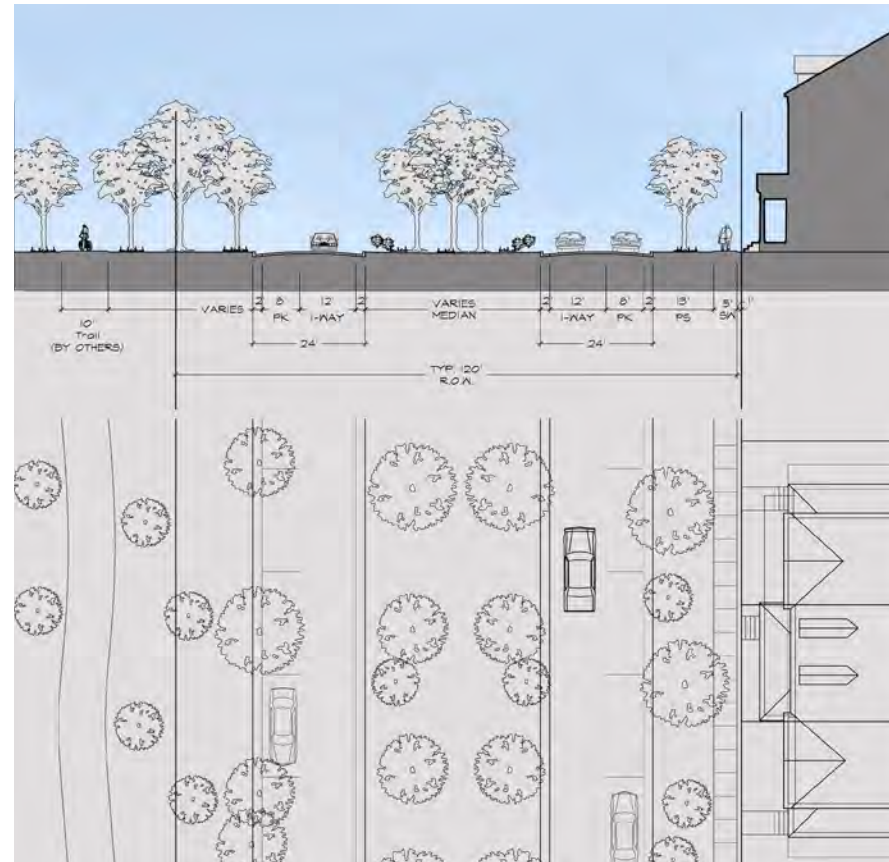
MEADOWBROOK PARK | DEVELOPMENT SUMMARY

STREET CHARACTER

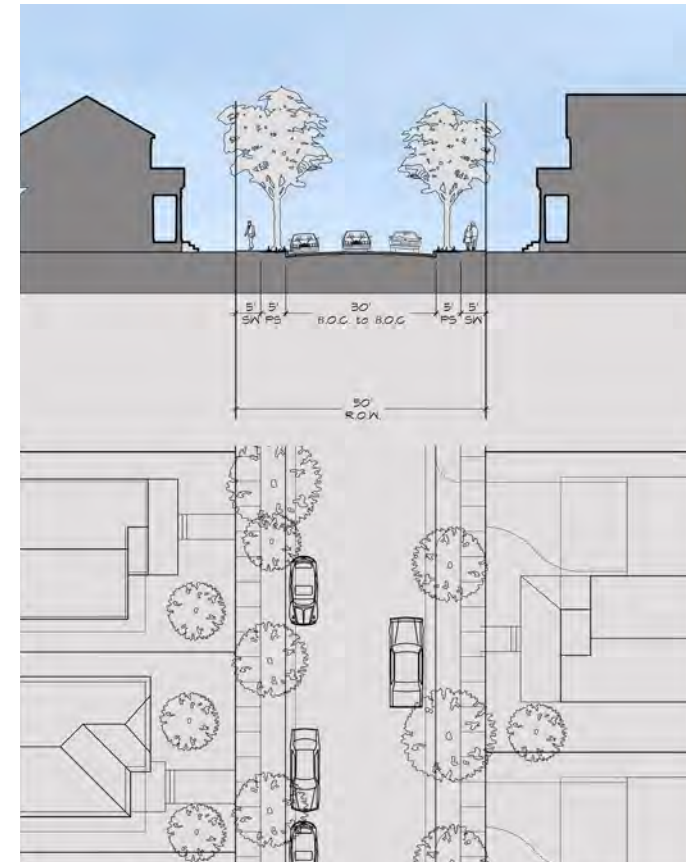




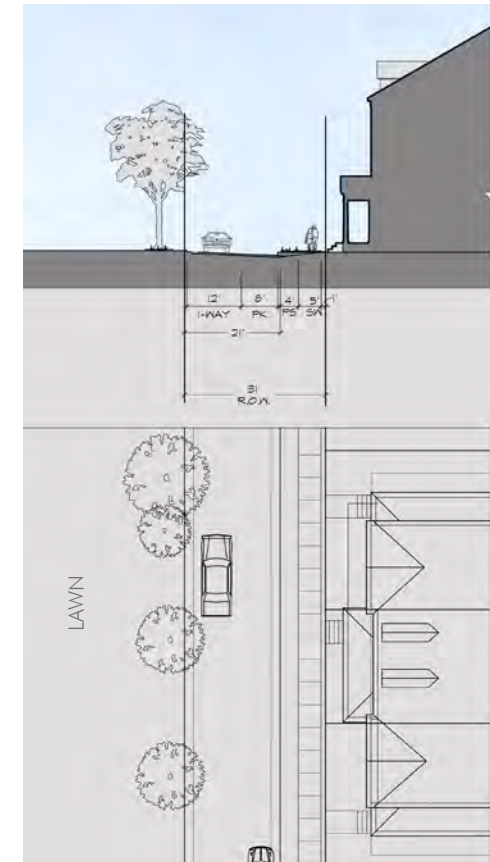
PARK ACCESS STREET



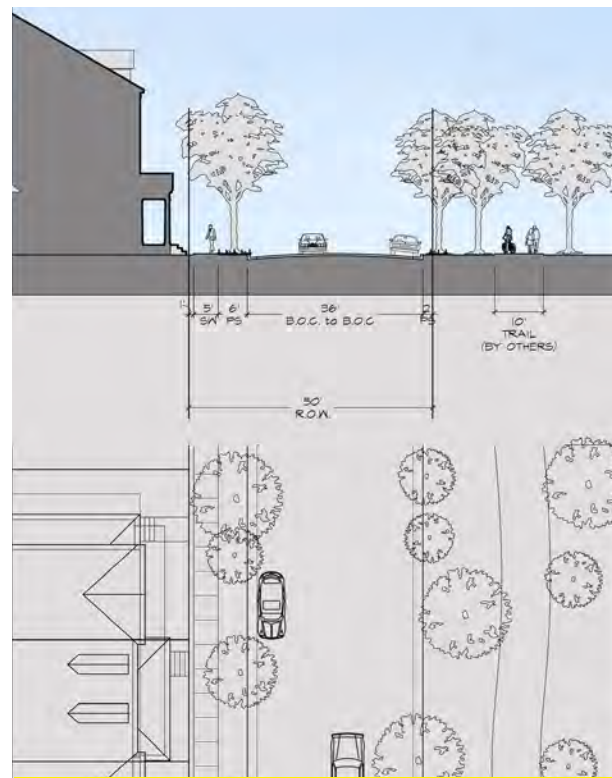
PARKWAY



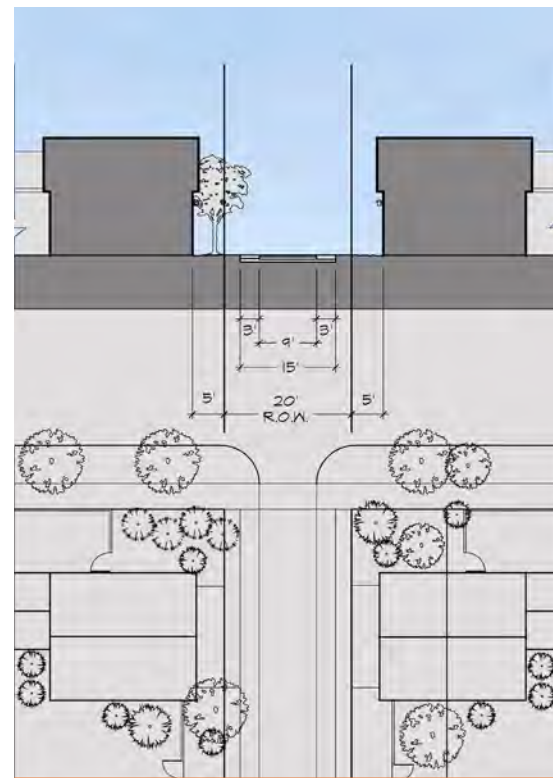
RESIDENTIAL STREET



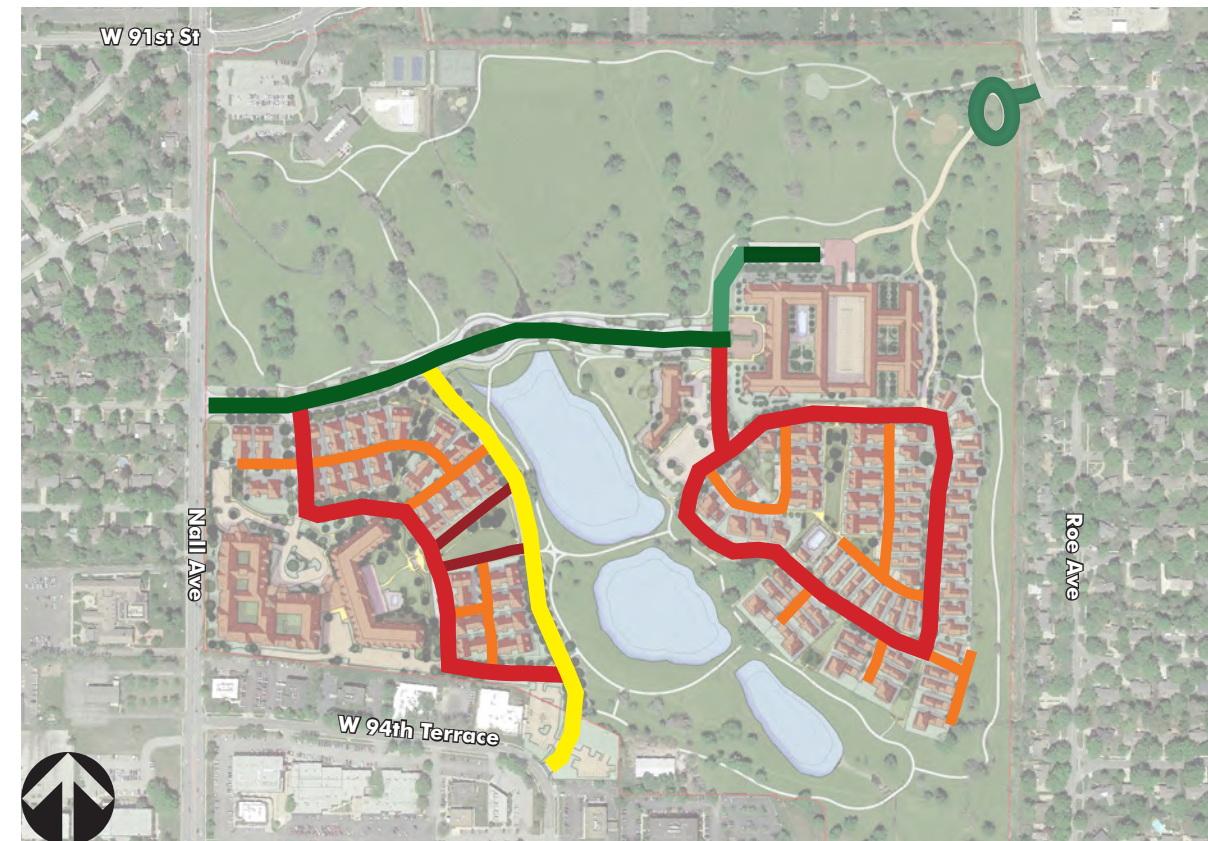
RESIDENTIAL 1-WAY



PARK EDGE STREET

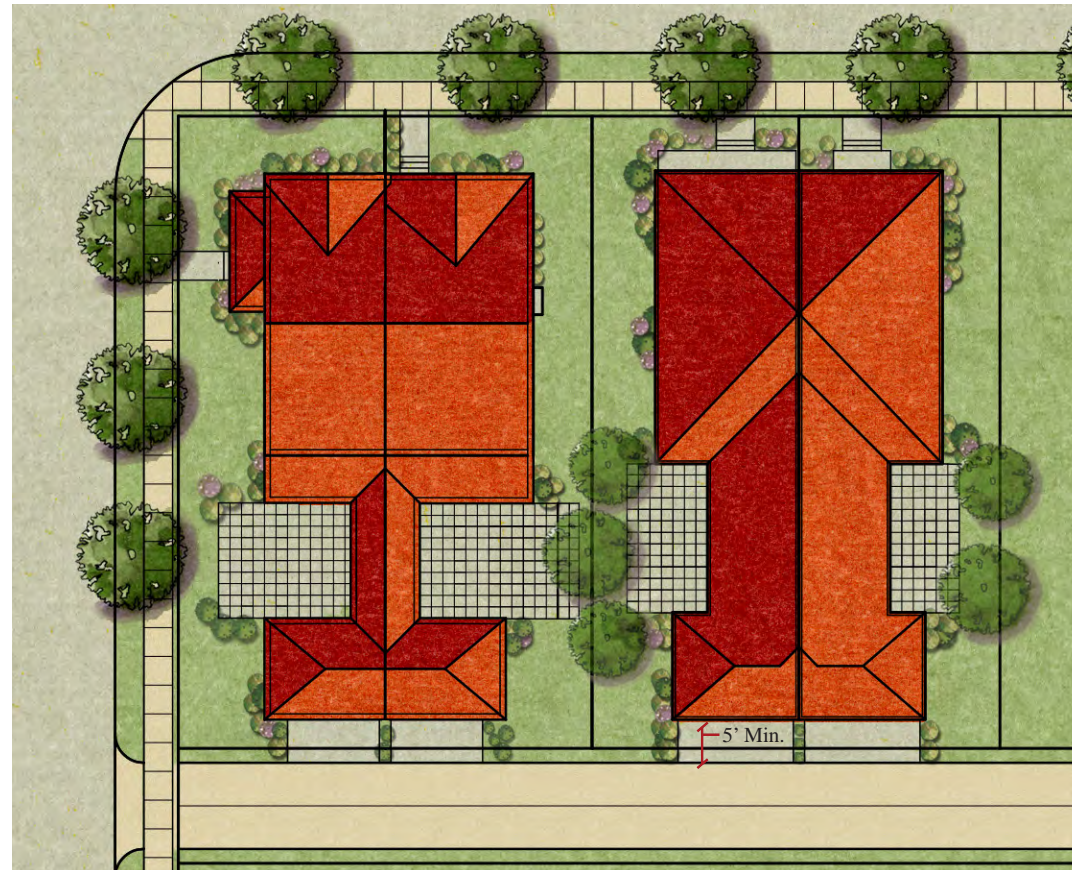


ALLEY



LOT TYPES

ATTACHED HOME LOTS



LOT STANDARDS

- Min. Lot Area: 3,000 sq. ft.
- Min. Lot Width at Front Setback: 25 ft.
- Min. Front Yard Setback: 5 ft. (to any yard bordering a street or open space)
- Min. Side Yard Setback: 0 ft. (where attached) / 6 ft. (to an interior lot line)
- Min. Rear Yard Setback: 5 ft.
- Min. Rear Yard Setback to Garage: 5 ft. (to alley) or 18 ft. (to alley with tandem parking)
- Maximum Building Height: 45 ft.
- Vehicular Access: Rear-load from alley

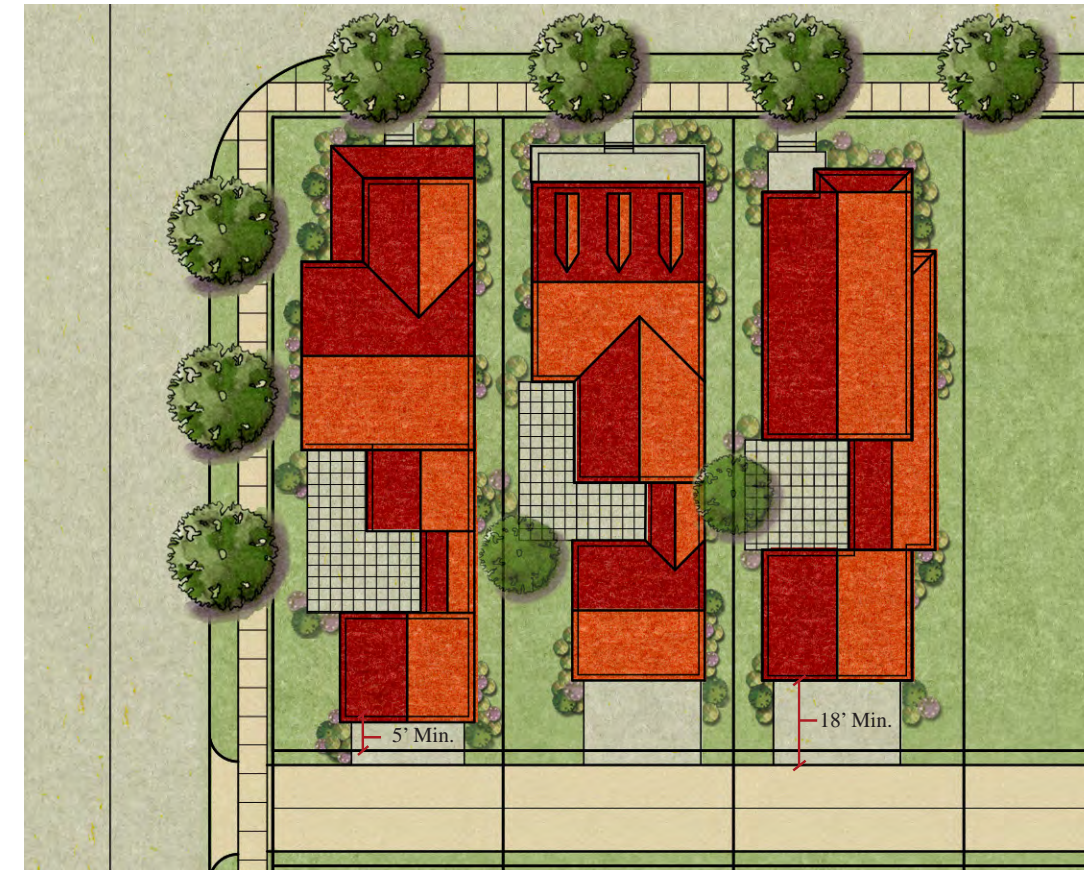
Permitted Yard Projections: Awnings, canopies, stoops, porches, verandas, balconies, terraces and similar projections are permitted to extend from a building into a minimum yard, but not closer than 3 feet to a lot line. Such projections may be open, roofed and/or screened. Steps are permitted to extend from a building into a minimum yard with no setback required from a lot line.

Permitted Height Projections: Building elements and appurtenances such as chimneys, spires, cupolas, belfries, towers, rooftop decks, flagpoles, elevator housing, and roof access stairwells may exceed the maximum building height by up to 25 feet.

Accessory Living Quarter: On any Attached Home Lot, an Accessory Living Quarter (ALQ) may be provided as a subordinate dwelling unit that provides basic requirements for cooking, living, sleeping, eating and sanitation. An ALQ may not be subdivided or otherwise segregated in ownership from the primary dwelling unit.

*Landscaping shown is illustrative and will be further details at final approval

COTTAGE LOTS



LOT STANDARDS

- Min. Lot Area: 4,000 sq. ft.
- Min. Lot Width at Front Setback: 40 ft.
- Min. Front Yard Setback: 5 ft. (to any yard bordering a street or open space)
- Min. Side Yard Setback: 0 ft. (one side) / 5 ft. (one side)
- Min. Rear Yard Setback: 5 ft.
- Min. Rear Yard Setback: 5 ft. (to alley) or 18 ft. (to alley with tandem parking)
- Maximum Building Height: 45 ft.
- Vehicular Access: Rear-load from alley

Permitted Yard Projections: Awnings, canopies, stoops, porches, verandas, balconies, terraces and similar projections are permitted to extend from a building into a minimum yard, but not closer than 3 feet to a lot line. Such projections may be open, roofed and/or screened. Steps are permitted to extend from a building into a minimum yard with no setback required from a lot line.

Permitted Height Projections: Building elements and appurtenances such as chimneys, spires, cupolas, belfries, towers, rooftop decks, flagpoles, elevator housing, and roof access stairwells may exceed the maximum building height by up to 25 feet.

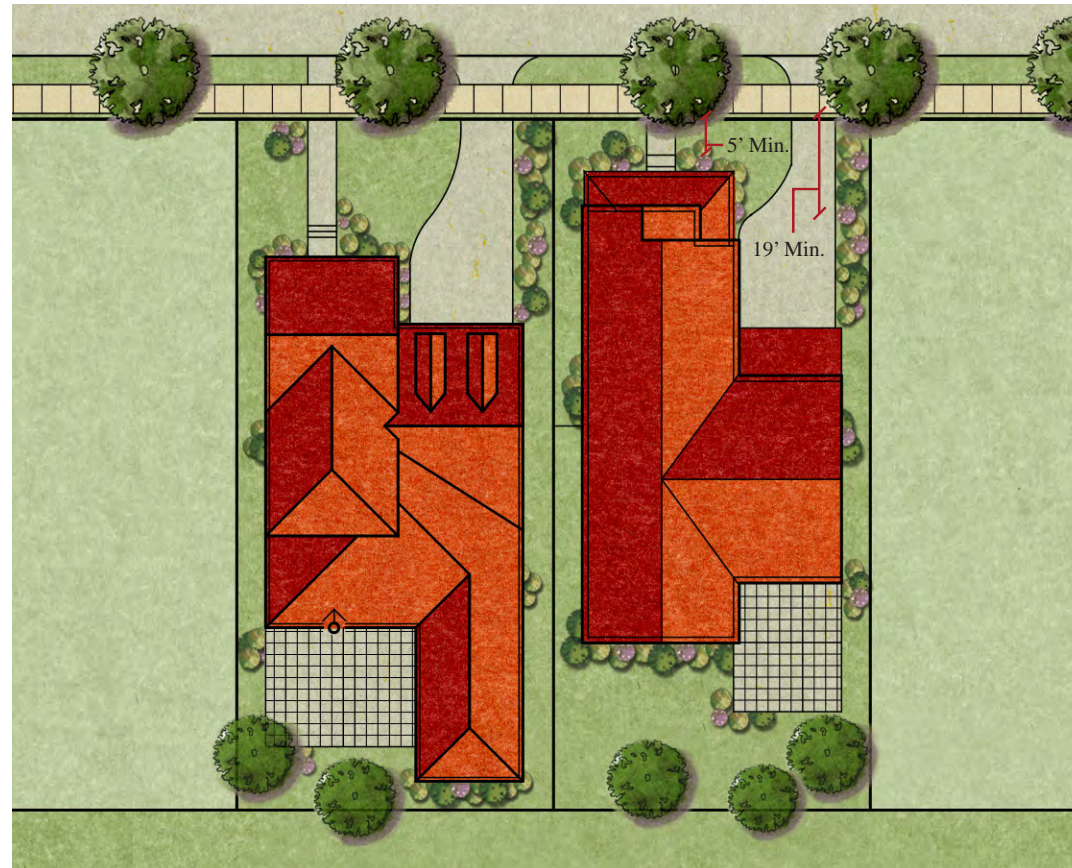
Accessory Living Quarter: On any Cottage Lot, an Accessory Living Quarter (ALQ) may be provided as a subordinate dwelling unit that provides basic requirements for cooking, living, sleeping, eating and sanitation. An ALQ may not be subdivided or otherwise segregated in ownership from the primary dwelling unit.

*Landscaping shown is illustrative and will be further details at final approval

LOT OPTIONS

Any Attached Home Lot may be reassigned as a Cottage Lot, and vice versa. Any Attached Home or Cottage Lot may be "split" in such a manner to enlarge the adjacent lots on both sides.

VILLAGE LOTS



LOT STANDARDS

- Min. Lot Area: 5,000 sq. ft.
- Min. Lot Width at front setback: 55 ft.
- Min. Front Yard Setback: 5 ft.
- Min. Front Yard Setback to Garage: 19 ft. (from edge or sidewalk)
- Min. Side Yard Setback: 0 ft. (one side) / 5 ft. (one side)
- Min. Rear Yard Setback: 5 ft.
- Maximum Building Height: 45 ft.
- Vehicular Access: Front-load from street

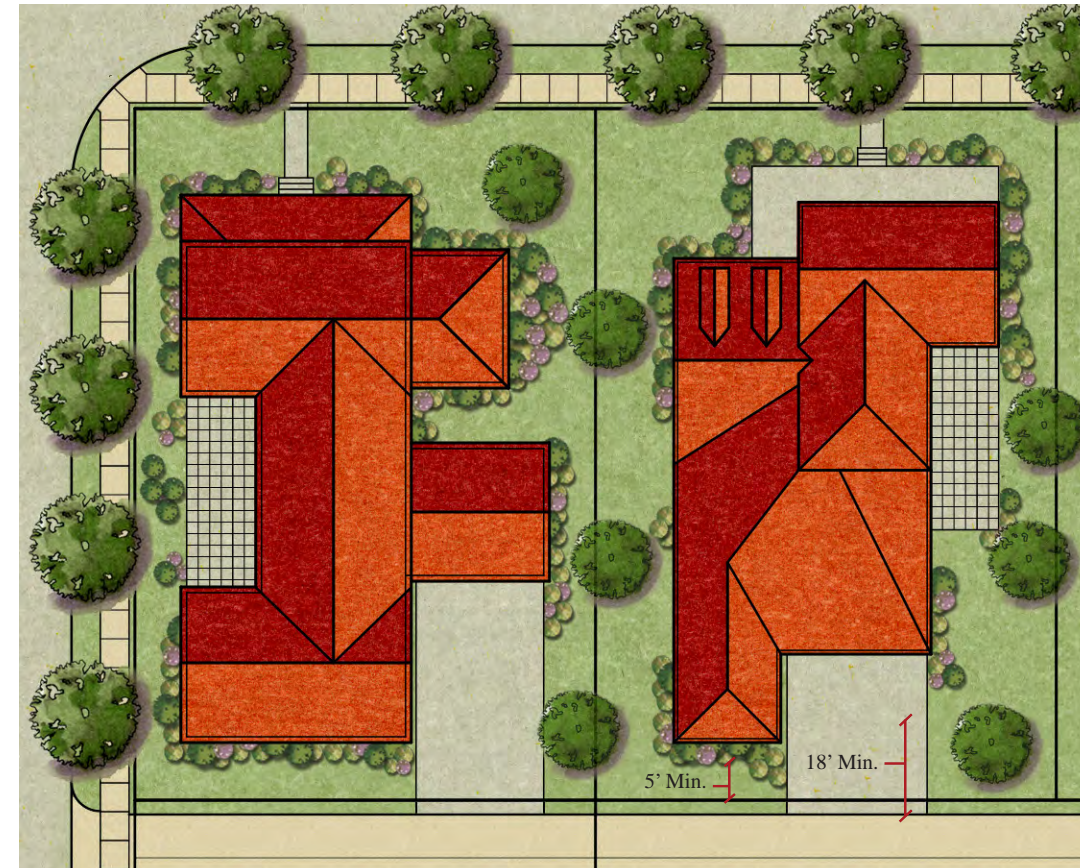
Permitted Yard Projections: Awnings, canopies, stoops, porches, verandas, balconies, terraces and similar projections are permitted to extend from a building into a minimum yard, but not closer than 3 feet to a lot line. Such projections may be open, roofed and/or screened. Steps are permitted to extend from a building into a minimum yard with no setback required from a lot line.

Permitted Height Projections: Building elements and appurtenances such as chimneys, spires, cupolas, belfries, towers, rooftop decks, flagpoles, elevator housing, and roof access stairwells may exceed the maximum building height by up to 25 feet.

Accessory Living Quarter: On any Village Lot, an Accessory Living Quarter (ALQ) may be provided as a subordinate dwelling unit that provides basic requirements for cooking, living, sleeping, eating and sanitation. An ALQ may not be subdivided or otherwise segregated in ownership from the primary dwelling unit.

*Landscaping shown is illustrative and will be further details at final approval

MANOR LOTS



LOT STANDARDS

- Min. Lot Area: 6,000 sq. ft.
- Min. Lot Width at Front Setback: 60 ft.
- Min. Front Yard Setback: 10 ft. (to any yard bordering a street or open space)
- Min. Side Yard Setback: 5 ft.
- Min. Rear Yard Setback: 5 ft.
- Min. Rear Yard Setback to Garage: 5 ft. (to alley) or 18 ft. (to alley with tandem parking)
- Maximum Building Height: 45 ft.
- Vehicular Access: Rear-load from alley

Permitted Yard Projections: Awnings, canopies, stoops, porches, verandas, balconies, terraces and similar projections are permitted to extend from a building into a minimum yard, but not closer than 3 feet to a lot line. Such projections may be open, roofed and/or screened. Steps are permitted to extend from a building into a minimum yard with no setback required from a lot line.

Permitted Height Projections: Building elements and appurtenances such as chimneys, spires, cupolas, belfries, towers, rooftop decks, flagpoles, elevator housing, and roof access stairwells may exceed the maximum building height by up to 25 feet.

Accessory Living Quarter: On any Manor Lot, an Accessory Living Quarter (ALQ) may be provided as a subordinate dwelling unit that provides basic requirements for cooking, living, sleeping, eating and sanitation. An ALQ may not be subdivided or otherwise segregated in ownership from the primary dwelling unit.

*Landscaping shown is illustrative and will be further details at final approval

EXTERIOR MATERIALS AND COLORS

Appropriate exterior wall finish materials will be brick, stone, stucco, wood siding, wood shakes and fiber-cement siding or shakes. Every structure will have a brick or stone masonry base.

Synthetic stucco, E.I.F.S., 'softcoat stucco', thin brick and cultured stone are not allowed.

The use of brick or stone including any patterns, must be appropriate to the architectural design of the building. When appropriate to the design, the brick may be painted.

Materials may be combined on a single building, but a single material should cover the majority of any attached or detached single family building. Any change in materials should occur at an appropriate inside corner or where appropriate to the style such as at a belt course.

Roof materials shall consist of standing seam, pre-finished metal or copper, slate or synthetic slate, wood shakes, dimensional asphalt or dimensional fiberglass shingles. Low-pitched porch and bay roofs will be standing seam, pre-finished metal or copper unless located on the fourth floor or higher.

All entry door and window trim, soffits, fascias, cornices and similar architectural trim elements shall be painted wood, fiber-cement, cellular PVC or an alternate synthetic wood material. Metal and hollow back vinyl trim are prohibited, metal trim is only allowed when adjacent to metal roofing.

The palette of materials and colors for the luxury apartment and senior living buildings is the following:

- A brick or stone base course will be provided which includes the first floor and may extend to the top of the second floor. Appropriate exterior wall finish materials will be wood siding, wood shakes, and fiber-cement siding or shakes.
- The color schemes will be medium tone-on-tone with deep color usage provided on doors, windows, shutters, awnings and railings.

The palette of materials and colors for the inn is the following:

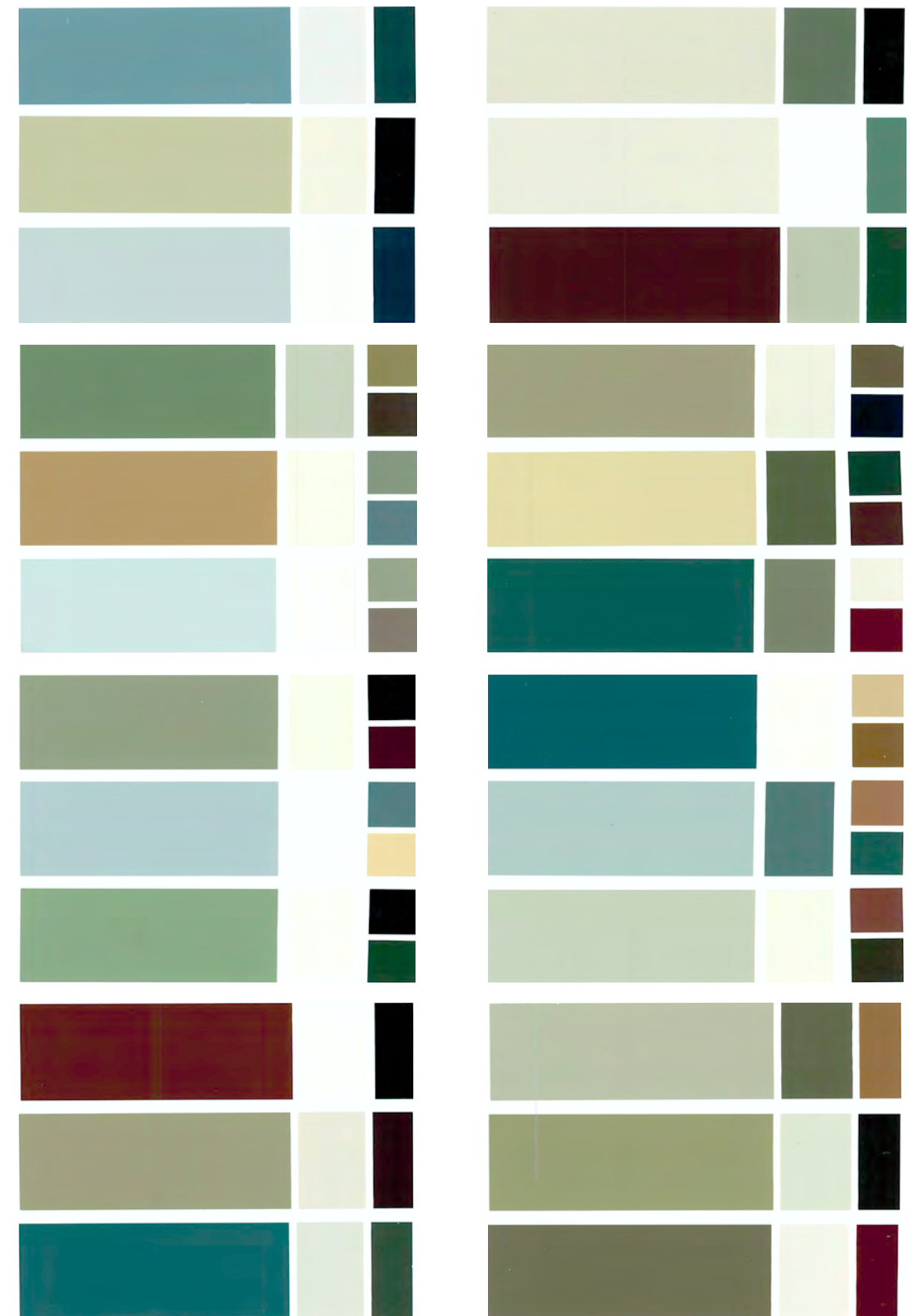
- A brick or stone base course will be provided which may include the first floor. Appropriate exterior wall finish materials will be brick, stone, stucco, wood siding, wood shakes, and fiber-cement siding or shakes.
- The color scheme will be white or a light-tone neutral color with deep color usage provided on doors, windows, shutters, awnings and railings.

The palette of materials and colors for the attached homes is the following:

- A brick or stone base course will be provided which may extend to the sill line of the first floor. Appropriate exterior wall finish materials will be brick, stucco, wood siding, wood shakes, fiber-cement siding or shakes.
- The color schemes will be white or a light-tone neutral color with deep color usage provided on doors, windows, shutters, awnings and railings.

The palette of materials and colors for the detached homes is the following:

- A brick or stone course will be provided. Appropriate exterior wall finish materials will be brick, stone, stucco, wood siding, wood shakes, and fiber-cement siding or shakes.
- The color schemes will be light-tone or medium-tone neutral colors with deep color usage limited to on doors, windows, shutters, projecting bays, awnings and railings.



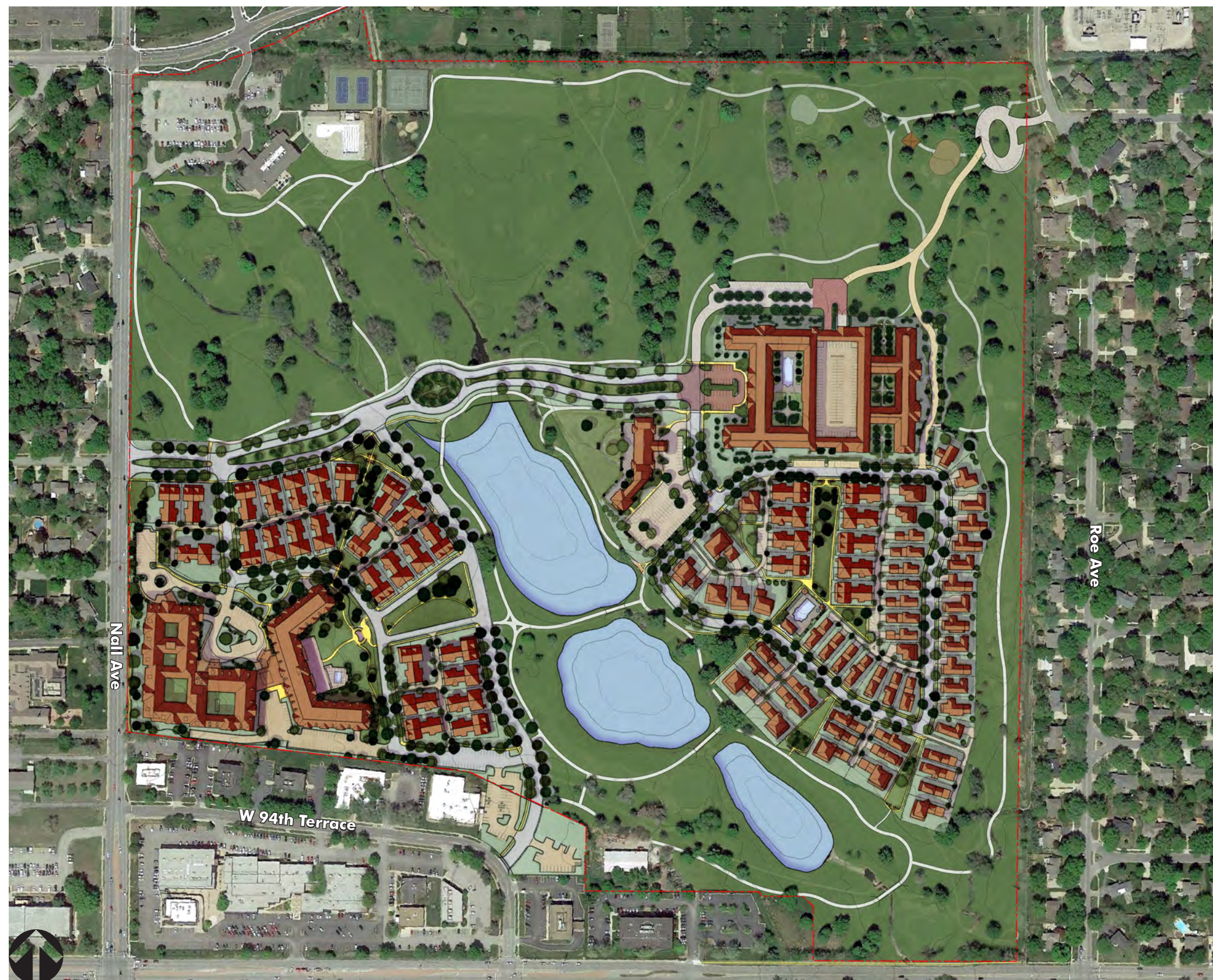
The above color palettes are illustrative of the range of color schemes proposed to be used.

DEVELOPMENT PROGRAM




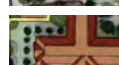
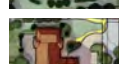

The development program includes the following components:

- Detached Single Family Homes - 53 homes composed of 20 Cottage Lots, 13 Village Lots and 20 Manor Lots
- Attached Homes - 70
- Luxury Apartments - 280 residences
- Inn - 50 rooms with restaurant and ancillary commercial space, totaling approximately 15,000 square feet
- Senior Living - 120 units of Independent Living, 120 units of Assisted Living / Memory Care, 90 units of Skilled Nursing Living, with restaurant and ancillary service and amenity space, totaling approximately 8,000 square feet and exterior grand terrace and pool.

The site is proposed to be developed in one single phase lasting a total of approximately 40 months following final approval



Legend

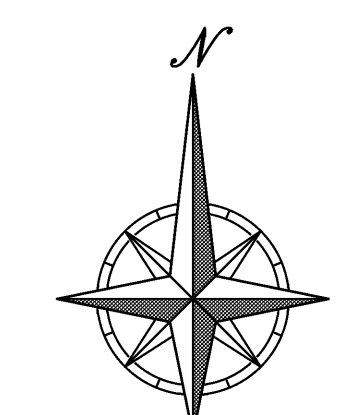
-  Park Space
-  Single Family Residential
-  Attached Homes
-  Luxury Apartments
-  Inn
-  Senior Living

“I WOULD LIKE TO GIVE MY UTMOST
SUPPORT FOR THIS PROJECT, BOTH THE
PARK AND DEVELOPMENT PORTIONS.”

- CITIZEN COMMENT FROM OPEN HOUSE WORKSHOP, MARCH 12-13

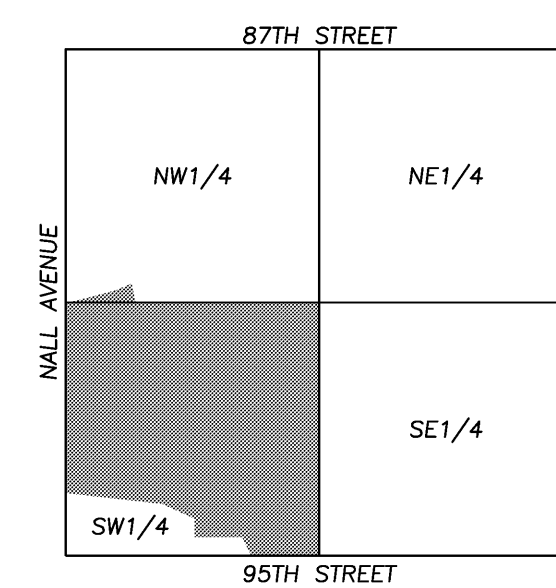
PRELIMINARY PLAT OF MEADOWBROOK PARK

A SUBDIVISION IN THE SOUTHWEST QUARTER OF SECTION 33, TOWNSHIP 12, RANGE 25,
IN THE CITY OF PRAIRIE VILLAGE, JOHNSON COUNTY, KANSAS



SCALE: 1" = 100'
0' 100' 200'

B.L. DENOTES BUILDING LINE
U/E DENOTES UTILITY EASEMENT
--- DENOTES PROPOSED SIDEWALK
--- DENOTES EXISTING FENCE



SCALE: 1" = 2000'
VICINITY MAP
SEC. 33-12-25

LEGAL DESCRIPTION:

All of Lots 1 through 12 and Lot A, Block B, MEADOWBROOK ACRES, and all that part of the West half of Section 33, Township 12 South, Range 25 East, in the City of Prairie Village, Johnson County, Kansas, being more particularly described as follows:

Beginning at the Northwest corner of the Southwest Quarter of said Section 33, said corner also being the Southwest corner of the Northwest Quarter of said Section and the South right-of-way line of Somerset Drive and it's Westerly extension, as established by WEST RIDING, a platted subdivision of land in the City of Prairie Village, Johnson County, Kansas; thence N 87°37'32" E (plotted N 87°37'32" E), along the North line of the Southwest Quarter of said Section 33, the South line of the Northwest Quarter of said Section 33 and the South right-of-way line of said Somerset Drive and it's Westerly extension, a distance of 88.86 feet; thence N 71°05'4" E (plotted N 71° E), along the South right-of-way line of said Somerset Drive, a distance of 454.01 feet; thence Northwesterly, along the South right-of-way line of said Somerset Drive, on a curve to the left, said curve being tangent to the last described course and having a radius of 640.00 feet, an arc distance of 175.13 feet to a point on the West plot line of WEST RIDING, 2ND PLAT, a platted subdivision of land in the City of Prairie Village, Johnson County, Kansas; thence S 13°32'29" E (plotted S 13°32'29" E), along the West plot line of said WEST RIDING, 2ND PLAT, a distance of 183.42 feet to the Southwest corner of said WEST RIDING, 2ND PLAT; thence N 87°37'32" E (plotted N 87°37'32" E), along the South plot line of said WEST RIDING, 2ND PLAT and the North plot line of said WEST RIDING, 2ND PLAT, a distance of 1904.29 feet to the Northeast corner of Lot 1, said MEADOWBROOK ACRES, said Northeast corner also being 30.00 feet West of the Northeast corner of the Southwest Quarter of said Section 33; thence S 0°50'49" E, along the East line of said Lots 1 through 12 and Lot A, Block B, said East line being 30.00 feet West of and parallel with the East line of the Southwest Quarter of said Section 33, a distance of 2552.75 (plotted 2553.20) feet to a point on the South line of the Southwest Quarter of said Section 33; thence S 87°40'29" W, along the South line of the Southwest Quarter of said Section 33, a distance of 2552.75 (plotted 2553.20) feet to a point on the East line of a Deed, as recorded in the Johnson County Register of Deeds Office in Book 201391 at Page 006675 and it's Southerly extension; thence Northwesterly and Westerly along the East, Northeast and North lines of said Deed for the following five (5) courses; thence N 02°06'14" W, a distance of 187.50 feet; thence N 48°59'31" W, a distance of 43.24 feet; thence S 87°40'29" W, a distance of 120.50 feet; thence N 27°56'01" W, a distance of 14.23 feet; thence S 87°40'29" W, a distance of 18.02 feet to the Northeast plot corner of GREENVIEW PLACE, a platted subdivision of land in the City of Prairie Village, Johnson County, Kansas; thence containing S 87°40'29" W (plotted S 89°47'09" W), along the North plot line of said GREENVIEW PLACE, a distance of 490.00 feet to the Northwest plot corner of said GREENVIEW PLACE, said Northwest plot corner also being a point on the East line of a Survey of Improvements as recorded in the Johnson County Register of Deeds Office in Book 1013 at page 383; thence N 02°06'14" W (surveyed N 0°00'00" E), a distance of 189.07 feet to a point on the Northerly line of a deed recorded in the Johnson County Register of Deeds Office in Book 6242 at page 978; thence N 87°41'14" W (deeded N 65°35'00" W), along the Northerly line of said deed, a distance of 375.00 feet to an angle point on the Northerly line of said deed, said angle point also being a point on the Eastern extension of the Northerly plot line of MEADOWBROOK EXECUTIVE BUILDING REPLAT, a platted subdivision of land in the City of Prairie Village, Johnson County, Kansas; thence N 85°56'14" W (plotted and deeded N 83°50'00" W), along the Northerly line of said deed and the Northerly plot line said MEADOWBROOK EXECUTIVE BUILDING REPLAT, and also the Northerly lines of three (3) deeds, as recorded in the Johnson County Register of Deeds Office in Book 200610 at page 002554 and Book 201111 at pages 00848 and 00849 and their Westerly extensions, a distance of 1030.00 feet to a point on the West line of the Southwest Quarter of said Section 33; thence N 02°06'14" W, along the West line of the Southwest Quarter of said Section 33, a distance of 1950.42 feet to the point of Beginning, containing 138.2645 acres, more or less except that part in streets and roads.

CURRENT PROPERTY OWNERS:

MB-18, LLC
4500 MAIN ST APT 400
KANSAS CITY, MO 64112

ENGINEER/APPLICANT:

PHELPS ENGINEERING, INC.
1270 N. WINCHESTER
OLATHE, KS 66061
(913) 393-1155
(913) 393-1166 FAX

APPROVED BY:

PRAIRIE VILLAGE PLANNING COMMISSION

NAME _____ DATE _____

NW COR OF SW 1/4, SEC. 33-12-25

SE COR OF SW 1/4, SEC. 33-12-25

NE COR OF SW 1/4, SEC. 33-12-25

SE COR OF SW 1/4, SEC. 33-12-25



FLOOD NOTE:

PORTIONS OF THIS PROPERTY LIE WITHIN ZONE X, DEFINED AS AREAS DETERMINED TO BE OUTSIDE 300-YEAR FLOOD PLAN AND ZONE X (FUTURE BASE FLOOD), DEFINED AS AREAS TO BE WITHIN THE 100-YR FLOOD PLAN BASED ON FUTURE CONDITIONS HYDROLOGY, AS SHOWN ON THE FLOOD INSURANCE RATE MAP PREPARED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY FOR THE CITY OF PRAIRIE VILLAGE, COMMUNITY NO. 200715, JOHNSON COUNTY, KANSAS, MAP NO. 200800046 AND DATED AUGUST 3, 2009

SITE DATA TABLE:

GROSS AREA	138.26 ACRES
NET AREA	133.91 ACRES
EXISTING ZONING	R-1A
PROPOSED ZONING	M2, CP-2 & R-1A
PROPOSED NUMBER OF LOTS	126
PROPOSED NUMBER OF TRACTS	23
PROPOSED LAND USE	COMMERCIAL/RETAIL, MULTI-FAMILY RESIDENTIAL

- PROJECT NOTE:**
1. THE TOPOGRAPHY WAS SUPPLIED BY A.I.M.S. (AUTOMATED INFORMATION MAPPING SYSTEM) BASED ON LIDAR DATUM.
 2. TRACT A, B, C, D, E, F, H, I, J, K, L, M, N, O, P, Q, R, S, & W SHALL BE OWNED AND MAINTAINED BY THE RESIDENTIAL ASSOCIATION.
 3. TRACT G SHALL BE OWNED AND MAINTAINED BY THE 2014, LLC.
 4. TRACT T SHALL BE OWNED AND MAINTAINED BY JOHNSON COUNTY PARKS AND RECREATION
 5. TRACT U IS TO BE DEDICATED TO THE RESIDENTIAL ASSOCIATION FOR AMENITIES.

PHELPS ENGINEERING, INC.
1270 N. Winchester
Olathe, Kansas 66061
(913) 393-1155
Fax (913) 393-1166

Memorandum

Arizona
California
Colorado
Kansas
Louisiana
Minnesota
Missouri
Nebraska
New Mexico
Texas
Utah

To: Karl Ley, Van Trust

From: Paul Plotas, P.E., PTOE

CC:

Date: 12-03-15

File Number:

Re: Meadowbrook Redevelopment – Luxury Apartments

The purpose of this memo is to model traffic conditions reflective of the approved configuration of the Luxury Apartments portion of the Meadowbrook Development. When the traffic study was performed, the apartments were configured (July 29, 2015 report) such that vehicular access was via a driveway on the south side of the building. The approved configuration is such that the driveway is now on the north side of the building.

On the original configuration a vehicle travelling from the Private Street J and Public Street A intersection could either travel north to Roe Avenue or to the west then south to 95th Street to travel to the Roe Avenue and 95th Street intersection. The distance between the two intersections with the original configuration is as follows:

For the original study it was estimated that traffic between the two intersections will split evenly between Roe Avenue and 95th Street. The approved configuration makes Roe Avenue more convenient to access the Roe Avenue and 95th Street intersection and points beyond. In an effort to analyze the most conservative scenario, all Luxury Apartment traffic projected to use the Roe Avenue and 95th Street intersection was assigned to Roe Avenue. Note, that this resulted in no net change to traffic assigned to the Roe Avenue and 95th Street intersection, traffic was simply moved from the west leg to the north leg of the intersection.

With all Roe Avenue and 95th Street intersection traffic from the Luxury Apartments assigned to Roe Avenue, the overall distributions of the Luxury Apartment trips to Roe Avenue are as follows:

- AM Entering 30% (versus 15% in the Original analysis)
- AM Exiting 40% (versus 20% in the Original analysis)
- PM Entering 35% (versus 20% in the Original analysis)
- PM Exiting 35% (versus 15% in the Original analysis)

Traffic projections for both the A.M. and P.M. peak hours for the existing plus development plus park conditions were generated, see **Figure 1**, and levels of service were analyzed at all Roe Avenue intersections. The results of the analysis are shown in **Table 1**.

**Table 1: Existing Plus Development Plus Park Condition
Luxury Apartment Access to the North**

Intersection	Movement	A.M. Peak Hour		P.M. Peak Hour	
		LOS ¹	Delay ²	LOS ¹	Delay ²
Roe Avenue/95 th Street	<i>All Movements (Signalized)</i>	D	37.9	D	38.9
Roe Avenue/93 rd Street	<i>NB Thru/Right</i>	A	0	A	0
	<i>WB Left/Right</i>	C	15.2	C	15.5
	<i>SB Left/Thru</i>	A	8.0	A	8.4
Roe Avenue/92 nd Terrace	<i>NB Thru/Right</i>	A	0	A	0
	<i>WB Left/Right</i>	C	15.6	C	17.5
	<i>SB Left/Thru</i>	A	8	A	8.6
Roe Avenue/91 st Street	<i>NB Left/Thru</i>	A	0	A	0
	<i>WB Left/Thru/Right</i>	B	11.7	B	13.1
	<i>SB Left/Thru</i>	A	8.0	A	8.6
Roe Avenue/90 th Street	<i>NB Left/Thru</i>	A	8.4	A	8.4
	<i>EB Left/Thru/Right</i>	C	16.6	C	22.0
	<i>WB Left/Thru/Right</i>	C	16.1	C	18.5
	<i>SB Left/Thru</i>	A	8	A	8.4

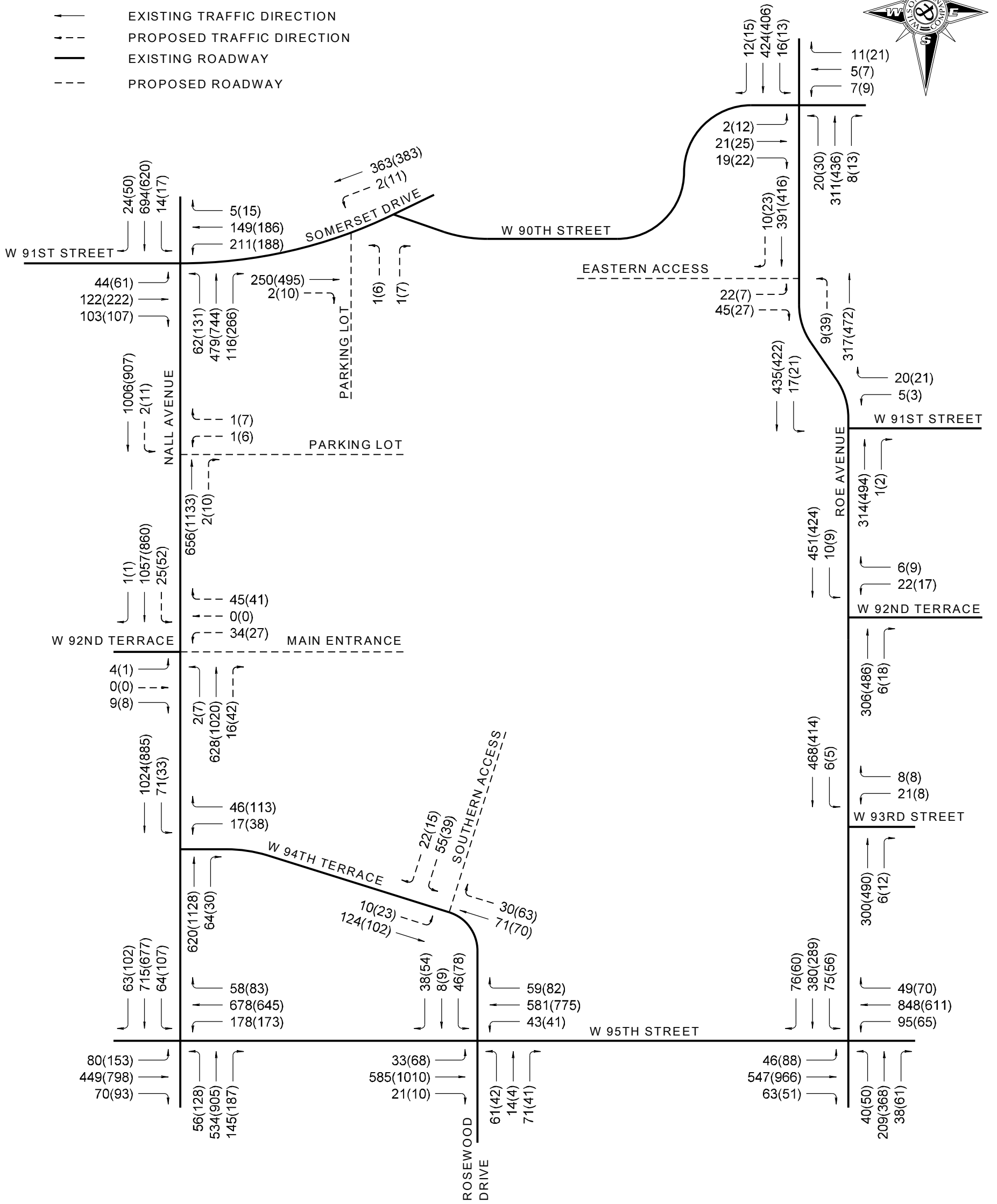
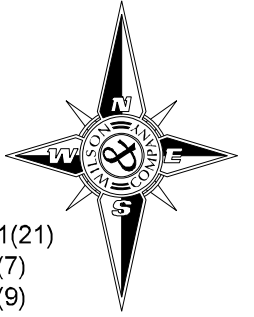
1 - Level of Service

2 - Delay in Seconds per Vehicle

The level of service of all locations remains acceptable, therefore, no additional improvements are required due to the reconfiguration of the Luxury Apartments.

LEGEND

- 121(99) AM (PM) PEAK HOUR TRAFFIC VOLUME
- ← EXISTING TRAFFIC DIRECTION
- - - PROPOSED TRAFFIC DIRECTION
- EXISTING ROADWAY
- - - PROPOSED ROADWAY



Date: \$DATE\$ File: \$FILE\$

By: \$USERNAME\$



FULL DEVELOPMENT
LUXURY APARTMENTS
PEAK HOUR TRAFFIC COUNTS

MEADOWBROOK DEVELOPMENT
PRAIRIE VILLAGE, KANSAS

JULY 2015

NO SCALE

FIGURE 1

WILSON & COMPANY

800 East 101st Terrace, Suite 200
Kansas City, MO 64131
816-701-3100 phone
816-942-3013 fax

Alaska
Arizona
California
Colorado
Illinois
Kansas
Louisiana
Minnesota
Missouri
Nebraska
New Mexico
Oklahoma
Texas
Utah

November 6, 2015

Ms. Leah Fitzgerald
VanTrust Real Estate, LLC
4900 Main Street, Suite 400
Kansas City, MO 64112

**RE: Traffic Impact Study
Meadowbrook Redevelopment
Overland Park, KS**

Dear Ms. Fitzgerald

In response to your request and authorization, Wilson & Company has completed a traffic impact study for the proposed development on the old Meadowbrook Country Club in Prairie Village, Kansas. The proposed development consists of a variety of land uses encompassing roughly 138 acres.

This report summarizes the results of our traffic study. This study is focused on the impact of the proposed development on the surrounding intersections in Overland Park, Kansas, during the A.M. and P.M. peak hours of a typical weekday. Included in this study are trip generation projections, volume/capacity analyses, and improvement to the street system to mitigate the impact of the proposed development.

PROPOSED DEVELOPMENT AND STUDY AREA

The proposed development is located in Prairie Village, Kansas, at the location of the old Meadowbrook Country Club. *Figure A-1 in Appendix A* shows the location of the proposed development and its relationship with the surrounding streets. The proposed development is bounded by Nall Avenue on the west and 95th Street and 94th Terrace on the south. The remainder of the development is bounded by residences along Somerset Drive, 90th Street, and Roe Avenue on the north and east.

The proposed land use condition includes 330 units of senior housing, 280 units of apartments, 68 units of townhomes, 57 single family home units, a 50 room Inn, and 87 acres of public park. For analysis purposes, the proposed development was further broken down into two scenarios; All of the Proposed Development Without the Park (Development), and All Proposed Development Including the Park (Development Plus Park).

Access to the proposed development is to be provided from a main entrance at the intersection of Nall Avenue and 92nd Terrace and a secondary driveway onto 94th Terrace. A copy of the site plan showing driveway locations is included on *Figure A-2*.

95th Street is an east/west road with two-lanes in each direction and left turn lanes at various intersections. The posted speed is 35 mph adjacent to the development. Nall Avenue is a north/south road with two-lanes in each direction, and left turn lanes at its intersections with 95th Street and Somerset Drive. The posted speed is 35 mph adjacent to the development. Somerset Drive and 90th Street are both east/west streets with posted speed limits of 30 and 25 mph, respectively. Roe Avenue is a north/south roadway with a posted speed limit of 35 mph.

To assess the impacts of the proposed development, several intersections were identified for study during the peak hours. The intersections are located in the immediate area of the site and include:

- Nall Avenue and 92nd Terrace
- Nall Avenue and 94th Terrace
- Rosewood and 95th Street
- Roe Avenue and 91st Street
- Nall Avenue and 91st Street and Somerset Drive
- Nall Avenue and 95th Street
- Roe Avenue and 95th Street
- Roe Avenue and 93rd Street
- Roe Avenue and 92nd Terrace
- Roe Avenue and 90th Street

Traffic counts were taken at the intersection on typical weekdays from March 31 to April 1, 2015 from 7:00 A.M. – 9:00 A.M. and 4:00 P.M. – 6:00 P.M. The existing lane configurations and peak hour traffic volumes are shown on *Figures A-3 and A-4*.

ANALYSIS

The analysis of the proposed development's impact includes calculations of vehicle trip generation, distribution of trips onto the street network, and analyses of peak hour operations. Each of these analysis techniques and their results are described below.

TRIP GENERATION

The vehicle trips generated by the proposed development were calculated using the Institute of Transportation Engineers' Trip Generation, 9th Edition. The estimated daily, A.M. and P.M. peak hour traffic volumes associated with this development are shown on the following page in Table 1 and the estimated traffic volumes associated with the Park in Table 2.

Table 1: Trip Generation Proposed Development

Land Use	Intensity	Daily	A.M. Peak Hour			P.M. Peak Hour		
			In	Out	Total	In	Out	Total
Luxury Apartments	280	1,820	28	113	141	112	60	172
CCRC	330	792	40	21	61	29	36	65
Single Family Dwelling Unit	57	626	12	37	50	40	23	63
Townhomes (East)	34	252	4	18	22	17	8	25
Townhomes (West)	34	252	4	18	22	17	8	25
Inn	50	302	8	15	23	13	11	24
TOTAL		4,043	96	222	318	228	146	374

Due to limited and relatively volatile data available, a more rigorous procedure was used to project the trip generation of the proposed 87 acres of Park area. As of the date of this document the final plan for the Park has not been established, but the following is the plan at this time:

1. The existing clubhouse will remain and will be used on an interim basis as a local meeting space. Typical meetings may be: quarterly homes association meetings, holiday parties, wedding receptions, art classes, etc. The kitchen appliances in the facility will be removed.
2. The swimming pool will be removed.
3. There are four existing tennis courts. Two of the courts will be removed, two will remain.

ITE's Land Use: 412, County Park was used to calculate the trips generated by the Park area. ITE's description of the land use is as follows:

"County parks are owned and operated by a county. The county parks surveyed vary widely as to location, type and number of facilities, including boating or swimming facilities, ball fields, soccer fields, camp sites, picnic facilities and general open space."

Based on ITE's description, it appears that the ancillary facilities of the County Park land use will generate more traffic than the meeting space and tennis courts of the Meadowbrook site. Therefore, the county park trip generation rate was used for the entire Park area and appears to be a conservative analysis. Further, since there is substantial variability in the data, for both the AM and PM peak hours a trip generation rate for an actual data point was used instead of the average rate. The data points used can be seen on the attached figures. The data points represent a park with an area slightly less than 50 acres. Based on these sources, Table 2 shows the Park area of the Meadowbrook Redevelopment trip generation:

Table 2: Trip Generation Park Only

Land Use	Intensity	Daily	A.M. Peak Hour			P.M. Peak Hour		
			In	Out	Total	In	Out	Total
County Park	86.7	198	17	11	28	84	53	137
TOTAL		198	17	11	28	84	53	137

More detailed information on trip generation calculations are included in *Appendix B*.

TRIP DISTRIBUTION

The estimated peak hour trips generated by the Proposed Development were distributed onto the street system based on existing travel patterns and expected service area of the development. **Table 3** illustrated the general distribution patterns used in this study for Development Only. The Proposed Development distributions were achieved by treating the development as a node and then distributing the entering and exiting traffic based upon existing entering and exiting usage patterns. **Table 4** shows the general distribution patterns for the Park. The detailed distribution patterns through the study intersections are documented in *Appendix B*.

To/From Direction & Route	Entering		Exiting	
	AM	PM	AM	PM
North on Nall Avenue	20%	10%	15%	15%
West on 91 st Street	5%	5%	5%	5%
Northeast on Somerset Drive	5%	10%	5%	10%
West on 95 th Street	15%	20%	20%	15%
South on Nall Avenue	25%	20%	15%	20%
South on Roe Avenue	5%	10%	15%	10%
East on 95 th Street	15%	15%	15%	20%
North on Roe Avenue	10%	10%	10%	5%
TOTAL	100%	100%	100%	100%

To/From Direction & Route	Entering	Exiting
	AM & PM	AM & PM
North on Nall Avenue	18%	19%
West on 91 st Street	0%	0%
Northeast on Somerset Drive	13%	13%
West on Somerset Drive	19%	18%
West on 95 th Street	14%	15%
South on Nall Avenue	16%	15%
South on Roe Avenue	6%	6%
East on 90 th Street	4%	4%
East on 95 th Street	6%	6%
North on Roe Avenue	4%	4%
TOTAL	100%	100%

TRAFFIC OPERATION ASSESSMENT

The operating characteristics of study area intersections were analyzed using Synchro 8.0, using methodologies from the 2010 Highway Capacity Manual (HCM) [TRB Special Report 209, 2000]. Intersection turning movement counts, the number of lanes and traffic control were used to determine existing and future levels of service. Level of service (LOS) ranges from A to F and describes traffic conditions at an intersection or on a roadway. LOS A, the highest grade, indicates a condition of little or no congestion and LOS F a condition with severe congestion, unstable traffic flow, and stop-and-go conditions. Table 5 shows the Highway Capacity Manual definitions for LOS and the corresponding delay for unsignalized and signalized intersections.

Level of Service (LOS)	Signalized	Unsignalized
A	< 10 Seconds	< 10 Seconds
B	< 20 Seconds	< 15 Seconds
C	< 35 Seconds	< 25 Seconds
D	< 55 Seconds	< 35 Seconds
E	< 80 Seconds	< 50 Seconds
F	≥ 80 Seconds	≥ 50 Seconds

For intersections, LOS is based on the average delay experienced by all traffic using the intersection during the busiest (peak) 15-minute period. LOS A through D is generally considered acceptable. Each of the aforementioned scenarios was analyzed during the weekday AM and PM peak hours. Under the existing scenario, existing cycle lengths, splits, and offsets were used in each of the time periods analyzed to reflect actual traffic operations, with signals currently being coordinated and some being fully actuated. Under the build scenarios, cycle lengths, splits, and offsets were optimized to reflect a completely coordinated signal system. The results are presented in the following summaries, and supporting calculations are presented in **Appendix C**.

Level of Service (LOS) analyses were performed using the Synchro software, which uses methodologies from the 2010 Highway Capacity Manual (HCM). The LOS values reported in this document are the HCM values.

EXISTING CONDITIONS

The results of the intersection analysis for the A.M. and P.M. peak hour existing conditions are summarized in **Table 6**. The study intersections were evaluated with the existing traffic volumes, traffic controls and lane configurations shown on *Figures A-3 and A-4*.

Table 6: Existing Conditions

Intersection	Movement	A.M. Peak Hour		P.M. Peak Hour	
		LOS ¹	Delay ²	LOS ¹	Delay ²
Nall Avenue/Somerset Drive/91 st Street	All Movements (Signalized)	C	20.9	C	27.2
Nall Avenue/Main Access/92 nd Terrace	EB Left/Thru/Right	C	24.5	C	16.6
	NB Left/Thru	B	10.9	A	0.3
Nall Avenue/94 th Terrace	WB Left/Thru/Right	C	16.5	F	68.8
	SB Left/Thru	A	1.3	B	0.6
Nall Avenue/95 th Street	All Movements (Signalized)	D	47.5	E	77.2
Rosewood Drive/95 th Street	All Movements (Signalized)	A	5.9	A	5.4
Roe Avenue/95 th Street	All Movements (Signalized)	D	37.0	D	45.3
Roe Avenue/93 rd Street	WB Left/Thru/Right	B	14.4	B	14.7
	SB Left/Thru	A	7.9	A	0.1
Roe Avenue/92 nd Terrace	WB Left/Thru/Right	B	14.8	C	16.6
	SB Left/Thru	A	0.2	A	0
Roe Avenue/91 st Street	WB Left/Thru/Right	B	11.4	B	12.5
	SB Left/Thru	A	0	A	0.4
Roe Avenue/90 th Street	NB Left/Thru	A	0.5	A	0.5
	EB Left/Thru/Right	C	16.1	C	21.1
	WB Left/Thru/Right	C	15.5	C	17.9
	SB Left/Thru	A	0.3	A	0.3

1 - Level of Service

2 - Delay in Seconds per Vehicle

The results indicate that all study intersections currently operate at an acceptable LOS with the exception of two intersection during the PM peak hour: Nall Avenue/94th Terrace and Nall Avenue/95th Street.

At the Nall Avenue/94th Terrace intersection the WB Left/Thru/Right was analyzed to operate at LOS F. Since the traffic volumes at this intersection do not approach the levels needed to meet traffic signal warrants, our recommendation for the westbound approach is to add a separate left-turn lane. This turn lane will isolate the unacceptable LOS to only the left-turn movement. Note that traffic on 94th Terrace, headed to destinations south, does have other, less direct, options that avoid the difficult left turn at Nall Avenue/94th Terrace. Also, based on field observations of existing traffic patterns, traffic signals on Nall

Avenue north and south of 94th Terrace, at 91st Street and 95th Street, platoon Nall Avenue traffic such that there are numerous traffic gaps that will accommodate the left-turning traffic. The Nall / 95th Street intersection operates at a LOS E with a delay of 77.2. For the purposes of this study, this delay and LOS is considered an acceptable level of service for this intersection. Our recommendation for this intersection is to change the phasing to protected/ permissive, and/or shorten the cycle. It should be noted that this signal is part of a coordinated traffic signal system on 95th Street.

Appendix C contains the output files from Synchro.

EXISTING PLUS DEVELOPMENT PLUS PARK CONDITIONS

The results of the intersection analysis for the A.M. and P.M. peak hour existing plus development plus park conditions are summarized in Table 7. The study intersections were evaluated with the existing plus development plus park traffic volumes, traffic controls and lane configurations shown on Figures A-5 and A-6.

Table 7: Existing Plus Development Plus Park Condition					
Intersection	Movement	A.M. Peak Hour		P.M. Peak Hour	
		LOS ¹	Delay ²	LOS ¹	Delay ²
Somerset Drive/Parking Lot Driveway	NB Left/Right	B	113	C	17.2
	WB Left/Thru	A	7.9	A	8.6
	EB Thru/Right	A	0	A	0
Nall Avenue/Somerset Drive/91 st Street	All Movements (Signalized)	C	31.1	D	45.4
Nall Avenue/Parking Lot Driveway	WB Right	B	10.8	B	13.6
	NB Thru/Right	A	0	A	0
Nall Avenue/Main Access/92 nd Terrace	NB Left	B	11	B	10
	NB Thru	A	0	A	0.2
	EB Left/Thru/Right	D	30.5	C	23.2
	WB Left	F	60.7	F	390.9
	WB Thru/Right	B	11.3	C	15.5
	SB Left	A	9.2	B	13.3
	SB Thru	A	0.5	A	1.7
Nall Avenue/94 th Terrace	NB Left/Thru/Right	A	0	A	0
	EB Left/Thru/Right	A	0	A	0
	WB Left	F	64	F	249.2
	WB Thru/Right	B	11.3	C	16.9
	SB Left	A	9.6	B	12
	SB Thru	A	1	A	0.8
Nall Avenue/95 th Street	All Movements (Signalized)	D	37.4	E	73.7

Secondary Access/94 th Terrace	SB Left/Right	B	10.8	B	11.1
	EB Left/Thru	A	7.5	A	7.7
	WB Thru/Right	A	0	A	0
Rosewood Drive/95 th Street					
	<i>All Movements (Signalized)</i>	A	7.7	A	5.9
Roe Avenue/95 th Street					
	<i>All Movements (Signalized)</i>	D	38.9	D	38.9
Roe Avenue/93 rd Street					
	NB Thru/Right	A	0	A	0
	WB Left/Right	B	14.5	B	14.8
	SB Left/Thru	A	7.9	A	8.4
Roe Avenue/92 nd Terrace					
	NB Thru/Right	A	0	A	0
	WB Left/Right	B	14.8	C	16.6
	SB Left/Thru	A	8	A	8.4
Roe Avenue/91 st Street					
	NB Left/Thru	A	0	A	0
	WB Left/Thru/Right	B	10.5	B	12.6
	SB Left/Thru	A	7.7	A	8.5
Roe Avenue/90 th Street					
	NB Left/Thru	A	8.4	A	8.3
	EB Left/Thru/Right	C	16.2	C	21.4
	WB Left/Thru/Right	C	15.9	C	19.2
	SB Left/Thru	A	8	A	8.4

Results from the analysis indicate the following intersections do not operate at an acceptable level of service:

- Nall Avenue / 95th Street
- Nall Avenue / Main Access / 92nd Terrace
- Nall Avenue / 94th Terrace.

The results indicate that the Nall / 95th Street intersection will operate with less delay due to the change in signal phasing from protected only to protected/ permissive.

At the Nall Avenue/Main Access/92nd Terrace intersection a single lane westbound approach was analyzed to operate at LOS F. Since the Build traffic volumes at this intersection do not approach the levels needed to meet traffic signal warrants, the recommendation for the westbound approach is to add a separate left-turn lane. This turn lane will isolate the unacceptable LOS to only the left-turn movement. Note that westbound traffic on the Main Access, headed to destinations south, does have other, less direct options that avoid the difficult left turn at Nall Avenue/ Main Access/92nd Terrace. Also, based on field observations of existing traffic patterns, traffic signals on Nall Avenue north and south of Main Access/92nd Terrace, at 91st Street and 95th Street, platoon Nall Avenue traffic such that there are numerous traffic gaps that will accommodate the relatively low volume of left-turning traffic.

The Nall Avenue / 94th Terrace intersection should have a separate left turn lane to isolate the poor level of service. Like the Nall Avenue / Main Access / 92nd Terrace access, the traffic signals platoon traffic on Nall Avenue north and south of the intersection such that there are gaps to accommodate the left-turning vehicles.

The Nall Avenue/Parking Lot Driveway operates at an acceptable level of service and will be a right-in right-out only intersection due to the proximity to the Nall Avenue / Somerset Drive intersection. Table 8 shows the available queue length and calculated queues. The northbound Nall Avenue / Somerset Drive / 91st Street queue has 187' of available queue length. The PM northbound queue is expected to exceed the left-turn bay by 53' feet or approximately 2 vehicles. This queue may back up beyond the park entrance driveway to the south. The right-in right-out configuration at the driveway will address concerns of the lengthy queues.

Appendix C contains the output files from Synchro.

Table 8: 95 th Build Percentile Queue Lengths			
Intersection (Movement)	Bay / Link Length (feet)	AM Peak 95 th Queue	PM Peak 95 th Queue
Nall Ave / West 95th Street Overall Intersection (Signalized)			
<i>Eastbound Left</i>	200	85	252
<i>Eastbound Thru</i>	N/A	175	333
<i>Eastbound Thru / Right</i>	N/A	151	362
<i>Westbound Left</i>	147	155	134
<i>Westbound Thru</i>	N/A	241	153
<i>Westbound Thru / Right</i>	N/A	216	174
<i>Northbound Left</i>	140	63	219
<i>Northbound Thru</i>	N/A	209	598
<i>Northbound Thru / Right</i>	N/A	136	518
<i>Southbound Left</i>	160	85	96
<i>Southbound Thru</i>	N/A	201	160
<i>Southbound Thru / Right</i>	N/A	209	160
Nall Ave / West 91st Street / Somerset Drive Overall Intersection (Signalized)			
<i>Eastbound Left</i>	149	152	211
<i>Eastbound Thru / Right</i>	N/A	249	490
<i>Westbound Left</i>	65	159	162
<i>Westbound Thru / Right</i>	N/A	231	210
<i>Northbound Left</i>	187	183	240
<i>Northbound Thru</i>	N/A	288	384
<i>Northbound Right</i>	N/A	22	93
<i>Southbound Left</i>	182	37	41
<i>Southbound Thru</i>	N/A	184	167
<i>Southbound Thru / Right</i>	N/A	118	140

Intersection (Movement)	Bay / Link Length (feet)	AM Peak 95 th Queue	PM Peak 95 th Queue
Roe Avenue / West 95 th Street Overall Intersection (Signalized)			
<i>Eastbound Left</i>	146	54	147
<i>Eastbound Thru</i>	N/A	117	368
<i>Eastbound Thru / Right</i>	N/A	130	368
<i>Westbound Left</i>	116	180	91
<i>Westbound Thru</i>	N/A	309	155
<i>Westbound Thru / Right</i>	N/A	289	154
<i>Northbound Left</i>	38	37	131
<i>Northbound Thru / Right</i>	N/A	209	257
<i>Southbound Left</i>	76	94	89
<i>Southbound Thru / Right</i>	N/A	280	211
Roe Avenue / West 90 th Street Overall Intersection (Unsignalized)			
<i>Eastbound Left / Thru / Right</i>	N/A	41	48
<i>Westbound Left / Thru / Right</i>	N/A	30	36
<i>Northbound Left / Thru / Right</i>	N/A	0	35
<i>Southbound Left / Thru / Right</i>	N/A	0	25
Roe Avenue / West 91 st Street Overall Intersection (Unsignalized)			
<i>Westbound Left / Right</i>	N/A	26	28
<i>Southbound Left / Thru</i>	N/A	0	147
Nall Avenue / West 92 nd Terrace / Main Access Overall Intersection (Unsignalized)			
<i>Eastbound Left / Thru / Right</i>	N/A	53	0
<i>Westbound Left</i>	N/A	0	35
<i>Westbound Thru / Right</i>	N/A	51	30
<i>Northbound Left / Thru</i>	N/A	0	26
<i>Southbound Left / Thru</i>	N/A	71	19
<i>Southbound Thru / Right</i>	N/A	82	85
Nall Avenue / West 94 th Terrace Overall Intersection (Unsignalized)			
<i>Westbound Left</i>	N/A	37	48
<i>Westbound Thru / Right</i>	N/A	52	85
<i>Northbound Thru / Right</i>	N/A	19	0
<i>Southbound Left / Thru</i>	N/A	109	110
<i>Southbound Thru / Right</i>	N/A	95	74

Intersection (Movement)	Bay / Link Length (feet)	AM Peak 95 th Queue	PM Peak 95 th Queue
Roe Avenue / West 93 rd Street Overall Intersection (Unsignalized)			
<i>Westbound Left / Right</i>	N/A	43	36
<i>Southbound Left / Thru</i>	N/A	27	0
Rosewood / West 94 th Terrace / West 95 th Street Overall Intersection (Signalized)			
<i>Eastbound Left</i>	132	37	66
<i>Eastbound Thru</i>	N/A	37	73
<i>Eastbound Thru / Right</i>	N/A	50	62
<i>Westbound Left</i>	147	66	56
<i>Westbound Thru</i>	N/A	0	65
<i>Westbound Thru / Right</i>	N/A	43	83
<i>Northbound Left</i>	108	111	87
<i>Northbound Thru / Right</i>	N/A	78	58
<i>Southbound Left</i>	82	89	105
<i>Southbound Thru / Right</i>	N/A	43	104
West 94 th Terrace / Secondary Access Overall Intersection (Unsignalized)			
<i>Eastbound Left / Thru</i>	N/A	0	38
<i>Southbound Left / Right</i>	N/A	54	49
Roe Avenue / West 92 nd Terrace Overall Intersection (Unsignalized)			
<i>Westbound Left / Right</i>	N/A	40	40
<i>Southbound Left / Thru</i>	N/A	0	45
Parking Lot / Somerset Drive Overall Intersection (Unsignalized)			
<i>Northwest Left / Right</i>	N/A	0	22
Parking Lot Right-In Right-Out / Nall Avenue Overall Intersection (Unsignalized)			
<i>Westbound Right</i>	N/A	0	27
<i>Northbound Thru</i>	N/A	81	325
<i>Northbound Thru/Right</i>	N/A	0	264

Geometry

The Rosewood Driveway/94th Terrace roadway segment, from 95th Street to Nall Avenue, currently has thirteen driveways. Two of these driveways are located within 50 feet of the intersection with 95th Street. Modern access design would not allow the driveways to be placed this close to a signalized intersection.

Addition of a raised median on Rosewood to make the driveways right-in right-out would increase safety along the corridor.

The sight distance required for a 35 mph roadway with a decline of 6% is 278 feet and for 25 mph on level roadway it is 155' according to the KDOT Access Management Policy. Table 9 below shows the new intersections with their sight distance.

Table 9: Sight Distance			
Intersection	Speed Limit	Required Sight Distance	Provided Sight Distance
Nall Avenue / Main Access / 92 nd Terrace	35	278'	600'
Rosewood / Secondary Access	25	155'	350'

WALKABILITY ASSESSMENT

The purpose of the Walkability Assessment is to review the pedestrian access to and around the perimeter of the property. *Figure A-9* shows the project location and the perimeter locations within the property where sidewalk currently exists and where sidewalk will be added.

CRASH HISTORY

As part of the review of the Eastern Access/Roe Avenue connection, the crash history of the immediate area on Roe Avenue was reviewed. Table 10 shows the reported crashes during the most recent 5-years' worth of records.

Table 10: Roe Avenue Crashes								
	PDO		Injury		Fatal		Sequence of Events	
	SB	NB	SB	NB	SB	NB	1st Crash in Row	2nd Crash in Row
2010	1	0	0	0	0	0	Ran off Road Right, Hit Fixed Object	
2011	0	0	0	0	0	0		
2012	0	0	0	0	0	0		
2013	0	1*	0	1	0	0	Hit Fixed Object	Ran off Road Right, Hit Fixed Object, Overturned
2014	0	0	1*	0	0	0	Hit Fixed Object, Ran off Road Left, Hit Fixed Object	

*Indicates DUI

There were a total of four crashes in a five-year span with two being property damage only and two injury. Of those four crashes, two were marked DUI. The locations of three of the four crashes is

south of the intersection of Roe Avenue and W 91st street. The last crash is located at the intersection.

SUMMARY

This study documents the traffic impact of the proposed Redevelopment of the Meadowbrook Country Club on the roadway network in the vicinity of 91st Street, 95th Street, Nall Avenue and Roe Avenue in Prairie Village, Kansas. This report includes the analysis of the intersections adjacent to and surrounding the proposed development for Existing and Existing Plus Development Plus Park scenarios.

The operational analysis of existing traffic volumes shows that the existing roadway network operates within desirable levels of service with the exception of the following intersections:

- Nall Avenue/94th Terrace – addition of a westbound left-turn lane will isolate the poor LOS to only the left-turn.
- Nall Avenue/95th Street – addition of permissive left-turn to all approaches will maintain or improve the delay at the intersection and maintain the current LOS.

The operational analysis of existing plus proposed development traffic volumes shows that the roadway network needed to accommodate existing traffic volumes operates within desirable levels of service with the exception of the following intersection:

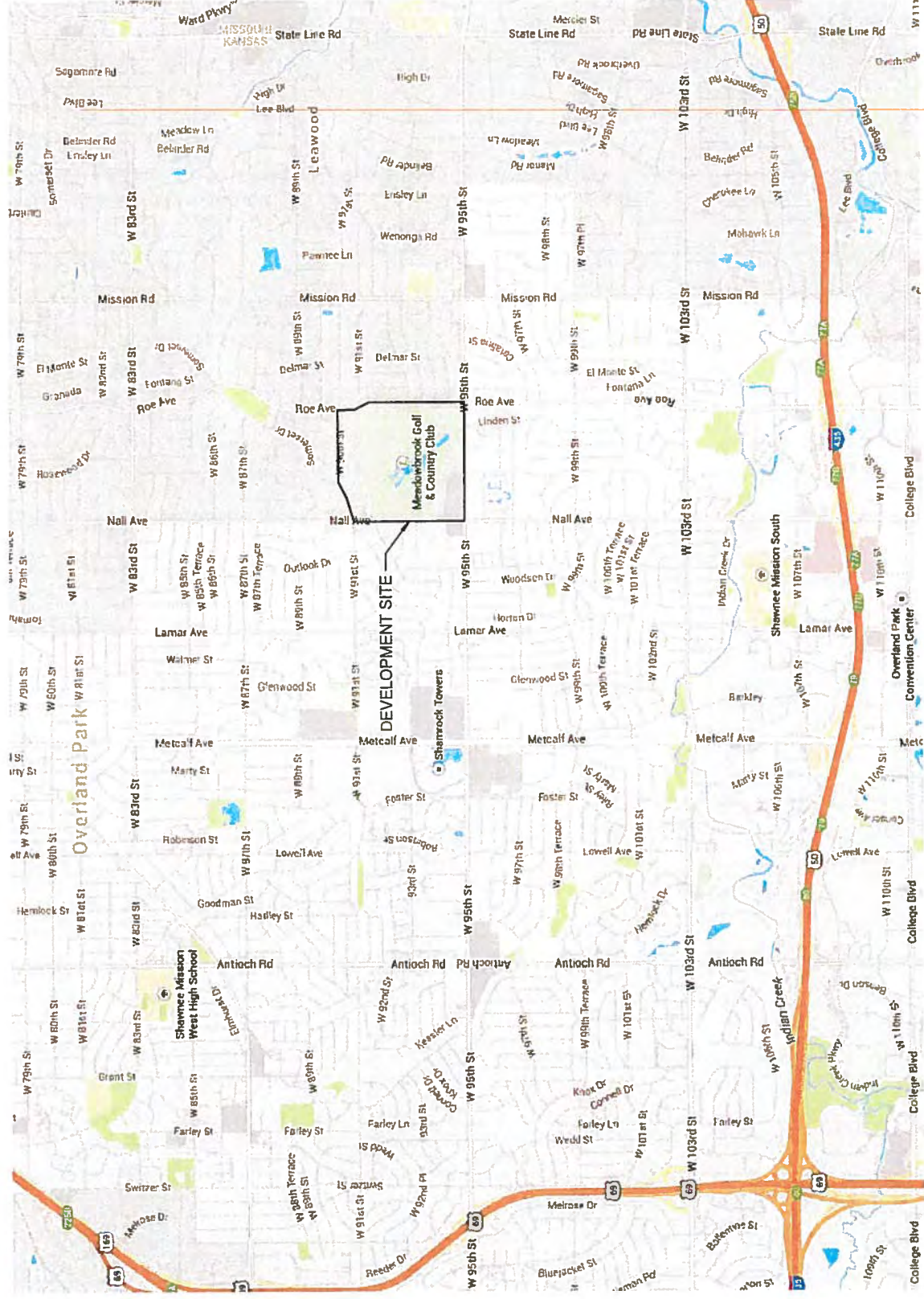
- Nall Avenue/Main Access/92nd Terrace – addition of a westbound left-turn lane will isolate the poor LOS to only the left-turn.

At the following two locations, due to access driveways located close to signalized intersections, the elimination of the driveway should be considered or a raised median constructed:

- Nall Avenue/Parking Lot
- North leg of Rosewood Drive/95th Street

At the time of the publication of this report there are two outstanding intersection questions:

1. The connection to 94th/Rosewood is being negotiated. The configuration shown in this report appears to be the final plan, however, negotiations are ongoing at this time.
2. There has been discussion of left-turn lane(s) on Nall Avenue at the Main entrance. The intersection has an acceptable LOS without the left-turn lane(s), therefore, the LOS will only improve with the addition of southbound and/or northbound left-turn lane(s).

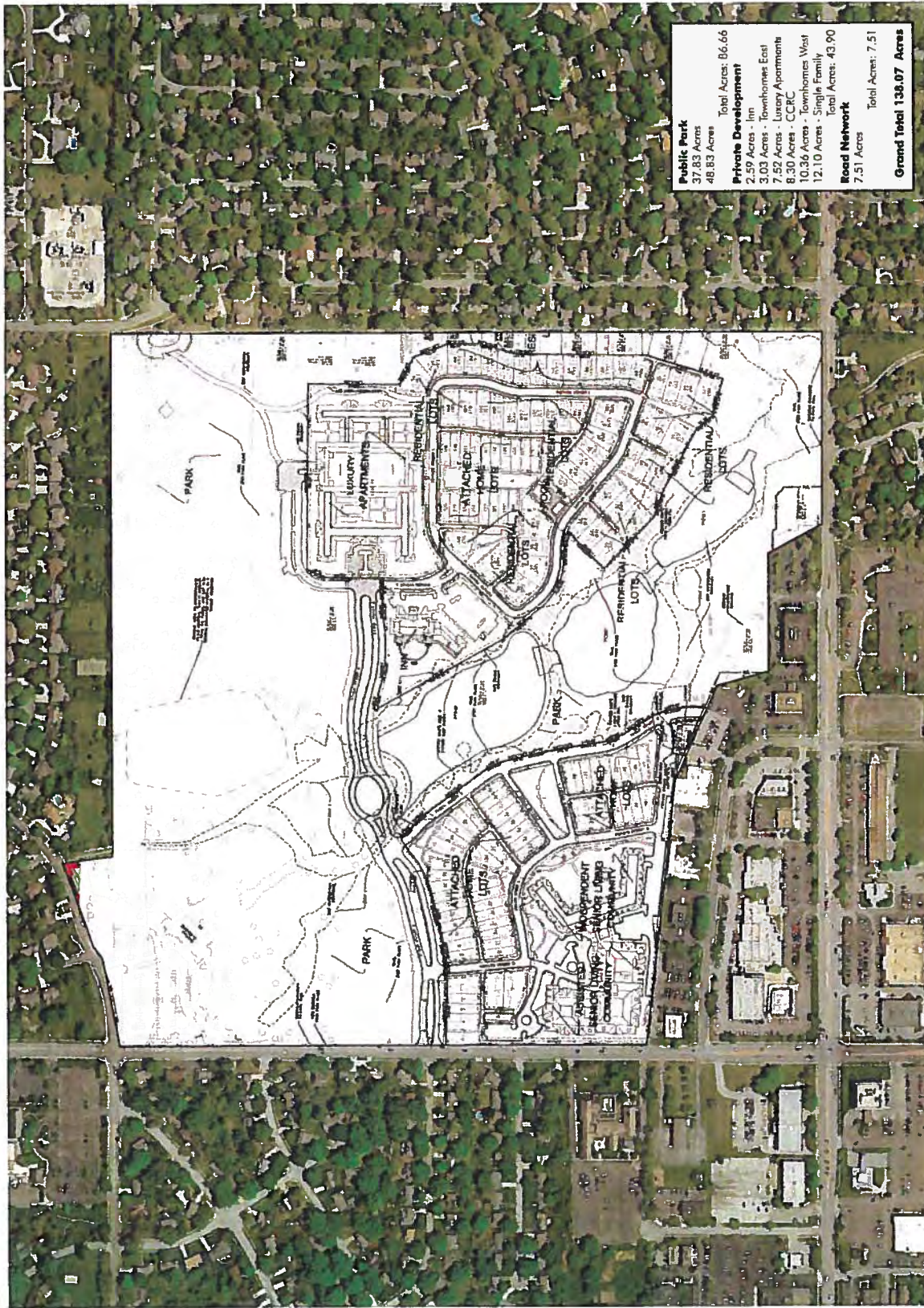


JULY 2015
NO SCALE
FIGURE A-1

MEADOWBROOK DEVELOPMENT
PRAIRIE VILLAGE, KANSAS

LOCATION MAP



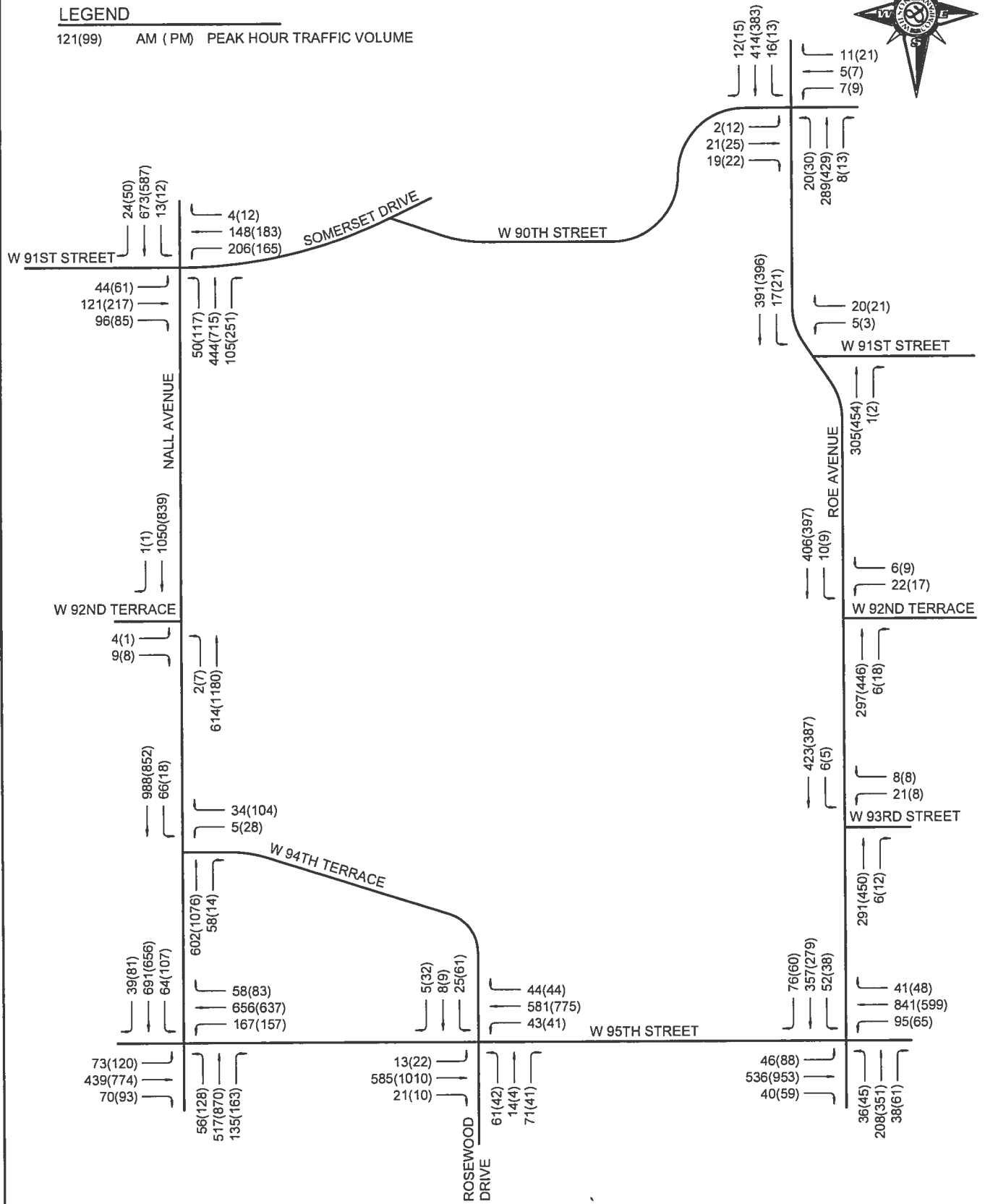
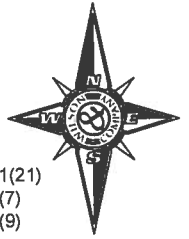


Area Calculations
December 22, 2014



LEGEND

121(99) AM (PM) PEAK HOUR TRAFFIC VOLUME



WILSON & COMPANY

EXISTING PEAK HOUR TRAFFIC COUNTS

MEADOWBROOK DEVELOPMENT PRAIRIE VILLAGE, KANSAS

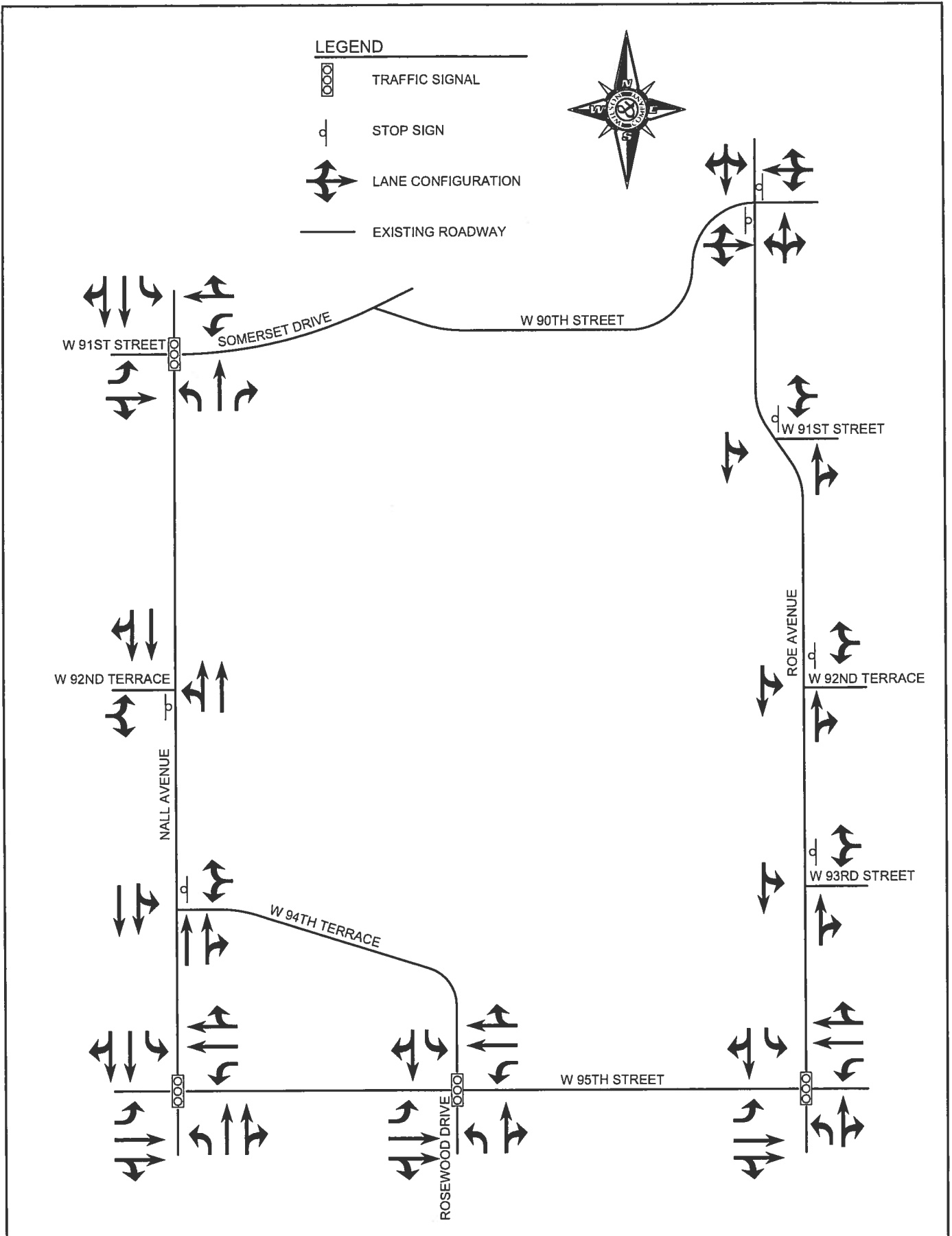
JULY 2015

NO SCALE

FIGURE A-3

File: M:\TRN\15-100-038-0012_Disciplines_SHEETS\3_Sheets - roadway\A-4_Existing lane configurations.dgn

Date: 11/6/2015
By: aabrucker



WILSON & COMPANY

EXISTING LANE CONFIGURATIONS

MEADOWBROOK DEVELOPMENT
PRAIRIE VILLAGE, KANSAS

JULY 2015

NO SCALE

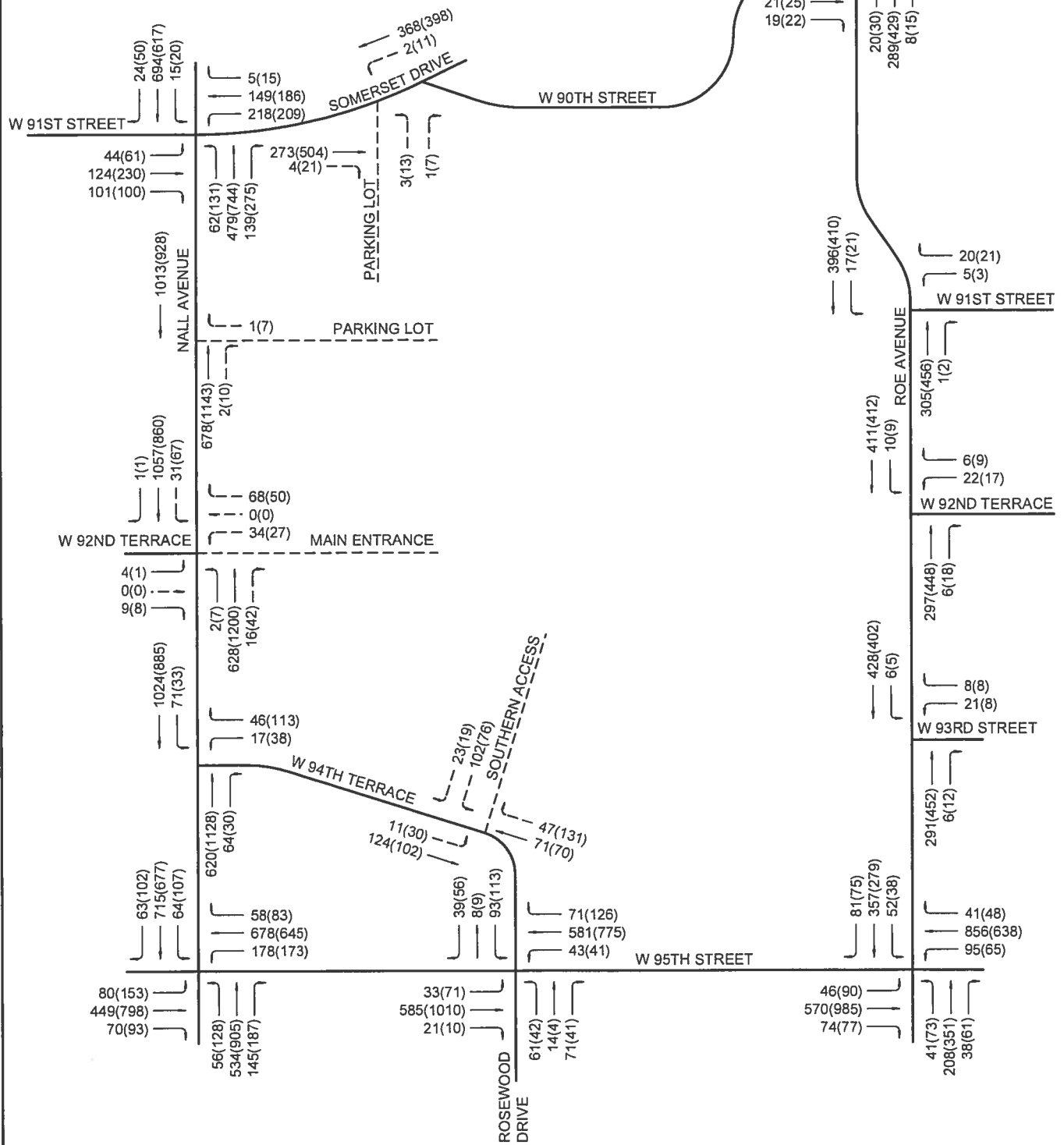
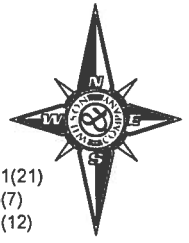
FIGURE A-4

File: M:\TRN\15-100-038-0012_Disciplines_SHEETS\3_Sheets - roadway\2015_10_28_A-7_Development Plus Park Peak Hour Traffic Volumes.dgn

Date: 11/6/2015
By: aabrucker

LEGEND

- 121(99) AM (PM) PEAK HOUR TRAFFIC VOLUME
- EXISTING TRAFFIC DIRECTION
- - - PROPOSED TRAFFIC DIRECTION
- EXISTING ROADWAY
- - - PROPOSED ROADWAY



EXISTING PLUS DEVELOPMENT PLUS PARK PEAK HOUR TRAFFIC COUNTS

MEADOWBROOK DEVELOPMENT PRAIRIE VILLAGE, KANSAS

JULY 2015

NO SCALE

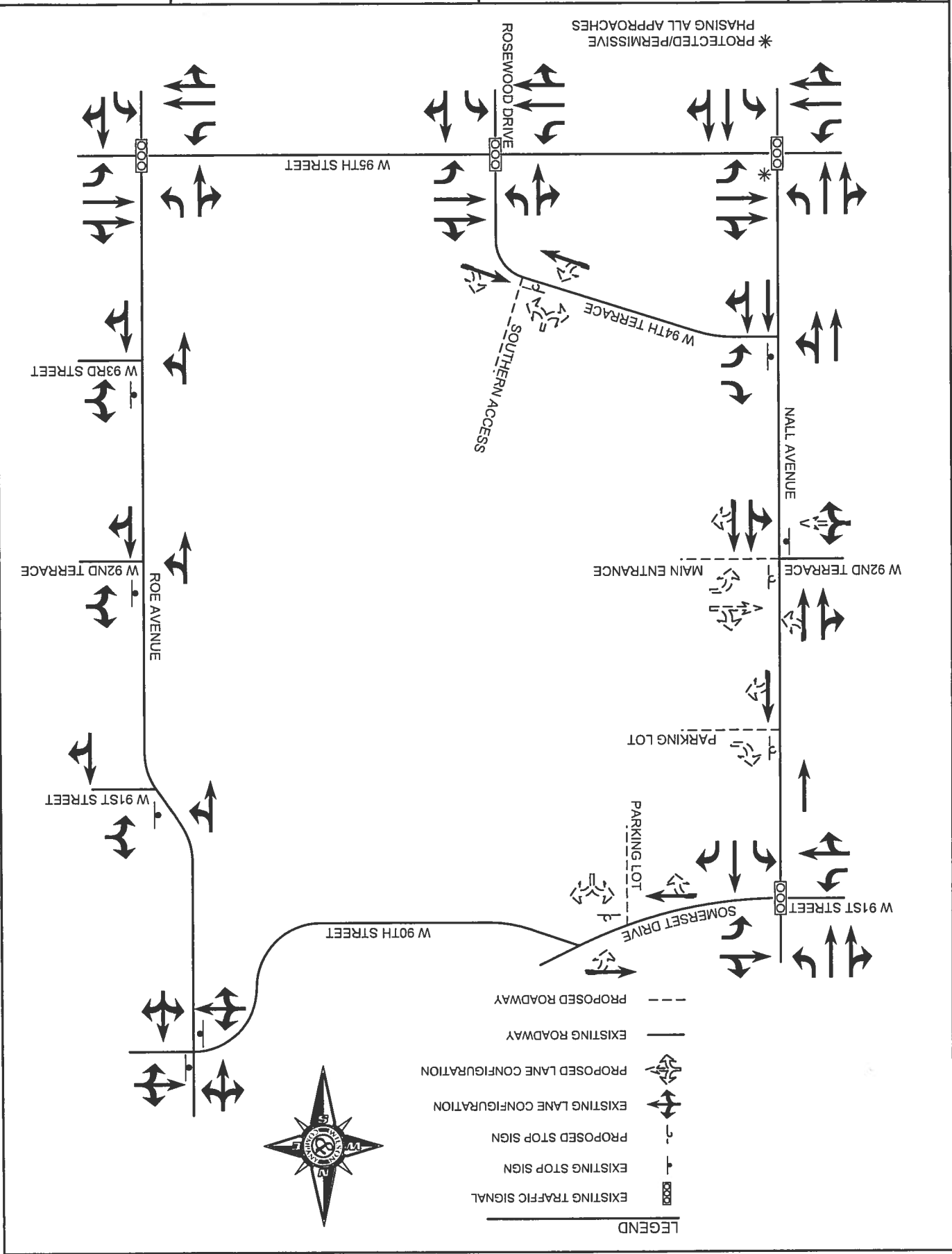
FIGURE A-5

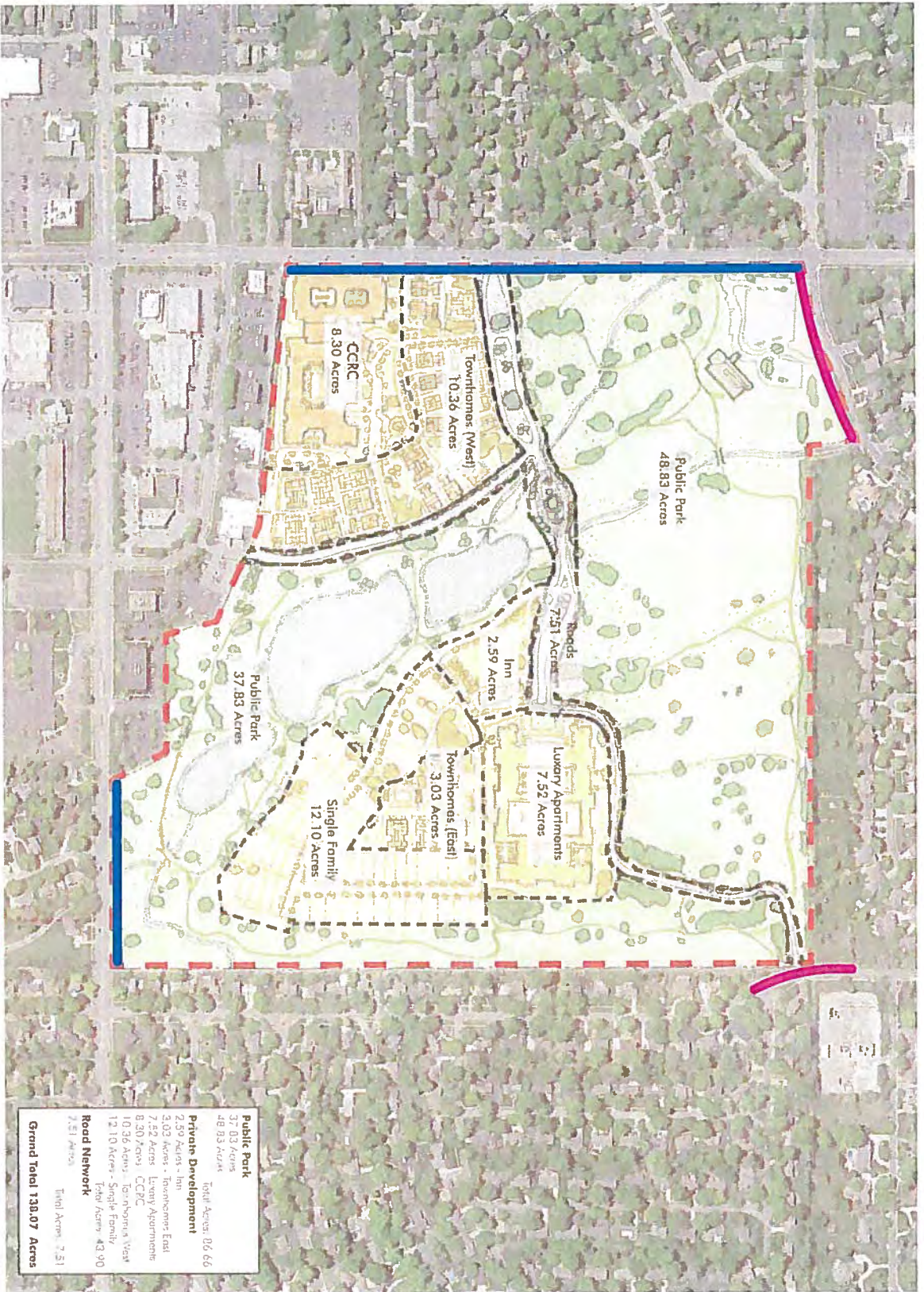
WILSON & COMPANY

EXISTING PLUS PARK DEVELOPMENT PLUS PARK LANE CONFIGURATIONS

MEADOWBROOK DEVELOPMENT
 PRAIRIE VILLAGE, KANSAS

JULY 2015
 NO SCALE
 FIGURE A-6





Area Calculations
November 2015

EXISTING SIDEWALK
PROPOSED SIDEWALK





TranSystems
2400 Pershing Road
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Kansas City, MO 64108
Tel 816 329 8600
Fax 816 329 8601
www.transystems.com

October 20, 2015

Mr. Keith Bredehoeft
Public Works Director
City of Prairie Village
7700 Mission Road
Prairie Village, KS 66208

**RE: Meadowbrook Redevelopment
Traffic Impact Study Review Comments
Prairie Village, Kansas**

Dear Mr. Bredehoeft:

In response to your request, TranSystems has reviewed the traffic impact study for the Meadowbrook Redevelopment, dated July 29, 2015. The following is a list of our review comments.

General Traffic Study Comments:

1. There is no discussion of queuing in the study, however it is likely that queues exceed the available storage capacity of turn lanes at several study intersections.
2. There is no discussion of sight lines, especially at new or reconfigured intersections.
3. There needs to be some discussion about the new streets internal to the site and how they will function.
4. The main access drive on Nall Avenue will introduce southbound left-turn movements on Nall. Southbound traffic on Nall waiting to make left-turns will impede through traffic on this heavily traveled arterial street. A center left-turn lane should be considered on Nall Avenue.
5. The park access drive creates an offset intersection with Roe and 91st Street, which is undesirable. The park access drive should be aligned to intersect Roe at the 91st Street intersection. If that is not possible, the drive should be shifted as far north as possible to maximize the separation between the intersections.
6. There are several existing driveways on Rosewood Drive, just north of 95th Street. Southbound queuing is anticipated to block these drives. Additional analysis of this potential conflict is needed.

Detailed Traffic Study Comments:

7. The trip distribution on Page 4 in Tables 3 and 4 is specific. The distributions vary between the peak hours and for exiting versus entering traffic. Explanation is needed as to why there are differences.

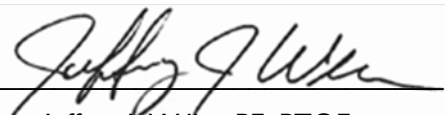
8. Page 7 identifies allowing permissive left-turns at 95th & Nall. The potential consequences of that change related to safety should be addressed. Are there reasons why protected only left-turn phasing is used today?
9. Page 7 identifies adding a northbound right-turn lane. Is that improvement possible given the proximity of the development in the southeast corner of the intersection? If not, the lane should not be included in the analysis.
10. Table 8 on page 8 presents results for the Nall Avenue intersections by movement. This presentation is different than in Table 7 for the previous scenario which presents results by lane.
11. Table 8 shows 11 seconds of delay for the northbound left/thru lane at 91st and Roe during the AM peak hour. There is not a northbound left-turn movement at this intersection.
12. Table 10 on Page 11 indicates that operations at 91st & Roe improve from the previous scenario, but additional traffic is added. Is this correct?
13. The discussion on page 11 indicates that the parking lot drive intersection is within the queue length for northbound traffic on Nall. Should a raised median be considered on Nall to restrict left-turns?

We appreciate the opportunity to be of service to you and will be available to discuss these comments at your convenience.

Sincerely,

TRANSYSTEMS

By:



Jeffrey J. Wilke, PE, PTOE

JJW:jw:PI01150099



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Alaska
 Arizona
 California
 Colorado
 Illinois
 Kansas
 Louisiana
 Minnesota
 Missouri
 Nebraska
 New Mexico
 Oklahoma
 Texas
 Utah

July 29, 2015

Ms. Leah Fitzgerald
 VanTrust Real Estate, LLC
 4900 Main Street, Suite 400
 Kansas City, MO 64112

**RE: Traffic Impact Study
 Meadowbrook Redevelopment
 Overland Park, KS**

Dear Ms. Fitzgerald

In response to your request and authorization, Wilson & Company has completed a traffic impact study for the proposed development on the old Meadowbrook Country Club in Prairie Village, Kansas. The proposed development consists of a variety of land uses encompassing roughly 138 acres.

This report summarizes the results of our traffic study. This study is focused on the impact of the proposed development on the surrounding intersections in Overland Park, Kansas, during the A.M. and P.M. peak hours of a typical weekday. Included in this study are trip generation projections, volume/capacity analyses, and improvement to the street system to mitigate the impact of the proposed development.

PROPOSED DEVELOPMENT AND STUDY AREA

The proposed development is located in Prairie Village, Kansas, at the location of the old Meadowbrook Country Club. *Figure A-1* in *Appendix A* shows the location of the proposed development and its relationship with the surrounding streets. The proposed development is bounded by Nall Avenue on the west and 95th Street and 94th Terrace on the south. The remainder of the development is bounded by residences along Somerset Drive, 90th Street, and Roe Avenue on the north and east.

The proposed land use condition includes 330 units of senior housing, 280 units of apartments, 68 units of townhomes, 57 single family home units, a 50 room Inn, and 87 acres of public park. For analysis purposes, the proposed development was further broken down into two scenarios; All of the Proposed Development Without the Park (Development), and All Proposed Development Including the Park (Development Plus Park).

Access to the proposed development is to be provided from a main entrance at the intersection of Nall Avenue and 92nd Terrace. Secondary driveways on 94th Terrace and just north of the existing intersection of Roe Avenue and 91st Street also provide access to the site. A copy of the site plan showing driveway locations is included on *Figure A-2*.

95th Street is an east/west road with two-lanes in each direction and left turn lanes at various intersections. The posted speed is 35 mph adjacent to the development. Nall Avenue is a north/south road with two-lanes in each direction, and left turn lanes at its intersections with 95th Street and Somerset Drive. The posted speed is 35 mph adjacent to the development. Somerset Drive and 90th Street are both east/west streets with posted speed limits of 30 and 25 mph, respectively. Roe Avenue is a north/south roadway with a posted speed limit of 35 mph.

To assess the impacts of the proposed development, several intersections were identified for study during the peak hours. The intersections are located in the immediate area of the site and include:

- Nall Avenue and 92nd Terrace
- Nall Avenue and 94th Terrace
- Rosewood and 95th Street
- Roe Avenue and 91st Street
- Nall Avenue and 91st Street and Somerset Drive
- Nall Avenue and 95th Street
- Roe Avenue and 95th Street
- Roe Avenue and 93rd Street
- Roe Avenue and 92nd Terrace
- Roe Avenue and 90th Street

Traffic counts were taken at the intersection on typical weekdays from March 31 to April 1, 2015 from 7:00 A.M. – 9:00 A.M. and 4:00 P.M. – 6:00 P.M. The existing lane configurations and peak hour traffic volumes are shown on *Figures A-3 and A-4*.

ANALYSIS

The analysis of the proposed development's impact includes calculations of vehicle trip generation, distribution of trips onto the street network, and analyses of peak hour operations. Each of these analysis techniques and their results are described below.

TRIP GENERATION

The vehicle trips generated by the proposed development were calculated using the Institute of Transportation Engineers' Trip Generation, 9th Edition. The estimated daily, A.M. and P.M. peak hour traffic volumes associated with this development are shown on the following page in **Table 1** and the estimated traffic volumes associated with the Park in **Table 2**.

Table 1: Trip Generation Proposed Development								
Land Use	Intensity	Daily	A.M. Peak Hour			P.M. Peak Hour		
			In	Out	Total	In	Out	Total
Luxury Apartments	280	1,820	28	113	141	112	60	172
CCRC	330	792	40	21	61	29	36	65
Single Family Dwelling Unit	57	626	12	37	50	40	23	63
Townhomes (East)	34	252	4	18	22	17	8	25
Townhomes (West)	34	252	4	18	22	17	8	25
Inn	50	302	8	15	23	13	11	24
TOTAL		4,043	96	222	318	228	146	374

Due to limited and relatively volatile data available, a more rigorous procedure was used to project the trip generation of the proposed 87 acres of Park area. As of the date of this document the final plan for the Park has not been established, but the following is the plan at this time:

1. The existing clubhouse will remain and will be used on an interim basis as a local meeting space. Typical meetings may be: quarterly homes association meetings, holiday parties, wedding receptions, art classes, etc. The kitchen appliances in the facility will be removed.
2. The swimming pool will be removed.
3. There are four existing tennis courts. Two of the courts will be removed, two will remain.

ITE’s Land Use: 412, County Park was used to calculate the trips generated by the Park area. ITE’s description of the land use is as follows:

“County parks are owned and operated by a county. The county parks surveyed vary widely as to location, type and number of facilities, including boating or swimming facilities, ball fields, soccer fields, camp sites, picnic facilities and general open space.”

Based on ITE’s description, it appears that the ancillary facilities of the County Park land use will generate more traffic than the meeting space and tennis courts of the Meadowbrook site. Therefore, the county park trip generation rate was used for the entire Park area and appears to be a conservative analysis. Further, since there is substantial variability in the data, for both the AM and PM peak hours a trip generation rate for an actual data point was used instead of the average rate. The data points used can be seen on the attached figures. The data points represent a park with an area slightly less than 50 acres. Based on these sources, **Table 2** shows the Park area of the Meadowbrook Redevelopment trip generation:

Table 2: Trip Generation Park Only								
Land Use	Intensity	Daily	A.M. Peak Hour			P.M. Peak Hour		
			In	Out	Total	In	Out	Total
County Park	86.7	198	17	11	28	84	53	137
TOTAL		198	17	11	28	84	53	137

More detailed information on trip generation calculations are included in *Appendix B*.

TRIP DISTRIBUTION

The estimated peak hour trips generated by the Proposed Development were distributed onto the street system based on existing travel patterns and expected service area of the development. **Table 3** illustrated the general distribution patterns used in this study for Development only. **Table 4** shows the general distribution patterns for the Park. The detailed distribution patterns through the study intersections are documented in *Appendices B*.

Table 3: Development Trip Distribution				
To/From Direction & Route	Entering		Exiting	
	AM	PM	AM	PM
North on Nall Avenue	20%	10%	15%	15%
West on 91 st Street	5%	5%	5%	5%
Northeast on Somerset Drive	5%	10%	5%	10%
West on 95 th Street	15%	20%	20%	15%
South on Nall Avenue	25%	20%	15%	20%
South on Roe Avenue	5%	10%	15%	10%
East on 95 th Street	15%	15%	15%	20%
North on Roe Avenue	10%	10%	10%	5%
TOTAL	100%	100%	100%	100%

Table 4: Park Only Distribution		
To/From Direction & Route	Entering	Exiting
	AM & PM	AM & PM
North on Nall Avenue	18%	19%
West on 91 st Street	0%	0%
Northeast on Somerset Drive	13%	13%
West on Somerset Drive	19%	18%
West on 95 th Street	14%	15%
South on Nall Avenue	16%	15%
South on Roe Avenue	6%	6%
East on 90 th Street	4%	4%
East on 95 th Street	6%	6%
North on Roe Avenue	4%	4%
TOTAL	100%	100%

TRAFFIC OPERATION ASSESSMENT

The operating characteristics of study area intersections were analyzed using Synchro 8.0, using methodologies from the 2010 Highway Capacity Manual (HCM) [TRB Special Report 209, 2000]. Intersection turning movement counts, the number of lanes and traffic control were used to determine existing and future levels of service. Level of service (LOS) ranges from A to F and describes traffic conditions at an intersection or on a roadway. LOS A, the highest grade, indicates a condition of little or no congestion and LOS F a condition with severe congestion, unstable traffic flow, and stop-and-go conditions. **Table 5** shows the Highway Capacity Manual definitions for LOS and the corresponding delay for unsignalized and signalized intersections.

Table 5: Intersection Level of Service Delay Thresholds		
Level of Service (LOS)	Signalized	Unsignalized
A	< 10 Seconds	< 10 Seconds
B	< 20 Seconds	< 15 Seconds
C	< 35 Seconds	< 25 Seconds
D	< 55 Seconds	< 35 Seconds
E	< 80 Seconds	< 50 Seconds
F	≥ 80 Seconds	≥ 50 Seconds

For intersections, LOS is based on the average delay experienced by all traffic using the intersection during the busiest (peak) 15-minute period. LOS A through D is generally considered acceptable. Each of the aforementioned scenarios was analyzed during the weekday AM and PM peak hours. Under the existing scenario, existing cycle lengths, splits, and offsets were used in each of the time periods analyzed to reflect actual traffic operations, with signals currently being coordinated and some being fully actuated. Under the build scenarios, cycle lengths, splits, and offsets were optimized to reflect a completely coordinated signal system. The results are presented in the following summaries, and supporting calculations are presented in **Appendix C**.

Level of Service (LOS) analyses were performed using the Synchro software, which uses methodologies from the 2010 Highway Capacity Manual (HCM). The LOS values reported in this document are the HCM values.

EXISTING CONDITIONS

The results of the intersection analysis for the A.M. and P.M. peak hour existing conditions are summarized in **Table 6**. The study intersections were evaluated with the existing traffic volumes, traffic controls and lane configurations shown on *Figures A-3 and A-4*.

Table 6: Existing Conditions					
Intersection	Movement	A.M. Peak Hour		P.M. Peak Hour	
		LOS ¹	Delay ²	LOS ¹	Delay ²
Nall Avenue/Somerset Drive/91 st Street	<i>All Movements (Signalized)</i>	C	20.9	C	27.2
Nall Avenue/Main Access/92 nd Terrace	<i>EB Left/Thru/Right</i>	C	24.5	C	16.6
	<i>NB Left/Thru</i>	B	10.9	A	0.3
Nall Avenue/94 th Terrace	<i>WB Left/Thru/Right</i>	C	16.5	F	68.8
	<i>SB Left/Thru</i>	A	1.3	B	0.6
Nall Avenue/95 th Street	<i>All Movements (Signalized)</i>	D	47.5	E	77.2
Rosewood Drive/95 th Street	<i>All Movements (Signalized)</i>	A	5.9	A	5.4
Roe Avenue/95 th Street	<i>All Movements (Signalized)</i>	D	37.0	D	45.3
Roe Avenue/93 rd Street	<i>WB Left/Thru/Right</i>	B	14.4	B	14.7
	<i>SB Left/Thru</i>	A	7.9	A	0.1
Roe Avenue/92 nd Terrace	<i>WB Left/Thru/Right</i>	B	14.8	C	16.6
	<i>SB Left/Thru</i>	A	0.2	A	0
Roe Avenue/Eastern Access/91 st Street	<i>WB Left/Thru/Right</i>	B	11.4	B	12.5
	<i>SB Left/Thru</i>	A	0	A	0.4
Roe Avenue/90 th Street	<i>NB Left/Thru</i>	A	0.5	A	0.5
	<i>EB Left/Thru/Right</i>	C	16.1	C	21.1
	<i>WB Left/Thru/Right</i>	C	15.5	C	17.9
	<i>SB Left/Thru</i>	A	0.3	A	0.3

1 - Level of Service

2 - Delay in Seconds per Vehicle

The results indicate that all study intersections currently operate at an acceptable LOS with the exception of two intersection during the PM peak hour: Nall Avenue/94th Terrace and Nall Avenue/95th Street.

At the Nall Avenue/94th Terrace intersection the WB Left/Thru/Right was analyzed to operate at LOS F. Since the traffic volumes at this intersection do not approach the levels needed to meet traffic signal warrants, our recommendation for the westbound approach is to add a separate left-turn lane. This turn lane will isolate the unacceptable LOS to only the left-turn movement. Note that traffic on 94th Terrace, headed to destinations south, does have other, less direct, options that avoid the difficult left turn at Nall Avenue/94th Terrace. Also, based on field observations of existing traffic patterns, traffic signals on Nall

Avenue north and south of 94th Terrace, at 91st Street and 95th Street, platoon Nall Avenue traffic such that there are numerous traffic gaps that will accommodate the left-turning traffic.

At the Nall Avenue/95th Street intersection the overall intersection LOS was projected to operate at LOS E. Improvements identified to improve the overall intersection LOS are as follows:

1. Add a permissive phase to all approaches to the intersection. The existing signal has only protected left-turn phases.
2. Add a northbound right-turn lane.

With these improvements the overall operations at the intersection improve to LOS D.

The results of the intersection analysis for the A.M. and P.M. peak hour with improved geometric conditions are summarized in **Table 7**.

Table 7: Improvements to Existing Conditions					
Intersection	Movement	A.M. Peak Hour		P.M. Peak Hour	
		LOS ¹	Delay ²	LOS ¹	Delay ²
Nall Avenue/94 th Terrace		A			
	NB Left	A	0	A	0
	EB Left/Thru/Right	E	0	A	0
	WB Left	B	48.1	F	118.4
	WB Thru/Right	A	11	C	15.7
	SB Left	A	9.5	B	11.4
	SB Thru/Right		0	A	0.8
Nall Avenue/95 th Street	EB	C	20.6	C	27.2
	WB	C	25.4	C	34.3
	NB	B	12.1	C	20.8
	SB	B	14.7	C	23.3
	All Movements (Signalized)	B	18.3	C	25.3

Appendix C contains the output files from Synchro.

EXISTING PLUS DEVELOPMENT CONDITIONS

The results of the intersection analysis for the A.M. and P.M. peak hour existing plus development conditions are summarized in **Table 8**. Both the Nall Avenue/94th Terrace and Nall Avenue/95th Street intersections were analyzed using the improvements identified to be needed in the Existing condition. The study intersections were evaluated with the existing plus development traffic volumes, traffic controls and lane configurations shown on *Figures A-5 and A-6*.

Table 8: Existing Plus Development Without Park Condition

Intersection	Movement	A.M. Peak Hour		P.M. Peak Hour	
		LOS ¹	Delay ²	LOS ¹	Delay ²
Nall Avenue/Somerset Drive/91 st Street	<i>All Movements (Signalized)</i>	C	29.9	D	38.7
Nall Avenue/Main Access/92 nd Terrace	NB Left	B	11	A	10
	NB Thru	A	0	A	0.2
	EB Left/Thru/Right	D	28.7	C	20.4
	WB Left/Thru/Right	D	34.9	F	133.5
	SB Left	A	9.1	B	12.7
	SB Thru	A	0.3	A	1.1
Nall Avenue/94 th Terrace	NB Left/Thru/Right	A	0	A	0
	EB Left/Thru/Right	A	0	A	0
	WB Left	F	62.1	F	196.1
	WB Thru/Right	D	11.2	C	16.5
	SB Left	A	9.6	B	11.8
	SB Thru	A	1	A	0.7
Nall Avenue/95 th Street	<i>All Movements (Signalized)</i>	C	29.5	D	47.6
Secondary Access/94 th Terrace	SB Left/Right	B	10.4	B	10.4
	EB Left/Thru	A	0.6	A	1.4
	WB Thru/Right	A	0	A	0
Rosewood Drive/95 th Street	<i>All Movements (Signalized)</i>	A	7.0	A	5.5
Roe Avenue/95 th Street	<i>All Movements (Signalized)</i>	D	37.5	D	38.8
Roe Avenue/93 rd Street	NB Thru/Right	A	0	A	0
	WB Left/Right	B	14.8	C	15.2
	SB Left/Thru	A	0.1	A	0.1
Roe Avenue/92 nd Terrace	NB Thru/Right	A	0	A	0
	WB Left/Right	C	15.2	C	17
	SB Left/Thru	A	0.2	A	0.2
Roe Avenue/91 st Street	NB Left/Thru	B	11	A	0
	WB Left/Thru/Right	D	34.9	B	12.8
	SB Left/Thru	A	0	A	0.4
Roe Avenue/East Access	NB Left/Thru	A	0.1	A	0.4
	EB Left/Right	B	13.8	B	14.2
	SB Thru/Right	A	0	A	0

Table 8: Existing Plus Development Without Park Condition-Cont.

Intersection	Movement	A.M. Peak Hour		P.M. Peak Hour	
		LOS ¹	Delay ²	LOS ¹	Delay ²
Roe Avenue/90 th Street	NB Left/Thru	A	0.5	A	0.5
	EB Left/Thru/Right	C	16.6	C	22
	WB Left/Thru/Right	C	16.1	C	18.5
	SB Left/Thru	A	0.3	A	0.3

1 - Level of Service

2 - Delay in Seconds per Vehicle

The results indicate that all study intersections will operate at an acceptable LOS with the exception of one intersection during the PM peak hour: Nall Avenue/Main Access/92nd Terrace.

At the Nall Avenue/Main Access/92nd Terrace intersection a single lane westbound approach was analyzed to operate at LOS F. Since the Build traffic volumes at this intersection do not approach the levels needed to meet traffic signal warrants, the recommendation for the westbound approach is to add a separate left-turn lane. This turn lane will isolate the unacceptable LOS to only the left-turn movement. Note that westbound traffic on the Main Access, headed to destinations south, does have other, less direct options that avoid the difficult left turn at Nall Avenue/ Main Access/92nd Terrace. Also, based on field observations of existing traffic patterns, traffic signals on Nall Avenue north and south of Main Access/92nd Terrace, at 91st Street and 95th Street, platoon Nall Avenue traffic such that there are numerous traffic gaps that will accommodate the relatively low volume of left-turning traffic.

The results of the intersection analysis for the A.M. and P.M. peak hour with improved geometric conditions are summarized in **Table 9**.

Table 9: Improvements to Existing Plus Development Without Park Condition

Intersection	Movement	A.M. Peak Hour		P.M. Peak Hour	
		LOS ¹	Delay ²	LOS ¹	Delay ²
Nall Avenue/Main Access/92 nd Terrace	NB Left	B	11	A	10
	NB Thru	A	0	A	0.2
	EB Left/Thru/Right	D	28.7	C	20.4
	WB Left	F	56.1	F	227.2
	WB Thru/Right	B	11	B	14.9
	SB Left	A	9.1	B	12.7
	SB Thru	A	0.3	A	1.1

Appendix C contains the output files from Synchro.

EXISTING PLUS DEVELOPMENT PLUS PARK CONDITIONS

The results of the intersection analysis for the A.M. and P.M. peak hour existing plus development plus park conditions are summarized in **Table 10**. The study intersections were evaluated with the existing plus development plus park traffic volumes, traffic controls and lane configurations shown on *Figures A-7 and A-8*.

Table 10: Existing Plus Development Plus Park Condition

Intersection	Movement	A.M. Peak Hour		P.M. Peak Hour	
		LOS ¹	Delay ²	LOS ¹	Delay ²
Somerset Drive/Parking Lot Driveway	NB Left/Right	B	11.7	C	15.1
	WB Left/Thru	A	7.8	A	8.6
	EB Thru/Right	A	0	A	0
	<i>All Movements (Signalized)</i>	C	30.0	D	41.7
Nall Avenue/Parking Lot Driveway	WB Left/Right	C	19.2	E	35.8
	NB Thru/Right	A	9.1	A	0.3
	SB Left/Thru	A	0	B	11.6
	<i>All Movements (Signalized)</i>	C	30.0	D	41.7
Nall Avenue/Main Access/92 nd Terrace	NB Left	B	11	B	10
	NB Thru	A	0	A	0.2
	EB Left/Thru/Right	A	29.3	C	21.3
	WB Left	F	57.6	F	331.9
	AB Thru/Right	B	11	C	15.2
	SB Left	A	9.2	B	13
	SB Thru	A	0.4	A	1.4
	<i>All Movements (Signalized)</i>	C	30.0	D	41.7
Nall Avenue/94 th Terrace	NB Left/Thru/Right	A	0	A	0
	EB Left/Thru/Right	A	0	A	0
	WB Left	F	64	F	249.2
	WB Thru/Right	B	11.6	C	16.9
	SB Left	A	9.6	B	12
	SB Thru	A	1	A	0.8
	<i>All Movements (Signalized)</i>	C	29.8	D	49.1
Secondary Access/94 th Terrace	SB Left/Right	B	10.5	B	10.6
	EB Left/Thru	A	7.5	A	7.6
	WB Thru/Right	A	0	A	0
Rosewood Drive/95 th Street	<i>All Movements (Signalized)</i>	A	7.1	A	5.6
Roe Avenue/95 th Street	<i>All Movements (Signalized)</i>	D	37.5	D	38.9

Table 10: Existing Plus Development Plus Park Condition-Cont.

Intersection	Movement	A.M. Peak Hour		P.M. Peak Hour	
		LOS ¹	Delay ²	LOS ¹	Delay ²
Roe Avenue/93 rd Street	NB Thru/Right	A	0	A	0
	WB Left/Right	B	14.8	C	15.3
	SB Left/Thru	A	7.9	A	8.5
Roe Avenue/92 nd Terrace	NB Thru/Right	A	0	A	0
	WB Left/Right	C	15.2	C	17.5
	SB Left/Thru	A	8	A	8.5
Roe Avenue/91 st Street	NB Left/Thru	A	0	A	0
	WB Left/Thru/Right	B	11.6	B	12.9
	SB Left/Thru	A	0.3	A	0.4
Roe Avenue/East Access	NB Left/Thru	A	0.2	A	8.4
	EB Left/Right	B	13.9	C	15.4
	SB Thru/Right	A	0	A	0
Roe Avenue/90 th Street	NB Left/Thru	A	8.4	A	8.4
	EB Left/Thru/Right	C	16.6	C	22.2
	WB Left/Thru/Right	C	16.4	C	19.8
	SB Left/Thru	A	8	A	8.4

1 - Level of Service

2 - Delay in Seconds per Vehicle

Results from the analysis indicate all but the Nall Avenue/Parking Lot Driveway operates at an acceptable level of service. This intersection is close to the Nall Ave/Somerset Drive intersection and falls within the northbound queue length. Since the parking lot has low volumes, and the intersection does not warrant a traffic signal, our recommendation is to leave the intersection as-is.

Appendix C contains the output files from Synchro.

WALKABILITY ASSESSMENT

The purpose of the Walkability Assessment is to review the pedestrian access to and around the perimeter of the property. *Figure A-9* shows the project location and the perimeter locations within the property where sidewalk currently exists and where sidewalk will be added.

CRASH HISTORY

As part of the review of the Eastern Access/Roe Avenue connection, the crash history of the immediate area or Roe Avenue was reviewed. **Table 11** shows the reported crashes during the most recent 5-years' worth of records.

Table 11: Roe Avenue Crashes								
	PDO		Injury		Fatal		Sequence of Events	
	SB	NB	SB	NB	SB	NB	1st Crash in Row	2nd Crash in Row
2010	1	0	0	0	0	0	Ran off Road Right, Hit Fixed Object	
2011	0	0	0	0	0	0		
2012	0	0	0	0	0	0		
2013	0	1*	0	1	0	0	Hit Fixed Object	Ran off Road Right, Hit Fixed Object, Overturned
2014	0	0	1*	0	0	0	Hit Fixed Object, Ran off Road Left, Hit Fixed Object	

*Indicates DUI

There were a total of four crashes in a five-year span with two being property damage only and two injury. Of those four crashes, two were marked dui. The locations of three of the four crashes is south of the intersection of Roe Avenue and W 91st street. The last crash is located at the intersection.

SUMMARY

This study documents the traffic impact of the proposed Redevelopment of the Meadowbrook Country Club on the roadway network in the vicinity of 91st Street, 95th Street, Nall Avenue and Roe Avenue in Prairie Village, Kansas. This report includes the analysis of the intersections adjacent to and surrounding the proposed development for Existing and Existing Plus Development scenarios. The Development scenario was further broken down into All Proposed Development Without the Park (Development), and All Proposed Development Including the Park (Development Plus Park).

The operational analysis of existing traffic volumes shows that the existing roadway network operates within desirable levels of service with the exception of the following intersections:

- Nall Avenue/94th Terrace – addition of a westbound left-turn lane will isolate the poor LOS to only the left-turn.
- Nall Avenue/95th Street – addition of permissive left-turn to all approaches and addition of a northbound right-turn lane will improve overall intersection operations to LOS D.

The operational analysis of existing plus proposed development traffic volumes shows that the roadway network needed to accommodate existing traffic volumes operates within desirable levels of service with the exception of the following intersection:

- Nall Avenue/Main Access/92nd Terrace – addition of a westbound left-turn lane will isolate the poor LOS to only the left-turn.

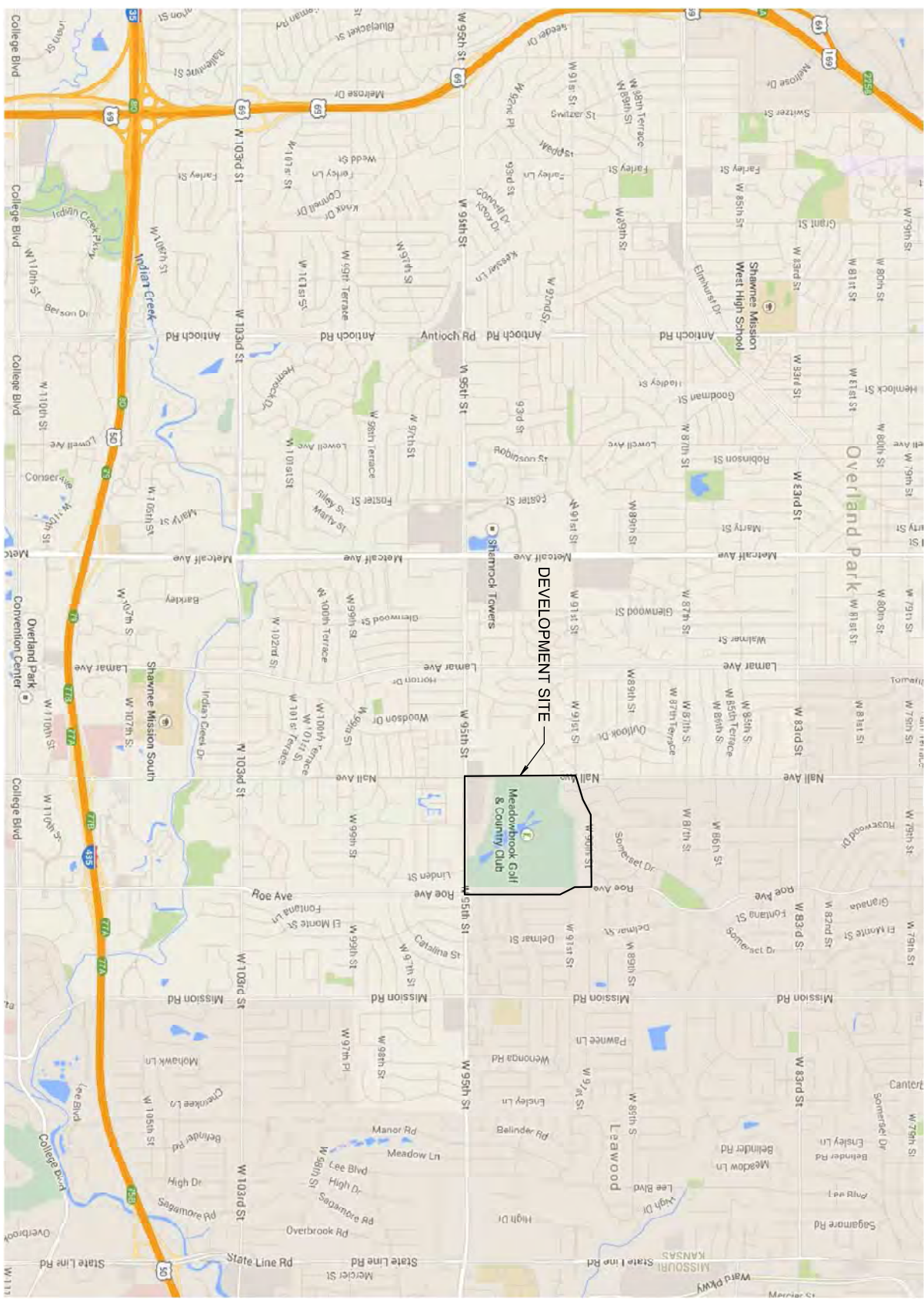
Development plus Park scenario was analyzed and the following intersection fell below an acceptable level of service:

- Nall Avenue/Parking Lot - leave as-is since the volume from the parking lot is low and there are gaps due to the signal platooning vehicles.



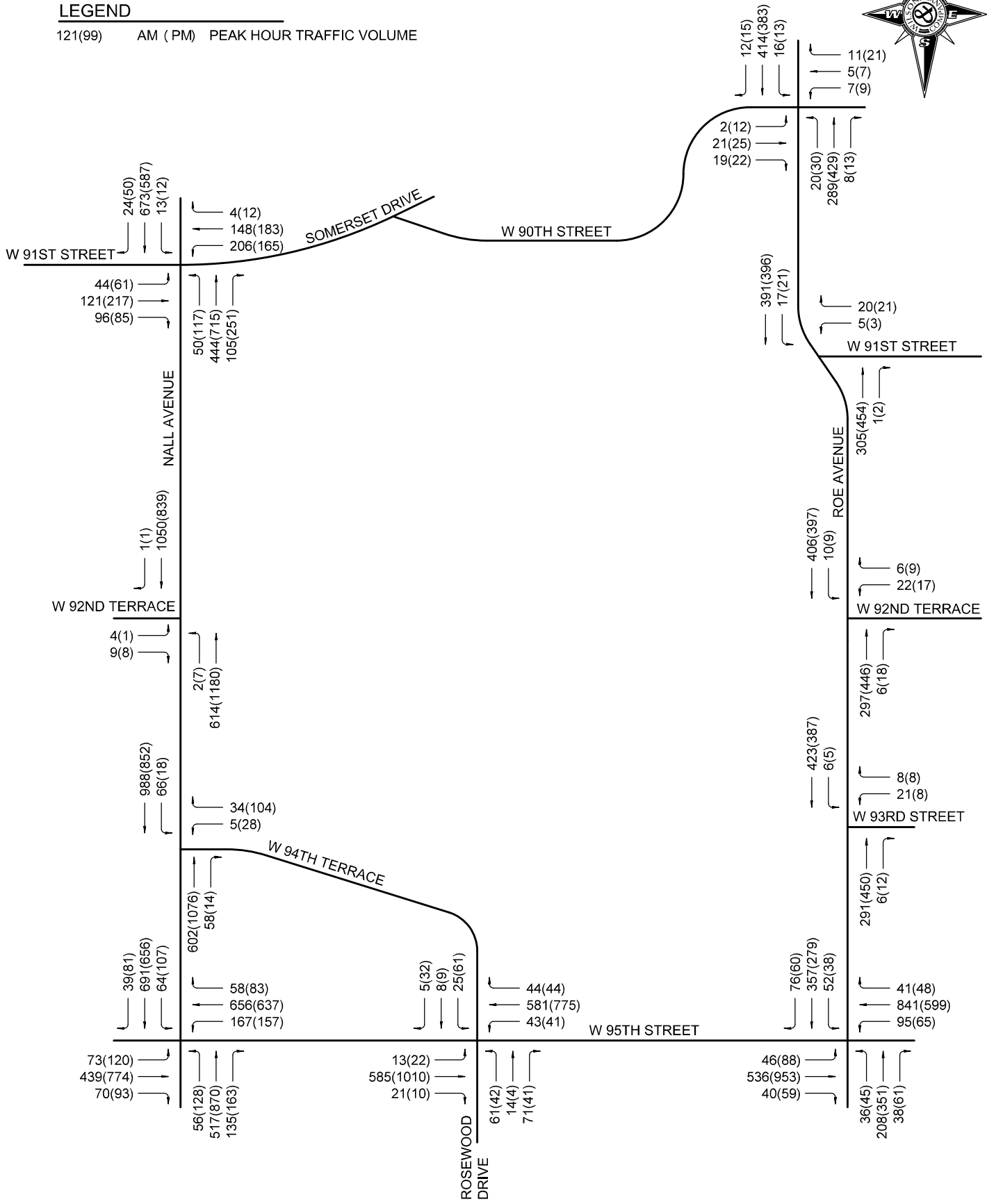
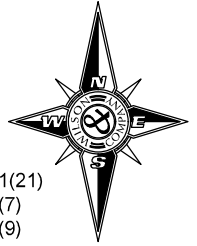
Public Park	37.83 Acres
	48.83 Acres
Total Acres:	86.66
Private Development	
2.59 Acres - Inn	
3.03 Acres - Townhomes East	
7.52 Acres - Luxury Apartments	
8.30 Acres - CCRC	
10.36 Acres - Townhomes West	
12.10 Acres - Single Family	
Total Acres:	43.90
Road Network	
7.51 Acres	
Total Acres:	7.51
Grand Total	136.07 Acres

Area Calculations
December 22, 2014







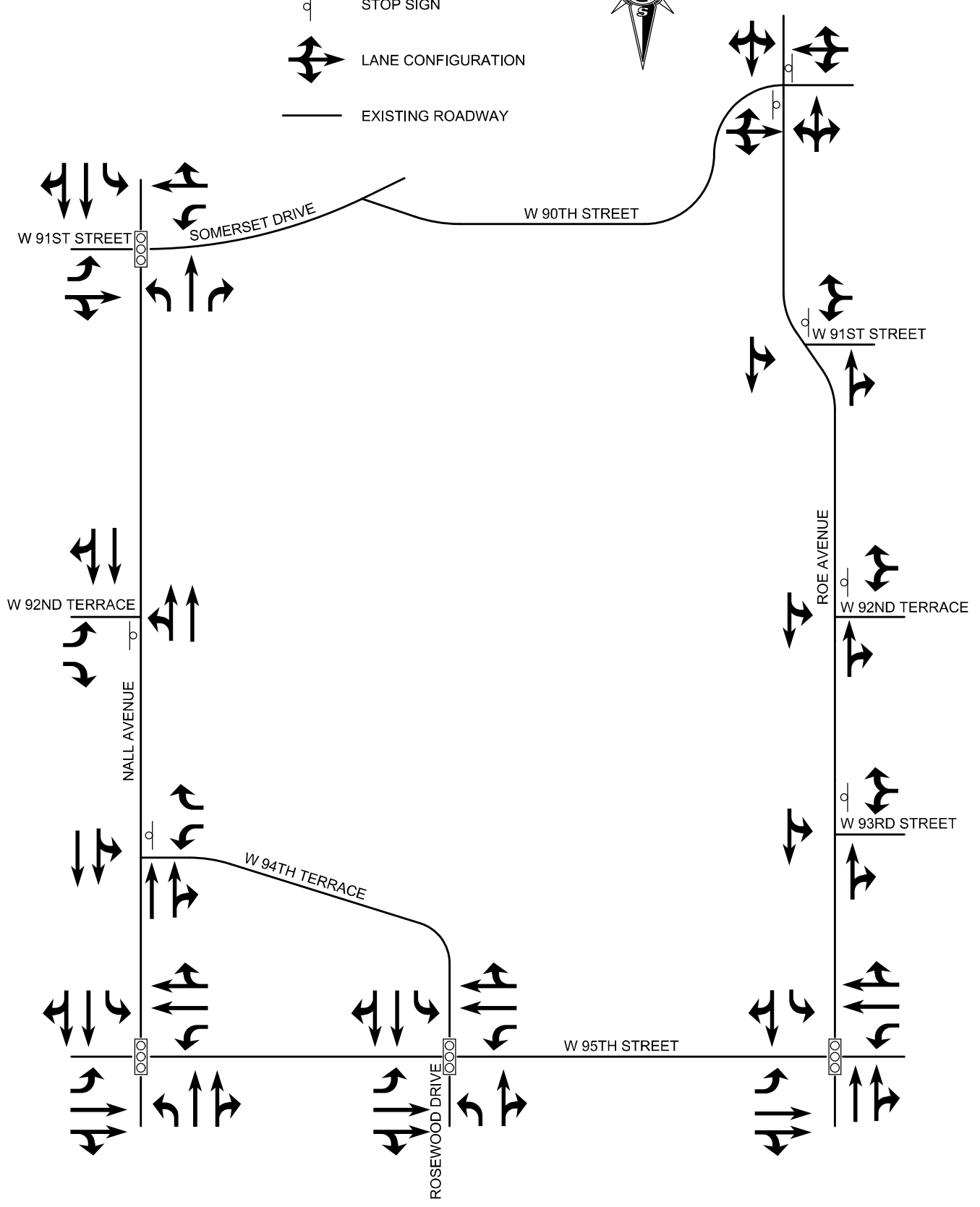
LEGEND

121(99) AM (PM) PEAK HOUR TRAFFIC VOLUME



LEGEND

-  TRAFFIC SIGNAL
-  STOP SIGN
-  LANE CONFIGURATION
-  EXISTING ROADWAY

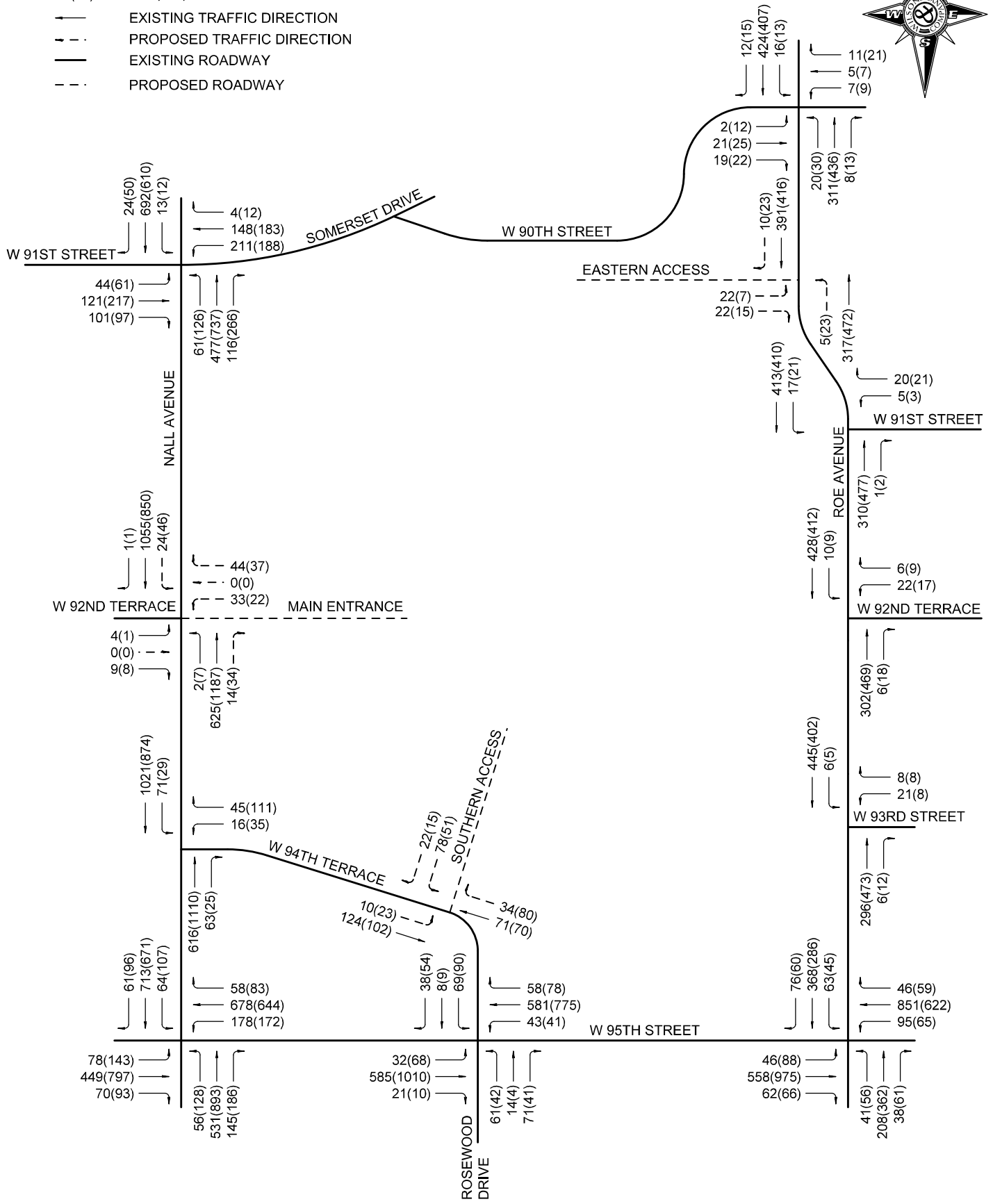
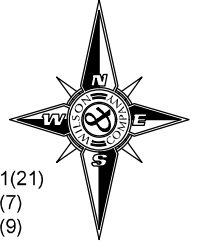


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Date: 7/10/2015
By: AABrucker

LEGEND

- 121(99) AM (PM) PEAK HOUR TRAFFIC VOLUME
- EXISTING TRAFFIC DIRECTION
- - - PROPOSED TRAFFIC DIRECTION
- EXISTING ROADWAY
- - - PROPOSED ROADWAY



EXISTING PLUS DEVELOPMENT
PEAK HOUR TRAFFIC COUNTS

MEADOWBROOK DEVELOPMENT
PRAIRIE VILLIAGE, KANSAS

JULY 2015








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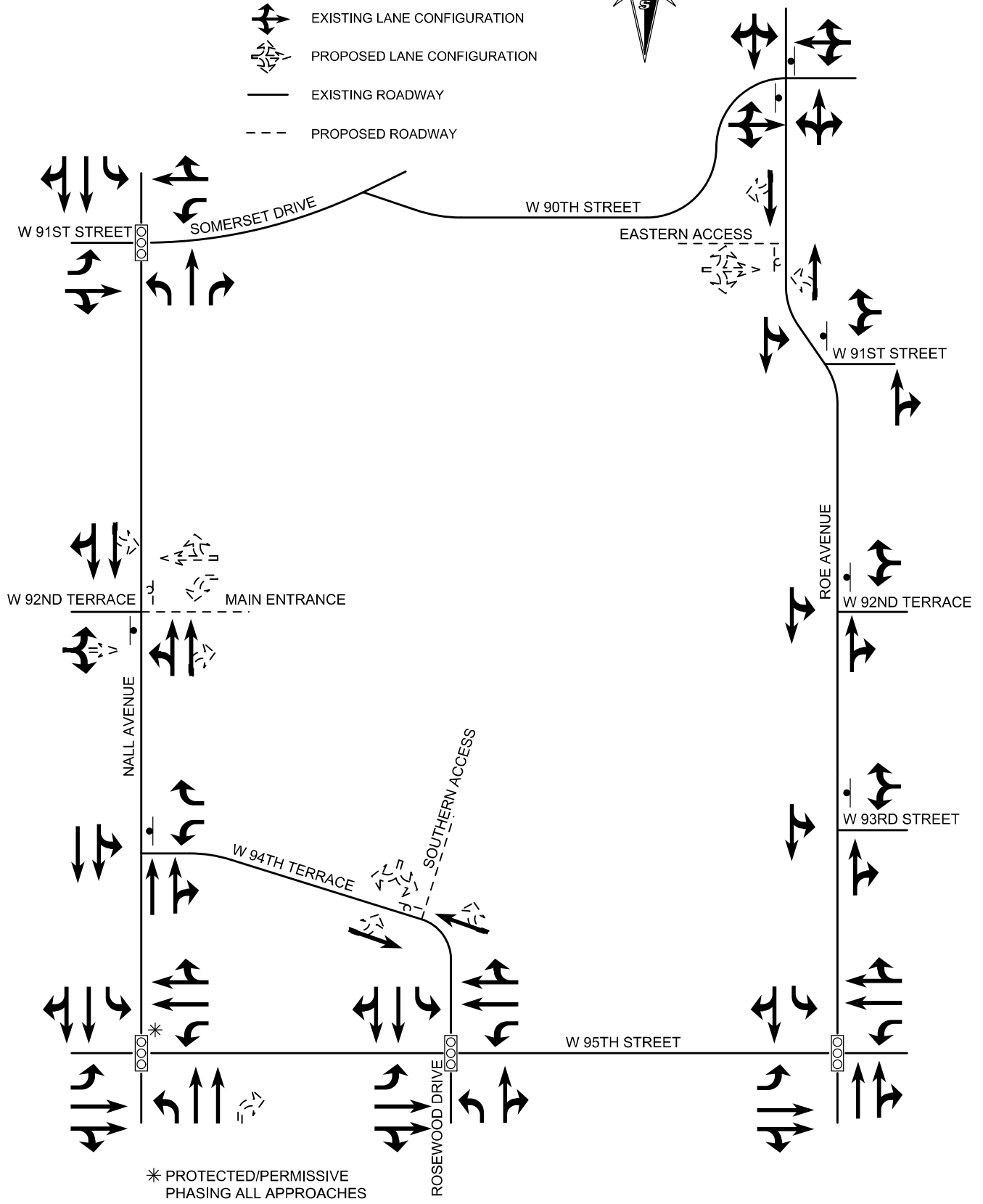
FIGURE A-5

File: M:\TRN\15-100-038-002_Disciplines\ SHEETS\3_Sheets - roadway\A-6_Existing Plus Development Lane Configurations_V2.dgn

Date: 7/10/2015
By: AABruker

LEGEND

-  EXISTING TRAFFIC SIGNAL
-  EXISTING STOP SIGN
-  PROPOSED STOP SIGN
-  EXISTING LANE CONFIGURATION
-  PROPOSED LANE CONFIGURATION
-  EXISTING ROADWAY
-  PROPOSED ROADWAY



* PROTECTED/PERMISSIVE PHASING ALL APPROACHES

WILSON & COMPANY

EXISTING PLUS DEVELOPMENT LANE CONFIGURATIONS

MEADOWBROOK DEVELOPMENT PRAIRIE VILLIAGE, KANSAS

JULY 2015

NO SCALE

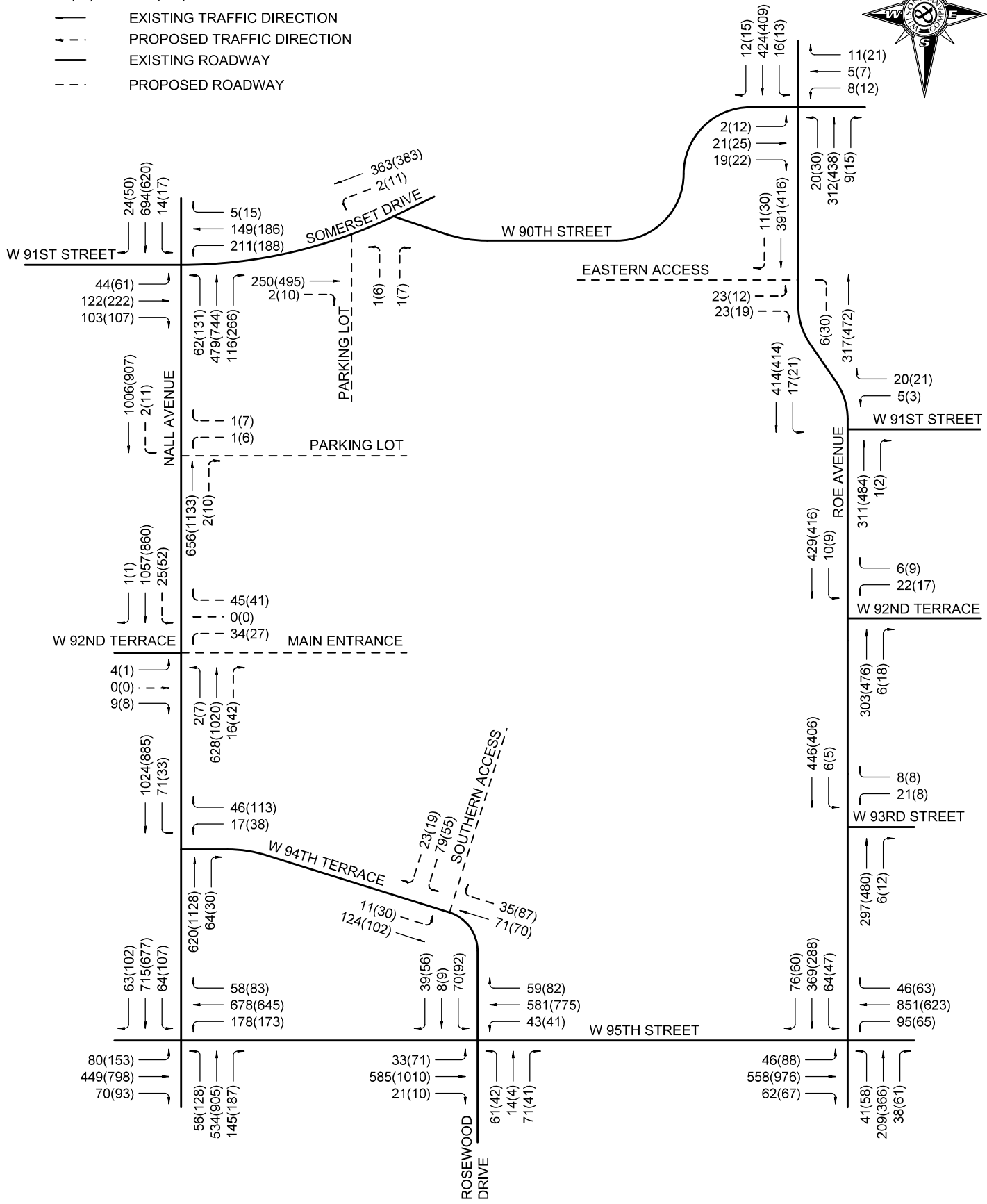
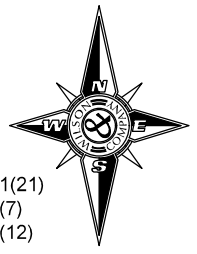
FIGURE A-6

File: M:\TRN\15-100-038-002_Disciplines\3_SHEETS\3_Sheets - roadway\A-7_Development Plus Park Peak Hour Traffic Volumes2015_07_09.dgn

Date: 7/22/2015
By: AABrucker








LEGEND

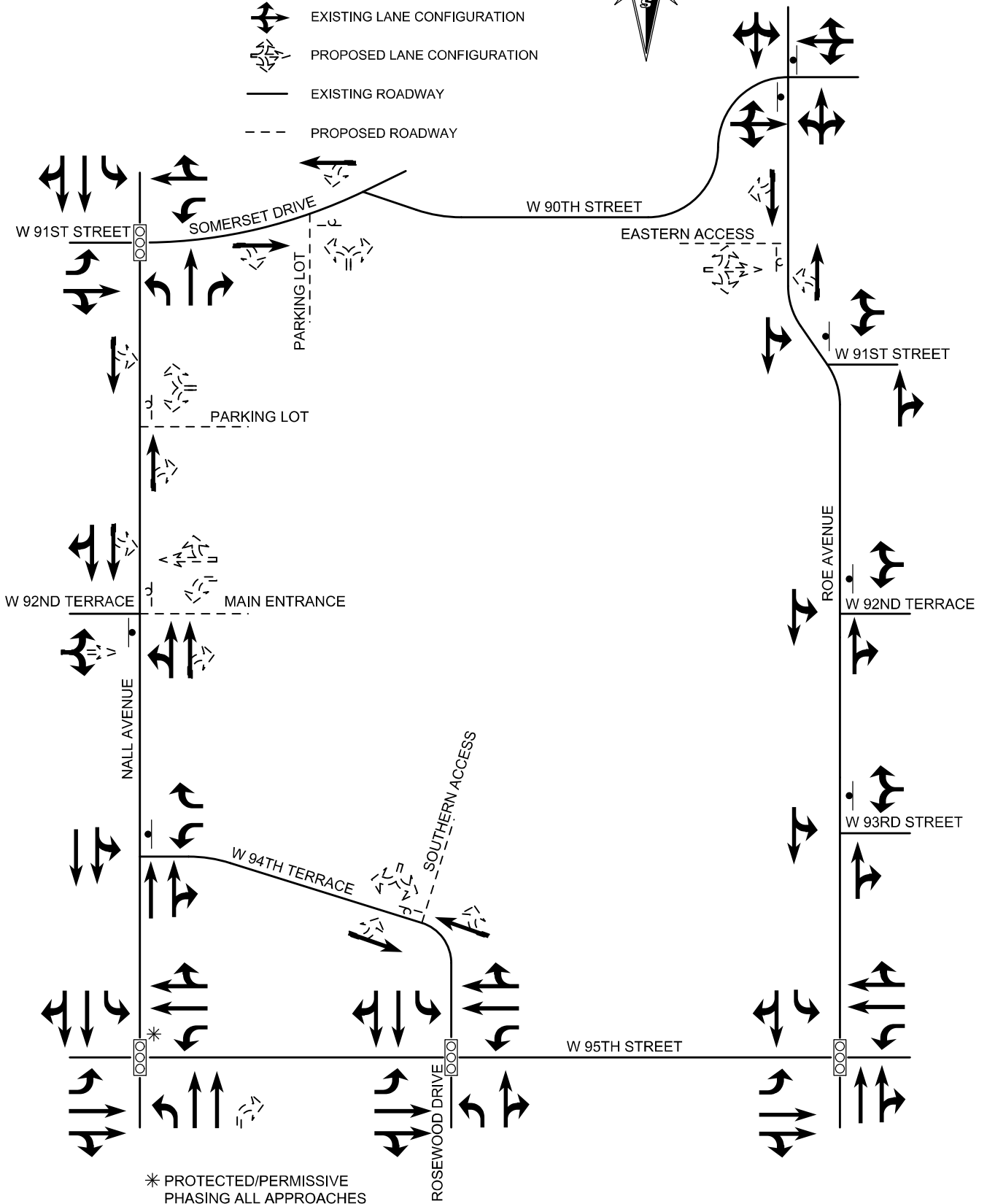
- 121(99) AM (PM) PEAK HOUR TRAFFIC VOLUME
- EXISTING TRAFFIC DIRECTION
- - -→ PROPOSED TRAFFIC DIRECTION
- EXISTING ROADWAY
- - - PROPOSED ROADWAY

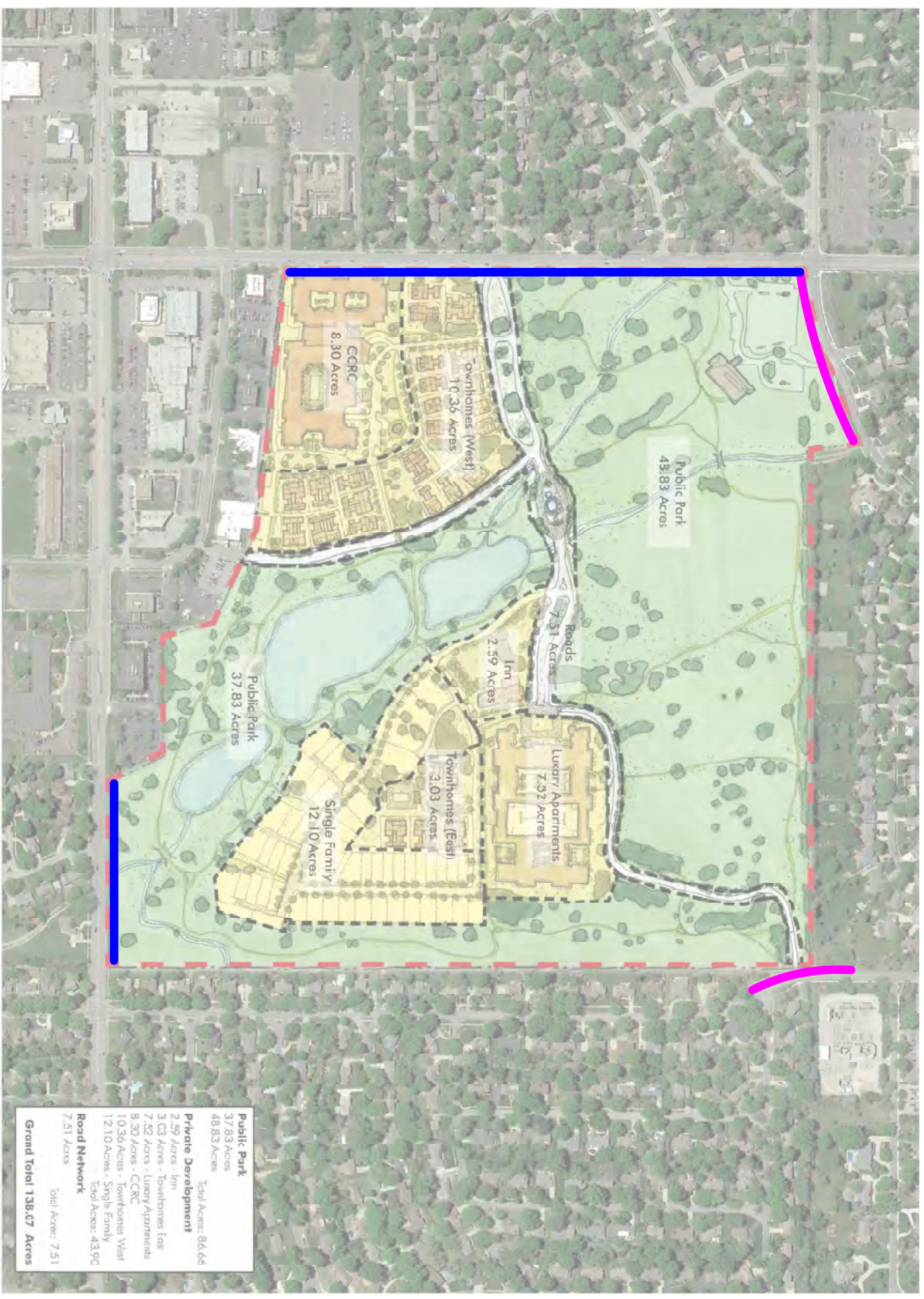


	EXISTING PLUS DEVELOPMENT PLUS PARK PEAK HOUR TRAFFIC COUNTS	MEADOWBROOK DEVELOPMENT PRAIRIE VILLIAGE, KANSAS	JULY 2015
			NO SCALE
			FIGURE A-7

LEGEND

-  EXISTING TRAFFIC SIGNAL
-  EXISTING STOP SIGN
-  PROPOSED STOP SIGN
-  EXISTING LANE CONFIGURATION
-  PROPOSED LANE CONFIGURATION
-  EXISTING ROADWAY
-  PROPOSED ROADWAY





Area Calculations
December 22, 2014

EXISTING SIDEWALK
PROPOSED SIDEWALK

Public Park	Total Acres: 86.66
37.83 Acres	
48.83 Acres	
Private Development	Total Acres: 86.66
2.59 Acres - Inn	
3.03 Acres - Townhomes East	
7.52 Acres - Luxury Apartments	
8.30 Acres - CCRC	
10.36 Acres - Townhomes West	
12.10 Acres - Single Family	
Road Network	Total Acres: 43.90
7.51 Acres	
Grand Total	138.07 Acres

**SPECIAL MEETING
PRAIRIE VILLAGE PLANNING COMMISSION
NOVEMBER 12, 2015**

ROLL CALL

The Planning Commission of the City of Prairie Village met in Special Session on Thursday, November 12, 2015, at Meadowbrook Country Club, 9101 Nall Avenue. Chairman Nancy Wallerstein called the meeting to order at 6:00 p.m. with the following members present: Jonathan Birkel, Melissa Brown, James Breneman and Jeffrey Valentino. It was noted that Gregory Wolf was not in attendance as he has a professional conflict of interest that prohibits him from voting on this application.

The following persons were present in their advisory capacity to the Planning Commission: P.J. Novick and Chris Shires with Confluence, City Planning Consultant for the Meadowbrook Project; Wes Jordan, Assistant City Administrator; Eric Mikkelson, Council Liaison; Keith Bredehoeft, Public Works Director; Tom Swenson, City's traffic consultant; Chief Tim Schwartzkopf and Joyce Hagen Mundy, City Clerk/Planning Commission Secretary. Also present was Quinn Bennion, City Administrator.

Planning Commission Chairman Nancy Wallerstein welcomed those in attendance and reviewed the process to be followed for the public hearing. She called upon PJ Novick to review the history of the project. Mr. Novick noted that this plan was first introduced in March and since that time the developer has had several meetings with city staff with the plans undergoing several reviews and changes. He stated the application under consideration by the Planning Commission is the 40+ acres being developed, the park development will only be discussed as it relates to this project, i.e., park/development access.

PUBLIC HEARING

PC2015-09 Request for Rezoning from R-1a (Single Family Residential) to MXD (Mixed Use District) and CP-2 (Planned General Business District) and

PC2015-118 Approval of Preliminary Development Plan for 9101 Nall Avenue

Rich Muller with Van Trust Real Estate stated this project is the product of intensive collaboration between Van Trust Real Estate, the City of Prairie Village, Johnson County Park & Recreation District and Johnson County Wastewater. This is an exemplary public/private partnership with give and take happening throughout the development of the project. He thanked the Prairie Village staff for the amount of time and effort they have committed to this project to this point.

Mr. Muller introduced the following representatives on their development team in attendance: Justin Duff & Karl Ley with Van Trust Real Estate, Jim Constantine, LRK; Judd Claussen & Doug Ubben with Phelps Engineering, Inc., Tim and Matt Buchanan with Legend Senior Living, Dan Wilson & Matt Schindler with WDM, Scott Bingham with BBN Architects, Inc. and Paul Plotas with Wilson & Company.

Jim Constantine introduced the project noting that the vision for the Meadowbrook Park embodies a mix of uses with a sustainable form of development designed with a strong sense of place. The proposed plan embraces and advances the Long-term planning efforts of Prairie Village as identified in the 2007 Prairie Village Strategic Investment Plan which specifically identified the potential redevelopment of this property as a planned neighborhood with the goal of preserving open space developed with community input and assuring connectivity. A huge component of this project is the opportunity to develop a large public park on this site.

In early March, two open neighborhood meetings were held with more than 800 people attending at which input was received on the proposed plan, what the neighborhood liked and didn't like. A presentation was given to the City Council summarizing the input from those meetings on March 30th. Meetings have continued throughout the process with the surrounding property owners, the citizen participation meeting required by the Planning Commission and meetings with the neighboring homes association. The strategic plan identified the need to have vehicular and pedestrian connectivity both within the project and to adjacent neighborhoods, but also to connect with the property to the south to spur potential redevelopment of that area as well.

The proposed project was created under the guidelines the "Mixed Use District" regulations with significant input from the city staff. Mr. Constantine noted that the proposed development would double the park space in Prairie Village with 80+ acres of public park. This offers the advantages of a large park combined with pocket parks integrated throughout the proposed development area that extend both the park and the neighborhood.

The "Mixed Use District" encourages a variety of land uses in closer proximity to one another than would not be possible with more conventional zoning districts promoting sustainable development with a high level of environmental sensitivity and energy efficiency with building configurations that create a distinctive and memorable sense of place. The proposed planned mixed use development incorporates a coordinated consistent theme throughout, utilizes shared parking facilities linked by attractive and logical pedestrian network placing emphasis on the quality of the pedestrian experience. The buildings in a mixed use development are intended to be primarily multistory structures and have a mixture of allowed uses such as residential, office, retail, public spaces, entertainment and other specialty facilities.

Mr. Constantine reviewed the cornerstone principles following three specific development movements in the Kansas City area. The first be the Parks Movement including the creation of park boulevards leading into the City Beautiful movement which featured grand structures followed by the Garden Cities & Suburbs Movement seen in the Country Club Plaza area featuring gateway entrances with notable open space and landscaping. Features from all of these movements are seen in the proposed Meadowbrook Project.

Park & Landscape Character.

The plan is organized along a classic Kansas City boulevard parkway treatment with a roundabout at the center allowing lots of flexibility. You have the luxury apartments with a garden area and long the pond. You have both single family residences and attached homes with connectivity to the park and at the southwest corner of the project is a senior living center. The transformation from a golf course to a public park is being coordinated by the Johnson County Park & Recreation District with the intention to use the existing mature trees on site. Every tree will not be saved, but there will be an increase in the number of trees on the site. The intent is for the project to give the appearance of blending into the park with park patrons having access to the development areas and the residential areas being an extension of the park blending the two areas together by incorporating trail connections, pedestrian courtyards, walkways, statuary, ponds and garden areas.

Street Character

This project was designed as a pedestrian first development with smaller setbacks on the front. There are a number of different kinds of streets including the park access street, the parkway, residential streets, one-way residential streets, park edge streets and alleys. Mr. Constantine reviewed a map showing the different street locations and features as well as connectivity. He noted that as a general rule they are meant to accommodate on-street parking. The parkway comes in from Nall with one way traffic in each direction. The park access street from Roe Avenue has been changed to allow for emergency access only. There will be a parking lot for park patrons accessed from Roe Avenue; however, there will be no access to the development from Roe. A number of the single family homes and attached homes have garages accessed from the alleys in the back and allow for additional parking on the roads for both the residents and park patrons. Park edge streets are located by the attached homes with terrific water views. He noted a control point for the neighborhood to the east with pedestrian access open.

Land Use

The project includes the following land uses: 53 single-family residential homes on the east, 70 attached homes with courtyards on the west and east, senior living with 330 different unit types, 280 luxury apartments and a 50 room inn with a 5000 square foot restaurant. Mr. Constantine noted that for final design approval there will be a pattern book with detailed design elements, color pallets, etc.

The 53 single family residences will have a minimum two car garage with master bedroom on the main floor. There are a number of styles and a variety of homes along the street with several possible styles shown. The homes will be brick or stone. Appropriate exterior wall finish materials will be brick, stone, stucco, wood siding, wood shakes and fiber-cement siding or shakes. The color schemes will be light-tone or medium tone neutral colors with deep color usage limited to doors, windows, shutters, projecting bays awnings and railings.

There are three different lot sizes for the single family homes: Cottage lots, Village lots and Manor lots. Mr. Constantine reviewed the proposed site plans for the different lot

sizes and locations. He also shared several possible building elevations and design types.

Cottage Lots have a minimum lot area of 4,000 square feet with a minimum width at the front setback of 40 feet and maximum building height of 45 feet. Vehicular access is from alleys at the rear of the property.

Village Lots have a minimum lot area of 5,000 square feet with a minimum width at the front setback of 55 feet and a maximum building height of 45 feet. Cottage lots which all have access to the street with rear entry garages and private outdoor courtyard space. These have more traditional rear yards.

Manor Lots have a minimum lot area of 6,000 square feet with a minimum width at the front setback of 60 feet and a maximum building height of 45 feet. Vehicular access is from alleys at the rear of the property. These homes have view of the water and are anticipated to be the more architecturally unique homes.

Mr. Constantine noted that all of the single family homes have the provisions:

Permitted Yard Projections: Awnings, canopies, stoops, porches, verandas, balconies, terrace and similar projections are permitted to extend from a building into a minimum yard, but not closer than 3 feet to the lot line. Such projections may be open, roofed and/or screened. Steps are permitted to extend from a building into a minimum yard with no setbacks required from a lot line.

Permitted Height Projections: Building elements and appurtenances such as chimneys, spires, cupolas, belfries, towers, rooftop decks, flagpoles, elevator housing and roof access stairwells may exceed the maximum building height by up to 25 feet. The height is 45 feet. This allows for flexibility in the design of homes. He noted the design guidelines would control these.

Accessory Living Quarter: On any lot, an Accessory Living Quarter may be provided as a subordinate dwelling unit that provides basic requirements for cooking, living, sleeping, eating & sanitation. An ALQ may not be subdivided or otherwise segregated in ownership from the primary dwelling unit. This allows for multi-generational living.

The seventy (70) attached homes will have a brick or stone base course which may extend to the sill line of the first floor. Appropriate exterior wall finish materials will be brick, stucco, wood siding, wood shakes, fiber-cement siding or shakes. The color schemes will be white or a light-neutral color with deep color usage provided on doors, windows, shutters, awnings and railings. These homes were initially proposed as townhomes, but will all be duplexes. They will also have private courtyards. Attached home locations and proposed site plans were presented. These homes are located on the east and to west by the senior living center. The lots shall have a minimum lot area of 3,000 square feet with a minimum lot width at the front setback of 25 feet and a

maximum building height of 45 feet. Vehicular access is from alleys at the rear of the property.

The luxury apartments will contain 280 units with a brick or stone base course which includes the first floor and may extend to the top of the second floor. Appropriate exterior wall finish materials will be wood siding, wood shakes and fiber-cement siding or shakes. The color schemes will be medium tone-on-tone with deep color usage provided on doors, windows, shutters, awnings and railings. The apartment has a wrapped parking structure on the back that is not visible from the outside. The apartment will have a courtyard area with a pool. The target market is childless couples, singles, empty nesters and young professionals. One parking space for each bedroom is proposed. This tenant base generally has a lower car to resident ratio than found with single family homes. Mr. Constantine noted that mixed use district allow for flexibility in addressing parking standards because of the shared parking. The maximum height is 70 feet; however, there will be a cascading affect with the heights generally being less than the maximum. It was noted that this structure is over 1000 feet from the homes on the north and more than a football field from the homes on Roe. Mr. Constantine review proposed elevations for the apartments, noting potential signage that will be approved with the final development plan. He noted the elevations reflect the maximum height and that actual heights will be lower.

The senior living center located in the southeast corner will have 330 units with 120 assisted living units, 120 independent care units and 90 skilled nursing/rehabilitation units. This location was chosen because of its proximity to other larger structures such as the office buildings and church across Nall. This is a gateway to the development. He noted an exception is being requested for the retaining wall along the south property line as it does not meet minimum setback requirements of the city's code. Mr. Constantine reviewed the locations of the different facilities within the complex. It was noted that the setbacks from Nall are similar to those of a large single family home and that there is a large grade drop decreasing the visual impact of this structure. Elevations were shown from all sides of the facility.

The exterior wall finish materials for the proposed 50 room Inn shall be brick, stone, stucco, wood siding, wood shakes and fiber-cement siding or shakes. The Inn will feature a 5,000 square foot restaurant. Outdoor dining will be featured. This feature will serve to extend the uses of the park both during daylight and evening hours. Access to the Inn is from the parkway. Every structure will have brick or stone masonry base. Synthetic stucco, E.I.F.S, 'softcoat stucco', thin brick & cultured stone are not allowed. The use of brick or stone including any patterns must be appropriate to the architectural design of the building. When appropriate to the design, the brick may be painted. The layout for the Inn was reviewed.

Materials may be combined on a single building, but a single material should cover the majority of any attached or detached single family building. Any change in materials should occur at an appropriate inside corner or where appropriate to the style such as at the belt course.

Roof materials shall consist of standing seam metal, pre-finished metal or copper, slate or synthetic slate, wood shakes, dimensional asphalt or dimensional fiberglass shingles. Low-pitched porch and bay roofs will be standing seam, prefinished metal or copper unless located on the fourth floor or higher.

All entry door and window trim, soffits, fascias, cornices and similar architectural trim elements shall be painted wood, fiber-cement, cellular PVC or an alternate synthetic wood material. Metal and hollow back vinyl trim are prohibited, metal trim is only allowed when adjacent to metal roofing.

Chris Shires with Confluence noted that the application contains three components that are very interrelated - the requested rezoning from R-1a to MXD & CP-2, the approval of the preliminary development plan required by the new zoning and the approval of the preliminary plat for the property. Because of their interrelatedness, these three components have been addressed in one staff report, although the Planning Commission will take separate action on each component. Mr. Shires noted that due to the complexity of this project, there will be multiple final development plans presented to the Commission for the different elements of the project rather than one inclusive final development plan. The final plat for the project has to be filed no later than one year after approval of the preliminary plat.

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

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

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

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

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

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

Mr. Shires presented the following staff analysis of the "Golden Factors" as related to the proposed rezoning:

1. The character of the neighborhood.

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

2. The zoning and uses of property nearby.

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

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

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

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

The project will generate additional traffic particularly at the intersection of Nall Avenue and West 92nd Terrace and the proposed main entry boulevard and at the access

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

Public parking is proposed to be provided along the public streets within the development and in several parking lots being proposed within the park as shown on the Parking Plan submitted for the Preliminary Development Plan.

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

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

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

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

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

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

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

7. City Staff Recommendations.

Staff has reviewed the requested rezoning, the Preliminary Development Plan, and the Preliminary Plat, and although there are some issues that still need to be addressed, it is Staff's opinion that the rezoning, Preliminary Development Plan and Preliminary Plat meet the intent of the development as recommended in the Village Vision, have

addressed the impacts to the surrounding neighborhood, and will be a positive asset to the community. Mr. Shires reviewed the following issues that need to be addressed:

Traffic and Circulation:

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

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

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

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

1. The entire emergency access road from the parking lot to the apartment building needs to be 20 ft. wide in its entirety. This includes the connection to the apartment parking area (north side of the structure) as well as the access road along the east side of the building to its connection to the residential street within the single family portion of the project to the south of the apartments.
2. The emergency access road needs to have a pavement section that will support the emergency vehicles (verify IFC Code requirements).
3. A minimum 13 ft. vertical "clear zone" needs to be maintained along the entire access road and parking lot.

4. The applicant needs to address who will be ensuring that the roadway off Roe Avenue to the parking lot and the entire emergency access road is clear of ice/snow in the winter season.
5. There needs to be an island in front of the emergency access points that will keep vehicles from blocking the emergency vehicle access. The parking lot should be designed with a standard curb on the sides and a mountable curb on the nose of the island. A mountable curb should also be acceptable for the other two connections.
6. Bollards will be provided to block un-authorized access to the emergency road (at the proposed parking lot, connection to the apartment parking, and connection to the single family development). The actual bollard proposed will need to be provided at final plan submittal for review, such as a collapsible and lockable types.
7. The proposed parking lot will need to be designed so that emergency vehicles can quickly negotiate the turning movements. The applicant should consider orienting the center oval island 90 degrees to its current layout and designing with a minimum 46 ft. curb to curb width to accommodate turning movements.

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

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

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

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

James Breneman asked what impact the center left turn lane would have on the current configuration of Nall. Keith Bredehoeft responded that the turn lane would be on the east side of Nall Avenue and there would continue to be two lane traffic both directions on Nall.

Retaining Walls:

The site proposes several retaining walls and the applicant has detailed two wall types; Type A - natural stone and Type B - modular block. The natural stone would be for walls in high visibility areas (noted as within the "Public Realm") and the modular block for

walls in lower visibility areas (noted as within the “Non-Public Realm”). Due to the visibility of the retaining walls proposed along Nall Avenue, staff recommends these walls be constructed of or faced with natural stone and designated as Type A retaining walls.

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

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

Trash Enclosures and Equipment Screening:

The applicant has indicated that all trash enclosures as well as screening for HVAC and building mechanical equipment will be constructed of materials consistent with the building architecture and that details will be provided with the Final Plan.

Apartment Building Parking Standard:

City code requires a minimum of 2 parking spaces for each apartment unit. The proposed 280-unit apartment complex would therefore be required 560 parking spaces. The applicant is requesting the parking standard to be modified to require 1 parking space for each bedroom per unit (e.g., a one-bedroom apartment would be required 1 parking space and a three-bedroom unit would be required 3 parking spaces). This is another common way to establish parking requirements and under MXD zoning the Commission has the ability to modify parking requirements. Another way to address parking is to establish a specific range as the City of Overland Park has.

Currently the applicant is estimating the apartment complex will have 435 bedrooms and is proposing to provide 1 parking space per bedroom plus 28 visitor spaces for a total of 463 parking spaces (435 spaces + 28 spaces = 463 spaces). The applicant has stated they are comfortable that this is adequate parking for the site and this standard does provide for at least one space per bedroom plus spaces for visitors.

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

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

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

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

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

Total units 280

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

At this time, staff recommends this issue be revisited with the Final Plan Approval when the applicant will have the final design for the apartment complex completed and have the applicant present some industry standards that would verify that the proposed parking requested will be adequate. Mr. Shires noted that this is truly shared parking with apartment being very centralized with additional parking available within a reasonable distance. He feels that some change from the standard would be acceptable and can be dealt with during the final development plan submittal.

Melissa Brown asked if the Overland Park parking calculation included guest parking. Mr. Shires replied that the calculation was based solely on a per unit calculation. Their code does not add additional parking for guests but is factored in. Some cities will have a smaller number required per unit and have additional requirements for guest parking. The 464 number does not include specific guest parking.

Landscaping:

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

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

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

Mr. Shires noted that the Tree Board has reviewed and approved the proposed landscape plan with some minor recommendations that will be incorporated.

Exterior Building Materials:

The Preliminary Development Plan defines the appropriate exterior building materials as: brick, stone, stucco, wood siding, wood shakes, and fiber-cement siding or shakes. A brick or stone base is required for every structure. Synthetic stucco, EIFS, thin brick and cultured stone are prohibited. The general exterior layout and basic combinations of exterior materials is further defined for the senior living center, the apartment building, and the hotel. Staff recommends the exterior material labels for the senior living center building be updated to more specifically define “composite material” and “masonry base” consistent with the labeling shown for the hotel and the apartment building. Staff appreciates the submittal of more detailed pattern book.

Easements and Utility Labels:

The Preliminary Plat does not identify the necessary utility and drainage easements and the proposed sanitary and storm sewer mains and related structures and manholes are not identified as being public or private. All of the proposed storm and sanitary sewers and related structures and all water mains should be labeled as public or private. Public or private easements need to be shown for all sewers, related structures, and mains including for those utilities and required minimum easement widths that are not fully located within a right-of-way or common lot. Other utility easements (PUEs) as necessary need to be shown and labeled. If not shown on the Preliminary Plat, these details will at a minimum need to be provided on the Final Plat(s), Final Development Plan, and utility improvement plan(s). Construction plans will have a more detailed easements and utility labels shown.

8. Conformance with the Comprehensive Plan.

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

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

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

planning for the park is being fully coordinated with the design and review of the Preliminary Development Plan for this development.

James Breneman asked if the recommendation for approval was only for the MXD zoning or the entire project. Mr. Shires replied that the staff report was prepared for the entire project as they are so closely interrelated. However, he added that separate motions should be made for each application with the first action being taken on the rezoning, then the preliminary development plan and finally the preliminary plat.

P.J. Novick stated the Planning Commission can recommend approval, approval subject to conditions, or denial of the MXD rezoning and the Preliminary Development Plan (including the Vision Book) as well as the Preliminary Plat. Mr. Novick stated that if the Planning Commission finds favorably on the findings of fact, staff recommends that its approval be subject to the following conditions:

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

8. The applicant providing detailed elevations and materials for all proposed signage as part of the Final Development Plan and ensuring that all proposed monument signs, structures and landscaping are located outside of any sight visibility zones necessary to accommodate safe vehicular and pedestrian movements at all street intersections.
9. The applicant updating the Preliminary Development Plan to designate that the retaining walls proposed along Nall Avenue to be constructed of or faced with natural stone and labeled as Type A retaining walls.
10. The Planning Commission approving an exception from the retaining wall setback requirement for the retaining wall as proposed along the south property line of the senior living center.
11. Prior to construction, the applicant providing engineered design calculations and plans for all retaining walls exceeding 4 ft. in height.
12. The applicant providing with the Final Development Plan, detailed plans for all trash enclosures and HVAC/building mechanical equipment screening to ensure that all trash dumpsters, recycling bins, HVAC and building mechanical equipment, etc., is fully screened from view. All screening shall be designed and constructed of materials that are durable and consistent and compatible with the building architecture.
13. The applicant providing details for calculating the parking required for the apartment complex with the Final Development Plan and providing an amount of parking that is acceptable to the City.
14. The applicant ensuring that the minimum tree sizes for this project be defined as follows: Large Trees - 3 inch minimum caliper, Ornamental Trees - 3 inch minimum caliper, and Evergreen/Coniferous Trees - 8 ft. minimum height.
15. The applicant updating the Preliminary Development Plan by showing street trees along the streets to the north and south of the open space island that is east of the senior living center; adding trees to the open lawn area of the senior living center building; and additional landscaping in the open space that is west of the hotel.
16. The applicant updating in Preliminary Development Plan the exterior building material labels for the senior living center building to define “composite material” and “masonry base” consistent with the labeling shown for the hotel and the apartment building.
17. The applicant providing elevations and proposed materials for all pool structures including; restroom structure, shade structure, pump house, trellis and ornamental fencing.

18. The applicant addressing all Public Works comments and detailing on the Final Development Plan, the Final Plat(s), and the utility improvement plan(s) all of the existing and proposed storm, sanitary sewer, and water mains, labeling them as public or private, and labeling the required public or private easements including all other necessary utility easements.
19. Prior to obtaining any permit for construction, the applicant shall submit a Final Development Plan for review and approval by the Planning Commission. Public improvement plans and Final Plat(s) as necessary shall also be submitted by the applicant for review and approval prior to issuance of any permits and start of any construction. It is understood that this development will have multiple Final Development Plan submittals.

Chairman Nancy Wallerstein called for a 10 minutes recess. The meeting was reconvened at 7:50 p.m.

Chairman Nancy Wallerstein opened the public hearing on the application asking individuals to state their name and address for the record and to limit comments to three minutes.

Jim Chaar, 9101 Delmar congratulated the developers for working with the neighbors and expressed his appreciation for modifying the Roe Avenue entrance to be an emergency access only. He encouraged the commission to make sure that this remains an emergency access only in the future and also questioned why they were asking the Kenilworth Homes Association to sell their property to provide access to Roe when the developer owns the property to the north of this property that fronts along to Roe.

Nick Hulsing, 4104 West 91st Street, expressed concern with the amount of traffic on 91st Street which is already high between Nall and Mission Road. This will increase even with just the addition of a parking lot and there are lots of children, young bikers and walkers in this area. What is being done to address this additional traffic?

Robert Neill, 5501 West 92nd Place, resides across from the proposed senior living component and is concerned with the height of the four story building. He did not feel the left turn lane would be helpful for him to get out of his property onto Nall. He would like to see a setback and buffer for the high rise buildings.

Dave Nordquist, 5501 West 92nd Terrace, near the entrance to the development. He is really pleased with the park area; however, he sees the traffic increase on 92nd Terrace as a major issue and suggested the city look at putting in either a traffic signal or right turn only limitation.

Ruthanne Dunn, 9100 Roe Avenue, stated the proposed park is great, the proposed development is good, she feels an emergency access road is necessary, but not sure why a parking lot accessed from Roe Avenue is needed , if it is she asked that the

setbacks be the same as for the rest of the development, with a football field width between the parking lot and adjacent properties.

Dale Moorman, 9128 El Monte, thanked the applicant and city for making part of this development a major park area. He objects to the parking lot proposed off Roe Avenue and 91st Street feeling that it is too close to the hotel and restaurant causing after hours parking. He does not want any access off Roe except for emergency access and feels that should be moved to the north away from the residents.

Joan Nordquist, 5501 West 92nd Terrace in Overland, stated she and her neighbors have not had an opportunity to have input into this project. She feels the residents across Nall in Overland Park have been neglected in this process. She lives at the corner of 92nd Street where the major roadway is coming out with the lights from traffic coming out of the developing and going south will shine lights into their bedroom window. She likes the park and usage as a park but would like to see only a right turn allowed from the Meadowbrook property. She noted that traffic on Nall is significantly greater than the traffic on Roe.

Ted Pierce, 9300 Nall, pastor of the over 1000 member Rolling Hills Church across the street from the proposed senior living center. Their leadership has been studying the plan for the past six months and are excited about what is proposed. They like the hotel space that can accommodate individuals attending weddings and architecture of the senior living center is great. Their only concern is the Nall entrance with their preschool with 350 children coming in and out of their facility every week and know that the Commission is working to address that. They are pleased with the project and want to work in support of it any way they can.

Lindsey Olsen, 5200 West 94th Terrace, the owner of 22 LLC the commercial property on the south side of the development. Until recently, he and his partner have been very enthusiastic supporters of the project. A couple things have changed recently, changing their perspective - the elimination of the Nall access point to the property. As owners of the property for the past 25 years, they are knowledgeable of traffic patterns for the area. Any traffic going north will go out onto Nall. Any traffic going east, south or west will come out the Rosewood exit onto 95th Street. It was said earlier that there would be approximately 4000 vehicle movements per day. Based on current traffic patterns, three-fourths of them will come out on through their property. It was also said that all commercial traffic for the hotel and senior center would have to also use this roadway. He feels the Commission needs to strongly consider signalization at the Nall entrance to the project. Without that almost all the traffic will be sent out on Rosewood through their property.

With no one else wishing to address the Commission, Chairman Nancy Wallerstein closed the Public Hearing at 8:02 p.m.

Rich Muller stated the applicant was very comfortable with a vast majority of the staff recommendations; however, he would like to address a few. The first being #8 regarding signage where he is seeking clarification. He would like to have this revised

to reflect that the applicant will bring the final signage package to the Commission for approval with the submittal of the initial final development plan.

Nancy Wallerstein noted that the plans reflected four different signs on one side of the apartment complex. Justin Duff responded that the notations are meant to be general placeholders of where signs may be located. They are not asking for four signs but identifying possible locations for signage.

Jeffrey Valentino asked for clarification on whether all signage would be approved for the project at that time. Mr. Duff replied that they anticipate there will be two signage submittals - one for site signage and one for building signage.

Rich Muller asked for clarification on recommendations #15 & #16 which calls for an update of the preliminary development plan and asked if the intent was that this plan be brought back to the Commission or that these changes be reflected in the submittal of the final development plan. Mr. Novick noted that some of the changes have already been made and it is the intent that those changes be reflected in the submittal of the final development plan.

Mr. Muller stated they would like to have clarification this evening on how the multi-family parking would be calculated rather than have that action taken at the approval of the final development plan. As they move ahead, they do not want to overdesign or under design a garage, nor overbuilding of the garage where it might create a screening issue. Mr. Muller reviewed other multi-family projects developed with the same parking calculation that they are requesting. They have approximately 435 beds and want to construct a minimum of 435 parking spaces. Based on the research that they have done their experience and advice from consultants they have found that an addition of approximately 10% will accommodate visitor parking. For this project they are proposing the 435 resident parking spaces plus an additional 46 spaces (26 out in front and 20 to the south all on the property) for guest parking. The garage will accommodate all the residents.

Nancy Wallerstein asked if the parking garage area would be gated with the residents entering a code to enter. Mr. Muller replied that a portion of the spaces in the garage would be free and open to the public and at some point there will be a secured area requiring an access code for entrance. Mrs. Wallerstein noted that even if there was a resident with a three bedroom unit having only one vehicle the additional spaces would not be available to guests. Mr. Muller noted that they also have one bedroom residents who have two vehicles and it generally works out.

Mr. Muller presented an analysis of parking ratios for several different area multi-family projects. The average parking ratios for these projects including both resident and guest parking were 1.66 spaces per unit and a ratio of 1.08 per bed. They are proposing is to have 431 beds, 481 parking spaces which is a 1.72 ratio of parking spaces per unit and a 1.11 ratio per bed. This calculation has been proven to work; it has been used in several developments. He understands the overarching concern to get it right; however, they have the same concern because if they don't have sufficient

parking they will not have renters. He requested agreement on the methodology to be used for the parking mix prior to the approval of the final development plan so they can use that methodology as they get closer to the final development plan.

Wes Jordan expressed concern noting that previous developers had stated they had the right number of parking spaces and they did not. If this is not the right calculation, where does the parking go? He feels it will push parking into the park. He does not necessarily disagree with the proposed calculation which is different than the zoning regulations. He agrees conceptually, but does not want to commit this evening but to have the time to follow up with other cities to ensure that this is working for them. He feels staff needs to do more due diligence on this issue.

Mr. Muller commented that the City of Overland Park also uses form based codes that use a minimum and maximum parking calculation that has a minimum of 1 space per dwelling unit with an additional 25% of that number added for guest parking. This would give you a per unit ratio of 1.25, but doing one per bedroom with the guest parking calculated off the minimum would give you 1.6 spaces per unit. He feels the 1.25 to 1.6 ratios are good ratios, especially with the shared parking this seems reasonable.

Nancy Wallerstein asked if the Commission was comfortable moving forward with the proposed 1.72 ratio by the applicant or do they need to come back with staff. Mr. Breneman and Mr. Birkel feel this is a good number for this building in this mixed use development. Mr. Jordan repeated that if this isn't right, they will be parking in the park. Melissa Brown stated she wasn't sure that parking in the park area was necessarily bad as they are parking in available public parking, not in front of people's driveways. Jeffrey Valentino had some concerns. He wants interaction between the development and the park, but not with vehicles. He would like to see some guarantees on how the integration would work for guest parking. However, he also noted that just as the city does not want too few parking spaces, overbuilding for too many parking spaces creating larger than necessary structures is also not desired.

Nancy Wallerstein expressed concern with the ability of the guests and general public to have access to gated parking. Mr. Muller responded that they believe most guests will park in the circle drive in front. The garage has not yet been designed but there will be available parking for guests inside the garage. Between now and the final development plan they will be working closely with staff to make sure that where the parking count line gets drawn works for everyone. He wants to be very careful not to design for the extreme. There is a public street next to the apartment that could act as a relief valve for overflow parking. Mr. Birkel asked if there were other accommodations outside the garage area for guest parking. Mr. Muller responded that there are an additional 46 spaces outside the garage available for guest parking. Mr. Birkel noted that his and Mrs. Wallerstein's concern is if there are times when several residents are having several guests will they be accommodated without taking over the public parking.

Rich Muller replied they have found the residents who reside in high-end luxury apartments often have homes in other locations, travel significantly and are often not present. This truly creates a shared parking environment within the garage and their

experience has been that the ten percent of unit calculation for guests works out well and they have well in excess of that proposed. When talking about the 438 spaces in the garage, he noted that they have not designed the garage and that number is the minimum number of spaces. He is looking to establish a minimum so they know how to proceed with the design.

James Breneman stated he did not realize that the 20 spaces to the south were being counted as parking for the apartment and asked what was being done to accommodate employee parking. He thought that parking was for the houses to the south for guest parking. Mr. Muller stated they anticipate guests parking on the street inside the development which is why there is access control to those areas. He is sure that there will overlap parking between guests of the apartment and single family homes. Mr. Muller pointed out that there are approximately 50 parking spaces along the parkway that are available.

Jeffrey Valentino asked if there was sufficient parking for the park itself. Mr. Muller responded that most of the guests would probably be later in the evening and not peak park times but added this is a good question to ask Johnson County Park & Recreation when their park plan is reviewed. He feels that they are working through those questions. What they are seeking is a commitment from staff to work with them in a timely fashion to regarding the methodology used for determining parking standards.

Nancy Wallerstein noted she is seeing angled parking to the north of the apartments on the street and to the southwest there are 91 spaces for the Inn. She questioned if that parking would be open or if it was to be gated. Mr. Muller replied it will not be gated and they would be open to having that area used for overflow parking.

Wes Jordan stated that since the plans have changed on the road, there was going to be parking along that road that now is an emergency access only. Since there is not going to be a road, it is not clear if they have gained parking or lost parking with the proposed parking lot. He feels that staff needs to continue to work with them to nail down actual numbers and ensure sufficient parking.

P.J. Novick suggested the following addition to condition number 13. "At a minimum applicant shall design to provide apartment parking at a rate of 1 stall per bedroom plus guest parking at 15% of total dwelling unit count, staff shall work with the applicant throughout the development of the final development plan to verify that the parking total is appropriate and bring a final recommendation to the Planning Commission."

Nancy Wallerstein asked for clarification as it was said that the homes would be open to the park and it was also said that they would be gated. Mr. Muller responded that from the pedestrian perspective there are no gates. In order to provide sufficient parking for guests and residents there is vehicular control through a gate into the east side. Mr. Breneman asked if the gate was open during the day or closed all the time. Mr. Muller stated they anticipated that it would be closed all of the time. Mr. Breneman asked about school bus access to this area. Mr. Muller replied they have not discussed school bus access.

Nancy Wallerstein suggested adding a condition #20 regarding school bus access.

Melissa Brown confirmed that the gate could be opened for guests by them contacting the home owner.

Rich Muller stated that there has been lots of movement on the plan regarding 92nd Terrace and Nall over the past ten days. He agrees that the right-of-way is needed with the commercial properties to the south and that something should be done at the intersection of 92nd & Nall. He feels it would make sense to signalize that intersection for people leaving the site similar to the light at 77th and Mission which is primarily green unless traffic is present to trigger a change. Feels both the park and the development would benefit greatly from this. Mr. Muller also confirmed that the land for the recommended left turn lane would be coming from their property.

Nancy Wallerstein questioned the need for additional traffic study. Mr. Muller replied that they studied this in their traffic study and the signalization is not technically warranted based on the standard criteria. Melissa Brown stated she uses the traffic signal at 77th and Mission Road regularly and feels that similar signalization is necessary at this location regardless of what the traffic study indicates.

Keith Bredehoeft stated traffic signal devices are installed based on warrants and this location does not meet the criteria at this time. He noted the development could be constructed and the issue could be reviewed again and a traffic signal possibly be warranted. He noted that this is not solely a city decision as this would be located in both Prairie Village and Overland Park. He has spoken with the Public Works Director at Overland Park and they typically do not install signals without them being warranted. He understands that the signal is highly desired by the residents and the need to provide connectivity to the park with the neighborhoods.

Nancy Wallerstein felt that once this is constructed and there are an additional 4000 cars coming and going from this property it may be warranted. Mr. Muller noted that those projections were included in the traffic study. However, he has heard from one stakeholder that this is critical to them and it is very important to them. This was previously addressed partially by the access onto Roe which no longer exists. He agrees that left turns out of the development will be difficult and is not sure what comfort is given with by the acknowledgement that something may be done in the future.

Nancy Wallerstein added a 21st condition regarding the need for additional study of a traffic signal. Mr. Valentino has strong concern for safe pedestrian access.

James Breneman expressed concern that there are over 800 people on the east side of the development with only one road to get into the development and 412 people on the west side of the development with two roads for access. He feels an access road is needed from the southeast corner connecting into 95th Street.

Mr. Muller replied that had been considered. In fact, plans shown in October had shown an access point to the south. In accommodation to the neighborhood concerns regarding an access onto Roe that was changed back to the north. The challenge with going to the south is it would require approximately 710 feet of road through a floodplain and requiring a large retaining wall at an approximate cost of \$1.3M. The cost for the entire roadway system in the development is \$2.1M. This is a shared project and the Johnson County Park & Recreation District is requiring two thirds of the park land be in a large contiguous area. Mr. Muller reviewed another option considered and the difficulties it created.

Jonathan Birkel realizes that there is an interest in not having an access off from Roe, but the street plan of Prairie Village with its parkways and roadway it makes total sense to have a connection from 91st Street all the way to Roe through the park. This east/west connection similar to Somerset would build upon the existing roadway pattern. It would also help relieve some of the concerns regarding coming off onto Nall. He feels this needs more study. He uses Nall every day and views the addition of 300 to 400 cars every morning as being very difficult.

Mrs. Wallerstein noted that if it is gated to control traffic going in, it is also gated to control traffic going out which she sees as creating a backup in the neighborhood as cars try to leave. Mr. Muller replied there are 53 single family homes and 9 townhomes for a total of 62 potential vehicles going through that gate which would stay open if there is a line of traffic.

James Breneman stressed his concern with only one access road to the east area. Nancy Wallerstein feels there also needs to be more study of traffic within the park as well as the development to see how traffic will move. Chris Shires replied perhaps a presentation of the traffic analysis showing vehicle trips primarily at peak times would be helpful to the commission.

Rich Muller stated that their analysis shows ten to fifteen percent of the traffic using Roe.

Nancy Wallerstein felt the condition that the service vehicles use 94th Terrace should also address the times of day the vehicles could come in. Tim Buchanan with Legends Senior Living responded that they have the ability to direct vendors to the south and noted there is only one area that accepts that size of delivery vehicle. They also anticipate this being the emergency vehicle entrance to the property as well. Mrs. Wallerstein would still like to see the times of day addressed. Mr. Shires replied he would draft possible language to address this. Jonathan Birkel asked where this condition originated. Mr. Novick replied that staff felt that most of this traffic would be coming from 95th Street and Nall rather than Roe making this a shorter route into the area rather than going through the parkway. Mr. Birkel asked if this could be a choice made and not a condition. Mr. Novick replied that it is up to the commission and city council and that there is not city code requiring this.

Nancy Wallerstein noted on #14 addressing the different sizes and types of trees she would like to adding wording requiring the developer to maintain and replace trees in the public areas and having the tree board approve. Mr. Novick noted that the Tree Board has reviewed the landscape plan recommending minor changes that can be addressed in the final development plan. She would like the same language added to #17. Mr. Breneman noted that “at the final development plan” also needs to be added to #17 as no time is addressed.

Rich Muller reviewed a slide showing traffic counts without and with the connection at Roe at peak times. Ten percent of the traffic is distributed onto Roe. He does not feel the loss of this will have a significant impact. He understands the Commission’s concern but felt that this was a compromise that they could make based on public comments and maintain the quality of the project.

Jonathan Birkel noted what is missing is the number and use for access to the park. Paul Plotas with Wilson & Company noted the study did include park use. Mr. Birkel asked how this was determined. Mr. Plotas replied use figures from the ITE Trip Generation manual based on the area of the park. The manual takes traffic counts from similar parks throughout the country. He noted that those counts were reviewed with Johnson County Park & Recreation and public works.

Tom Swenson, City Traffic Engineer with TranSystems, stated that from the traffic volume calculated for the development is a very manageable number to accommodate. They calculate a minimal amount of traffic projected for the park on week days during peak hours, which are generally not peak park usage times. The connection to Roe is more of a connection to the park. It is helpful for the entire development to connect to a major street, without it you are forcing a lot of indirect traffic to go east and to go west. He feels the larger impact is going to be on park users.

If you live to the east you will need to drive all the way to Nall or 95th to access the park, which is probably why a parking lot is proposed at this location. He feels everyone agrees that people want to be able to access that park. It is not realistic to walk to a half mile for access to the park or drive an extra mile for entrance. They looked at peak hours with the highest concentration. It gets back to the convenience offered to residents to get to the park.

Mr. Swenson confirmed the earlier statement that this site if developed fully as single family residential would create an average 4,000 daily trips. The amount of residential traffic generated is very manageable. He noted that if you go up Nall past residential areas, there are no traffic signals in place. You will see more concentration on Nall and 95th Street as you are only connecting to two of the four surrounding major streets. The proposed design is creating a lot of extra traffic when you limit access to major streets. You will see more traffic within the development and more traffic to get into the development. It is manageable, what is proposed can handle it, it will work, but it is not convenient.

PJ Novick stated from the planning standpoint it makes sense to connect to the park and development from 91st and Roe. The Planning Commission's task is to look at this application not only from how it affects the community directly surrounding it, but how it affects all of the Prairie Village community. This park and development which is in the very southwest corner of the Prairie Village community and there is no connection for vehicles to come from the surrounding east and north sides without going down Somerset or Nall. There are going to be a lot of northeast Johnson County residents that are not going to have very convenient access to this amenity that their tax dollars are helping to support.

Jeffrey Valentino feels there is a lack of connectivity to Prairie Village. He dislikes the fire lane 20-foot wide access. It is very large. Mr. Novick replied that direction is from the Fire Marshall and the International Fire Code for emergency access roads. Mr. Muller noted that they also felt this was large but noted it will be integrated into the park and used by walkers, etc.

Rich Muller noted that what is shown with the drawing of the parking lot is the safest and most typical alignment where there is a street on the other side; however, the Kenilworth Homes Association controls that land, VanTrust does not own it. What that probably means is that this access will be moved 150 feet to the north and not be as shown.

Mr. Novick noted they did discuss narrowing this some from 20 feet to 16 feet; however, the fire marshal's concern is that if fire unit comes in and breaks down they would have to send another unit that would need to be able to get by that unit to treat the fire. Mr. Valentino does not believe that it will be used by walkers due to its size, it is not a sidewalk, it is the size of a roadway, but it will not have the advantage of a roadway where there could be parallel parking alongside it.

Nancy Wallerstein asked if Mr. Valentino was promoting road access at 91st. He responded he feels the commission needs to weigh that based on the discussion, public reaction and staff comments. Mr. Birkel agreed.

Melissa Brown expressed concern with parking so close to the houses along Roe and asked if it could be moved back toward the apartments. Justin Duff responded that as a member of the park advisory board one of the issues with that would be the loss of green space. Nancy Wallerstein noted the proposed location of park play area close to the parking area. Mr. Duff noted because Van Trust does not own the property proposed to be used which would cause the road to be moved to the north and in turn people trying to exit would not have a straight across movement creating the potential for stacking.

Nancy Wallerstein noted the primary concerns addressed in the public hearing were the desire for a traffic light on Nall and that it doesn't appear that Kenilworth will either sell or donate the land that would allow the straight alignment to 91st Street and how to control additional traffic on Roe if a street was created.

Jonathan Birkel noted the same condition exists at Franklin Park with a parking lot, he agrees that if you move the parking in there is a lot of green space lost, moving inward and keeping it away from Roe having an access that will not queue up into Roe and reduce the length of the fire access has multiple things that he would support.

Mr. Muller noted there are a couple of things at work that cannot be separated. As it relates to what happens with the park what happens with the park or parking lot are not issues that he can resolve. What they have to have as a bare minimum is emergency access from Roe. How that is achieved, they are open to whatever makes the most sense to the greater good. They have looked at this both ways and is the subject that required them to ask for a continuance.

Nancy Wallerstein stated that with the park equipment being right there that this would allow the Kenilworth neighbors, Somerset Acres and Town & Country residents to park while going to the park. She feels a road would be ideal, but if this not going to happen this is the next best solution. Mr. Muller feels the neighborhood is going to want to use this park and not always walk and with the parking lot located here it minimizes parking in the Kenilworth neighborhood. Nancy Wallerstein agreed that if the parking lot were completely eliminated there would be parking across Roe in the residential neighborhood. Mr. Muller added this would create an unsafe condition in crossing Roe. Mrs. Wallerstein agreed a crosswalk would need to be added. Mr. Novick stated that the Commission can add the condition that vehicular access should be provided to the park from Roe. Mr. Jordan asked for a review of the public meeting held and how this compromise came to be.

Justin Duff stated that on October 21st the required neighborhood meeting for this application was held. Prior to that he, Keith Bredehoeft and Chief Schwartzkopf met with the Kenilworth neighborhood at Trailwood. The meeting was completely dominated by discussion on this access with the neighborhood and concerns with the increased traffic. They heard the concerns and chose to proceed with the plan. The revised plan was presented on October 21st, a meeting again dominated by this issue with 98% of the three hour meeting discussing this topic. He noted many of those individuals did not attend or speak at this meeting because of the compromise made.

Chris Shires suggested that the chair poll the Commission on which of three possible directions they wanted to proceed - 1) only an emergency access off Roe, 2) parking lot off from Roe or 3) full access off from Roe. It is currently the consultant's recommendation that there be a parking lot access aligned with 91st Street.

James Breneman noted that one thing to consider is that without providing access here, people coming from the east and north to use the park will significantly increase the traffic on Somerset as they will have to come across to get to Nall. Mr. Duff stated that the residents along Somerset were contacted to come to the meeting on the changed plan.

Jonathan Birkel felt the parking lot is a better trailhead however; similar in size to what is currently at Franklin Park, a much smaller park. He feels it needs to be slightly further to the west away from the homes on Roe, with emergency access through it.

Justin Duff noted that the effect on existing large mature trees is why the current location has been selected. Franklin Park has 37 parking spaces, proposed for this is 28 spaces; however, the park district is still considering a plan that may increase that number to 35. Mr. Birkel replied that if there is not enough parking in multiple locations, the park will not be able to maximize its use. He does not feel there is sufficient park parking. Mr. Duff replied the park plan is showing another bump out for parking of similar size and the entire boulevard will have available parallel parking. He would rather see that condensed and not parallel. Mr. Novick stated the commission is only considering the development plan and not the park design. Recommendations can be made for consideration to the City Council in their review of the park plan.

James Breneman supports a street connection at the corner and bring it down parallel to the overhead power lines so you are not encroaching as much on the park. He is concerned with the ability to have emergency access from more than one location if the designated entrance is blocked.

Melissa Brown prefers the trailhead concept with the connection aligned. She also feels a trailhead should also be considered at the southeast corner so access is provided on all sides of the park. Mr. Duff replied the park district is exploring some kind of parking arrangement on the south as well.

Jeffrey Valentino feels the roadway connection is the ideal plan. Second option would be that suggested by Mrs. Brown.

Nancy Wallerstein agrees the ideal would be to have a roadway, but knowing that the neighbors are not amenable to that, what has been designed is to try to save as many mature trees as possible; however, if it is necessary to lose some trees to make additional parking that would be an acceptable compromise. She would like to see another way to access from 95th Street if possible. Mr. Muller stated it would be very difficult to do because of the flood plain.

Chris Shires confirmed the commission that condition 5 regarding all service vehicles only accessing the development from 94th Terrace include during off-peak hours.

Mr. Novick reviewed the following changes made to conditions:

#5 - added "The applicant shall direct their vendors to avoid am and pm peak traffic hours."

#8 - added the word "each" Final Development plan in the first sentence and the following language at the end: "The final signage submittal for the apartment portion of the project shall include all signage within the apartment development as well as all signage within the public areas of the entire project."

#13 - added "At a minimum applicant shall design to provide apartment parking at a rate of 1 stall per bedroom plus guest parking at 15% of total dwelling unit count, staff shall work with the applicant throughout the development of the final development plan to verify that the parking total is appropriate and bring a final recommendation to the planning commission."

#17 - add "and landscaping at the final development plan."

New conditions

#20 - To work with the school district to provide school bus access.

#21 - Staff to work with consultant to further review the need for a traffic signal at the Nall intersection and work toward its installation.

#22 - All landscaping shall be maintained and replaced as required.

Justin Duff asked if condition #5 could be changed to address "major" service vehicles. This was agreed upon.

Melissa Brown noted the building heights that are proposed are maximums and she is not comfortable approving maximums. Chris Shires noted that as presented in the vision book the maximum height is identified. Jim Breneman confirmed these are for this development only and not a zoning regulation change. Mr. Shires stated that everything being approved is for this mixed use district as defined. If the zoning is approved and Van Trust decides that they do not want to do this project the MXD zoning remains on that parcel; however, none of the preliminary plan designations would apply to it. Melissa Brown on confirmed that if the zoning was approved and the applicant proceeded what is being presented would have been approved. Mr. Novick replied that a final development plan would be submitted that would further define in great detail what is being presented in the preliminary development. He stressed that it would be very difficult for the Commission not to approve something at that point that was in compliance with the approved preliminary development plan.

Melissa Brown expressed concern that it was the same maximum building house for all lot sizes and the permitted height projections for all lot sizes. She noted that there could potentially be a 20' wide building on a 25' wide lot with a 70' high building - a 45' structure to an additional height projection of 25'. That is huge. Jim Breneman agreed.

Jim Constantine responded the 25' projections are intended to provide flexibility for design elements. The design guidelines will also apply that are more detailed. Mrs. Brown noted Prairie Village is currently sensitive to extension of design guidelines that may be considered out of character with the neighborhood. Jonathan Birkel asked if this could be made to adhere to existing zoning codes. Mr. Novick responded you would not want to do that as this is a MXD district where the commission is defining the boundaries within the district. Mr. Birkel asked if there were any limitations on the length of extension for particular elements, such as an 8' extension for a chimney. Rich Muller

stated it is not their intent to have house structures that exceed 45 feet. He stated if the commission wanted to stipulate a 45-foot maximum that would be acceptable as well as some limitations on specific projections.

Jim Breneman asked if Van Trust Real Estate would be selling the lots or doing all the building. Mr. Muller replied that Van Trust is committing to the city to do all the horizontal infrastructure work, construct the apartment structure and the inn. They are not building the single family residences or attached homes. The lots would be sold in blocks to builders.

Jim Constantine stated a reduction from 25 feet to 10 feet on the projections would still provide the desired flexibility. The lot size is set by the preliminary plat with the minimum width of 35 feet. He reviewed the minimum lot widths on the attached homes.

Jeffrey Valentino stated the vision book is critical as a document that other builders would have to review to determine what the MXD allows and requires for lot size and height restrictions.

PJ Novick noted that he has added condition #23 to read maximum height for all residential structures shall be 45 feet with 10 foot allowed for chimneys.

Jeffrey Valentino would like to see that reduced to 30 feet which is the maximum height the city is looking at now to address the problem throughout Prairie Village with inconsistency. Mr. Shires responded that is a different situation with different size lots within the heart of the city. This project is attempting through the MXD to bring a new style of architecture and proportions and density. Staff is comfortable with the 45 foot maximum.

Nancy Wallerstein confirmed the maximum height of the Inn is 60' and the apartment height 70 feet. Mr. Muller responded that the Senior Living facility is 90' in height on the east side. Mrs. Wallerstein noted that the grade changes to the east. Mr. Muller also noted that this structure has the appearance of two and a half stories from the road surface.

Melissa Brown asked if there should be a stipulation that the 90' be tied to a spot elevation. Mr. Shires responded the city has an adopted methodology for the measurement of building elevation; however, language could be added on measurement. Mrs. Wallerstein suggested measurement from the top of the foundation.

PJ Novick suggested a draft condition #24 to read building height for the apartment and inn structures shall be defined as the dimension from the top of the foundation to the ridgeline of the structure at the main entry.

Rich Muller noted that the senior living center has multiple foundation levels with the parking structure located below ground he feels that picking the foundation from which you measure is going to be the issue. Several different methods of measurement and calculation were discussed by the commission members to deal senior living center.

Condition #25 was drafted to address building height for the senior housing structures from the first floor elevation of the parking garage at the location being measured. Mr. Shires asked for confirmation that the Commission was comfortable with the size and scale of the senior living center.

Jeffrey Valentino noted that maximums have been created for the single family lots but noted they don't guarantee quality construction. Mr. Shires stated that he felt the high value of the single family lots also help ensure quality architecture and construction. Single family structures built generally have a value of at least two to three times the value of the lots. He feels the vision book and the design guidelines are going to provide for variety of architectural styles and elevations of homes.

Mr. Valentino noted another concern was with the ratio of lots and if there was anything in place to prevent all the lots from becoming duplexes. The preliminary plat specifically addresses that there will be 53 detached single family homes, 70 attached single family lots, 280 apartment units, a 50 room hotel and a senior living center with 120 assisted living units, 90 skilled nursing/rehab units and 120 independent living units. Mr. Shires noted there are some allowances for change, but not significant change. Mrs. Wallerstein noted this is a unique in-fill development.

James Breneman noted that the vision book states the attached home lots width to be 25 feet, which you now say are 35 feet. Mr. Constantine noted the book will be revised. The preliminary plat shows the lots at 35 feet in width. Nancy Wallerstein confirmed the lots have been expanded but not the setbacks making the footprint the same. Mr. Breneman asked if there were any other changes to the book. Cottage lot width has changed from 40 to 48 feet.

PJ Novick suggested the following change to address potential changes with the condition that lot widths shown on the preliminary plat shall govern and the Vision Book shall be revised at the Final Development Plan to reflect correct dimensions.

Jonathan Birkel asked if the change in the width changed the square footage of the lot sizes. Mr. Muller replied this will also be addressed with the preliminary plat governing.

P. J. Novick read the following additional conditions:

#23 - Maximum height of single family residential structures shall be 45' with an additional 10' allowed for chimneys.

#24 - Building height for the single family residential structures shall be defined as the dimension from the top of the foundation at the main entry to the ridgeline of the structure.

#25 - Building height for the apartment and Inn structures shall be defined as the dimension from the FFE (finished floor elevation) at the main entry to the ridgeline of the structure.

#26 - Building height for the senior housing structures shall be a maximum of 90' from the FFE of the parking garage at the location being measured.

#27 - Lot widths shown on the Preliminary Plat shall govern and the Vision Book shall be revised at Final Development Plan to reflect the correct dimensions.

Rich Muller asked for clarification on the original conditions that had been revised. Mr. Novick reviewed the changes made to the following conditions #5, #8, #13, #18, #20, Jim Breneman questioned the use of alleys for apartment garages as well as for access for trash services with 90 degree turns and dead ends and questioned if there was sufficient turn radius. Mr. Muller stated their intent for trash service would be a contract provider with individual containers being used.

Doug Ubben with Phelps Engineering replied the alleys are a maximum of 150 feet with that requirement coming from the fire department. Mr. Ubben stated they ran auto-turn simulations for the fire truck turns to confirm appropriate radius. Mr. Breneman noted that the parking plan reflected parking on only one side of the street. This was confirmed and reviewed by the fire department and public works to ensure proper street width for parking and two way traffic to still be able to safely pass. The only roadway with both side of the street parking is the main entrance. The street is 36' wide. Mr. Breneman expressed concern with 90 degree parking coming out of an alleys and still allowing cars through. Mr. Ubben noted those areas may be inset slightly it is something that still has to be worked through. They will continue to look at.

On the north side of the apartments you have a street shown but it only serves as access to the garage. Mr. Ubben responded that it also serves a park parking lot. It is actually park property and a park parking lot.

Mr. Breneman confirmed that the city will plow and maintain the public streets and asked who would service and maintain the private streets. Mr. Muller replied any obligations of the private development will be handled by the homes association. Mrs. Wallerstein asked when covenants and deed restrictions were reviewed. Mr. Novick replied with the final development plan.

Mr. Breneman noted the height of the proposed retaining walls and asked if guard rails would be placed on the walls. Mr. Muller replied that guard rails or fall protection are required.

Tim Buchanan confirmed the condition on the measurement of the elevation on the senior living center addressed the changes in elevation for the three different structures. He noted the parking garage elevations change.

Nancy Wallerstein noted conditions require snow removal of the emergency access road but it is not clearly addressed as to who is responsible for this. Mr. Novick stated the applicant has said that would be addressed in the final plan document.

Mrs. Wallerstein noted the concern of Commissioner Patrick Lehanan with the closeness of the senior building center to the retaining wall and encroachment on the adjacent property. Mr. Novick responded that is addressed in condition #10 with the Planning Commission approving an exception from the retaining wall setback requirements for the retaining wall as proposed along the south property line of the senior living center. Access to the adjacent property for construction of the retaining wall is a private agreement between the two property owners.

Mr. Breneman noted that this could be addressed by moving the senior living center seven feet to the north. Mrs. Wallerstein responded that doing so would encroach on the park.

James Breneman moved the Planning Commission find favorably on the findings of fact based on the “golden factors” and recommend that the Governing Body approve the rezoning 9101 Nall from R-1a (single family residential) to MXD (Mixed Use District) and CP-2 (Planned General Business District). The motion was seconded by Melissa Brown and passed unanimously.

James Breneman moved the Planning Commission approve the preliminary development plan for 9101 Nall Avenue including the Vision Book subject to the following conditions:

1. The applicant addressing the comments from the traffic impact study review conducted by TranSystems.
2. The applicant providing revised plans that identify the necessary improvements to the proposed intersection of Nall Avenue at W. 92nd Terrace to accommodate the proposed boulevard entrance drive including a center left-turn lane on Nall Avenue, verification of sight lines, and adjusting the intersection design to accommodate adequate travel lane alignments.
3. The applicant designing, installing, and agreeing to maintain and keep clear of snow an emergency vehicle road from the Roe Avenue parking lot to accommodate emergency vehicle circulation into the site from Roe Avenue. The design of the emergency access road and driveway barriers must address all Fire Department comments and be reviewed and approved by the Fire Department prior to installation.
4. The applicant finalizing the acquisition of the right-of-way necessary for and constructing the public street connect to 94th Terrace/Rosewood Avenue as proposed, otherwise the Preliminary Development Plan must be brought back to the Commission and Council for review and reconsideration.
5. The applicant agreeing that all major service vehicles for the Senior Living and Inn shall use only the entrance at 94th Terrace/Rosewood Avenue. The applicant shall direct their vendors to avoid am and pm peak traffic hours.

6. The applicant designing the proposed gate at the entrance to the single family area to accommodate emergency vehicle access and include a 'Knox-Box' and a 'yelp' sensor for emergency vehicles to open the gate. The final design of the gated access must be reviewed and approved by the Fire Department and Police Department.
7. The applicant developing pedestrian crossings at the proposed Nall Avenue entrance and the proposed Roe Avenue park entry.
8. The applicant providing detailed elevations and materials for all proposed signage as part of each Final Development Plan and ensuring that all proposed monument signs, structures and landscaping are located outside of any sight visibility zones necessary to accommodate safe vehicular and pedestrian movements at all street intersections. The final signage submittal for the apartment portion of the project shall include all signage within the apartment development as well as all signage within the "public areas" of the entire project.
9. The applicant updating the Preliminary Development Plan to designate that the retaining walls proposed along Nall Avenue to be constructed of or faced with natural stone and labeled as Type A retaining walls.
10. The Planning Commission approving an exception from the retaining wall setback requirement for the retaining wall as proposed along the south property line of the senior living center.
11. Prior to construction, the applicant providing engineered design calculations and plans for all retaining walls exceeding 4 ft. in height.
12. The applicant providing with the Final Development Plan, detailed plans for all trash enclosures and HVAC/building mechanical equipment screening to ensure that all trash dumpsters, recycling bins, HVAC and building mechanical equipment, etc., is fully screened from view. All screening shall be designed and constructed of materials that are durable and consistent and compatible with the building architecture.
13. The applicant providing details for calculating the parking required for the apartment complex with the Final Development Plan and providing an amount of parking that is acceptable to the City. At a minimum the applicant shall design to provide apartment parking at a rate of 1 stall per bedroom plus guest parking at 15% of total dwelling unit count; and, staff shall work with the applicant throughout the development of the Final Development Plan to verify that the parking total is appropriate and bring a final recommendation to the planning commission.

14. The applicant ensuring that the minimum tree sizes for this project be defined as follows: Large Trees - 3 inch minimum caliper, Ornamental Trees - 3 inch minimum caliper, and Evergreen/Coniferous Trees - 8 ft. minimum height.
15. The applicant updating the Preliminary Development Plan by showing street trees along the streets to the north and south of the open space island that is east of the senior living center; adding trees to the open lawn area of the senior living center building; and additional landscaping in the open space that is west of the Inn.
16. The applicant updating in the Preliminary Development Plan the exterior building material labels for the senior living center building to define “composite material” and “masonry base” consistent with the labeling shown for the Inn and the apartment building.
17. The applicant providing elevations and proposed materials for all pool structures including; restroom structure, shade structure, pump house, trellis, ornamental fencing and landscaping at the Final Development Plan submittal.
18. The applicant addressing all Public Works comments and detailing on the Final Development Plan, the Final Plat(s), and the utility improvement plan(s) all of the existing and proposed storm, sanitary sewer, and water mains, labeling them as public or private, and labeling the required public or private easements including all other necessary utility easements.
19. Prior to obtaining any permit for construction, the applicant shall submit a Final Development Plan for review and approval by the Planning Commission. Public improvement plans and Final Plat(s) as necessary shall also be submitted by the applicant for review and approval prior to issuance of any permits and start of any construction. It is understood that this development will have multiple Final Development Plan submittals.
20. The applicant shall work with the school district to ensure school bus access to the gated residential development and include this in the Final Development Plan.
21. Staff shall work with the traffic consultant to further review the need for a traffic signal at the Nall Avenue intersection and work towards its installation. This includes working with the City of Overland Park to gain their input and concurrence.
22. All landscaping shown on the Final Development Plan shall be maintained including the replacement of all plant materials lost due to plant death or damage.
23. Maximum height of single family residential structures shall be 45’ with an additional 10’ allowed for chimneys.

24. Building height for the single family residential structures shall be defined as the dimension from the top of the foundation at the main entry to the ridgeline of the structure.
25. Building height for the apartment and Inn structures shall be defined as the dimension from the FFE (finished floor elevation) at the main entry to the ridgeline of the structure.
26. Building height for the senior housing structures shall be a maximum of 90' from the FFE of the parking garage at the location being measured.
27. Lot widths shown on the Preliminary Plat shall govern and the Vision Book shall be revised at Final Development Plan to reflect the correct dimensions.

The motion was seconded by Jeffrey Valentino and passed unanimously.

NON PUBLIC HEARING

PC2015-119 Request for Preliminary Plat Approval 9101 Nall Avenue

Chairman Nancy Wallerstein noted this has been discussed in context with the previous applications and asked if there were any additional comments or questions on the proposed preliminary plat.

Jonathan Birkel moved the Planning Commission approve the preliminary plat for 9101 Nall Avenue subject to the 27 conditions established by the Commission for the preliminary development plan. The motion was seconded by Melissa Brown and passed unanimously.

ADJOURNMENT

With no further business on the agenda for the Special Meeting of the Planning Commission, the meeting was adjourned at 10:48 p.m.

Nancy Wallerstein
Chairman



City Council Meeting Date: December 7, 2015

Consider adoption of Charter Ordinance No. 27 establishing a transient guest tax

Staff and the City Attorney reported at the November 16 City Council meeting that there is uncertainty among cities and the state department of revenue about whether so called “peer-to-peer” short term (28 days or less) rentals of private homes operated through websites such as Airbnb, VRBO and Flipkey are subject to a transient guest tax (“TGT”). We are not aware of any Kansas cities which are actively attempting to enforce or impose a TGT on such activities.

Members of the City Council expressed concern that since the statutory definition of “hotels, motels and tourist courts” is “more than two bedrooms,” that short term peer-to-peer rentals of Prairie Village residences with three or more bedrooms would be subject to TGT, and that if Prairie Village “looks the other way” and does not actively enforce the TGT against such renters, the City could be required to refund the TGT collected from other renters such as the proposed hotel in the Meadowbrook project.

In order to intentionally exclude peer-to-peer rentals for the Prairie Village TGT and thereby avoid a potential challenge to the legality of the TGT, the City Council directed me to revise proposed Charter Ordinance No. 27 by increasing the minimum number of “bedrooms” in a facility subject to TGT from 3 to 6.

In making this revision I spent some time reviewing the TGT and other local taxes which may be applicable to peer-to-peer rentals, summarized below, and as a result I made an additional definitional change, described below.

Taxes and Peer to Peer Rentals.

The TGT is imposed on “gross receipts derived from or paid directly or through an accommodations broker by transient guests for sleeping accommodations, exclusive of charges for incidental services or facilities, in any hotel, motel or tourist court.” The TGT is paid by the guest consumer or user and collected by the “business” renter. K.S.A. 12-1697

TGT – 2 statutory definitions could apply.

1. “Hotel, Motel or Tourist Court”
 - Building with rooms for lodging; and
 - kept, used, maintained, advertised or held out to the public as a place where sleeping accommodations are sought for pay or compensation; and
 - 3 + “bedrooms”; and
 - Occupied by a transient guest = “a person who occupies a room in a hotel, motel or tourist court for not more than 28 consecutive days”.

2. "Accommodations broker" means any business which maintains an inventory of two or more rooms in one or more locations which are offered for pay to a person or persons for not more than 28 consecutive days.

TGT is an optional local tax, and because it is non-uniform, the City may by charter ordinance modify the statutory provisions, including definitions of entities which are subject to TGT.

Given the direction at the last meeting to exclude peer-to-peer rentals by expanding the definition in "Hotel, Motel or Tourist Court" to 6 or more bedrooms, I made the same revision to the definition of "accommodations broker".

The effect of the revised definitions is that the City's TGT will exclude facilities with less than six bedrooms, and accommodations brokers who maintain an inventory of less than six bedrooms in one location.

I also wanted to mention in this memo that there are also sales tax provisions, established by state statute, which may also apply to peer-to-peer rental activities and which the City may not charter out of.

State and Local Sales Tax – 2 statutory definitions apply

State and local (city and county) sales taxes are imposed on "the gross receipts from the service of renting of rooms by hotels, as defined by K.S.A. 36-501, and amendments thereto, or by accommodation brokers, as defined by K.S.A. 12-1692, Sales Tax on Accommodations Broker." K.S.A. 79-3603. Sales taxes are collected by the retail business from the consumer or user. K.S.A. 79-3604

1. "Hotel":
 - sleeping accommodation rooms, and
 - offered primarily to transient guests (not separately defined), and
 - four or more rooms are used for the accommodation of such guests.
2. "Accommodations broker" means any business which maintains an inventory of two or more rooms in one or more locations which are offered for pay to a person or persons for not more than 28 consecutive days. [same definition as TGT]

Accordingly, sales tax (state, county and city) will potentially apply to peer-to-peer rentals which fall within the sales tax statutory definitions, i.e. facility with 4+ bedrooms or accommodations broker with inventory of 2+ bedrooms, even if they are excluded from TGT.

Risk to City if either TGT or local sales tax not enforced against peer-to-peer renters.

Under both the TGT and sales tax and statutes, the state department of revenue is authorized to administer and enforce the taxes. K.S.A. 12-1697 and K.S.A. 79-3618. (While a city may charter out of state department of revenue enforcement of its TGT, few cities do so because of the administrative burden.)

If the state department of revenue fails to enforce either tax against all covered taxpayers, a taxpayer against whom the tax is enforced could argue that the tax, or the selective enforcement of the tax, is unconstitutional or otherwise illegal, and seek a refund of taxes paid. However, since the “taxpayer” in the case of both TGT and sales tax is the “consumer or user” renting the room used for lodging, it appears unlikely that the “business” collecting the tax, such as a “hotel” or a “peer-to-peer” renter, would be able to seek a refund. The Kansas Board of Tax Appeals has ruled that a retailer who collected an illegal sales tax may not seek a refund, only the consumer who paid the illegal sales tax may seek a refund.

Although the retail “collector” of a TGT and “hotel” sales tax does not appear to have standing under Kansas law to seek a refund, the retail collector could seek injunctive relief to prevent collection of a tax challenged as illegal, thus disrupting the collection of the taxes.

Summary: The attached revised Charter Ordinance No. 27 changes the definitions for TGT purposes of “hotel, motel and tourist court” and “accommodations broker” to require, in each case, that 6 or more bedrooms are maintained for transient guests. This change in definition will exclude peer-to-peer renters of residences with less than six bedrooms and accommodations brokers with inventories of less than six bedrooms in one location from the Prairie Village TGT.

Peer-to-peer renters with four or more bedrooms and accommodations brokers with an inventory of two or more bedrooms in one or more locations may be subject to any applicable sales taxes imposed by state statute, with the primary enforcement responsibility being in the state department of revenue. However, as noted at the November 16 meeting, staff at the state department of revenue reported to City staff that they have not determined, or at least that there are inconsistent interpretations by staff within that agency, as to whether peer-to-peer rentals are covered by the definitions in the TGT and sales tax statutes. In any case, the pending Meadowbrook TIF Plan does not propose to use any local sales tax revenues relating to “hotels” or “accommodations brokers” to pay the proposed TIF Bonds. Accordingly, any potential challenge to “hotel” sales taxes based upon a claim of failure to enforce “hotel” sales taxes against “peer-to-peer” renters would not adversely impact the bond financing proposed in the Meadowbrook TIF Plan.

ATTACHMENTS

Charter Ordinance No. 27 marked to show changes from November 16 meeting
Charter Ordinance No. 27

PREPARED BY

Catherine P. Logan
City Attorney
December 2, 2015

CHARTER ORDINANCE NO. 27

A CHARTER ORDINANCE EXEMPTING THE CITY OF PRAIRIE VILLAGE, KANSAS, FROM THE PROVISIONS OF SUBPARAGRAPHS (b) AND (f) OF K.S.A. 12-1696, SUBPARAGRAPH (a) OF K.S.A. 12-1697 AND FROM THE PROVISIONS OF SUBPARAGRAPH (e) OF K.S.A. 12-1698, WHICH RELATE TO THE LEVY OF A TRANSIENT GUEST TAX, TO CERTAIN DEFINITIONS, TO THE MAXIMUM RATE THEREOF, AND TO THE PURPOSES FOR WHICH TRANSIENT GUEST TAX REVENUES MAY BE SPENT; AND PROVIDING SUBSTITUTE AND ADDITIONAL PROVISIONS ON THE SAME SUBJECTS.

BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF PRAIRIE VILLAGE, KANSAS:

Section 1. The City of Prairie Village, Kansas, is a city of the first class, and by the power vested in it by Article 12, Section 5, of the Constitution of the State of Kansas, hereby elects to exempt, and does hereby exempt, itself from, and makes inapplicable to it, the provisions of subparagraphs (b) and (f) of K.S.A. 12-1696, subparagraph (a) of K.S.A. 12-1697 and the provisions of subparagraph (e) of K.S.A. 12-1698, which relate to the levy of a transient guest tax, to the definitions of “hotel, motel or tourist court” and “accommodations broker”, to the levy and maximum rate thereof, and to the purposes for which transient guest tax revenues may be spent, and hereby provides substitute and additional provisions on the same subjects as set forth herein. The referenced statutes are not uniformly applicable to all cities in Kansas.

Section 2. The following is hereby substituted for the provisions of K.S.A. 12-1696(b) and K.S.A. 12-1696(f):

As used in this Charter Ordinance, the following words and phrases shall have the meanings respectively ascribed to them herein:

“Hotel, motel or tourist court” means any structure or building which contains rooms furnished for the purposes of providing lodging, which may or may not also provide meals, entertainment or various other personal services to transient guests, and which is kept, used, maintained, advertised or held out to the public as a place where sleeping accommodations are sought for pay or compensation by transient or permanent guests and having six or more bedrooms furnished for the accommodation of such guests.

“Accommodations broker” means any business which maintains an inventory of six or more bedrooms in one location which are offered for pay to a person or persons for not more than 28 consecutive days.

Section 3. A transient guest tax of nine percent (9%) is hereby levied upon the gross receipts derived from or paid directly or through an accommodations broker by transient guests for sleeping accommodations, exclusive of charges for incidental services or facilities, in any hotel, motel or tourist court located within the City of Prairie Village. The percentage of such transient guest tax may hereafter be determined by the Governing body by ordinary ordinance.

Section 4. Revenues received by the City from the transient guest tax shall be expended for all, or any portion of, community, economic development and cultural activities which encourage or which are deemed to result in increased economic development, visitors and tourism for the City, and to the payments of principal and interest on bonds issued by the City, including bonds issued pursuant to K.S.A. 12-1774.

Section 5. All other provisions of K.S.A. 12-1696, K.S.A. 12-1697 and K.S.A. 12-1698, not exempted hereby, shall remain the same.

Section 6. If for any reason any chapter, article, section, subsection, sentence, portion or part of this proposed Ordinance set out herein, or the application thereof to any person or circumstances is declared to be unconstitutional or invalid, such decision will not affect the validity of the remaining portions of this Ordinance.

Section 7. This ordinance shall be published once each week for two (2) consecutive weeks in the official city newspaper.

Section 8. THIS IS A CHARTER ORDINANCE AND SHALL TAKE EFFECT 61 DAYS AFTER FINAL PUBLICATION UNLESS WITHIN 60 DAYS OF ITS FINAL PUBLICATION A PETITION SIGNED BY A NUMBER OF ELECTORS OF THE CITY OF PRAIRIE VILLAGE EQUAL TO NOT LESS THAN TEN PERCENT OF THE NUMBER OF ELECTORS WHO VOTED AT THE LAST PRECEDING REGULAR CITY ELECTION SHALL BE FILED IN THE OFFICE OF THE CITY CLERK OF PRAIRIE VILLAGE, DEMANDING AN ELECTION ON THE CHARTER ORDINANCE, IN WHICH CASE THE CHARTER ORDINANCE SHALL BECOME EFFECTIVE ONLY IF AND WHEN APPROVED BY A MAJORITY OF THE ELECTORS VOTING THEREON.

PASSED BY THE GOVERNING BODY, NOT LESS THAN TWO-THIRDS OF THE MEMBERS ELECT VOTING IN FAVOR THEREOF, ON THIS DECEMBER 7, 2015.

Laura Wassmer, Mayor

ATTEST:

Joyce Hagen Mundy
City Clerk

APPROVED AS TO FORM:

Catherine P. Logan
City Attorney

CHARTER ORDINANCE NO. 4727

A CHARTER ORDINANCE EXEMPTING THE CITY OF PRAIRIE VILLAGE, KANSAS, FROM THE PROVISIONS OF SUBPARAGRAPHS (b) AND (f) OF K.S.A. 12-1696, SUBPARAGRAPH (a) OF K.S.A. 12-1697 AND FROM THE PROVISIONS OF SUBPARAGRAPH (e) OF K.S.A. 12-1698, WHICH RELATE TO THE LEVY OF A TRANSIENT GUEST TAX, TO CERTAIN DEFINITIONS, TO THE MAXIMUM RATE THEREOF, AND TO THE PURPOSES FOR WHICH TRANSIENT GUEST TAX REVENUES MAY BE SPENT; AND PROVIDING SUBSTITUTE AND ADDITIONAL PROVISIONS ON THE SAME SUBJECTS.

BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF PRAIRIE VILLAGE, KANSAS:

Section 1. The City of Prairie Village, Kansas, is a city of the first class, and by the power vested in it by Article 12, Section 5, of the Constitution of the State of Kansas, hereby elects to exempt, and does hereby exempt, itself from, and makes inapplicable to it, the provisions of subparagraphs (b) and (f) of K.S.A. 12-1696, subparagraph (a) of K.S.A. 12-1697 and the provisions of subparagraph (e) of K.S.A. 12-1698, which relate to the levy of a transient guest tax, to the definitions of “hotel, motel or tourist court” and “accommodations broker”, to the levy and maximum rate thereof, and to the purposes for which transient guest tax revenues may be spent, and hereby provides substitute and additional provisions on the same subjects as set forth herein. The referenced statutes are not uniformly applicable to all cities in Kansas.

Section 2. The following is hereby substituted for the provisions of K.S.A. 12-1696(b) and K.S.A. 12-1696(f):

As used in this Charter Ordinance, the following words and phrases shall have the meanings respectively ascribed to them herein:

“Hotel, motel or tourist court” means any structure or building which contains rooms furnished for the purposes of providing lodging, which may or may not also provide meals, entertainment or various other personal services to transient guests, and which is kept, used, maintained, advertised or held out to the public as a place where sleeping accommodations are sought for pay or compensation by transient or permanent guests and having six or more bedrooms furnished for the accommodation of such guests.

“Accommodations broker” means any business which maintains an inventory of six or more bedrooms in one location which are offered for pay to a person or persons for not more than 28 consecutive days.

Section 3. ~~Section 2.~~A transient guest tax of nine percent (9%) is hereby levied upon the gross receipts derived from or paid directly or through an accommodations broker by transient guests for sleeping accommodations, exclusive of charges for incidental services or facilities, in any hotel, motel or tourist court located within the City of Prairie Village. The percentage of such transient guest tax may hereafter be determined by the Governing body by ordinary ordinance.

Section 4. ~~Section 3.~~ Revenues received by the City from the transient guest tax shall be expended for all, or any portion of, community, economic development and cultural activities which encourage or which are deemed to result in increased economic development, visitors and tourism for the City, and to the payments of principal and interest on bonds issued by the City, including bonds issued pursuant to K.S.A. 12-1774.

Section 5. ~~Section 4.~~ All other provisions of K.S.A. 12-1696, K.S.A. 12-1697 and K.S.A. 12-1698, not exempted hereby, shall remain the same.

Section 6. ~~Section 5.~~ If for any reason any chapter, article, section, subsection, sentence, portion or part of this proposed Ordinance set out herein, or the application thereof to any person or circumstances is declared to be unconstitutional or invalid, such decision will not affect the validity of the remaining portions of this Ordinance.

Section 7. ~~Section 6.~~ This ordinance shall be published once each week for two (2) consecutive weeks in the official city newspaper.

Section 7.

Section 8. THIS IS A CHARTER ORDINANCE AND SHALL TAKE EFFECT 61 DAYS AFTER FINAL PUBLICATION UNLESS WITHIN 60 DAYS OF ITS FINAL PUBLICATION A PETITION SIGNED BY A NUMBER OF ELECTORS OF THE CITY OF PRAIRIE VILLAGE EQUAL TO NOT LESS THAN TEN PERCENT OF THE NUMBER OF ELECTORS WHO VOTED AT THE LAST PRECEDING REGULAR CITY ELECTION SHALL BE FILED IN THE OFFICE OF THE CITY CLERK OF PRAIRIE VILLAGE, DEMANDING AN ELECTION ON THE CHARTER ORDINANCE, IN WHICH CASE THE CHARTER ORDINANCE SHALL BECOME EFFECTIVE ONLY IF AND WHEN APPROVED BY A MAJORITY OF THE ELECTORS VOTING THEREON.

PASSED BY THE GOVERNING BODY, NOT LESS THAN TWO-THIRDS OF THE MEMBERS ELECT VOTING IN FAVOR THEREOF, ON THIS ~~NOVEMBER~~ 16 DECEMBER 7, 2015.

Laura Wassmer, Mayor

ATTEST:

Joyce Hagen Mundy
City Clerk

APPROVED AS TO FORM:

Catherine P. Logan
City Attorney

MAYOR'S ANNOUNCEMENTS

Monday, December 7, 2015

Committee meetings scheduled for the next two weeks include:

Council Committee of the Whole	12/21/2015	6:00 p.m.
City Council	12/21/2015	7:30 p.m.

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The Prairie Village Arts Council is pleased to present the paintings of Peter Smokorowski in the R. G. Endres Gallery during the month of December. The artist reception will be Friday, December 11th, from 6:30- 7:30 p.m.

INFORMATIONAL ITEMS
December 7, 2015

1. Council Committee of the Whole Minutes - November 16, 2015
2. Planning Commission Minutes - November 3, 2015
3. Environmental Committee Minutes - October 28, 2015
4. Mark Your Calendar

COUNCIL COMMITTEE OF THE WHOLE
November 16, 2015

The Council Committee of the Whole met on Monday, November 16, 2015 at 6:00 p.m. in the Council Chambers. The meeting was called to order by Council President Brooke Morehead with the following members present: Mayor Laura Wassmer, Ashley Weaver, Jori Nelson, Ruth Hopkins, Steve Noll, Eric Mikkelson, Sheila Myers, Dan Runion, David Morrison, Ted Odell and Terrence Gallagher.

Staff Members present: Tim Schwartzkopf, Chief of Police; Captain Byron Roberson; Melissa Prenger, Public Works Project Manager; Katie Logan, City Attorney; Quinn Bennion, City Administrator; Wes Jordan, Assistant City Administrator; Nolan Sunderman, Assistant to the City Administrator, Lisa Santa Maria, Finance Director and Joyce Hagen Mundy, City Clerk. Also present was Teen Council member Dennis Rice.

Presentation of Meadowbrook Park master plan

Quinn Bennion stated that the city council has the opportunity this evening to review and make comments on the latest version of the Johnson County Park & Recreation District's Parks Master Plan as it relates to the development of the Meadowbrook property.

Kelly VanElders with Landworks Studio advised the City Council that Johnson Country Park & Recreation District would be coming before the City Council in December to receive approval of their Parks Master Plan for the redevelopment of the Meadowbrook Park at 9101 Nall. Mr. VanElders provided a brief background on his experience and the process that has been followed since September. In September Landworks was selected to prepare the Parks Master Plan for this project and several meetings were held with the stakeholders on this joint project. In October general public meetings covering the entire project were held on site with more than 800 people attending. A meeting was held in October to specifically to gather feedback on the park master plan. Based on the information gathered, a preliminary draft was created and presented to the Johnson County Park & Recreation Advisory Board in November. This Board has representation from the park district, the cities of Overland Park and Prairie Village, the residential neighborhood and Van Trust Real Estate. The plan being presented this evening will go before the Johnson Country Park & Recreation Board for final approval before it comes back to the City for approval in December.

Mr. VanElders highlighted some of the feedback received at the public meetings. Items receiving significant comments were 1) trails, 2) Iconic Gardens, 3) open space with an event lawn, 4) destination playground, 5) splash park and natural play areas. The message also received strongly was do not over program the park.

The direction received by the Advisory Board addressed the following four areas:

Connectivity

- Trails are a priority
- Crosswalks are safe and pedestrian friendly
- Establish a sidewalk on Nall for neighborhood connectivity

Phasing

- Meadowbrook Park's first phase must be significant enough to enjoy the entire property

Parking

- Take advantage of existing parking and expand where prudent
- Establish on-street parking along the boulevard
- During large events grass parking could be a consideration

Sports

- Options to request areas to reserve practice fields
- Keep the park passive by not facilitating games with goal equipment

Mr. VanElders walked the council through the proposed plan beginning in the northwest corner with the existing clubhouse. They are proposing the storage structure be destroyed and replaced with a new pavilion following a "Prairie" architectural theme as the formal entrance to the park. He reviewed the locations of the significant play structures noting their incorporation into the golf course; for example, one is being proposed at the current 18th hole.

Another feature reviewed was a large oval location surrounded by a formal trail that is planned to be used for special events. It is the length of two football fields. Several areas of the park have been designated for the placement of statuaries and sculptures. They are proposing to enhance two of the existing tree lines. Some of the open trail areas will remain as they are, while some of the golf court paths will be redone.

Mr. VanElders made special note of a proposed senior exercise area that will include benches and shelters that will focus on more stretching, not the usual exercise stations seen in parks. This will be a unique feature to area parks. The proposed parkway will be similar to Ward Parkway, but not as formal in design continuing the prairie theme with more natural plants. Mrs. Morehead asked if it would be identified as "Meadowbrook Parkway". Mr. VanElders replied that has not been determined.

Eric Mikkelson asked if the paths are being designed for walking only. Mr. VanElders replied that they will have received several requests for the paths to have a rubberized surface preferred by walkers and runners; however, the six foot paths are currently proposed to be concrete. Jori Nelson asked how long the trail was. Mr. VanElders replied they are trying to create a one mile pathway. The length of all the pathways will be known later.

The existing tennis courts will remain and there will be pickleball courts. Mayor Wassmer asked about lighting. It was noted the city courts are lighted on a timer and

with a push button. There is open space that could be used for soccer practices, but not goals will be in place. Restroom locations were reviewed.

Ted Odell stated that he is looking for access to the park for all and not just on the south and west.

Jori Nelson questioned the current acreage of the park noting it started as 90 acres and has been reduced to 83. She wants to make sure no further land is taken by the developer. Quinn Bennion responded that the changes in acreage are not all a result of land taken by the developer, but land taken for roadway right of way. Mayor Wassmer noted the park is 88 acres including right-of-way. Mr. Bennion noted that the recommended left turn lanes into the development will be taken from the park and developer's land. A resident confirmed that the major roadways would all include curb and gutter.

Eric Mikkelson asked if the stop light requested as 91st and Nall was installed if the left turn lane would still be necessary. Mr. Bennion replied he would ask but noted the turn left is to prevent traffic from backing up on Nall because of cars turning into the development. Jori Nelson stated she felt the cost of right-of-way should be shared equally by the city and the developer. Mr. Bennion responded that the right-of-way is being donated by the developer and not purchased.

Sheila Myers asked who was responsible for the road design. Mr. VanElders. replied it is the responsibility of the developer. Mrs. Myers expressed concern with 350 vehicles attempting to come and go out one main artery. She sees this as a problem and feels that an outlet onto Roe is needed.

Quinn Bennion reported that discussion regarding the Roe access was a major dialog by the Planning Commission. During the neighborhood meeting on the application, over 90% of the conversation was on this issue with the neighbors strongly opposed. He advised Mrs. Myers to state her concerns when the application came before the City Council on December 7th.

Terrence Gallagher stated that the advisory board is taking very seriously the comments of the residents regarding this issue and the request for a traffic signal.

Quinn Bennion noted that also present was Jill Geller, Executive Director of Johnson County Parks and Recreation District and Cliff Middleton, Johnson County Park Board member.

Mrs. Geller was asked what hours the park would be open. She responded that traditionally Johnson County parks open at 7 a.m. and close at 8 p.m. in the winter and are open from 5 a.m. to 11 p.m. in the summer. Some parks are open dawn to dusk. She noted that it will be difficult to officially close this park because of the adjacent development and its integration with the park there will be no gates to close. However, she noted that the park would be patrolled by Park Police after hours.

Kelly VanElders reviewed the public trails which are located primarily along the waterway. For safety reasons, these trails will be lit. Some of the ponds are being renovated, particularly the pond to the north. Mr. VanElders reviewed a waterfall feature proposed between the parks. The middle pond will have a brick edging and a rail; the other ponds will have a soft edge. The pond water will be re-circulated by pumps.

Mrs. Morehead asked if there would be a small concession area by the pond. Mr. VanElders replied perhaps at the clubhouse. Mr. Mikkelson asked if there would be any activity on the ponds, such as paddle boats. Mr. VanElders noted that the park district likes to have fishing in their ponds and that is still being discussed. He noted that having fish in ponds keeps them healthier.

Brooke Morehead asked if the sculpture was being placed on brick or on land. Mr. VanElders noted this was still being discussed.

A resident asked if the path lighting would be overhead or footpath lighting. Mr. VanElders replied it would most likely be overhead specifically designed for park paths with a good cutoff and LED. Mayor Wassmer questioned the height of the lighting. Mrs. Logan replied that is still being discussed.

Parking areas were reviewed again. It was noted they are being shaped, located and designed to allow for as many trees as possible to be retained. The parking area on the north property line is 225 feet from the nearest house. This is a change from a previous location that was nearer to the residential properties.

Eric Mikkelson asked about the width of the emergency access roadway. Mr. VanElders stated the roadway is required by the Fire Department to be 20 feet wide the entire length of the drive. They would like to narrow that width noting that if a car was parked on the parkway, the available width for fire equipment would only be 12 feet. They would like to see the width reduced to 15 feet.

Ted Odell asked if the proposed 30 parking spaces were sufficient. Mr. VanElders replied that Johnson County Parks have approximately 30 parking spaces. Staff feels the number of spaces is appropriate.

Chairman Brook Morehead noted that no action was required by the Council and that the presentation for them to have an opportunity to give feedback. She thanked Mr. VanElders and the Park District for the presentation and opportunity to provide input.

Police Department Body Cam Research Overview

Chief Tim Schwartzkopf stated the Prairie Village Police Department has used body cameras since 2013 for its motorcycle officers and CIRT members. All patrol cars have been equipped since the late 1990's. In review of the use of this tool, the question that needs to be answered is "is it the right thing for the department." Body cameras are not the cure all for improving officer/citizen relationships.

Captain Byron Roberson reviewed the following advantages and challenges with the use of body camera.

Advantages

- Enhance evidentiary value
- Accurate documentation of police/citizen encounters
- Improved accountability and transparency
- Decrease in use of force and/or complaints
- Training potential

Challenges

- Privacy issues
- KORA (open records) requests
- Storing, sharing and managing of digital evidence (security, reliability, cost and technical capacity)
- Policy questions as to how long to keep the video and when the camera is on or off.
- Managing expectations

Captain Roberson stated that once a body worn camera program is begun, the expectation is set that a video will always be available.

Chief Schwartzkopf noted the cameras have limitations. The field of view from a camera is different than that from the human eye especially during periods of stress. The presence of a camera could cause anxiety with crime victims or mentally ill subjects. There are privacy issues particularly when in someone's home or when dealing with children. There are technical issues, as with all equipment, there will be times when it simply will not work.

Chief Schwartzkopf stated that he personally does not feel that cameras should be on at all times. One of the biggest unknowns with the issue is the cost. Costs would include the purchase of the units which cost between \$800 and \$1200 per camera, Cloud storage for the data at a cost of \$300 to \$500 per month per camera, server storage and the administrative cost of managing the program. He noted that an area city has hired an additional full time employee charged solely with reviewing and managing the videos. This can be a good tool, but the question remains, is it the right tool for Prairie Village.

Jori Nelson asked Chief Schwartzkopf for his recommendation. Chief responded that he did not have a recommendation at this time. He wants to make sure they have thought through all the issues and details required for implementation of a program. The advice from his peers is to not go into this too quickly and to be careful. However, he added that the state legislature may force the issue and mandate their use.

Eric Mikkelson stated that he felt if the officers have the discretion on when to turn them on or off the effect of the camera is lost and that the cameras should be on at all times. However, he added that he is not convinced there is a need for the city's department to participate in this program as there is a high level of trust for our police department.

Ted Odell agreed with Mr. Mikkelson and noted that a lot of questions need to be answered. He encouraged the department to continue following research on this issue.

ADJOURNMENT

With no further business to come before the Council Committee of the Whole, Council President Brooke Morehead adjourned the meeting at 7:30 p.m.

Brooke Morehead
Council President

PLANNING COMMISSION MINUTES
November 3, 2015

ROLL CALL

The Planning Commission of the City of Prairie Village met in regular session on Tuesday, November 3, 2015, in the Municipal Building Council Chambers at 7700 Mission Road. Chairman Nancy Wallerstein called the meeting to order at 7:00 with the following members present: James Breneman, Melissa Brown, Patrick Lenahan, Jonathan Birkel, Gregory Wolf and Jeffrey Valentino.

The following persons were present in their advisory capacity to the Planning Commission: Chris Brewster, City Planning Consultant; Wes Jordan, Assistant City Administrator; Mitch Dringman, Building Official; Eric Mikkelson, Council Liaison and Joyce Hagen Mundy, Commission Secretary.

Chairman Nancy Wallerstein welcomed Shannon Marcano, Assistant City Attorney and wireless communications legal counsel.

APPROVAL OF MINUTES

Gregory Wolf moved for the approval of the minutes of the Planning Commission for October 3, 2015 as submitted. The motion was seconded by James Breneman and passed unanimously.

Patrick Lenahan moved for the approval of the minutes of the Special Planning Commission Meeting for October 12, 2015. The motion was seconded by James Breneman and passed by a vote of 6 to 0 with Gregory Wolf abstaining due to a professional conflict of interest.

PUBLIC HEARINGS

- PC2015-09 Request for Rezoning from R-1a to MXD and CP-2**
- PC2015-118 Approval of Preliminary Development Plan**
- PC2015-119 Request for Preliminary Plat Approval**
9100 Nall Avenue

Commissioner Gregory Wolf recused himself due to a professional conflict of interest on these applications.

Chairman Nancy Wallerstein stated it was the intent of the Planning Commission to continue these items to a Special Planning Commission meeting to be held on Thursday, November 12, 2015. However, as the public hearing was published to be held at 7 p.m. on November 3, 2015 she opened the public hearing for PC2015-09.

James Breneman moved the Planning Commission continue applications PC2015-09, PC2015-118 and PC2015-119 to a Special Planning Commission meeting to be held on

Thursday, November 12th at 6 p.m. at Meadowbrook Country Club, 9101 Nall Avenue. The motion was seconded by Patrick Lenahan and passed by a 6-0 vote.

Commissioner Gregory Wolf returned to the meeting.

**PC2015-10 Request for Special Use Permit for Wireless Communications Facility
3921 West 63rd Street**

Justin Anderson with Selective Site Consultants, 8500 West 110th Street, Suite 300, representing Consolidated Fire District #2 and Sprint, appeared before the Commission to present the application for renewal of a Special Use Permit for a wireless communications facility to replace the existing facility at 3921 West 63rd Street that was approved in 2010. Mr. Anderson reviewed the background of this site and this application, including a renewal approved in April, 2015 for a three year period due to the inability of the current structure to accommodate three cell phone providers with direction that the applicant return within six months with a permanent solution for the desired co-location on the facility. Options to be considered during that period included replacement of this monopole with a larger, not taller one, the addition of a second tower or perhaps an alternative stealth tower structure which may be a “monopine,” a man-made tree.

Mr. Anderson stated the proposed application addresses the capacity issues of the current tower, and proposes a longer term design solution than what was reviewed and recommended for approval by the Commission on April 7, 2015. Since this is a renewal, and due to the good faith efforts to cooperate with other providers, propose a permanent solution, and comply with all conditions of the original and interim approval, the applicant is requesting a 10-year renewal period as provided by ordinance.

The existing monopole and equipment compound are located on the south side of the fire station. The monopole is located approximately 35 feet from the south property line, 130 feet from the north property line and 94 feet from the east property line. The ordinance requires monopoles to setback a minimum distance from all property lines equal to the height of the monopole which in this case is 150 feet. The applicant requested a reduction of the setback requirement on the north, east and south sides which was recommended by the Planning Commission and approved by the Governing Body.

The proposed application has the following features, specifically noting changes from the current facility:

- Maintain the current 150' height.
- Move the location to the east approximately 43', including exceptions for setbacks corresponding with the exceptions granted for the existing tower:
 - approximately 35' from south property line,
 - approximately 130' from north property line, and
 - changing from 94' to approximately 51' from east property line.
- Increase the diameter of the tower from 2'5" to 7'6" at its widest (subject to design option selected with the current temporary canister approximately 5'3" wide).

- Include 4 canisters - 1 for each provider (Verizon Wireless, Sprint, AT&T, and future T-Mobile) at the following levels - 145', 135', 125' and 112'. This will remove the temporary exterior canister for Sprint at 79' (approx. 5'3" diameter). Due to the increased diameter, the 4 canisters proposed are to be sufficient for 4 carriers, while the 6 canisters in the current narrow configuration cannot accommodate 4 carriers due to the size of the latest equipment and space occupied by cables. Mr. Anderson noted that the Fire District has received a letter of intent from T-Mobile to co-locate on the facility at 99'.
- New concrete compound to accommodate the proposed tower and related carrier equipment on the southeast corner of the building.
- A new concrete patio, brick and CMU compound wall to match the current wall, and landscape area associated with the new compound area.

Mr. Anderson presented the following review of three photo simulations of proposed design solutions:

- A taper wide-based column (7'6" diameter) with similar width for the entire tower
- A narrow-based tower (2'6" diameter) with a wide top (wide top at approximately 98' feet with 7'6" diameter), OR
- A narrow-based column with a tapered top (taper at approximately 90' feet up to 98' with 7'6" diameter)

Mr. Anderson stated they tried to think "outside the box" in seeking a solution looking at more stealth designs as recommended by staff and the City Council. However the applicant explained that towers such as monopines, flagpoles or other designs intended to mask that the structure is a cell tower are disproportionate on this site, and would have the opposite of the intended effect. The photo simulations of stealth applications were presented. Mr. Anderson noted that a flag pole of 150 feet in height would require a flag that was 20' x 40', the lanyard and the flag would be noisy, the flag would either have to be lit or taken down each day at dusk. The base of a 150' monopine would be 60 feet. The tallest trees in this area are 60 to 70 feet making this significantly disproportionate. Monopines have a five to ten year life span after which the branches have to be taken down and refurbished which takes approximately six months. In viewing the photo simulation it was noted that the nearest tree was 90' from the photographer and the monopine was 190' from the photographer.

Nancy Wallerstein asked which design option was being proposed. Mr. Anderson stated they felt the narrow-based column with a tapered top was there recommended design, but stated they would do whatever design they were directed to do by the City.

Patrick Lenahan confirmed that once the tower was constructed the existing tower would be removed. Mr. Anderson noted that the tower is proposed with a galvanized gray surface as prepared in the factory; however, they would be willing to paint the structure if desired by the City

Jeffrey Valentino asked for additional information on the technical aspects of the tower and related coverage. Ivan Blanco, Senior Engineer with Sprint Technology Department

reviewed the propagation maps with current coverage provided and coverage with the proposed installation. Commission members stated they would have liked to see maps of coverage prior to the installation.

Chairman Nancy Wallerstein opened the meeting to public comment. With no one present to address the Commission on the application, the public hearing was closed at 7:28 p.m. It was noted that three e-mails were received by the Commission late Tuesday afternoon in opposition to the application.

Mr. Brewster noted the applicant held a public information meeting for the neighborhood for the original application on December 21, 2009; with approximately 10 people attended and several indicating opposition. The neighbors asked a number of questions regarding the application but none specifically addressed the new location and new height.

The applicant held a public information meeting for the neighborhood for the first renewal on March 16, 2015 and no neighbors appeared.

The applicant held a public information meeting for the neighborhood for this application on October 20, 2015 and no neighbors appeared.

Chris Brewster, City Planning Consultant, reviewed the following staff analysis prepared for this application:

The original application was approved based on the City's new ordinance for Wireless Communication Facilities. The following is a summary of the information submitted for the original application. The required application information as set out in the new ordinance is shown in bold type.

- A. A study comparing potential sites within an approximate one mile radius of the proposed application area. The study shall include the location and capacity of existing towers, alternative tower sites, a discussion of the ability or inability of each site to host the proposed communications facility and reasons why certain of these sites were excluded from consideration. The study must show what other sites are available and why the proposed location was selected over the others. It must also establish the need for the proposed facility and include a map showing the service area of the proposed facility as well as other alternative tower site and antennas. If the use of exiting towers, alternative tower structures, and sites are unavailable, a reason or reasons specifying why they are unavailable needs to be set out and may include one or more of the following: refusal by current tower or site owner; topographical limitations; adjacent impediments blocking transmission; site limitations to tower or facility or tower; no space on existing facility or tower; other limiting factors rendering existing facilities or towers unusable. The documentation submitted must use technological and written evidence, that these sites are inadequate to fulfill the grid needs of the wireless service provider, or that a reasonable co-location lease agreement could not be reached with the owners of said alternative sites.**

The applicant shall submit an overall plan that shows the coverage gaps in service or lack of network capacity throughout the entire City and provide an indication of future needed/proposed wireless communication facilities, towers, and/or antenna. The applicant shall demonstrate how the proposed communication facility, will impact its overall network within the City of Prairie Village and adjacent cities on both sides of the state line.

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

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

The Planning Commission or Governing Body at its discretion may require a third party analysis, at the applicant's expense, to confirm the need for the facility. The applicant shall be responsible to provide timely updates of the above described study and information during the Special Use Permit process.

Sprint and other carriers have documented through this and previous applications that this is an area where service is poor and in some instances non-existent. The Sprint RF engineer's propagation study demonstrates existing and proposed coverage. The applicant submitted coverage maps that show the need for the facility and also show areas that are under served. The coverage maps demonstrate best, good, and fair coverage for voice and data (CDMA) and data (LTE).

The applicant has performed a search of existing towers and sites for this and previous applications that potentially could be used for wireless carriers. The search by the applicant included the following 15 sites and this is a summary of their comments regarding each location:

1. Highland Elementary School (62nd and Roe) - This site is too close to existing Verizon Wireless site "Fairway" shown on Aerial 2. A new school is being constructed on this property.
2. Southminster Presbyterian Church (63rd St. & Roe Ave.) - This site is too close to existing Verizon Wireless site "Fairway" shown on Aerial 2. This site is well North and West of the SARF. This site is much further West of the SARF than is the Consolidated Fire District site discussed below and the subject of this application. The Southminster Presbyterian site is inferior to the site proposed at the Consolidate Fire District because it abuts single family residential land uses on all sides, whereas the Fire District site is largely surrounded by institutional land uses.
3. Faith Evangelical Church (67th & Roe) -Potential collocation site denied twice by Prairie Village City Council, once on July 21, 2008, and again on May 4, 2009; Verizon Wireless submitted letter of intent to collocate on this tower in association with the application that was denied on May 4, 2009.

4. McCrum Park water tank - City Council terminated Special Use Permit application by electing not to proceed with a lease with Cingular Wireless (now doing-business as AT&T Mobility) for ground space on January 17, 2006; Water District No 1 of Johnson County has since placed this water tank on list for decommissioning in the next several years. (Staff Comment -The water tower has been removed from this location.)
5. KCYC Tomahawk - Verizon Wireless/Consolidated Fire District No 2 application for Special Use Permit submitted April 2, 2010. Project explanation accompanies application filed concurrently herewith.
6. Shawnee Mission School District - Indian Hills Middle School- proposal sent to District representatives on December 16, 2009 - written letter indicating District's unwillingness to entertain further negotiations received February 2010. We understand that, among other matters, the Shawnee Mission School District's future facility planning makes entering in to a long-term lease arrangement unfeasible - please see attached Exhibit 5.
7. Homestead Country Club - on two occasions, Board of Directors has indicated its unwillingness to entertain lease negotiations proposed by carriers, and in one prior instance, the Club actually withdrew its consent to a land use application while that application was in process. Efforts to build on this site most recently occurred in 2014, when communications and discussions stalled. Shortly after this the club filed for bankruptcy and is in the process of redevelopment and is not currently available for tower locations.
8. Prairie Elementary School- Shawnee Mission School District. The District's concerns regarding future District facility planning renders leasing space at this elementary school unfeasible for the same reasons leasing space at Indian Hills Middle School is unfeasible - please see attached Exhibit 5. It is noted Prairie Elementary School is situated on a significantly smaller tract than is Indian Hills Middle School.
9. Prairie Village Shops - proposal sent to Lane 4 Property Group, management agent for owner, in 2009; written correspondence received September 16, 2009 indicating ownership is not interested in a communication tower anywhere on the Shops - please see attached Exhibit 6.
10. Saint Ann's Catholic Church -7231 Mission Road - the steeple at this site is too low for Verizon Wireless' coverage needs and the site is too close to an existing Verizon Wireless site location "Prairie Village" at City Hall, 7700 Mission Road.
11. Indian Hills Country Club - proposal submitted to General Manager Michael Stacks on December 21, 2009 - no reply ever received despite numerous repeated attempts to correspond with club - please see attached Exhibit 7.
12. Village Presbyterian Church - no feasible option that meets Verizon Wireless' coverage objectives (church's stated maximum is 65' antenna centerline in bell tower structure - this option has been previously rejected by several carriers in light of 70-80 foot trees in area and low topography). A propagation prediction was run by Verizon Wireless and confirms constructing a facility in the bell tower would not alleviate Verizon Wireless' coverage deficiencies. That prediction accompanies the application submitted herewith. No space is available for the construction of a new monopole tower on the Village Presbyterian Church

property without significantly impeding traffic flow through the existing parking lot and eliminating multiple spaces from that lot.

13. Trinity Anglican Church - This parcel is too small to accommodate a wireless communications facility. Base district setbacks cannot be met on this parcel and height waivers would be required to all property lines.
14. Kansas City Country Club - this parcel is located too far North and East of the SARF. This parcel is deed restricted and would not likely allow for a wireless communication facility.
15. Crown Castle monopole tower - 5950 Roe Avenue - this site is too close to existing Verizon Wireless site "Fairway" shown on Aerial 2.

No available sites within one mile of the proposed site could be found to provide the coverage needed, and in most instances more towers would be needed to provide coverage comparable to the proposed application.

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

The applicant submitted photo simulations of 3 preferred design options viewed from the southeast. These simulations demonstrate the differences in appearance from the proposed width increase, plus the view of the new location. While these views are not shown from right of way or adjacent property, they are depicted from a closer location to demonstrate a change from the existing tower. Views from the adjacent rights-of-way and residential property will be somewhat screened from fully-leaved trees when viewed from the east or north (as the current tower is), but will be clearly visible from the west and south (as the current tower is).

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

The monopole and equipment compound have been designed to accommodate four carriers. After the facility is constructed it will be titled to the Fire District who will negotiate with current providers, and the addition of one more provider. In looking at the coverage maps and assuming that other carriers would have generally the same requirements as Verizon the lowest proposed centerline level is 106', which is an increase over current levels of 95' (AT&T) and 79' (temporary Sprint). This configuration, although increasing the width of the tower, does provide for additional carriers and provide better coverage than current tower levels.

D. Any application for construction of a new wireless communication facility, tower, antenna or equipment compound must provide a detailed Site Plan of the proposed project. This properly scaled Site Plan will include one page (including ground contours) that portrays the layout of the site, including the proposed facility, the fall

radius of any proposed monopole, as well as proposed and existing structures within 200 feet of the tower base and the identification of the specific trees, structures, improvements, facilities and obstructions, if any, that the applicant proposes to temporarily or permanently remove or relocate. Access to and from the site, as well as dimensioned proposed and existing drives, must be included on this plan. Detailed exterior elevations (from all views) of the tower, screening wall, and all proposed buildings must also be submitted. Finally, a landscape plan detailing location, size, number and species of plant materials must be included for review and approval by the Planning Commission.

The applicant submitted a detailed Site Plan for the proposed facility compliant with city requirements, which depicts the monopole location, the existing Verizon and AT&T equipment cabinet location, the proposed location for Sprint, and a future location for an additional carrier. The applicant has not indicated any landscape removal, other than the landscape bed on the southeast corner of the building, which has been proposed to be relocated in association with the compound expansion. This landscape area is to be designed to landlord and city specifications. The landscape plan is conceptual at this time and will need to be finalized when all decisions have been made. The applicant has submitted elevations of the screening wall which shall be built out of brick that matches the existing fire station.

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

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

A statement has been submitted by Sprints' Radio Frequency Engineer that the antenna will be in compliance with electromagnetic radiation guidelines established by FCC. As a reminder, FCC regulates the environmental effects of radius frequency emission and a city cannot consider this issue in approving or denying an applicant.

F. Preliminary construction schedule including completion dates.

The applicant plans to construct the facility as soon as all approvals have been obtained from the city. Construction is anticipated to occur in the first quarter or early second quarter of 2016. The existing tower will remain in place throughout construction.

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

Copies of Sprint FCC licenses have been submitted.

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

The applicant submitted letters to other existing carriers and has received one expression of interest to collocate on the monopole.

I. Any other relevant information requested by City Staff.

None requested.

FACTORS FOR CONSIDERATION:

The factors set out in the Wireless Communications ordinance includes most, but not all of the Golden Factors. The factors to be considered in approving or disapproving a Special Use Permit for a wireless facility shall include, but not be limited to the following:

A. The character of the neighborhood.

The neighborhood is largely residential in character except for the fire station, a church and Indian Hills Middle School that are public uses. These are typical public uses that are found in residential areas.

B. The zoning and uses of property nearby.

The property on the north side of the 63rd Street is Zoned R-1B and is occupied by single-family residential and a church. The area to the south, east and west is zoned R-1A and is occupied by Indian Hills middle School. The area on the southeast corner of Mission Road and 63rd Street is residential and located in the City of Mission Hills. The area on the northeast corner of 63rd Street and Mission Road is residential and located in the City of Fairway.

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

All the adjacent property is owned by Shawnee Mission School District and the monopole and equipment compound should have little if any detrimental effect on the school. The wall of the school building that faces this site has no windows and is 110' from the monopole. The monopole is the tallest structure in the area and is visible from all surrounding sides, however, when the trees leaf out the monopole will be screened to some extent and will be less noticeable. The monopole is located behind the fire station approximately 130' south of 63rd Street and 117' west of Mission Road (43' closer than the location of the current pole). The Governing Body approved setback reductions from the north, east and south property lines in 2010.

The neighbors expressed some concerns during construction and when different carriers were installing their antennas, but since that time, there have been no complaints.

The new tower is approximately 5-feet wider in diameter than the current tower, however it will maintain the same height as the current tower. This increased width will provide additional service providers and ensure all providers are at the same or higher level as in the current tower configuration.

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

The existing cell tower provides better communications to the public particularly in-building reception and provides a predictable flow of revenue to the fire district to offset

its costs of operation. Because of its location away from both 63rd Street and Mission Road, it has little if any negative impact on surrounding residential areas.

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

The Wireless Communication Facilities ordinance requires that equipment compounds meet the minimum setbacks for principal structures in the district in which it is located and that towers setback from all property lines a distance equal to the tower height.

The side yard setback in the R-1A District is five feet and it appears that the compound meets that requirement. The rear setback is 25' and the compound sets back approximately 25' from the rear property line.

The tower or monopole sets back approximately 130' from the north property line, 51' from the east property line, 35' from the south property line and 210' from the west property line. Therefore, it was necessary to grant setback reductions from the north, south and east property lines in order to approve the original Special Use Permit. In approving the reduction or waiver, the Planning Commission and City Council considered the following:

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

Location of a cell tower to serve this neighborhood is difficult because of the limited number available sites and the predominance of single-family development in the area. The 150' high has been proposed with increased diameter in order to accommodate three carriers which could reduce the number of towers need to serve the area.

The applicant has previously submitted a report from an independent engineer addressing the monopole design and fall zone. It states that the monopoles are designed to ANSI, BOCA and ASCE standards and materials are tested to certify their quality. The report further states that monopole structures do not experience or have ever experienced "free fall" type failure due to wind or seismic induced loads. It further states that the monopole could be design to collapse within a fall zone radius of $\frac{1}{3}$ to $\frac{1}{2}$ the pole height. It appears that the only building that would be affected if the pole collapsed would be the fire station. Prior to design and construction of the new pole, similar assurances, compliance with the referenced standards, or a new report shall be submitted to address the justifications for the tower location.

It should be pointed out that this is a large public use area and is the type of location in which the Planning Commission and Governing Body would prefer towers to locate.

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

The Fire District Board determined that this would be the best location for the proposed tower and equipment compound because it would have the least impact on the fire department operation and the aesthetics of their site. There are

other locations on the site that could accommodate the facility, but a setback reduction would still be needed. The Fire District property is only 165' deep from 63rd Street so any tower over 85' in height would require approval of a setback reduction.

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

The setback reduction would only affect the Indian Hills Middle School and the closest point of the building to the tower is approximately 110'. There are no single-family residences in close proximity. The single-family dwellings are further protected by the 60' wide right-of-way on Mission Road and 63rd Street.

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

The monopole and equipment compound are located behind the fire station away from single-family development and the facility has not adversely affected the welfare or convenience of the public. On the other hand the facility benefits the community by providing better in-building, in-vehicle and street coverage.

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

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

The facility is located behind the fire station and the wall enclosing the compound is an extension of the building using brick that matches the existing building. The wall is approximately 10' in height and this is because the elevation drops rapidly (approximately 6') from the building to the south property line.

The design of the wall and its materials are compatible with the existing building. The monopole will be the tallest structure in that area at 150'. The monopole is located in a large public use area and the closest residence to the east is approximately 260' and to the north is approximately 285'.

Additional plants have been added to the south side of the equipment compound to provide additional screening, and a proposed landscape area will be provided on the east side along Mission Road.

- H. **Off-street parking and loading areas will be provided in accordance with the standards set forth in these regulations and such areas will be screened from**

adjoining residential uses and located so as to protect such residential uses from any injurious effect.

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

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

Adequate utilities are available and stormwater management was addressed as a part of the original approval.

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

The facility will require construction equipment to maintain the tower, install or change out antennas, and install equipment cabinets.

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

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

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

The architectural style and materials are typical of those used for utility type electrical poles and towers that are frequently found in urban neighborhoods. This tower is a monopole and no antennas are visible from the exterior. The applicant has submitted 3 design variations that deal with the increased width of the tower to accommodate the all-interior design for antenna and wires. The screening wall surrounding the equipment compound at the base of the tower is brick and the brick matches the building on the site. Having the compound attached to the fire station improves the appearance of the site and presents a more compatible and aesthetic design.

M. City Staff recommendations.

It is the opinion of Staff that this location is appropriate for a wireless facility installation and the Special Use Permit should be renewed. It is a large public use site; it is not adjacent to any single-family dwellings and carriers have demonstrated that there is a need in this area to provide better service. Service has been improved in-building, in-vehicle and at the street level. The need for better cell service is being driven by the public demand for service plus the demand for additional services such as data. The provision of wireless service is considered more of a utility more than a luxury and the ideal situation is to integrate the facilities in an area with the least negative impact on the residents. This site seems to accomplish that. There are a number of conditions that need to be attached as a part of the approval or the renewal of the Special Use Permit.

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

The property is developed primarily for a fire station which is an approved use in a residential district. The wireless communications facility is a compatible use with the fire station and is a suitable use of the property.

O. The length of time of any vacancy of the property.

The property is developed for a fire station and is not vacant.

P. Conformance with the Comprehensive Plan.

Wireless communications are not specifically addressed in Village Vision. However, it falls into two general goal areas; which are maintaining and improving infrastructure and improving communications between the City and its residents.

Jeffrey Valentino asked for clarification on the background of this application. Mr. Brewster replied that when Sprint was given temporary approval to locate on the tower they were directed to return with a permanent solution to accommodate the desired co-location. Most of the conditions of approval stipulated are the same or similar to those approved in the original 2010 application.

Nancy Wallerstein asked how far from the existing tower will the new tower be constructed. Mr. Anderson replied it will be centrally located on the south side of the Fire District Building which will provide some screening. Mrs. Wallerstein asked if all the equipment would fit in the enclosed equipment area. Mr. Anderson responded that it would with some rearranging.

Jonathan Birkel asked for additional information on the comments of support that were received by the applicant. Mr. Anderson replied they were general comments, pleased that coverage would be improved. Nancy Wallerstein asked if the dead zone at 67th and Roe would be improved. Mr. Blanco replied there would be some improvement

Jeffrey Valentino questioned if the increased size would negatively impact property values of neighboring homes. Mr. Anderson replied the height of the facility is not increasing, only the diameter and with the larger diameter the facility will be able to accommodate future growth with no exterior changes to the facility. The proposed model follows the design of the facility in Leawood near I-435. Mr. Valentino asked if the current structure could be modified to accommodate the carriers. Mr. Anderson replied it could not, only one canister space is available. Mr. Valentino asked if in providing the ability to expand if this facility is oversized.

Justin Anderson stated the direction they were given by the city was to come up with a permanent solution that would accommodate future growth without the need for additional facilities. There are no other sites available in the area that meet the required setbacks. They were directed by residents that this is the location that they desired. Mr. Valentino asked what the heights of other facilities in Prairie Village were. Mr. Anderson replied the tower at 7700 Mission Road is 150 feet and he did not know the height of the

tower at 9011 Roe. He noted that both of these facilities have antennas located on the outside whereas this facility will be slimmer with no external antennas.

Nancy Wallerstein noted the original permit was for five years and why staff was recommending ten years as requested. Wes Jordan responded the code allows for renewals to be granted for ten years. This facility is very similar to the existing facility which has operated for the past five years without any issues and the proposed design will allow for the desired co-location by multiple carriers as requested; therefore, staff felt the ten year request was reasonable. The Planning Commission has the ability to recommend only a five year renewal.

Mrs. Wallerstein confirmed that the applicant had reviewed and accepts the conditions of approval recommended in the staff report.

Jonathan Birkel stated this is a huge facility and asked where the benefit was for Prairie Village, noting that other cities are being provided coverage. Justin Anderson replied the service provided by the proposed facility will be located approximately one-third in Prairie Village, Fairway and Mission Hills. He stated when selecting location sites, they do not consider city boundaries. The goal is to find a site that will allow for co-location of multiple carriers. They have examined Village Church, Homestead and 61st & Mission Road in Fairway as possible sites, but they do not have the required setbacks. Their goal was to use an existing location that could provide co-location, not to use a Prairie Village location to provide coverage for other cities.

Mr. Birkel asked if they considered a slim line pole without the shroud. Mr. Anderson stated that would require have visible exterior antennas. Mr. Birkel asked if two carriers could be accommodated on a shorter tower than 150 feet. Mr. Anderson responded they could, but there would be a subsequent application by the other providers for another facility for their equipment.

Nancy Wallerstein asked why condition number 12 allows for a maximum height of 150 feet and not to exceed 165 feet, instead of only 150 feet. Chris Brewster replied that Federal regulations through the FCC allow existing tower modification to go above their existing height by 110%. Federal regulations would actually allow the height to increase to 175 feet. Shannon Marcano added that the language limits the applicant to making this increase only once.

Justin Anderson stated they are aware of the federal regulations that would allow them to increase the height; but it would only apply to work that would not hinder the stealth design required of this tower or other conditions of the Special Use Permit; however however, they are seeking approval for 150' and have no plans of increasing that height. He stated the Fire District, who owns the facility, has only approved a height of 150 feet. Mr. Anderson repeated that the proposed application, which is no higher than the existing application provides what the city has requested - the ability for co-location now and in the future without any exterior changes to the site for multiple carriers.

Gregory Wolf asked what would happen if the application were denied. Mr. Anderson stated they would have to go back to the drawing board, but he was not sure what other options are available based on their research and the requirements of the code. A slim line installation could go as high as 180', but he could not say that would have the diameter needed to meet the current and future needs of the carriers.

Nancy Wallerstein stated that with more and more households dropping their landlines, Prairie Village residents need to have effective and dependable cellular service for telephone and data. Technology demands it. Mrs. Wallerstein stated that she would like to see more landscaping on the site.

Chris Brewster reviewed the designated landscape areas on the site plan and stated that the applicant would work with staff to prepare and design an acceptable landscape plan. Mrs. Wallerstein stated she wanted more landscaping area than was designated on the plan and not just by the building. Mr. Anderson stated they were open to more landscaping.

Jonathan Birkel asked if the carriers were using fiber or only copper material for their installations. Mr. Anderson replied the Sprint installation will use fiber. Verizon and AT&T currently have copper installations using more space in the pole. Mr. Birkel asked if the diameter could be reduced. Mr. Anderson responded they attempted to reduce it to 12"; however, the mounts did not work properly.

The commission members discussed the three design options. It was noted that the uniform width design would be very massive at the bottom in the normal line of site. It was felt that the design with the changing width leads ones eye to the top. It was felt that the designs were relatively the same with the tapered design being preferred by the majority of the Commission.

Jonathan Birkel suggested that possibly painting the unit would make it appear more finished. Mr. Jordan stated the best blend is received with the galvanized installations or those painted white. Mr. Anderson restated that they would be willing to paint the facility if it was the desire of the city. Mr. Jordan also stated that Zoning Regulation 19.33.035 (C.1.) specifies a "galvanized finish. Mr. Jordan also informed the Commission that the applicant did previously appear before the Governing Body to seek feedback prior to finalizing the pending application. He said several Council members were interested in a "stealth" design and asked the applicant to focus on that attempt versus a monopole replacement.

Chairman Nancy Wallerstein reminded Mr. Mikkelson that this application would be going forward to the Governing Body for action and that he should weigh very carefully any comments he would make at the Commission level as not to be construed as having prejudged this application.

Mr. Mikkelson reported that a number of the City Council members found the stealth applications to be viable options for this application. Mrs. Wallerstein replied that she has seen the monopines and finds them hideous and unacceptable, a flagpole would be

loud and require an enormous flag, the width of the shroud the entire length of the facility would be massive and require a very heavy base.

Gregory Wolf moved the Planning Commission find favorably on the factors for consideration and recommend the Governing Body approve PC2015-09 granting a special use permit for the proposed wireless communications installation at 3921 West 63rd Street with the tapered design subject to the following conditions:

1. The initial approval of the Special Use Permit shall be for a maximum of ten years. At the end of the ten year period, the permittee shall resubmit the application and shall demonstrate to the satisfaction of the Planning Commission and the City Council that a good faith effort has been made to cooperate with other providers to establish co-location at the tower site, that a need still exists for the tower, and that all the conditions of approval have been met. The Special Use Permit may then be extended for an additional ten years by the City Council and the permittee shall resubmit after each ten year reapproval. The process for considering a resubmittal shall be the same as for the initial application.
2. Any tower, antenna or other facility that is not operated for a continuous period of twelve (12) months shall be considered abandoned and the owner of such tower, antenna or facility shall remove the same within 90 days after receiving notice from the City. If the tower, antenna or facility is not removed within that 90 days period, the governing body may order the tower, antenna or facility removed and may authorize the removal of the same at the permittee's expense. Prior to the issuance of the Special Use Permit, the applicant shall submit a bond to the City in an amount adequate to cover the cost of tower removal and the restoration of the site or otherwise guarantee its removal. This bond will be secured for the term of the Special Use Permit plus one additional year. In the event the bond is insufficient and the permittee otherwise fails to cover the expenses of any such removal, the site owner shall be responsible for such expense.
3. The wireless communication facility, monopole and antennas shall be structurally maintained to a suitable degree of safety and appearance (as determined by the City and any applicable law, statute, ordinance, regulation or standard) and if it is found not to be in compliance with the terms of the Special Use Permit will become null and void within 90 days of notification of noncompliance unless the noncompliance is corrected. If the Special Use Permit becomes null and void, the applicant will remove the facility tower antenna and all appurtenances and restore the site to its original condition.
4. The permittee shall keep the property well maintained including maintenance and replacement of landscape materials; free of leaves, trash and other debris; and either regularly cleaning up bird droppings or installing anti-perch devices that prevent birds from perching on the installation.
5. In the future should the levels of radio frequency radiation emitted be determined to be a threat to human health or safety, the wireless communication facility, tower or antenna shall be rectified or removed as provided for herein. This finding must be either mandated by any applicable law, by federal legislative action, or based upon regulatory guidelines established by the FCC.
6. In order to ensure structural integrity, all wireless communication facilities, towers and antennae shall be constructed and maintained in compliance with all

- applicable local building codes and the applicable standards for such facilities, towers and antennae that are published by the Electronic Industries Alliance.
7. The installation shall meet or exceed all minimum structural and operational standards and regulations as established by the FCC, FAA, EPA and other applicable federal regulatory agencies. If such standards and regulations are changed, then all facilities, towers, and antennae shall be brought into compliance within six (6) months of the effective date of the new standards and regulations, unless a more stringent compliance schedule is mandated by the controlling federal agency.
 8. It shall be the responsibility of any permit holder to promptly resolve any electromagnetic interference problems in accordance with any applicable law or FCC regulation.
 9. CFD#2 shall have the ability to enter into leases with other carriers for co-location and CFD#2 shall be responsible for the removal of the communications tower facility in the event that the leaseholder fails to remove it upon abandonment.
 10. Information to establish the applicant has obtained all other government approvals and permits to construct and operate communications facilities, including but not limited to approvals by the Kansas Corporation Commission.
 11. The Special Use Permit renewal is for four carriers, 3 existing and one future. Additional carriers may locate on the tower subject to approval of a Site Plan by the Planning Commission in accordance with Chapter 19.32 Site Plan Approval and an amended Special Use Permit will not be required.
 12. The monopole shall be approved for a maximum height of 150', and no additional height shall be added to the monopole, whether allowed by the city or other entity, unless specifically required by law or federal rule, and in no case more than 165'. Any increase in height above 150' but not to exceed 165' shall be allowed to occur one time only.
 13. All antennas and cables shall be installed internally in the monopole for permanent installations and the design and installations shall meet the standards set out in Section 19.33.035.C. Tower/Antenna Design.
 14. The tower and shall have a hot dipped galvanized finish.
 15. There shall be no security lighting installed around the base of the tower.
 16. The approved Site Plan, dated October 10, 2015 shall be incorporated as the Site Plan for approval of this application. If any changes are made to the Site Plan as a result of the approval, the plan shall be revised and submitted to the City prior to obtaining a permit.
 17. The applicant may change out equipment boxes, cable and antennas provided that the replacements are generally consistent with the approved plan. If change-outs are significantly different, as determined by the Building Official or his/her designee, a revised Site Plan shall be submitted to the Planning Commission for its review and approval.
 18. The applicant shall not prevent other carriers from locating on the tower.
 19. In the event that a carrier transfers its facilities to another carrier or changes its name due to merger acquisition, etc., it will notify the City within 30 days of such change and will provide a description of the service provided by that carrier. If modifications are required as a result of this change they will be approved by Staff

unless in the opinion of Staff they are significant changes, then they will be submitted to the Planning Commission for Site Plan Approval.

20. A setback waiver is hereby granted for the tower from the north, east and south property lines to reduce the required setback from 150' to the actual distance between the existing tower and the property lines which is approximately 130' from the north, 51' from the east and 35' from the south. All design and construction specifications for the tower shall be in conformance with previous reports and standards used to justify setback waivers of the existing tower.
21. The applicant shall maintain the landscape and replace plants that die. A final landscape detailed plan for the area to the south and east of the compound shall be agreed to by the landlord and staff prior to construction.
22. Only one standby generator shall be approved for this complex. The generator shall be shared by all carriers and shall be owned, operated and maintained by the same entity that owns the tower. The generator will be connected to a natural gas line. Staff will need to review the specifications for the proposed standby generator before it is installed to be sure that the noise created by it is minimized. The maximum noise level should not exceed 68-db and as much noise reduction as possible should be incorporated into the unit.
23. Upon completion of the proposed tower, the existing tower shall be removed within a reasonable time. Any demolition period beyond 2 months shall require approval by the City or may constitute violation of the Special Use Permit, subject to all penalties or remedies authorized under the city's ordinance.

The motion was seconded by James Breneman and passed by a 6 to 1 vote with Jeffrey Valentino voting in opposition.

SITE PLAN APPROVAL

Chris Brewster stated that since this is the request for approval of the renewal of a Special Use Permit with a modification for a wireless communication facility, Site Plan Approval is required in accordance with Chapter 19.32 Site Plan Approval if the Planning Commission recommends approval of the Special Use Permit.

This is a major wireless communications facility installation. The existing monopole is 150' in height and the equipment compound is approximately 67' by 17' 6". This application proposes a similar configuration with a relocation of the tower approximately 43' to the east and an expansion of the compound by approximately 29 feet to the east (aligned with the existing pergola on the east side, and at the same line along the south side of the building).

Staff prepared the following analysis of the criteria for approval of this application:

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

There is adequate area on the site to accommodate the monopole and equipment compound. The monopole location does not meet the setback requirements, but a setback reduction was approved as a part of the original Special Use Permit. The proposed facility is served by the existing parking and drives. A final landscape detailed

plan for the area to the east of the compound shall be agreed to by the landlord and staff prior to construction.

B. Utilities are available with adequate capacity to serve the proposed development.
Basic utilities are available to serve this location.

C. The plan provides for adequate management of stormwater runoff.
The installation has created more impervious area. The applicant must submit a stormwater management plan to Public Works prior to construction.

D. The plan provides for safe and easy ingress, egress and internal traffic circulation.
The proposed site utilizes the existing fire station driveway and parking lot for circulation which will adequately serve the use.

E. The plan is consistent with good land planning and good site engineering design principles.
This is a major installation and the location has been designed so that it blends as well as possible with the existing fire station.

F. An appropriate degree of compatibility will prevail between the architectural quality of the proposed installation and the surrounding neighborhood.
The monopole is 150' in height which is taller than any other structure in the area. It is a slim line design and all antennas and wiring are within the monopole. The appearance of the pole will not be the slim line as it is today, but all antennas will be enclosed and 4 providers will be accommodated at greater coverage heights without increasing the height of the current tower.

A brick screening wall was constructed using the same materials that match the existing fire station around the perimeter of the equipment compound and it will be maintained.

G. The plan represents an overall development pattern that is consistent with the comprehensive plan (Village Vision) and other adopted planning policies
Wireless communications are not specifically addressed in Village Vision. Perhaps it falls into two goal areas which are maintaining and improving infrastructure and improving communications between the City and its residents.

Gregory Wolf moved the Planning Commission concur with the analysis provided by staff and approve the site plan presented for the cell tower installation including the Sprint antenna installation subject to the following conditions:

1. That the applicant submit a final landscape plan meeting the requirements of city and the landlord be submitted and approved by staff prior to construction.
2. That final storm water plans be approved by Public Works prior to construction.
3. Details of the compound screening wall be submitted and approved by staff to demonstrate compatibility with the current structure.
4. That the approval be conditioned on approval of the Special Use Permit by the Governing Body, and that if any changes are required through the Special Use

Permit that impact the site design a new site plan shall be submitted to the Planning Commission.

The motion was seconded by James Breneman and passed by a vote of 6 to 1 with Jeffrey Valentino voting in opposition.

NON PUBLIC HEARINGS

PC2015-115 Request for Site Plan Approval 7501 Mission Road

Chris Hafner, with Davidson Architects, has requested that the Planning Commission continue this item to their December 1st meeting to allow additional time for the applicant to prepare a revised site plan submittal. Gregory Wolf moved the Planning Commission continue consideration of PC2015-115 to the December 1, 2015 Planning Commission meeting. The motion was seconded by Patrick Lenahan and passed unanimously.

PC2015-116 Request for Building Line Modification 8440 Roe Avenue

Dana Blay informed the city that the homes association will be reviewing his plans on November 6th and asked that his application be continued to the December 1st meeting of the Planning Commission Gregory Wolf moved the Planning Commission continue consideration of PC2015-116 to the December 1, 2015 Planning Commission meeting. The motion was seconded by Patrick Lenahan and passed unanimously.

PC2015-120 Request for Site Plan Approval 4195 Somerset

Gregory Zike, Vice President with First Washington Realty introduced the members of their team present: Alex Nyhan, Senior Vice President; Monica Mallory, Regional Property Manager; Paul Michell with Generator Studio and Kevin Pinkowski with BHC Rhodes.

Mr. Zike noted this is the last building is the center to be renovated. The new façade will contain features carried over from the CVS building. The renovations include a new skin on the storefronts (facing the interior parking lot), with columns, slatted parapets, sign frames and a covered trellis. Also included is the addition of outdoor patio seating, connections to the public sidewalk, a bike station and landscape amenities.

Kevin Pinkowski noted the increased stormwater is under ten percent and does not require a stormwater study. They have talked with Public Works Director Keith Bredehoeft and will be following his recommendations. An option under consideration is the use of pavers, instead of full concrete in the outdoor patio area to reduce the impervious surface. The proposed landscape shrub will be replaced with the species recommended by staff.

Nancy Wallerstein expressed concern with the height of the plants and their impact on visibility for turning vehicles. Mr. Michell responded the location of the plants is such

that they will not impact the sight distance for vehicles. Mrs. Wallerstein replied this is a difficult intersection with the slope of the roadway. Mr. Michell replied he would reconfirm that the sight triangle is not impaired. Mr. Breneman added his concern with the view for traffic turning left. He noted he did not understand the rationale behind the proposed bike station. Mr. Birkel asked if the bike station could be more integrated into the center. Mr. Michell responded that the bike station is an amenity to the trail for the overall community and not solely for use by those using the center. He noted that moving the bike station closer to the patio would negatively impact the patio customers with additional noise and increased activity.

Patrick Lenahan felt that if people were stopping at the bike station, they would probably go into the center and questioned its location. Alex Nyhan repeated they view the bike station as an amenity to the trail, not the shopping center. Mrs. Wallerstein noted that every bike she has seen in the center has been next to Mely's. Melissa Brown noted that cyclists tend to travel in large groups and felt the station was under designed for the capacity of cyclists and feels it would create a bottleneck. She also questioned the impact of the bike station on pedestrians using the trail. Paul Michell reviewed the existing connectivity to the shopping center.

Ms. Brown also noted there is a significant distance between the Hatties building and the rest of the center and would like to see something to get shoppers safely from this building to other parts of the center.

Jon Birkel felt the bike station would be better located on the side of the coffee shop, perhaps behind the screen where there would be better access and not block the sight line for vehicles.

Nancy Wallerstein noted there are two different groups of cyclists - young children and the adult cyclists that travel in large groups and tend to migrate to such places as the Blue Moose and feels they are more likely to congregate at BRGR or the Urban Table. Mr. Michell noted the location of the bike station is visible to bikers on Somerset and also serves as an access to the shopping center. He noted it could be moved back some but stressed its purpose is to serve individuals using the trail, not shoppers of the center.

Jonathan Birkel asked how the proposed base and column materials relate to other parts of the center. Paul Michell stated the design is a cleaner more modern look but that it meets the intent of the design of the center. The same types of stone will be used. Similar planters will be placed by the patio area

Jeffrey Valentino expressed concern with the long term durability of the columns and the stone base. Mr. Michell replied the columns have a steel base. He noted the existing tile base is a mixed of design and material. They are seeking a consistent tile under the windows with a darker slate covered with stone for a cleaner look. Mr. Birkel agreed the column is modern; however, it has a very cold feel to him and he would like to see stone that is more cohesive with the existing center providing several options to soften the appearance.

Nancy Wallerstein expressed concern with the back lit signage, noting none of the existing signage is backlit. She would like to see something more reflective of the architecture to provide for more cohesiveness. Mr. Michell replied the signage is not backlit, the letters themselves are lit from behind and is within the confines of the sign standards approved for the Center. The only change is the white background. They are not proposing specific signage for the tenants.

Nancy Wallerstein asked where accessible parking was located. Mr. Michell replied no changes are being made to the existing parking. The location of accessible parking can certainly be reviewed. Mrs. Wallerstein stated she would like to see at least one curb cut and ADA space close to the storefronts, noting elderly customers coming out of the nail salon on a regular basis. She feels with the improvement of this building, this should also be considered as another improvement.

Wes Jordan stated that staff feels the parking on the north side of the building is underutilized and suggested that it be made more accessible for public parking. Mr. Lenahan noted this would be similar to the old "Starbucks" building at the PV Shopping Center.

Paul Michell stated the ADA parking is currently on the end of the building. Mrs. Wallerstein stated that with this improvement she felt it would be better to have ADA parking located closer to Hatties. Greg Zike replied they just finished a major parking lot renovation at the center and would be restriping the parking lot in the center after winter and can make that change at that time. Patrick Lenahan noted that curb cuts would also be required to make that change.

Nancy Wallerstein asked if employees could be required to park in the back. Mr. Zike replied they would.

Jonathan Birkel suggested reducing the amount of stone and perhaps put up a trellis, something more like Urban Table and move the bike station.

Alex Nyhan confirmed Mr. Birkel was looking for something more like the gateway elements used in the main shopping center and for the bike station to be moved back. Mr. Michell noted those changes could be made and stated they would like to be able to make them without delaying this project.

Patrick Lenahan noted the staff recommendation includes five conditions with #3 being very similar to what is being said by the Commission regarding the bike station, recognizing that the bike station needs to be related to the destination. He asked if the applicant was willing to accept the staff conditions including the realignment of the pedestrian connections. (The staff analysis of the application as related to the site plan criteria and recommendation can be found on the staff report for PC2015-120 dated November 3, 2015.)

Gregory Zike replied the pedestrian path was designed to save two large mature trees. Other alignments were considered but they feel the retention of trees is more important than saving concrete. They are open to working with staff to work on making the shift on the bike station. He feels that as the number of bikers grows this will become a valued amenity and added that there are currently several bike parking locations within the center, but they are happy to work with staff.

James Breneman noted the placement of the bike station behind the patio will get it away from the corner and is a very good location. Nancy Wallerstein asked if public works has reviewed the sight triangle. Chris Brewster replied that he received an e-mail from the Director of Public Works regarding this application. The e-mail did not specifically address sight triangle, as staff did not see this as an issue; but addressed stormwater issues that he felt could be worked out between the city and the applicant.

Mr. Brewster noted that the city's Comprehensive Plan calls for a more pedestrian friendly center and this is an opportunity to make pedestrian connectivity better. Staff did not see this as a concern, but as an opportunity for improvement. He noted the condition regarding pedestrian crosswalk identifies the need for a crosswalk to get pedestrians from Somerset into the center without having to walk in the parking lot.

Mr. Brewster provided the following summary of the application in his staff report:

- *Signs* - The new exterior skin and parapets include sign frames. The Corinth Center is subject to center-specific sign requirements approved by the Planning Commission. The proposed site plan does not include details to demonstrate either compliance with, or any proposed deviations from the Tenant Sign Criteria with regard to size, location, or design of future signs. Prior to getting a sign permit, all signs shall either meet the current Tenant Sign Criteria, or any changes shall be required to be reviewed and approved by the Planning Commission as provided by ordinance.
- *Stormwater* - The application is causing a slight increase in impervious surfaces. It is suggested by the applicant in the Storm Water Management Letter (BHC Rhodes), that the increase is small enough to warrant an exception from stormwater management requirements. Additionally, improvements are proposed around existing stormwater facilities. Prior to construction of any improvements, Public Works concurrence with the storm water analysis and any grading, or stormwater facility improvements is required.
- *Bike Station* - A bike station is proposed as an entrance feature associated with a connection to the public sidewalk. While this improvement creates a nice gateway element, improves pedestrian scale design for the center, and is a gesture to greater multi-modal access, the location of the bike station is of questionable value. This is a remote section of the specific site and center, substantially separated from commercial activity by grade and orientation of the buildings. Further, bikes traveling to the center are as likely to be using the street and driveway entrance. Because of the remoteness of proposed bike parking

and likely travel patterns, a location of the bike station and/or parking more closely associated with the patio or other points of entry for the center and building should be considered.

- *Pedestrian Path* - Similar to the bike station, any increase in pedestrian scale design and connectivity is an improvement for the center. However, the proposed path meanders from the public sidewalk on Somerset several feet east of the 82nd and Somerset intersection. In looking at likely pedestrian paths from other streets in the vicinity (particularly neighborhoods north and west of the center), this may not create a practical path for the greatest number of pedestrians. A crosswalk from the north and west side of Somerset exists at the staggered intersection of 82nd and Somerset, meaning many pedestrians may be approaching the site from that direction. The proposed pedestrian path will not be practical for these people, who are more likely to walk along the driveway to the patio area and stores. There is a marginal sidewalk on the west side of the 82nd street entrance, however a more direct pedestrian path with enhanced landscape on the east side could make the 82nd street entrance drive detail more like a typical streetscape and improve the pedestrian connection (i.e. path parallel to drive with a 6' tree lawn with street trees). Moving the path to create a better direct connection for all, and to create a more formal landscape / street tree element on this drive should be considered.

In summary regarding the Bike Station and Pedestrian Path, reorienting these features and bringing bike and pedestrian travel to more of a focal point in association with the outdoor patio space could improve both the entry feature aspect of this plan, and begin to establish a more functional and practical bike/pedestrian entryway into the center.

- *Landscape Design Site Amenities* - The details on planter boxes is not sufficient to determine quality and consistency with the other stonework throughout the center. Provided these elements continue themes existing throughout the center, these elements will be a positive contribution to the pedestrian scale and landscape amenity of the center. Prior to permits, details of the material and construction quality shall be submitted to the City Staff. The Landscape pallet includes 31 Harlequin Euonymus. This plant is a poor performer for this region. Different low shrubs such as Blush Pink Nandina, Drift Rose, Midnight Wine Weigela, Gro-Low Sumac or Miss Kim Lilac should be substituted.

Mrs. Wallerstein expressed her concern with the potential brightness of the signage now that there are several small businesses located in this building whereas the businesses in the other parts of the center are larger with their signs further away from each other, therefore not having the same impact. It will appear different that the signage in the center. Chris Brewster responded that anything on the signage has to meet the sign standards that were approved by the Commission for the center. The only change being made is the white background. Mrs. Wallerstein stated she is concerned with the brightness of the signage. Mr. Zike replied that the Hen House has large white letters and this is a facility will have a white background for their lettering providing a subtle

difference, yet connection to the buildings. Mrs. Wallerstein noted the background on the lettering on the CVS building is wood and does not create the same impact as far as brightness. She feels the proposed lettering would glow. Mr. Zike noted the lighter background will direct eyes to the signage for the businesses, which the businesses do not currently have.

Alex Nyhan noted at this time there are not specific signs requested, but suggested that when a sign is requested that the applicant create a mock up and bring it to the city for review. He requested that they be allowed to move forward and let the sign standards work as expected. If they do not, the commission will then have another opportunity to address the signage.

Melissa Brown stated that she likes a more modern design, but noted the recent renovations to the center, which have been so successful, are very different and she feels that perhaps that design should be continued with this building. She feels there is a disconnect with the rest of the center. Mr. Michell reviewed the design elements and materials that are being continued to a lesser degree in the proposed façade while providing a fresh and cleaner look.

Jeffrey Valentino noted that most of the comments are on the entryway; however, he would like to see revised plans and designs.

Gregory Zike asked if the work on the patio area could be separated out, so that they could start part of the project while making the desired changes and relocation of the bike station.

Chris Brewster stated he felt staff and the applicant could work off the comments made to bring back an even more improved project. He doesn't see this as needing to stop the applicant on moving ahead on the building of the patio area. Regarding the signage, he believes Mr. Nyhan's suggestion that they bring back a specific sign with a mock-up at the appropriate time for review and otherwise follow the established sign standards. If the signage does not meet the sign standards, it will need to come before the Planning Commission. Mr. Lenahan confirmed that would include the background color of the sign panel.

James Breneman agreed with Mrs. Wallerstein that he felt the signage will jump out and a more muted background color would be better.

Nancy Wallerstein stated from her personal standpoint she cannot support this as it stands. She is uncomfortable with the white/tan/brown steel columns which she does not feel fit with the rest of the shopping center. She is uncomfortable with the signage. If the letters are to be backlit she would rather see it on a wood tone than the proposed white. Without review by Public Works she is not certain the proposed bike station does not impact the sight distance and would like to see a realignment of the pedestrian crosswalk. There are a lot of issues remaining and she feels they need to all be seen as a full package together. She feels it should be more reflective of the rest of the shopping center.

Jeffrey Valentino asked the applicant for their timeline. Gregory Zike replied they want to move forward as quickly as they can and are currently talking with potential contractors. They feel it is important for them as new owners of the center to make these improvements and reviewed how the proposed building incorporated other elements of the shopping center.

Mrs. Wallerstein thanked them for the proposed changes to a building that needs some change.

Jeff Valentino noted with the number of issues that need to be addressed that would make a cumbersome motion. He asked Ms. Brown if she had concerns with the proposed tile. Ms. Brown replied that it would be ok as it is under cover, but she feels there are better options. Mr. Birkel agreed that a synthetic stone would be better than the proposed tile. Mr. Michell replied they are looking at a large format tile but would be will to look at a stone tile.

Ms. Brown raised concerns about the contemporary design elements and with this being a one-story building with a flat roof the general appearance is different from the rest of the center and a very conscientious effort needs to be made to incorporate design elements and features from the rest of the center into this building. Mr. Michell reviewed how this was being done.

Gregory Wolf moved the Planning Commission continue PC2015-120 for submittal of revised plans. The meeting was seconded by James Breneman. Mrs. Wallerstein asked if the continuation was to December 1st meeting. The applicant asked if they could be added to the November 12th meeting. Mr. Jordan replied that meeting has a very full agenda and is a special meeting published to specifically consider the Meadowbrook application. Mrs. Wallerstein stated the items would be continued to the December 1st meeting or whenever the applicant was prepared to resubmit. The motion was voted on and passed unanimously.

OTHER BUSINESS

Adoption of the 2016 Planning Commission/Board of Zoning Appeals Meeting and Submittal Schedule

James Breneman moved the Planning Commission adopt the proposed 2016 meeting and submittal schedule as proposed with the correction of the March meeting date from March 2 to March 1st. The motion was seconded by Gregory Wolf and passed unanimously.

Chairman Nancy Wallerstein reminded the Planning Commission of their Special meeting for consideration of the Meadowbrook application to be held on Thursday, November 12th at 6 p.m. at Meadowbrook Country Club, 9011 Nall Avenue.

NEXT MEETING

The planning commission secretary noted the filing deadline for the December meeting is November 6th. However, the meeting will include the three items continued by the

Planning Commission at this meeting. She added that due to the Thanksgiving holiday, meeting packets will be delivered earlier.

ADJOURNMENT

With no further business to come before the Commission, Chairman Nancy Wallerstein adjourned the meeting at 9:45 p.m.

Nancy Wallerstein
Chairman

PRAIRIE VILLAGE ENVIRONMENT AND RECYCLE COMMITTEE

October 28, 2015

Pete Jarchow, for the Steering Committee, opened the meeting at 5:32 p.m.

Members attending were Pete, Thomas O'Brien, Karin McAdams, Margaret Goldstein, Al Pugsley, Maurine Kierl and Robert Roberge. Visiting was Monica Mallory from First Washington Realty, owners of Corinth Square and Prairie Village Shops.

The minutes from the September meeting were approved as corrected.

Speaker: Monica Mallory of First Washington Realty

- What opportunities can we have to work with commercial interests such as this?
 - Monica works out of Brookside but helps manage Corinth and Prairie Village Shops.
 - There could be opportunities for more sustainability efforts. Ripple Glass, for instance, is cooperative, and the shopping centers maintain cardboard recycling bins. There could be more recycling containers of various kinds.
 - 1st Washington is interested in new trash collection arrangements and in recycling new kinds of materials.
- Ideas for cooperation:
 - Each shopping center has a marketing manager who could help us communicate with the tenants.
 - We could choose a "recycler of the month."
 - Someone from our committee could attend merchants' meetings.
 - Our contacts and surveys from the plastic bag initiative could help us work with merchants.

Committee reports:

- **Education Committee** – needs a new chair. Maurine Kierl offered to take this post.
- **Community Gardens:**
 - The gardens have had another great year. November 7 will be the compost day, using purchased compost. Gardeners will be replacing fencing as well.
 - The second site has been renewed for next year as well.
 - The committee has a new leadership team again this year. In addition, Tom O'Brien is willing to oversee the committee again, but eventually we will need to supply someone else to do that job.
- **Earth Fair:**
 - The next meeting will be held on November 17 at Panera, 7:00 p.m.

- The committee has offered the position of director to Rev. Chad Cooper, who is the head of Sustainable Sanctuaries Coalition. He will know soon if his schedule will allow him to work with us.
- Chad suggested making future service projects a part of the fair.
- There were some good theme suggestions; in addition, there was a suggestion of using color-coded tracks to lead visitors to different sections of the fair.
- **Community Forum:**
 - The food was excellent. It was suggested that having the event at Broadmoor might make it easier.
 - There were more sponsors this year; this raised the question that the event might be becoming too political.
 - About 120 people attended. This in spite of the fact that registering online was difficult. This process will be more efficient next year.
 - Kathy Riordan, who won't be returning to the planning committee next year, sends her thanks to all the volunteers for their help.

The meeting was adjourned at 7:00 p.m. The next meeting will be held at 5:30 on Wednesday, December 2.

Respectfully submitted,

Karin McAdams

**Council Members
Mark Your Calendars
December 7, 2015**

December 2015	Peter Smokorowski exhibit in the R.G. Endres Gallery
December 11	Artist reception in the R. G. Endres Gallery 6:30 - 8:00 p.m.
December 21	City Council Meeting
December 25	City Offices Closed for Christmas Holiday
January 2016	Julia Forrest, Joe Bussell & Hill Brin exhibit in the R.G. Endres Gallery
January 4	City Council Meeting
January 15	Artist reception in the R. G. Endres Gallery 6:30 - 8:00 p.m.
January 18	City Offices closed for Martin Luther King Jr. Holiday
January 19	City Council Meeting
January 26	Filing Deadline for City Council election - noon
February 2016	Rose Burgweger, Pamela Peters, Gregory Gutenko exhibit in the R.G. Endres Gallery
February 1	City Council Meeting
February 12	Artist reception in the R. G. Endres Gallery 6:30 - 8:00 p.m.
February 15	City Offices Closed for Presidents Day Holiday
February 16	City Council Meeting
March 2016	Pat Jessee and Roberta Leaverton exhibit in the R.G. Endres Gallery
March 1	Primary Election
March 7	City Council Meeting
March 11	Artist reception in the R. G. Endres Gallery 6:30 - 8:00 p.m.
March 21	City Council Meeting
April 2016	Future of the Arts exhibit in the R.G. Endres Gallery
April 4	City Council Meeting
April 5	General Election
April 8	Artist reception in the R. G. Endres Gallery 6:30 - 8:00 p.m.
April 18	City Council Meeting