

STAFF REPORT
Planning Commission Meeting September 25, 2017

AGENDA ITEM NO.: 4

PROJECT NUMBER / TITLE: Application # 17-09

REQUEST: Final Site Development Plan for Mission Trails

LOCATION: 6201 Johnson Drive

APPLICANT: Steve Coon, EPC Real Estate

PROPERTY OWNER: 6201 Johnson Inc
4520 Madison Ave, Apt 300
Kansas City, MO 64111

STAFF CONTACT: Danielle Sitzman

ADVERTISEMENT: NA

PUBLIC HEARING: NA



Property Information:
The subject property is the site of the former Pyramid Life and Continental General insurance office and is zoned Main Street District 1 “MS1”. It is located in the Downtown District and subject to the *Mission, Kansas Design Guidelines for the Johnson Drive Corridor*. “MS1” was assigned to this property at the time of the City initiated rezoning of entire downtown in 2006. The District was designed to reinforce and encourage the existing character within the core of the downtown.

Surrounding properties are zoned and developed as follows:
North: “MS1” Main Street District 1-small row buildings with retail and service uses.

West: "MS1" Main Street District 1-clothing and household goods store and "C-2B" public high school

South:"MS2" Main Street District 2-municipal community center and senior multi-family housing.

East: "MS1" & "MS2" Main Street District 1&2-restaurant, auto repair and various retail & service uses.

Comprehensive Plan Future Land Use Recommendation for this area:

The Comprehensive Plan indicates this area is appropriate for Downtown District to maintain the historic community characterized by small businesses and a pedestrian oriented environment. The ground floor is appropriate for retail with upper floors including housing units and office uses.

The proposed project is in conformance with the intent of the Comprehensive Plan to provide a mix of residential densities and uses located in proximity to the higher commercial intensity uses near Johnson Drive. It also addresses the Comprehensive Plan Goals of supporting multi-modal travel, contributing to the economy of the downtown, providing off-street parking to support the downtown, and investment in the downtown infrastructure by installing streetscape to match rest of the district.

Project Background:

In October of 2016 the subject property was purchased from Waddell & Reed by R.H. Johnson Company. This group also has an ownership role in the adjacent property at 6101 Johnson Drive-The Bar. Since the time of purchase the ownership has marketed the property for sale and redevelopment. At this time the applicant, Steve Coon of EPC Real Estate, is requesting a final site plan approval for redevelopment of the site into a mixed use building consisting of retail, office and housing.

The Preliminary Site Development Plan for Case # 17-04 Mission Trails was approved with four conditions by the City Council in June 2017. This included granting deviations to maximum height and ground floor uses in accordance with the planned district regulations. Other conditions included stipulations on the submission of final traffic and stormwater studies. The City Council also approved the TIF project plan and Redevelopment Agreement for the development at their September 20, 2017 meeting. It stipulates reservation of 50 parking stalls for public use in the parking structure and that construction must be completed by November 30, 2020.

Plan Review

The applicant is proposing a 5-story mixed use building containing apartments, retail space and offices on a 2.8 acre infill site in the downtown near the southwest corner of Johnson Drive and Beverly Avenue. Ground floor uses fronting Johnson Drive would include a restaurant and several small retail/service spaces as well as leasing offices. Two hundred apartments wrapping around an internal courtyard would be located on floors two thru five as well as behind the Johnson Drive frontage on the ground floor. A four level parking garage would be located adjacent to the building to the southeast.

The final site plan submitted for review by the Planning Commission includes the following total planned square footage by use:

	Use	Prelim Approximate Area	Final Area
Retail	Restaurant/Retail/Service	7,500 SF	6,500

Residential	200 units	203,125 SF	200 units/217,153 SF
Office	Leasing	2,500 SF	NA
	Total	213,125 SF	
Parking Provided	Surface (inc on-street)	Structured (inc. public)	Surface/Structure
	38 stalls	287 stalls	37/285

Johnson Drive Design Guidelines & Municipal Code Review

City Code encourages reinvestment in existing buildings and structures, as well as compliance with the Design Guidelines. The Planning Commission has the authority to conduct Design Review of any proposed new construction. If appropriate, the applicant can be requested to make revisions to proposed plans, or additional stipulations can be added to any motion for approval. The Johnson Drive Design Guidelines provide a wide range of recommended and required design elements applicable to the development. Relevant excerpts of these and the site development standards of the municipal code are reviewed below. As Design Review is conducted, Staff encourages the Planning Commission to consider the intent of these standards and evaluate whether this application meets the goals of the document.

Building Orientation & Siting

Appropriately sited buildings can greatly enhance the formation of the public streetscape. To the greatest extent possible, buildings should be sited to provide high quality, functional and livable outdoor public spaces that enhance the use of the building, the street frontage, and the surrounding neighborhoods.

- All buildings must be oriented parallel or perpendicular to public streets within the entire Johnson Drive Corridor.
- New construction and infill buildings shall be oriented to primary streets and must be built to the “build-to” line established in the new redevelopment plans for the Downtown West Gateway and East Gateway Districts. Buildings must extend the entire width of the property along the primary street, and abut any existing adjacent building on either side. A uniform alignment of facades along the sidewalk edge is the key objective. Grade level retail or commercial uses shall have a minimum 75% of the street frontage built to the build-to line.
- Buildings fronting multiple streets shall have consistent façade treatments with respect to materials, scale, proportion and detailing.

Staff Notes-Siting: Buildings are shown filling in the block parallel to the public street and extending the width of the property with parking behind the primary facade. The building is located along the sidewalk with parking behind or to the side. Facade treatments are similar and appropriate. The building is appropriately sited.

Parking

Parking quantity should not be the only issue considered in parking area design. Physical organization, distribution, pedestrian links, and screening are issues that must be addressed in parking lots and on-street parking.

- Parking lot islands and green space shall be incorporated within all parking lots to provide shade and visual relief from large expanses of pavement. Parking lots shall provide a minimum of 6% green space.
- Where a parking lot abuts a street, a minimum 9’ wide buffer zone (including sidewalks) shall be required to effectively screen views to parked vehicles. Where a parking lot abuts an interior property line (not a street) a minimum of 4’ shall be maintained as a green space. Screening shall be a minimum height of 3’ and be of either softscape (vegetation) or hardscape (walls/fencing) or a

combination of both.

- Parking lots and on-street parking shall be designed in such a way to provide a clear, direct path between the parking areas and the business destination.
- Parking lots in the Downtown District should not front on Johnson Drive, but be located behind the building with access from side streets.

Staff Notes-Parking: The Johnson Drive Design Guidelines support structured parking and minimizing the amount of surface parking in redeveloping areas of the city. The proposed design has accomplished this by providing 37 surface and 285 structure spaces. This includes angled parking spaces along Johnson Drive, a small surface parking lot adjacent to street-level retail on the east side of the site and four level parking garage. Access to the parking garage and surface parking would be both from Johnson Drive and Beverly Avenue. The parking garage will connect to the 2nd-4th floors of the building. It is anticipated parking in the ground level of the structure will be reserved for the public while the upper levels will be reserved for residents. Parking areas are located behind or to the side of the primary frontage along Johnson Drive. Surface parking is setback the required distance from the street. Screening is accomplished by a retaining wall with landscaping beds. The design of the surface parking lot meets the intent of the design guidelines.

The applicant has also provided data of parking demand observed at other similar developments in their project narrative. They estimate that 1 stall/1 bedroom unit and 1.5 stalls/two bedroom units is sufficient to meet the needs for residential parking without building unnecessary stalls that would remain unused. The parking provided exceeds the parking ratio required in other zoning districts for the remaining retail and offices uses in the project. The proposed parking plan is acceptable.

Traffic Generation

Access into the site is proposed from two access points, one on Johnson Drive and one on Beverly Avenue. The Johnson Drive access will serve the surface parking lot and the parking garage. The Beverly Avenue access will serve the parking garage. The City's on-call engineers at Olsson Associates requested a full traffic impact analysis to follow up the trip generation assessment submitted with the preliminary site plans.

The amount of traffic expected to be generated by the site has been estimated using standard traffic engineering practices. In addition to traffic volume, the impact to the performance of several intersections adjacent to the site were also studied and assigned a A-F grade. Compared to the previous office use, the proposed residential project is expected to generate more trips during the morning and evening peak hours with a reversal and concentration in the direction of flow. This reflects the expectation that residents leave their homes in the morning and come home in the evening whereas the office was a work destination with clients coming and going throughout the day. All intersections in the immediate vicinity will operate at the same level of service.

Olsson Associates is satisfied with the methodology of the analysis and the final project design as noted in the attached memo. Therefore, no roadway improvements are recommended.

Site Access

Convenient, safe, and direct ingress and egress to individual properties is critical to the commercial success of the Johnson Drive Corridor. Site access shall provide for the safe

movement of both pedestrian and vehicular traffic.

- Primary sidewalks along Johnson Drive shall provide a minimum walking surface of 8 feet in width. Secondary sidewalks, those along the side-streets between Johnson Drive and Martway, shall provide minimum walking surface of 5 feet in width.
- The incorporation of amenities such as seasonal planters and urns, benches, bike racks, and trash receptacles are encouraged within the walkway system adjacent to individual properties. These amenities shall be coordinated with the City of Mission to ensure compatibility with public streetscape improvements. Amenities shall be placed to provide a continuous clear zone for pedestrians, and be placed to avoid conflict with vehicular sight lines at ingress/egress locations.
- Existing curb cuts within all Districts shall be minimized to provide a maximum ingress/egress opening width of 24 feet. The minimum distance between curb cuts shall be 30 feet.
- Service and delivery access areas shall be separated from on-street parking areas and sidewalks. Service and delivery access areas within the Downtown District shall not be located along Johnson Drive.

Staff Notes-Access: Adequate room has been reserved for streetscape elements to match the Johnson Drive streetscape already established and as required by the design guidelines. An 8' clear path will be provided along Johnson Drive. Sidewalks along Beverly Avenue are shown as 5' in width. Service and delivery areas are located inside the building. Public streetscape improvements such as bike racks, streetlights, and landscaping have been reviewed and will be reviewed again at the time of construction drawing to ensure they match the existing streetscape. A pedestrian connection to the Community Center has been provided as well as other pedestrian connections throughout the site. Additional street right-of-way dedication will be required with final plats. Site access is acceptable. The developer is responsible for installation of on-street parking and streetscaping (sidewalk, street trees, benches, bike racks, street lights, etc) around the perimeter of the development.

Screening

Minimizing or eliminating the views to undesirable areas will improve the overall visual quality of the Johnson Drive Corridor. Appropriate areas to be screened include parking lots, delivery areas, loading docks, dumpsters, ground mounted mechanical equipment, utility service connections, ice and vending machines, freezers and coolers, and transformers.

- Screening can be accomplished by the incorporation of softscape (plant materials) or hardscape (fences and walls).
- Architectural elements such as fences and walls shall be of solid construction to prevent visibility of the area to be screened. Fences and walls shall be located and sized to adequately conceal the area in question, and shall be no less than six feet in height.
- Fences and walls shall be designed to reflect and/or complement the architectural style of the adjacent building and shall incorporate similar materials to that of the adjacent building.

Staff Notes-Screening Details of the 6'8" tall stone veneer trash enclosure are shown on A300. Plant materials will be used to effectively screen transformers and utility cabinets on site. The loading dock area will be contained inside the building behind overhead doors interior to the site. Surface parking is screened using a hard and softscape materials. The screening shown on the plan is acceptable.

Landscaping

Effective and attractive landscaping can greatly enhance property values and contribute to the

pedestrian experience throughout the Johnson Drive Corridor. Landscaping is also a recommended material for use as a screening element.

- Property owners are encouraged to provide landscaping on private property that is compatible with that on public property to ensure a consistent appearance along the corridor.
- Street trees to provide shade along the corridor are a priority. Other tree, shrub, ground cover and flower beds are encouraged on private property to further enhance the Johnson Drive Corridor. Courtyard and patio spaces on private property shall be planted with a mix of shade/ornamental trees and shrub plantings equal to a minimum of 10% of the area.
- Automatic irrigation systems are recommended for landscaped areas on private property, and within the public streetscape.

Staff Notes-Landscaping: The landscape plan shows adequate public landscaping and street trees in the public ways. Irrigation will be provided. Private planting areas of equal or greater quality include foundation landscaping around the entire site, planting in the internal courtyard and western patio.

Walls and Fences

Material and design details for walls and fences within the corridor should be designed to complement the architectural character of the Johnson Drive Corridor. Both quality design and materials are paramount to this initiative. Walls and fences are also approved methods for screening.

- Similar to screen walls and fences, the materials and style of non-screening walls and fences shall match or complement those of adjacent buildings.
- Chain link, wood, stockade, or corrugated metal fencing is not appropriate in the Corridor and is prohibited.
- Walls should be designed to provide architectural interest. This can be accomplished by incorporating slight changes in elevation of fence or wall panels, or by varying setbacks to create undulating surfaces that break up long stretches of the wall or fence. Variation of panel design can also serve to create visual interest in long stretches of walls or fences.
- Walls exceeding 25 feet in length shall incorporate plant materials for added visual interest.
- Convenient pedestrian openings shall be coordinated with the surrounding sidewalk system and parking lot and building entrances. Effective sight lines shall be maintained in pedestrian openings of walls and fences to avoid safety hazards.

Staff Notes-Walls: Black iron fencing and Versa-lok segmental block walls will be used on site for fencing and walls. Fencing is generally located along the south property line. A retaining wall is also shown between the surface parking lot and the property to the east. If necessary, the existing stone wall along the west edge of the property may also be replaced with a Versa-lok wall in a complementary color. All segments of wall are shown with landscaping are acceptable in their design.

Building Facades

Forms and elevations of new buildings should be detailed and articulated to create interesting facades.

- Provide consistent, sympathetic treatment of all exterior facades within the District in regards to color, materials, architectural form, and detailing. A healthy mix of complementary building materials is

encouraged, but not to be overdone. Individual façade elements should respect the scale of immediately adjacent building elements. Construction infill should incorporate some of the detailing present in the surrounding existing buildings. Design control devices may include, but are not limited to façade materials, vertical and horizontal datum lines, and window size and shapes.

- Vary setbacks on wall surfaces to form entrances, express structural elements, or to create special exterior areas such as planters, seating, etc.
- Building elements that create strong patterns of shade and shadow are encouraged.
- Visible rear and side facades should provide consistent visual interest by incorporating characteristics similar to the front façade.
- Stylized, nostalgic, or thematic architecture which is characteristic of a particular trend, historic period, corporate or franchise style is prohibited in the Downtown and East Gateway Districts, particularly when the intent is to use the building as advertising.
- A concentration of building details at ground or sidewalk level is an appropriate way to create visual interest and enhance the pedestrian environment. It also helps to promote walk-in commercial activity. This is particularly relevant within the Downtown and East Gateway Districts.
- Diversity of architectural design shall be encouraged within the Corridor, especially that which includes local character and materials.

Staff Notes-Facades: The applicant has provided a description of the facade treatments in the project narrative. In general, wall faces are broken into solid and open spaces horizontally through the use of different materials and vertically with decks and tower features. There are a concentration of ground level features such as doors, storefronts, canopies, architectural lighting, decorative tile installations, and textured materials. Similar facade treatments are used on all sides of the building. The facade of the parking structure should be slightly altered as discussed in that section below. Otherwise, the building facade represents an acceptable level of detail and design.

Building Proportion and Scale

The scale of the shopping District in Downtown Mission, Kansas is similar in scale to others in nearby communities which serve as good models of appropriate scale and proportion. The shops in Prairie Village, Fairway, Brookside, and the Plaza have quality building stock with complementary massing, proportion, and human scale elements.

- Buildings should be designed to be compatible in scale and proportion to buildings within their immediate context on Johnson Drive. Designs should incorporate architectural elements that relate to the human scale.
- The upper stories of buildings in the Downtown District beyond the 2nd story shall incorporate a minimum 8' step back from the front façade of lower stories.
- Lower levels of buildings should be differentiated architecturally from upper levels.
- Incorporate elements that give the building perceptible scale. Large buildings in particular should be designed to reduce their perceived height by dividing the building mass into smaller scale components.
- Rhythm and repetition of building elements is strongly encouraged. This is accomplished through incorporation of regular or patterned units that are organized to provide a continuance, flow or sense of movement.

- Spaces between building masses (i.e. alleys, recessed entries, courtyards) should be scaled and proportioned to maximize the comfort of users. These public areas should not be dark or secluded spaces. They should incorporate detailing that adds interest, orientation, and spatial definition.
- Use columns, fenestration, doorways, roof elements, wall patterns, light fixtures, signs, paving patterns and landscape to create rhythm.

Staff Notes-Proportion & Scale: The applicant has provided a description of the building proportions and scale in the project narrative. In general, varying building heights and massing of building features are used to accommodate the topography of the site and to address the surrounding public realm. The design package and Sheet A300 show renderings and building sections which demonstrate the relationship of the building to the surrounding neighborhood. Building step backs are incorporated in various levels of the building in different ways. The building represents an acceptable level of detail and design.

Building Materials

Designers, property owners, and developers are encouraged to creatively blend new construction with existing in ways consistent with a singular district. The selection of quality building materials is paramount to achieving this goal.

- Buildings should be built of high quality, sustainable long-term components. Non-durable materials such as thin layer synthetic stucco (EIFS) are generally discouraged and shall not be used within 8 feet of ground level unless specially reinforced and located away from pedestrian accessible areas. EIFS and Stucco plaster shall not be used for more than 25% of the façade area of any one story.
- Buildings should be constructed to be as maintenance free as possible. Exterior materials should not be considered temporary surfaces to be replaced during the life of the building.
- Materials should not artificially simulate other materials. If brick is proposed, it shall be real brick – not Z brick or other such imitation material.
- Predominant exterior building materials should include hard surfaced exterior wall materials such as:
 - stone,
 - stucco plaster – shall be limited to areas 4 feet or more above the ground level
 - brick,
 - ceramic tile,
 - colored and textured concrete masonry units
- Predominant exterior building materials shall not include the following:
 - Smooth face concrete block
 - Tilt-up and pre-cast concrete panels
 - T-1-11 and other wood shingle, and composite sheet sidings
 - EIFS
- Clear glass is preferred; glass that is highly tinted or tinted in unnatural colors or with a reflective finish is not permitted.
- Color and texture for architectural finishes should be selected to provide visual unity. Colors that offer low reflectance in subtle neutral or natural tones are preferred over the use of high intensity, metallic, fluorescent, or black. Brighter colors may be featured at trim and accent areas. Material and/or color changes should occur at a change of plane in building elements. However, material or color changes at outside corners of a building that give an impression of an artificial façade are discouraged.
- Predominant colors for building facades in Mission should match or complement the natural yellow, pale tan, brick, beige, brown and terracotta tones existing throughout the Corridor.

- Designers should choose accent colors that complement the predominant color of the building façade, but the combination of body coat and accent colors should never exceed a total of four colors on the building façade.

Staff Notes-Materials: The proposed building materials and architectural style are reflected in the colored design package submittal, sheet A200, and the materials sample board. A Spanish Revival or Mission Revival architecture theme is represented by the images, generally consisting of cast stone bases, stone veneer, pre-cast panel, stucco, clear glass, tile roofs and synthetic wood timber canopy elements. Mosaic Spanish tile is used as an accent. Materials are natural color tones, offer low reflectance surfaces, and are intended to be low maintenance. The proportion of stucco used is not itemized separately or listed by story. Stucco is a common material for this architectural style and may be appropriate in greater proportion if used effectively. The applicant should provide this calculation and provide a justification for the use of the material.

Building Roofs

When creating infill construction, roofs should not only be designed to protect a business from the elements, but also to reinforce the lines, scale, and style of its neighboring buildings

- Flat or low slope roofs (less than a 4:12 slope) shall be hidden by a parapet on all facades facing major streets.
- There shall be no exposed scuppers, gutters or downspouts on the facades facing major streets. Roof drainage shall be accomplished by the use of internal roof drains or by sloping roofs to the rear of the building.
- Roof mounted mechanical equipment shall be hidden from pedestrian view by roof parapet walls.
- Roofing or infill development should not introduce a new roof form to the area.

Staff Notes-Roofs: The proposed flat roof and parapet are an acceptable design. Rooftop units are to be screened by the parapet as noted on A200.

Display Windows

The goal of every competitive business is to attract customers and generate increased sales. Storefront display windows in the Downtown and East Gateway District offer the greatest marketing opportunity to attract the attention of passers-by and to generate new sales.

- First floor buildings fronts should incorporate a large expanse of glass; at least 75% of the facade. This is required in the East Gateway on Johnson Drive and on Martway.
- Storefront display systems should retain the simplicity of the design characteristics of the District.
- New storefront display windows should be of transparent glass. Highly tinted, colored or reflective glass is prohibited.
- Simple vertical framing is encouraged. Avoid horizontal window division except to divide storefront display windows from transom windows.
- Elevate display windows above sidewalks approximately 18-24 inches. Bulkheads should be constructed out of sturdy, easy to maintain materials such as stone, brick, tile and decorative block.
- Businesses are encouraged to provide tasteful and frequently updated window displays that can market a variety of goods and service a business offers, and give the Corridor character and interest.

- Use aluminum or wood frame construction that provides adequate insulation and prevents condensation.

Staff Notes-Windows: The proposed windows are an acceptable design and comprise 43%-57% of the ground floor. As the ground floor was allowed a deviation in use for uses other than retail, this may be an appropriate proportion. The applicant should provide a justification for this design.

Building Entrances

Entrances should be designed to allow individual businesses to present a clear defining image without compromising the sense of unity of the whole building block or façade.

- Entrances should be accentuated and oriented in a way that engages the primary public street.
- Entrances should be easily identifiable.
- Entrances to individual stores or uses should be articulated.
- A recessed entry provides a pleasant transition from the sidewalk to the interior of a commercial building. It helps ease the change from the public street to the more private interior. Recessed entrances also provide a safe place for entry doors to open without extending into the public right-of-way.
- Buildings with recessed entrances should have the door positioned parallel to the street (except at corner entries). The sidewalls of the recessed entry should continue the storefront display.
- Commercial doors act as part of the storefront display area, and should continue the same general principles of the display window and bulkheads.
- Front doors are typically tall and stately, and incorporate large areas of glass that are elevated above sidewalk level.
- Secondary doors (such as those leading to 2nd floor spaces) should have smaller windows, and be placed less prominently than the main commercial entrance.
- Buildings with rear parking lots should incorporate rear doors with the same design principles as front entrance doors.

Staff Notes-Entrances: The project includes entrances on all sides of the building. The proposed entrances respect the suggested hierarchy and design features above.

Building Awning and Canopies

Metal canopies and fabric awnings serve to provide a pleasant sidewalk space for shoppers, add character and interest, and may serve as backdrops for signage and graphics. Awnings are a desirable feature in the Corridor (especially on south facing facades), but inappropriately designed, they can significantly reduce the appeal and diversity of the Corridor streetscape.

- Awnings and canopies should fit the opening they are intended to cover.
- Awnings and canopies should be designed to create visual interest and diversity for individual businesses.
- Elaborate facings or extravagant designs on awnings or canopies should be avoided. Flat canopies should be simple and unadorned.
- Awnings and canopies must provide a minimum vertical clearance of 8 feet from pavement level.

- Permanent canopies and marquees are encouraged if they fit the architectural style and aesthetic of the building.

Staff Notes-Awnings: The Johnson Drive elevation includes flat canopies along the ground floor. They add interest to the facade and are appropriately designed.

Signs

Building signs convey more about an individual store (and business district) than any other storefront element. Signs can add visual interest and detail to a building, as well as communicate the quality of business within. In order for signs to be effective, they must be harmonious in scale and color with the building and neighboring buildings. The desired intent is for signage to be integrated such that it becomes a natural part of the building façade.

- Signs should fit the overall proportions of the building and be integrated into the building design.
- Signs should not dominate the building façade.
- “Shingles” or projecting signs that are more pedestrian oriented are encouraged within the Downtown and East Gateway Districts, and should be designed to be proportional to the building façade. Business name signs painted on plate glass are also encouraged.
- Creative signs within the context of the building and signs that incorporate bold and vibrant colors while exemplifying good graphic design are encouraged. The incorporation of logos or icons are also encouraged.
- Preferred sign materials are sign foams, redwood and cedar for sand blasted signs, glass, molded plastic, flat plastic with a return, stainless steel, brass, aluminum, bronze and rolled steel. Signage materials should be consistent and complementary with architectural materials. Neon signs may be used to indicate a business name or trade, but not to advertise products or sales or “business open” signs. Box signs are not allowed.
- Signs should be installed on the frieze or sign band of a building, or on windows, doors, or awnings. Establish a sign band on buildings that may not have a clearly demarcated area for signs.
- Signage shall be ground lit or otherwise washed from a light source which is concealed.

Staff Notes-Signs: The applicant has submitted a private sign criteria for this mixed-use development as an alternative to the specific sign requirements.

Lighting

Effective façade lighting can enhance the pedestrian environment and create a dramatic visual effect that encourages nighttime activity.

- Lighting should be architecturally integrated with the building style, material, and color.
- Control lighting intensity to assure light pollution and glare are not directed toward neighboring areas and motorists. Fixtures should not reveal the light source. Use fixtures with diffusing or other lenses to control adverse lighting effects.
- Use down-lighting, bollards, and wall-mounted sconces to reinforce circulation corridors.
- Area lighting should result in a minimum 1/2 foot candle at all pedestrian areas.
- Illumination of portions of buildings, direct or indirect, may be used where the utility or aesthetic results can be demonstrated. Use lighting to illuminate signage or special architectural details, and to illuminate merchandise in display windows.

- Wall mounted flood lights, flashing, pulsating or moving lights, non-commercial lighting fixtures, or the use of neon tubing to border windows and doors is prohibited.
- In parking lots, no cobra head lights or building mounted floodlights are allowed. Lights shall have a minimum height of 12 feet and a maximum height of 20 feet. Light sources are to be directed away from residential neighborhoods with hoods and shades.
- To accent landscaping, landscape light fixture shall be utilized. They should be directed away from the property line and should have extension shields to minimize glare and light source visibility.

Staff Notes-Lighting: A variety of lighting techniques are proposed for the site. This includes streetlighting along Johnson Drive to match the corridor standard, wall sconces, egress and pathway lighting, landscape accent lights, wall up and down lights, and parking lot site lighting. A lighting photometric sheet E100 and light specification sheets have been provided and reviewed. Adequate lighting levels are provided in pedestrian areas. The proposed color temperature of the site lights is warm white or 3,000 K. The applicant will be asked to verify full cutoff standards are met with the parking lot site lights.

Parking Structures

Parking Structures are an effective way of creating a large amount of parking in a limited area. Parking structures should incorporate design features that effectively mask the building as a parking structure. Creativity, attention to detail, and an understanding of the site should be utilized when designing these structures.

- Parking structures shall not be allowed on Johnson Drive unless they have commercial or retail uses on the ground floor fronting Johnson Drive. Vehicle access to parking structures is not permitted on Johnson Drive.
- Unless otherwise specified, parking structures in the Downtown and East Gateway Districts should be constructed to zero-lot lines.
- Primary façades of the parking structure shall be designed to be compatible with neighboring buildings. Parking structures shall respect adjacent property by providing appropriate transitional elements such as pedestrian alleys, green spaces or height reductions.
- Facades of parking structures shall adhere to the same building quality and aesthetic requirements outlined elsewhere in the Building Guidelines.
- Parking structures shall provide clearly defined pedestrian entrances and circulation.
- Parking structures shall be screened so that views of cars within the structure are obscured from the street. They should incorporate the same level of architectural detail as commercial buildings.

Staff Notes-Parking Structures-The proposed parking structure is located behind the main structure and fronts Beverly Avenue. It is buffered from surrounding properties by the public street and parking lots. In addition to vehicle parking, covered bicycle storage is also included. Staff will work with the applicant to select an appropriate rack or locker system. The facade reflects similar design features of the main building such stone and arched windows. Pedestrian access is provided via separated walkways which connect to the development, the Community Center and the street network. An optional metal garage canopy is shown on the top level. The structure provides walls which partially screen cars parked on the various floors from view from the street. Stone veneer (SV-1) should be extended along the entire base of the parking structure to match the main structure. In addition, the four tower like walls on the south and north elevations should receive a similar treatment (SV-2) as the main north facade.

With this condition, the design of the parking structure is acceptable.

Stormwater Management

The subject property generally drains southeasterly to below-ground stormwater infrastructure along Beverly Avenue collected in a 5'x5' inlet. The city recently installed an a reinforced concrete box (RCB) interceptor along Johnson Drive to collect and re-route stormwater heading to the site from the north side of Johnson Drive. Off-site drainage from the west of the building will be routed in an enclosed pipe system south of the proposed building to allow it to continue to mimic existing conditions. The proposed development results in a slight reduction in the overall impervious surface therefore no detention is required for the project.

The City's on-call engineers at Olsson Associates have reviewed the Final Stormwater Summary and the proposed final site plans for storm water control. They are satisfied with the project design.

Sustainable design and construction practices

The Mission Sustainability Commission has developed a rating and certification system for development projects. The proposed plans were reviewed by the Sustainability Commission with the applicant at their May 1st meeting and received a favorable opinion.

Compliance with Planned District Deviations

The proposed plan complies with the height and use deviations granted with the approval of the Preliminary Site Plan. The proposed building is five stories or 65' in height. The building height to the roof deck is approximately 55' with the parapet and towers adding an additional 10' (Sheet A200). A majority of the street frontage along Johnson Drive (53.4%) is shown as retail or service uses (Sheet A110).

Code Review: Consideration of Final Development Plans (440.190)

Final site plans which contain modifications from the approved preliminary development plan but which are in substantial compliance with the preliminary plan, may be approved by the Planning Commission without a public hearing, provided that the Commission determines that the landscaping and screening plan is adequate and that all other submission requirements have been satisfied. For purposes of this Section, lack of "substantial compliance" shall have the same meaning as "significant changes" as set forth in Section 440.175(A)(5).

Staff Recommendation

The proposed development conforms with the Comprehensive plan, meets the overall intent of the "MS1" zoning district, complies with previous conditions, and meets the required findings for Section 440.190. Therefore, Staff recommends the Planning Commission approve the Final Site Development Plan for Case # 17-09 EPC-Mission Trails with the following stipulations:

- 1) Prior to the issuance of any building permits, a revised final plat must be approved by the City. Right-of-way should be dedicated including all on-street parking areas, sidewalks, and public infrastructure.
- 2) Prior to the approval of construction drawings by staff:
 - a) Provide an acceptable bike racks/locker in the parking structure
 - b) Ensure all Johnson Drive streetscape elements match the recent Johnson Drive project As-Built drawings
 - c) Provide full cut-off of parking lot/structure pole mounted site lighting.

- 3) Submit a revised final site plan for staff review and approval showing:
 - a) The extension of the stone veneer (SV-1) along the entire base of the parking structure to match the main structure.
 - b) The four tower like walls on the south and north elevations should receive a treatment (SV-2) similar to the main north facade.