

CITY OF MISSION PLANNING COMMISSION

AGENDA

February 22, 2021

7:00 PM

Virtual Through Zoom

1. Call to Order
2. Approval of Minutes from the December 28, 2020 meeting
3. New Business

Case #21-01 Site Plan for The Retreat Apartments

- a. Staff Report
- b. Site Plan on file with the City- 1987
- c. Proposed Site Plan

1. Old Business
2. PC Comments
3. Staff Updates

*Questions concerning this meeting may be addressed to staff contact,
Kaitlyn Service at (913) 676-8366 or kservice@missionks.org*

MINUTES OF THE PLANNING COMMISSION MEETING

December 28, 2020

Virtual Through Zoom

DRAFT

The regular meeting of the Mission Planning Commission was called to order by Chairman Mike Lee at 7:00 PM Monday, December 28, 2020. Members also present: Charlie Troppito, Frank Bruce, Jordon McGee, Robin Dukelow, Pete Christiansen, Brad Davidson and Burton Taylor. Stuart Braden was absent. Also in attendance: Brian Scott, Assistant City Administrator, Kaitlyn Service, Community Development Planner, and Audrey McClanahan, Secretary to the Planning Commission.

Chairman Lee: As it is now 7:00, let's go ahead and call the meeting to order. Because of the COVID-19 social distancing recommendations our meeting tonight is being held virtually, via Zoom. Commissioners, staff and the applicant are all joining remotely. The meeting is being recorded. The public is invited to participate by using the instructions include in the Planning Commission calendar item listed on the front page of missionks.org. Public participants will be allowed to make public comments through the comments feature. Please note that comments are visible by all participants. If you wish to make a public comment, please state your name and the city of residence for the record. Please be conscientious of others trying to speak and speak slowly and clearly. If I need to confirm something that may have been difficult to hear, I will ask for clarification. With that, we will start the meeting.

Approval of Minutes from the November 23, 2020 Meeting

Comm. Bruce: Chairman, I have one correction to the minutes. Page 10, the unidentified speaker was myself, Comm. Bruce.

Ms. McClanahan: I can go in and make that correction.

Comm. Bruce: Thank you.

Ms. McClanahan: Thank you.

Comm. Dukelow moved and Comm. Bruce seconded a motion to approve the minutes of the November 23, 2020, Planning Commission meeting as corrected.

The vote was taken (8-0). The **motion carried**.

New Business

Case #20-08 Preliminary and Final Plat of Mainstreet Credit Union

Chair Lee: Ms. Service, will you please provide us with an update?

Ms. Service: The subject property is over here. The Main Street Credit Union is 6025 Lamar Avenue, and over here, the Mission Barn Players building, is the 6219 Martway Street. The property on Lamar Avenue is developed with a two-story building, which is the Mission Branch of the Main Street Credit Union. The property on Martway Street is developed with a one-story building, which was formerly used as the Mission Barn Players theater. It's not currently being used right now, but you can see from this aerial image here that the property also includes the accessory drive-through elements that are

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associated with that Main Street Credit Union building. So, because the existing property line separates the drive-through from the Main Street Credit Union building, the applicant is requesting approval of a preliminary and final plat in order to correct this, so that the drive-through is on the same property as the Main Street building, rather than on the lot with the Barn Players building. I spoke with Scott, who is on the call tonight, representing the applicant, regarding the right-of-way, and he confirms that the sidewalk, the bus stop, the Rock Creek Trail that are bordering the property all lie within the public right-of-way, so right-of-way was not requested with the plat.

As detailed in the staff report, the proposal meets building setbacks and parking requirements of the MS2 District where it's located, so staff recommends that the Planning Commission approve the preliminary and final plat for Case #20-08, which is the plat of the Main Street Credit Union. There were two suggested conditions, which is adding an ingress-egress easement over here, so that there's more access to this lot. You can see that was a lot more parking reserved for this lot than over here. The second minor condition is just to extend the old names on the signature blocks to reflect the names of the people currently holding the positions.

This is the preliminary plat showing the buildings, the current flood plain and the buildings. This is where the ingress-egress easement would be located, and this is the final plat that is requested for approval tonight. I'm happy to answer any questions. Additionally, Scott with Phelps Engineering is on the call with us tonight if you have anything for him.

Comm Dukelow: Does the hatched area indicated on both lots indicated the flood plain?

Ms. Service: Yes, there are two types of flood zones represented on the plat. One is FEMA flood zone AE, and one is flood zone X, which represents the future base flood elevation. AE represents current. Actually, Mission, Kansas, our flood plain regulations regulate zone AE but not zone X, which is common across all flood plain regulations across municipalities, so that's the difference in the presentation that you're seeing. It's representing the two different FEMA classifications.

Comm Dukelow: Could we go back to the original aerial site plan? What I have a question about is, why the angular division is being maintained between the lots. It's still triangular at the south edge, that angular part right there. I'm just curious as to why that is being maintained, instead of that line being more vertical. Or, excuse me, south to north.

Ms. Service: Scott, feel free to jump in here, but it looks like the new proposed lot line is actually going across the existing medians here and across the lot line. The property hasn't ever been platted, so probably the original property division lines were following the creek, which has been reworked by the City and kind of channeled here, but it was probably originally following some sort of line associated with some water feature, and then I think the current plan is to have the lot line divide right in these median areas.

Scott Confer, Phelps Engineering appeared before the Planning Commission, and made the following comments:

Mr. Confer: Kaitlyn, that's correct. The old property line did follow where that RCB and that water feature, as you said, used to go. That property has never been platted, so those

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parcel lines, that division line between the two parcels, has just been there since then. The goal for this project is for that parcel line to go away, replat it all, and then put a more, let's say, a division line that makes more sense between the two parcels.

Judd Claussen, Phelps Engineering, appeared before the Planning Commission and made the following comments:

Mr. Claussen: If I might, I'm working with the bank here to replat this. The reason that we're leaving the division between Lots 1 and 2 down the center of that concrete channel is just because of ease of maintenance. There's grass there between the channel and the Lot 1 parking lot there that's more easily accessed and maintained by the owner of Lot 1, which is the bank. It doesn't make a lot of sense to try to put that triangle on Lot 2, when you can't really get across that channel with a mower or anything else, to get to it.

Comm Dukelow: Thank you. That explanation of the dividing to align with the center line of the concrete channel helps me understand why that line has been maintained. I appreciate that.

Comm. Christiansen: Mr. Chairman, I have a question.

Chair Lee: Yes, go ahead, please.

Comm. Christiansen: Just so I'm clear on this. Does the bank own both of these lots?

Mr. Confer: Yes, they do currently. That is correct.

Comm. Christiansen: Okay, so one owner for both of these lots?

Mr. Confer: One owner for both of these lots.

Comm. Christiansen: Okay, thank you.

Chair Lee: Additional questions?

Comm. Troppito: I have a question. If you could clearly show the final plat that we're being requested to approve tonight, just for clarification here. Okay, final plat of Main Street Credit Union. All right. Can you zoom over to the right of that, to where we can see the survey? Now, scroll down a little bit. My question is, why is it showing our former Mayor and former City Clerk here? To be signed by the former Mayor and the former City Clerk? Doesn't that need to be updated?

Ms. Service: Yeah, and that was one of those suggested conditions in the staff report. I think probably Phelps Engineering just had some old records and old names on hand, and we'll be sure to get those corrected before it's recorded or signed by anyone.

Mr. Confer: Agreed. That was stipulation, I believe, number two, that we needed to update that.

Comm. Troppito: Okay, great. Second question is, somebody please verify that the Kansas Land Surveyor shown here is still currently registered.

Mr. Claussen: I can guarantee you he is, if employed with Phelps Engineering.

Comm. Troppito: Okay, thank you.

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Mr. Claussen: Yes, sir.

Comm. Christiansen: Mr. Chairman, I do have one more question.

Chair Lee: Go ahead, please.

Comm. Christiansen: Under the staff report, the first recommendation, I just want to clarify where this entrance and exit is on the plan. Are we asking for a lot entrance for Lot 2 from Lot 1?

Ms. Service: Actually, there is a vehicle drive right here that would lead to Lot 2, but actually, the adjustment of this property line would leave this vehicle entrance completely on Lot 1, along with this entrance down here on Lamar, so just for better internal circulation for vehicles in the parking lot of the site of Lot 2, having those two vehicle entrances will be a lot smoother, just for internal circulation, rather than expecting them all to go out of the one exit.

Comm. Christiansen: Do we have an owner representation on the call here today? Or, I guess I might direct this at staff. If these two lots were to be split like they're shown and then the second lot would, I would assume, be sold at some point, do we normally require two exits and entrances for commercial property like this on the same lot? Rather than requiring an easement for another lot, so the two properties will always be tied together in that form? Would it be possible to get a second entrance onto this Lot 2 and waive that easement requirement?

Ms. Service: As far as access management from Public Works perspective, it's best practice to not have an excessive number of entrance and exit drives for each individual site. It's best for the roadway system to consolidate those as much as possible, so it would be best practice, and pretty common with subdivisions, to make sure that circulation flows at the stage of the platting. I mean, as far as redeveloping sites, could we make it work without the ingress-egress easement? We're a first-ring suburb, so Mission probably deals with that all the time. Is it the best-case scenario? Not quite, just as far as trying to minimize the access points from a Public Works perspective and also ensure internal flow on the site.

Comm. Christiansen: I don't disagree with that. I just think if you look at other properties – and I'm going to refer to the development by Target – with all the fast food restaurants in there, there's only one exit and entrance to that lot, and it is, if you catch it at dinnertime, it's a nightmare to get in and out of that place. They have one common entrance and exit for that whole parking lot, but given the right tenant, it can overwhelm that traffic flow in that area. That's my concern. We don't know what this Lot 2 will entail one day, and it might require a lot of flow-through traffic, so I just want to make sure we're thinking through that. That was my comment for now.

Chair Lee: Additional comments or questions?

Comm. Troppito: Yes. I think Pete raised a good point here. How could that be rectified in the future if it became necessary to rectify it?

Mr. Claussen: From the applicant's standpoint I could offer this – we do see this quite a

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bit on commercial projects, where one property may have an access easement agreement to get across another property for use of a shared drive, so it's not entirely uncommon. In fact, the City of Overland Park actually has a standard format for an easement agreement that addresses such things as maintenance and liability and things like that for those types of things. If the property were ever to redevelop, it would have to be revisited at that time, knowing that this property does enjoy access off of that, but if their site plan doesn't make sense, or if they're causing a hinderance, certainly the Planning Commission and the City would have the ability to review that site plan prior to it being approved and such.

There may be some language that could be added into that agreement, such that if either property redeveloped, then maybe there's approval rights of the other party for those redevelopment conditions. It's something that we would typically see, these access easements put on by separate agreement, so that those types of detailed conditions could be spelled out, versus having it shown actually on a plat, or dedicated by a plat. We would just show it as reference on the plat by a book and page to that document number.

Comm. Troppito: Is that something that you plan to do?

Mr. Claussen: Yeah, and we do agree with the stipulation, so that's something that we would prepare and file with the plat.

Comm Dukelow: I think that's addressed under item one of the staff recommendations, or are we looking for something in addition to staff recommendation number one?

Comm. Christiansen: My additional question was for clarification on item one, and then if we thought that was best practice, to have an easement agreement between two separate business entities at some point, versus just requiring a second access from Martway for Lot 2.

Comm Dukelow: At this scale, I can see where this seems appropriate to me, from a planning perspective, but I'm not a civil engineer or land surveyor by any means. As a side note, the reason I'm referencing the scale of this is because I think that the issue at Target is much bigger. I mean, I think the scale of that is different. As a matter of fact, I intend to bring that issue up later in the meeting, under New Business. I concur with what Pete said regarding that intersection. For this location, this seems appropriate. Additionally, I might note that there is the bus stop there, and an additional curb cut might hinder that activity and pedestrian activity as well.

Mr. Scott: I think the access easement is probably the appropriate way to go on this. As the applicant mentioned, if one or both those properties are ever redeveloped, redeveloped, we could revisit at that time for a second, separate entrance into that western property would be appropriate or not. I think we're going to run into issues, though, with distance between the two. To have one ingress-egress on the very far eastern side of the property and either ingress-egress, it becomes a second point into that property, on the east property. We can make that a stipulation, if the Planning Commission is so inclined, to request that access easement agreement as well be filed.

Comm Dukelow: Brian, are you suggesting that there be an additional condition, or are

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you suggesting that staff recommendation number one sufficiently addresses the access easement?

Mr. Scott: I think staff recommendation one will address that. So, you're correct, Commissioner Dukelow. You don't need additional conditions. Recommendation number one will address that.

Chair Lee: Further discussion?

Comm Dukelow: Mr. Chairman, if there is no further discussion or questions, I will make a motion.

Chair Lee: Go ahead.

Mr. Scott: Excuse me for interrupting. This is a public hearing, and I think there may be one or two that are participating in this meeting tonight that want to comment. Do you want to open it up for public comment, Mr. Chairman?

Chair Lee: Yes, let's go ahead at this time, open for public comments. Please identify yourself and your place where you reside.

Ms. McClanahan: We do have one in the chat box. Mr. Wingert, did you want to address, or I can read the comment?

Aaron Wingert, 6220 West 61st Street, Mission, Kansas, appeared before the Planning Commission and made the following comments:

Mr. Wingert: I am immediately south of Main Street Credit Union. Reading through the packet, on page two of the staff report, the third paragraph from the bottom, just calling into question, maybe, the verbiage. It says, "The current and proposed buildings meet the required setback for the R1 properties." Is that something that the City and/or the owner could elaborate on, specifically the word, "proposed?"

Ms. Service: I will have to admit that each time that we do a plot of a property, we use the same criteria from the Code to evaluate whether we should recommend approval or denial, and in borrowing from a previous staff report, the word "proposed" had mistakenly been included in this report as well. But, actually, we've asked the applicant what type of future plans they have for the property. At this time, we haven't gotten any proposals, any response. Nothing's in conceptual development. Nothing has been formally submitted, so the word "proposed" was included in error, and I apologize for that.

Mr. Wingert: No problem at all. That's how I understood it, but that verbiage, I just wanted to question that. I appreciate the answer. Thank you.

Chair Lee: Thank you. Do we have someone else? I'm not seeing anyone else, so I will go ahead and close the public part of the meeting. Robin, did you want to make a recommendation?

Comm Dukelow: If there's no further discussion, Mr. Chairman, I will make a motion. To approve the preliminary and final plat for Case #20-08, the plat of land known to be as the plat of Main Street Credit Union, with the conditions as noted in the staff recommendations, and ingress-egress easement shall connect the vehicular entrance-

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exit along Lot 1, along Martway Street, to Lot 2, and the mayor and city clerk signature blocks shall be corrected to reflect the current information. Additionally, I'd like to note in the motion clarification that there is currently no proposed plans for Lot 2.

Chair Lee: Do we have a second?

Comm. Troppito: I'll second the motion.

The vote was taken (8-0). **The motion passed.**

Case #20-09 Revised Preliminary Development Plan for 5438 Johnson Drive

Chair Lee: Ms. Service, would you like to present the case?

Ms. Service: Sure, and before we dive too far into this one, Brian has a few corrections and clarifications about some of the items in this staff report. He's going to explain exactly what the Planning Commission is considering for approval tonight. He's much more familiar with Mission's Planning Commission approval processes, and me being newer to the staff, I apologize, there's a few places in the staff report where I misspoke, so before we get into the content of the site plan proposal, Brian is going to make sure everyone's on the same page about exactly what the Planning Commission is considering for approval tonight.

Mr. Scott: Okay, this property you know as 5438 Johnson Drive. More formally, we know it as the former Pride Cleaners building, there at the northeast corner of Nall and Johnson Drive. The Pride Cleaners building has been vacant for probably two-and-a-half years, maybe almost three now. You will recall that we actually had an application about two years ago for a preliminary development plan on that site, for kind of pseudo two-story building. It was a building that was pretty large in mass. It looked like a two-story building, but was just a one-story building and pretty much filled up the entire lot. You all did make a recommendation to the City Council for approval of that preliminary development plan, and that was subsequently approved by the Planning Commission. There has been no further action taken on that. There was a final development plan submitted for consideration of the Planning Commission. There was no further action taken on the property whatsoever. I think the owners realized that if it would have been approved, it was really too expensive to build, and no further action was taken on that.

Our internal policy is that when there's no action taken on a preliminary development plan for two years, that that essentially expires, so that's the reason we have to start over again. That expiration period has occurred, so we kind of consider that one to be expired. Kaitlyn makes some references in the staff report to this preliminary development plan. It's not really apropos to what's before you tonight. She does reference also Section 40.160, which talks about the site plan. Kind of the way I look at it and further explained to Kaitlyn was there are sort of different avenues to get to a Planning Commission review. One is obviously a rezoning. Any time we're rezoning a parcel of property. Another one we commonly deal with are preliminary development plans, where you have basically a wholesale redevelopment of a parcel of property. We've seen lots of examples of that recently, Mission Bowl being the most recent. Tidal Wave a few years ago. Of course

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now, the finished locale we had a few years ago. So, basically to start over with the property, you're looking at a whole new development on that property.

Another one is special use permits. We don't deal with those too much. A fourth one is site plan reviews. Most of the site plan reviews, the Code allows for us to review those and approve administratively, but there may be occasions where, due to the nature of the property or proximity to residential property, or the application itself, we feel comfortable sort of bringing that to you all for some additional level of consideration. Kaitlyn's report does outline the criteria for approval of site plans. That's on the bottom of page six. So that's really what we're considering tonight.

So, with that said, I'm going to stop there. I can answer any questions you have, or we can just go through the process with Kaitlyn's report. I think we want to hear the proposal from the applicant first, and we'll follow up with Kaitlyn's staff report, and then we can have some discussion about the application. I assume the applicant is here. Kaitlyn, were they going to present something?

Ms. Service: Yes. The applicant is here tonight – Steve and Mark.

Mark Porth, HIVE Design Collaborative, appeared before the Planning Commission and made the following comments:

Mr. Porth: Steve, do you want to go ahead and walk through the application, and I can touch on the environmental questions at the end?

Steve Bowling, HIVE Design Collaborative, appeared before the Planning Commission and made the following comments:

Mr. Bowling: I'd be happy to. Kaitlyn, were you going to share the submittal, or were you looking for us to do that?

Ms. Service: Yeah, I can share on my screen, or we can make you a co-host, and you can share it on yours, whichever you would like.

Mr. Bowling: Feel free to go ahead and share if you'd like. That would be the simplest. We can just walk through the process, and go from there. We also have Mark Porth, with Hive Design Collaborative. My name is Steve Bowling. I'm the architect of record with Hive Design Collaborative. We worked with Mark McPherson and his group with Jefferson's Franchise Systems to develop the old Pride Cleaners into their flagship Wing Stand. And then, Mark Porth, Designer and Architect with HIVE Design Collaborative, is also joining us.

This is the initial street rendering, one of our artist renderings. Kaitlyn, if you want to go to the site plan and landscape plan, we can start there. I'm sure everybody is very familiar with this site. Currently, there are two additional curb cuts that exist that are very close to the intersection of Nall and Johnson Drive. I'd say probably the largest change that we are proposing to this site plan is to close those curb cuts for better traffic control around that intersection. So, if we start to the north side of the site, just for the ease of explanation, we'll work our way down to the corner. So, the north side of the site does abut a residential property. Per ordinance, we are recommending a six-foot tall wood fence and there is

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existing shrubbery, flowering bushes, on the residential side of the property that we are proposing that we keep, that that remain in place. The owner of the commercial lot does not own that, and we're proposing that we use that as a part of the green buffer.. They're very nice flowering bushes. And then there's the existing alley that accesses the alley space behind the adjacent commercial building to the east. We are suggesting and proposing that we maintain that alley access for use of the neighbors. Then, along Nall there's the two curb cuts that are really out of compliance by today's standards. In addition to that area, it collects water, so we are proposing to regrade and add angled parking off of Nall to the east side of the street, along with some ADA accessible parking stall there as well. Then, the back part of the lot would simply be graded. We have the trash enclosure, per ordinance with the CMU, surrounding. We are proposing a bike rack to be placed on a concrete pad in the back there for employee and patron use.

If you scroll to the Johnson Drive side, Kaitlyn, thank you. We're proposing maintaining the existing parking and the existing stormwater structure on Johnson Drive, as well as the existing landscape bed that is there immediately to the south of the building and along the existing sidewalk and, in doing that, creating a patio by cleaning up the area in between the proposed building and the adjacent building, creating a little patio/alley, if you will, kind of beer garden, so to speak. Then, utilizing the existing drive-through that is there today and converting that into a covered patio, or covered outdoor seating element.

In working and talking with staff, we did integrate some of the stamped concrete, or paver, concept to the corner to help complete the four corners in some of the improvements that's happened along Johnson Drive. We're maintaining the existing monument sign and existing green space on the corner. We are proposing the relocation of one fire hydrant and then in doing so, we thought bringing domestic water, so that we could have a pet drinking fountain and dog waste station, so to speak, there on that corner, to help promote the walkability that exists along Johnson Drive. What you're seeing the middle, in the oval shape, is an artificial turf rec area, or flex area, where we would have proposed seating, both for waiting for people that are there to pick up orders, and also for kids to play and hang out while their parents are eating, or together for pedestrians walking along.

So that is the proposed site plan, and if we want to go to the elevations. Feel free to stop me if anyone has any questions. I know we're going through this somewhat quickly. What you're looking at here are the west and the south elevations, and you can see the Wing Stand sign, the two primary signs mounted up on the face of the existing blue band that you see there today. We're proposing that we cover that with a composite wood panel system, something like a Nichiha or TRESPA system that's a very low maintenance and very durable product. Then, painting the existing stucco that is there to provide a little bit of relief. On the south elevation, you can see we are extending the existing storefront down to the existing floor, and we are actually opening up one of the old storefront doors on the east side of the south elevation. Prior to this being a dry cleaners, it was a service station at one point, so the structure does exist for us to open that up to provide more storefront and glass on this south elevation, in an effort to get as close to the desired amount of storefront as in ordinance along Johnson Drive.

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We are also proposing a potential artist's mural that would start on the east side of the building and kind of turn and go down the alley, or what we're calling the alley, the exterior patio between the two buildings, where we may string some patio lights and create a nice dining experience and street experience there on Johnson Drive. Kaitlyn, if you want to zoom out, we can look at the other elevations. So, the north elevation is a little bit, there's a little less work taking place. We are patching and repairing the stucco in that area. We are proposing a new door that will allow for better access into the kitchen area. The east elevation is essentially that small sliver of land in between the existing bar and grill that exists immediately to the east, and then the proposed building here, and that would be the wall that we are proposing to actually take down a dilapidated lean-to on the building, and then provide pedestrian access for service out to the patio.

Then, if we want to maybe just take a quick look at that rendering again, and we'll turn it over to Mark to talk about some of the environmental issues on the site. A couple of the renderings, what we wanted to show is the contrast. We are proposing, it's almost a bronze-colored paint on the stucco that has a nice kind of earth-tone quality to it. And then, as you can see the composite wood paneling along what is that existing blue element and then around the columns as it comes down. You can see the patio area back to the right of the building, and then turning and maintaining and enhancing the landscaping along the sidewalk just to the south side of the building there. And then, some of the fun elements that we're considering – and we're actually vetting them from a design process right now – but you can see the chicken in the recreation and flex area there, that's very similar to the concept that, if any of you have seen it on the Plaza, where they bring out animals during certain times of the holiday season, and kids are able to climb on them and take photographs. It just provides a nice sense of community there on the corner. That's what we're proposing at this point. We're actually going through the vetting process right now on its execution.

If you look at the lower rendering, you can start to see in a little bit more detail the proposed concept of the mural as it might originate on the south side and then turn and blend in on the east elevation. We are looking at eventually [distortion] Wing Stand sign. Kaitlyn was very clear about the stipulations in incorporating that type of design element, which we have no issues with and would agree to. And then, you can see the covered patio-dining area underneath the canopy that was the drive-through. With that, I'll turn it over to Mark, or if you have any questions about the initial design concept, and then we can get into the environmental issues, I'll turn it over to Kaitlyn and we'll go from there.

Mr. Porth: Kaitlyn, I'm happy to jump into the environmental, but if we want to talk about site plan and elevations first, I can hold off as well.

Ms. Service: Yeah, while we're on the topic of the site plan and elevations, I can just present some of the components of the staff report, which talk about how the proposal relates to the Zoning Code and the Design Guidelines, and then, Mark, I'll pass it off to you to go through the environmental topics. Does that sound good?

Mr. Porth: That sounds great, thank you.

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Ms. Service: Okay. Steve did a good overview of what's currently on the site, but we all know this property on the northeast corner of Johnson Drive and Nall, 5438 Johnson Drive. The current structure on the property, one-story, approximately 1,400 square feet in size. The restaurant use that's proposed is allowed by right in the MS1 District where the property is located, and as Steve detailed, the site plan proposal converts the existing drive-through configuration of the site into a pedestrian-friendly area with patio dining, outdoor gathering space, sidewalk, landscaping, art. The application proposes to repurpose the drive-through awning by using it to provide shade for customers who are dining outside.

At the recommendation of the City Public Works Director, the application proposes to close two of the three vehicle entrance-exits, which are too close to the intersection right now, at Johnson Drive and Nall. That really opens up space for this proposed outdoor yard concept with the interactive sculpture, the outdoor seating. The proposal also adds seating to that underutilized alley between the building and Sully's. Right now, as Steve mentioned, there's a kind of dilapidated lean-to that fills up that space in between the two buildings, but removal would open up some space for some nice outdoor dining, creating a better pedestrian experience and dining experience there.

One of the main topics as we spoke with the applicant prior to applying was, with the Public Works Department, wanting to take those two vehicle entrances out to reduce the conflict between vehicles at the intersection and between the vehicles attempting to enter and exit the site. Closing those will also reduce potential conflicts between vehicles and any pedestrians who are walking along Johnson Drive there, so the vehicle access to the property is now going to be located on Nall Avenue, further north, away from the intersection, and just provides access to these four parking spaces, but also provides access for delivery to the restaurant, for trash pickup and then it still creates that open access for the nearby businesses for trash service and any service vehicles to access the back of those properties as well.

Our Public Works Director was very glad that the ingress-egress on that north side of that property was also able to be narrowed. Right now, it's about 60 feet wide, and her suggestion was to close that up to kind of create better access control on that area of Nall. Parking is not required by the Zoning Ordinance in the MS1 District. Businesses are allowed to be served by the on-street parking on Johnson Drive. This proposal includes the seven new privately maintained on-street parking spaces on Nall, and also repairing and re-striping those four off-street parking spaces in the back. Off-street parking is not permitted to front on Johnson Drive, so the proposal complies with the requirement by locating the off-street parking behind the building. The drive-through is prohibited in the MS-1 District, so the site plan proposes to repurpose that into an outdoor dining area.

Looking at the design guidelines, the proposal is for the existing stucco to be patched and repaired and addition of the wood composite accent panel added to the building. The design guidelines call for kind of a subtle, neutral natural color that matches or compliments the existing natural yellow, pale tan, brick, beige, brown and terra cotta tones existing throughout the Johnson Drive corridor, so the exterior paint color here – the specific color is called Urban Bronze from Sherwin Williams – is proposed to be the

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predominant color of the building. This is a neutral, earthy dark color. It kind of straddles the line between a brown and grey, depending on the lighting at the time. It could look more like a dark brown or like a murky grey. The Sherwin Williams website – which I included a screenshot of in the staff packet – indicates that the color coordinates well with other warm neutrals, such as white and beige, so that's something for the Planning Commission to consider as far as compliance with the Johnson Drive Design Guidelines.

Additionally, for the exterior, there is the mural proposal. You can see here a small portion of this south façade facing Johnson Drive, which is proposed to have a mural. I believe this is not the exact representation of the proposed mural, but it's more of a conceptual representation of the proportion of the storefront that it would take up, and then it would kind of wrap around the building by going and covering the wall in between the Wing Stand and the Sully's, so it wouldn't really be visible to the street at that point, since it's really just facing that alleyway. Additionally, there is, looking at the elevations proposed for facing Nall Avenue, there is also this mural, design to be determined, on this side facing Nall as well. In addition to Urban Bronze, stucco and the wood composite panel would be the murals. That's something that's, as we talked about in the last Planning Commission, has become a more frequently requested topic, in that the City has started to craft some guidelines around murals and mural applications within the city.

As Steve mentioned, the proposal proposes to expand the windows of the current building by enlarging the existing windows and adding new windows. The windows of the existing building are pretty dark-tinted. If you've been by there recently and took note of the tinting of the windows, you can see that they are pretty dark. They're not really providing that transparency that we like to see on Johnson Drive, where people inside the restaurant will be able to see the pedestrians, and so forth. So, the proposal is bringing the property into better compliance with the Design Guidelines by expanding the window space and making it more transparent with the clear glazing.

As Steve mentioned, we talked about trying to create some visual unity in this area, always wanting to create that feeling of being in a singular downtown district and belonging in Mission. It's more intuitive in some areas of Mission than others. Admittedly, this intersection is a little bit of a hodge podge with more of like the Red Tailed Roost over at the Mission Mart and the Capitol Federal building, and then more of a storefront row on this side of Johnson Drive North. But, looking at the aerial here, you can kind of see one of the unifying aspects of the aerial is the decorative pavers in the area along the Rock Creek Trail. There's a little intersection treatment down here at Martway and Nall, and then there's the two red intersections on Nall, and then across the street along the Mission Mart there's those decorative pavers that lead all the way to the Transit Center that has decorative pavers. So, kind of thinking of ways and brainstorming how to create that visual unity and that feeling of a cohesive downtown district is where the idea of the decorative pavers came into fruition. The applicant was onboard with that and included some decorative pavers in their proposed design as well to complete that fourth corner of the intersection that doesn't currently have any.

Staff did recommend approval of the proposed plan in accordance with the code that Brian outlined earlier in the meeting. I'm happy to answer any questions about anything

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that I just said, or pass it off to Mark to go into some of the environmental details of the site.

Comm. Christiansen: I do have one question. Are we planning on doing any rooftop equipment for this facility? I see that it's going to change into a restaurant, so grease fan, all that going to be located on the roof, on the back? Do we have an idea on where that's going to be located yet?

Mr. Bowling: Yeah, I can speak to that. Because of the low nature of the roof, we wanted to keep all of the air handling units off the roof. So, we're actually proposing that those would be ground-mounted behind the building in a fenced area, really just immediately behind the building. In this area where the cursor is, that's where we're going to put the air handlers. Now, we would have a makeup air unit and an exhaust fan. Right now, we don't exactly know where it's going to go yet, but we believe it's going to land on the high part of the roof, almost just to the east of where you see that small angle on the, I would say, the diamond that's in the middle there. That should be low enough that it is not visible from Johnson Drive or from the street. As we start to locate that and it becomes apparent that it is visible, then we will screen it appropriately.

Comm. Christiansen: Okay, thank you.

Comm. Davidson: Mr. Chairman, I have a comment.

Chairman Lee: Go ahead, Brad.

Comm. Davidson: As of the six or eight angled private parking there along Nall on the west side of the facility, the angled parking, I see there is a 16-foot dimension right there in that handicap crosshatch area. I guess I'd just like some clarification – and I brought this concern up before – I think we all may have noticed this issue there on Barkley Street just west of the McDonalds. That angled parking right there at the Natural Grocers development right there, there's angled parking, and sometimes it's large vehicles parked there, like crew cabs, long beds, F-350's parked along those angled that the vehicles project out onto Barkley Street, creating an unsafe situation with the width. So, I guess my question would be is that dimension on this angled parking, what would... Brian, would you happen to know what that dimension is on that development that I just referred to?

Mr. Scott: No, I don't, Brad.

Comm. Davidson: Okay, well I guess, just for the record, I think I would like to see what the comparisons are to those angled parking spaces off of Barkley Street, because I think that, and I have seen, situations where it's hindered traffic flow, meaning traffic trying to...the two-way street traffic, that sometimes it's funneled down to a very unsafe kind of distance for two vehicles to pass there on Barkley. So, any comments with that? I just wanted to bring that to the attention to the Commission.

Mr. Bowling: We appreciate that comment. That's actually something that we've looked into. Mark Porth, you looked at that, and not only did we study that it met ordinance, but also we have almost another five feet. We took that dimension simply to that edge of the

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property line there. If I'm not mistaken, we have another almost five feet before you actually get to the street. Can you comment on that, Mark?

Mr. Porth: That's correct, Steve. We've got about another five feet there. You can see the southwest corner of the intersection there along the east side of Nall from the edge of that property line out to the point of the curb there.

Comm. Davidson: That would make it a lot better, if you're just showing the property line, that's why my eye was caught to those spaces. They just look awfully squatty, awfully short for that area, but I can see down in bottom left corner where that, I guess that's the existing curb right there, how it projects out, like you said, about maybe five feet. So, yeah. All right, thank you.

Comm. Bruce: There's another location that I think is even worse, and that's the south side of Goodcents, which is right adjacent to Johnson Drive, that has the same problems with long vehicles, so anything they can do to move those parking slots further to the east would be great.

Comm. Troppito: I don't have a question yet, but I will have some when we get to the environmental part, and for that I would like to ask Kaitlyn to, when we get to that point, to enlarge the current view that's on your screen right now, the full screen, so we can better see the aerial overhead. It's not necessary now, but after Mark makes his presentation, and we get to the point of questions. I just mention that because I didn't want you to close out the tab unnecessarily before we got to that point, okay? Thank you.

Comm. Dukelow: Mr. Chairman, do we want to address additional questions on the site plan at this time, or do we want to proceed to the environmental portion and then address those questions? Because I will have some comments.

Chairman Lee: I'm open to it, since we've started, maybe we should go ahead and finish it, and then go on to the environmental issue.

Comm. Dukelow: I do have a couple comments and questions if this is the appropriate time.

Chairman Lee: Go ahead.

Comm. Dukelow: I want to say that I think that this is a really great concept, and that it will be a nice addition to the area, and I really appreciate the active site plan. It's very pedestrian-friendly, and I think it's going to be a great addition to that corner. I see a lot of pedestrian activity in that area, and I think this is really going to be an asset, and I hope that it moves forward.

With that, of course, I have a couple of comments and questions. I'm just curious about the interior seating capacity, how much capacity there is. I'm guessing there must be some amount of interior dining, but I was just curious about how much is there.

Mr. Bowling: I can answer that now if you would prefer. We would have anywhere from 8 to 12 seated inside. This concept is very much a pickup and carry-out concept. This is really an atypical development for this particular type of restaurant, where we're providing outdoor dining, and it's actually going to have a higher seating capacity than their future

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roll-out stores, so-to-speak. So, internally, we are looking at, like I said, anywhere from 8 to 12 seats. We're still working through some of the operational issues there, and then there are an additional, I think, approximately 8 to 12 seats in the covered patio area. We have not done a seating count on the patio concept to the east side.

Comm. Dukelow: So, then I have another question. Pretty small detail, but regarding the bike rack, I see it's tucked away in the back, and I'm wondering if there may be an opportunity to bring that to the front or the side of the property, where it's more visible. And you all are way more familiar with this plan than I am, but I wondered if maybe there's an opportunity near the tall fescue sod on the west side, or perhaps even on the south side there underneath that slight overhang and adjacent to the patio. I'd just like for that bike rack to be more readily accessible and visible for our pedestrian activity.

Mr. Bowling: I can speak to how it ended up there. This is a very challenging site, and when we were trying to juggle the green space and the landscape requirements that are desired by current planning ordinance and with the challenging restraints of the site, we started looking for every opportunity to place amenities in areas where it would allow us to maximize the green space along the pedestrian sidewalks. The area behind the building, particularly along the property line there to the east, it has a pretty aggressive slope to it, and we didn't feel like we would really get any green space or green area to be sustainable back there, so we knew we were going to have to pave part of that anyway, so we thought that that was a logical location for a bike rack. That's why I also mentioned, maybe for employees, because it's not ideal for patrons.

Now, that said, I do think that maybe another possible location for it might be anywhere we're showing some green space just to the north of the old drive-through area. That might be another location for it. With pedestrian circulation, we did worry about putting it right in the front, where you proposed, or I think where you were mentioning, I'm assuming just to the west of the little landscape pad on the south side of the building. With people coming out of the patio area there to the south side and then pedestrians coming in the front door, our concern was whether or not that was the best place for a bike rack, that it might impede circulation. But maybe not. Maybe we need to take a closer look at that. I can tell you how it ended up in back, and it was really, we were trying to maintain as much of the green area as we could to soften this, if that makes sense.

Comm. Dukelow: It's a very thoughtful site plan, and there are a lot of nice pedestrian amenities. I just would be, like I said, concerned that the pedestrians or the bicyclists won't realize that it's tucked away back there. I mean, if you could revisit that, that would be much appreciated. Or, maybe you find that they're locking their bikes to the stainless steel mesh, and you'd want to put a bike rack there as operations proceed.

Mr. Bowling: We'll certainly take a look at that.

Comm. Dukelow: Thank you. I have one more comment. This is probably more directed towards staff. I'm not sure where we are in the process, but I did have a question regarding the use of the existing monument sign to remain. I'm guessing there will be in the future a plan to install an appropriate sign that will be as a part of the signage package. Is that accurate?

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Mr. Scott: Correct. Yeah, they'll need to install a sign. Yeah, they'll have to submit that as part of a signage package. There will be a panel installed at that existing monument sign.

Comm. Troppito: I have a general question, if you're finished with your questions, Robin.

Comm. Dukelow: Yes, I am. Thank you to the applicant, and thank you, Mr. Chairman.

Comm. Troppito: I just did a Google search, and I couldn't find any other Wing Stand restaurants, so obviously it doesn't look like it's a franchise. Can you enlighten us about the ownership?

Mark McPherson, Jefferson's Franchise Systems, appeared before the Planning Commission and made the following comments:

Mr. McPherson: I'm a part owner of Jefferson's Franchise Systems, which, we've got a little over 30 restaurants throughout the country. Jefferson's is our full-size, sit-down restaurant. We've actually got one, the closest would be on Massachusetts Street in Lawrence. We also have one in West Lawrence, so Jefferson's Wings and Oysters is kind of our trade name. This would be a brand-new concept based on that branding and the power of that brand, in order to have more of a to-go, carryout type concept, similar to some of the other wings concepts out there currently that are kind of to-go, such as Wingstop or some of the other guys that are a little bit similar. We do like the funkiness of Johnson Drive, so we did want to create a couple patio areas or hangout areas for people waiting on their wings to have a bottle of beer, a can of beer, but it will not be our full-size restaurant and bar and grill that we have in the other locations. This is a first. This will be our flagship

Comm. Troppito: Thank you.

Chairman Lee: So, if we don't have any additional questions at this point, then maybe we can hear the rest of the presentation.

Mr. McPherson: That would be great. I am a part owner of Jefferson's. My primary core business is I am a developer throughout the United States. One of my clients there in Mission is Natural Grocers, so I did develop that portion of that development. I just developed the western half of that project with the Natural Grocers, but have developed about 60 Natural Grocers over the last seven years throughout the country. When we're doing those type of developments, we do develop with a lot of people, but when we're doing the Natural Grocers, we're usually going after hard corner sites for mirror intersections, kind of Walgreens, CVS type of locations. As you can imagine, we come about different environmental situations on a routine basis on our projects. This one falls into that overall category. We've got a few things we're working against here in order to get this to be as developable site.

The first thing that we're working through is the asbestos and lead situation on the property. Currently, we've got a report that's a couple years old that did not identify any asbestos or lead. We will need to put together a work report and recertify that inspection and test anything else that may look like it needs to be tested. As we go through the retrofit and the redevelopment of this project, if we come about anything that looks

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suspect from a lead or asbestos perspective within the work plan, we will cover that and help our contractors know exactly what they need to do from that perspective.

The other situation that we have out here is this used to be a dry cleaning site, and previously, before about 1995 – and I'm not an environmental expert, but I do deal with these things on a pretty routine basis – they did not restrict against some of the different products used in the dry cleaning industry. So, this does have a standard chemical PERC that there was a release onsite. It's not a release that has triggered a cleanup to be imminent. It's one where, if they can clean it up, they would like to clean it up, and we would be very open to giving KDHE that opportunity based on the redevelopment of the project and where some of the utilities or potential grease trap need to be situated where we may be working in some of those areas. But currently it's a very low standard of what is onsite, so it has not triggered that remediation. It is in a part of that PERC fund, and it has been funded – at least from the initial payment – to be a part of that fund.

The other thing that is not actually directly impacting the site but something we need to be aware of, especially as we're working along Nall, is the BP that is to the west of the subject property does have – or did have – a leaking underground storage tank. It is a part of the LUST program, and that has been funded as well. There is currently from what we understand, one hotspot just on their side of Nall. Down gradient from that is south southeast, so currently do not have any environmental contamination from what we can tell on our site, but we will also include the PERC situation and the petroleum contaminants on the work plan and discuss the various possibilities with KDHE once we have a final plan to give them an opportunity, if they can, to come in and clean up as much of the issue as possible. It's a little bit difficult to know what we're going to get into, but once we have a final plan, we will have those conversations and make sure that we're covered, both from a work plan and KDHE perspective. I hope that helps to answer some of the unknowns. We do need to do a little bit more studying with KDHE once we do have a final plan to try to get a strategy together to clean up as much as we possibly can, but currently that's where we're at.

Chairman Lee: Did you have questions, Charlie?

Comm. Troppito: Yes. Thank you. Whoever wants to answer it, maybe Mark. Well first, let me, before I get started, because it may not sound like it by the questions I have, but let me just echo Robin's comments about how much improved your plan would, if it comes to fruition, would be over what's there now. I think it would be a great benefit to Mission. But now to the questions. I'll start out with the easy one. Who currently owns this property? Who has fee simple title to it?

Mr. McPherson: I apologize for not knowing that off the top of head, but let me –

Comm. Troppito: Well, so it isn't you?

Mr. McPherson: That's correct.

Comm. Troppito: It's not your development, then?

Mr. McPherson: We're the contractual owner, correct.

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Comm. Troppito: All right, because environmental liability runs to the owner. I just want to make that point clear. Have any existing underground storage tanks been found on the property, or identified on the property, that you're aware of?

Mr. McPherson: No, not that we're aware of, not that any of the reports indicate.

Comm. Troppito: Okay, well, I want to ask Kaitlyn to maximize her browser screen so we can get a better look at this image. I did, back in 2008 – let me preface this by saying that I have done environmental site assessments – so I was interested in this property back in 2018. I want to draw your attention to the car that you see parked on the north side of the building, the white car. One of the things I noticed when I did my little site visit there was the tree that's just directly north of that, a little bit to the northeast of there, at the base of that tree is a standby, and it, in my past experience is a good indication of an underground storage tank possibly for motor oil or other petroleum products that could have gone – and I emphasize the word, “could” – could have gone all the way back to the time in the 1950's when this was a gas station on this property. That's one of the reasons why I ask that question. Another question is, what's the status of KDHE's approval for any required excavations that you would have to do on the site as a part of your plan?

Mr. McPherson: We would get together with KDHE and, really, where we have to dig up utilities and our grease trap, the sanitary line kind of goes along the alley and then down Nall, so I don't know if we'll come out and connect where you see some of the water damage along Nall, or if we'll go back and connect more at the corner, but depending on where we do connect, based on our existing reports, it may provide us an opportunity to do a minor PERC cleanup. Currently, there were three borings along the property line on Nall, none of which registered the petroleum contaminants. The other onsite did not reference any petroleum contaminants either, so this is new information, but something we would definitely look into here. But, in conjunction with the KDHE, we can get a work plan together and separate the work through our contractor to try to minimize cost, or allow them to come onsite and do cleanup through their contractor as well, but it's all a part of the cleanup fund.

Comm. Troppito: The reason I ask that question is because back in 2018, I had a conversation with KDHE, and the basis of that conversation was really that their – at least at the time – discussion was really about where we go from here, and it involved whether there was any excavation required, or if the site was, just the building onsite, was just simply remodeled with no excavation. The point that was, as I understood it from Jessie Branum [phonetic], who was at that time in charge of the project, was that no excavation would be approved by KDHE until a phase 2 environmental site assessment was done. I'm not aware that KDHE has conducted the phase 2 environmental site assessment yet. If they have, that would be great, but I'm just saying I'm not aware of that having been done yet at this point.

Mr. McPherson: I have a chain of emails that go over about a five-year timeframe of different back-and-forth from the prior two owners, and it seemed like KDHE did have an opportunity to come on and do some additional testing, but I believe they stopped. Previously, that ownership group was looking at seeing if they could dig out any

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contaminants underneath the building, if there happened to be an issue or something of that nature, if they went vertical with the existing structure and after some communication with a structural engineer it seemed like, because of the nature of the building being block construction, they would not be able to remediate underneath the building unless it was completely being reconstructed, and then at that point, they wanted the ability to remediate underneath the structure.

What we had intended to do here was what we do on a lot of our sites. If there's ever contamination underneath the building for a number of reasons, we cannot redevelop those sites, but if the contaminants are away from the building, we do put in a vapor mitigation system with perforated PVC pipe along the foundation system, and then have a pipe that goes up the wall and terminates on the inside of the parapet walls, because the customers can't see it, that just allows for any vapors that would intrude into the foundation or close to the slab, to have the ability to go up and decimate kind of above the building. We also put active fans, solar-based fans, on those systems sometimes when we do know there's an issue onsite, but usually it's just an insurance policy, just something we do to make sure we don't have a problem in the future.

Comm. Troppito: Okay, well I won't have any comments on your remediation plan. It wouldn't be appropriate. Let me ask you, has financing been obtained for this project? Any sort of financial commitment at this point?

Mr. McPherson: Not at this point, but we work with a number of lenders. We intended to cash close on the property and back finance.

Comm. Troppito: Okay, well why I ask that is because any lender is going to require a phase 1 or a phase 2 environmental assessment before financing, so I was just wondering, do you -?

Mr. McPherson: Yes, we have developed over five million square feet of property, so we do utilize lenders on a pretty routine basis, and fully understand that they need to have a clean bill of health from a phase 1 and/or phase 2, depending on the information from the phase 1.

Comm. Troppito: All right, but neither a phase 1 or a phase 2 has been done, right?

Mr. McPherson: We have a phase 1, and we have the historical information, so we have had a conversation, actually, with KDHE on this property as well. Until we knew our end game plan, frankly, we don't know where we need to do any additional testing, or where we needed to do some additional geo-tech work where we could swab those borings in order to obtain some additional information to finalize those reports.

Comm. Troppito: And how old is that phase 1 environmental site assessment?

Mr. McPherson: We're doing it right now. We do have phase 1's that are...there's one that's about a year-and-a-half old, from Terracon, but we're doing our own as well.

Comm. Troppito: Okay. Although it's not required, would you mind sharing that with staff before you get to the final development site plan?

Mr. McPherson: Sure, not a problem.

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Comm. Troppito: Okay, thank you. That's the end of my questions. I appreciate your responses.

Mr. McPherson: Not a problem. Thank you.

Chairman Lee: Any additional questions regarding those issues?

Mr. Scott: Chairman, this is not a public hearing, unlike the last application, but there may be some interest to parties on the call here that would like to comment.

Chairman Lee: Okay. Let's go ahead, if we have anyone out there that would like to speak, now would be the time. [None]

Mr. Scott: I guess there's none.

Chairman Lee: Okay, any additional questions or comments, then?

Ms. Davis: Mr. Chairman, I've got a quick question, and this might be for Mark. As far as the structure, I know the building has been added onto, and it's showing its age. I'm just curious the reasons – maybe the small structure – why the building is just not going to be razed and then built from foundation on up, to maybe modifications that might be exactly what this flagship restaurant would like to be like, instead of having the parameter of the existing building. I don't if it has to do with... Maybe, Mark, it has to do with what we just talked about, the environmental excavation work, but that was just a question that I had.

Mr. McPherson: Yeah, what it really comes down to for this concept is the average unit volume for this concept is not the same as our full-service sit-down restaurant. Our full-service sit-down restaurant can justify the construction expenditures a little higher than what we can for a concept, and I can't disclose what our estimates are, but you can imagine it's much lower, more traditional, in line with some of the other quick-serve restaurants along Johnson Drive that are like a Goodcents volume, those type of things, where we could not justify that expenditure.

We like the funkiness of the area, and we kind of thought it was cool with the overhang component if we could pull that in, like a lot of the other new concepts are across the country. We thought that might create a neat little environment and atmosphere, so that's what gravitated us kind of to this building.

Ms. Davis: All right. Well, anyway, Mark, I think it's a great concept as well. I picked up on, I forget what term you used, but Johnson Drive has now been compared to Mass Street in Lawrence. I forget the term you used, but that's kudos to the City of Mission. Thank you.

Chairman Lee: Additional comments?

Comm. Dukelow: Mr. Chairman, if there are no additional comments or questions, I'd like to make a motion that the Planning Commission approve the revised preliminary site development plan for Case No. 20-09 at 5438 Johnson Drive.

Comm. Troppito: I'll second that.

The vote was taken (8-0). **The motion passed.**

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Old Business

Chair Lee: The next item would be any old business we have.

Mr. Scott: There's no old business, Mr. Chair. I did present you all the guidelines for wall murals that we're now going to take up to the City Council for their input and consideration. That will be at the Community Development Committee on January 6th, so if you're really excited and interested in that, the packet will go out this Thursday, and we'll be meeting next Wednesday evening.

Chairman Lee: Very good. Do we have any Planning Commission comments or staff updates?

Comm. Dukelow: I have a question. How's that old relocation of the dumpster coming along at my favorite corner? Martway and...Return to sender?

Mr. Scott: Yep, so I went by and I spoke with the folks, the Kinkos/FedEx, and the assistant manager didn't really know anything about it, just knows it appears there and that's where it's at, so then I tried to reach out to the owner of the property. I'm not sure if it's an individual or a development group, to be honest with you, but I got their name from the tax records. They're located in Omaha. So, I wrote them a letter, and I just got it back today, in fact, in the mail, with a "Return to Sender" notice. So now I need to try another approach. I might try calling the Recorder of Deeds to find out if their tax records information is actually correct and where they're sending their tax bills to this. Somebody has to be receiving a tax bill and paying it.

Comm. Dukelow: Didn't we receive a letter of support from them with the Mission Bowl applicant?

Mr. Scott: I don't believe so, no.

Comm. Dukelow: For some reason, I was thinking that that property owner was encouraging approval of the Mission Bowl Redevelopment.

Mr. Scott: You may be thinking of the property owner just to the east, the Mission Mart Shopping Center.

Comm. Dukelow: Yes. Oh, that's a separate property?

Mr. Scott: Yeah, that property there at the corner, sandwiched between Martway, Hall and Johnson Drive, where that FedEx/Kinkos and the Dominos, and I think there's some kind of mattress shop in the rear. That's all a separate parcel of property. That parcel of property is owned by a group up in Omaha.

Comm. Dukelow: Okay, so that's the property that would be...at the back there is a demising retaining wall?

Mr. Scott: Right.

Comm. Dukelow: Okay, yeah.

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Mr. Scott: That was what I encouraged in my letter, was to look at relocating the dumpsters to the back of that property. I think there's another one back there in the corner, that being the south side of the property as you enter off of Martway.

Comm. Dukelow: Yeah, maybe over by the demising retaining wall.

Mr. Scott: A guard rail, almost. Yeah. Building maybe a corral to put that back there. I'm on it. I've got some time now, so I'm taking advantage of my time and working that.

Staff Updates

Chairman Lee: Okay, if there's no further business tonight –

Mr. Scott: I do have one update for you, Mr. Chair.

Chairman Lee: Sure.

Mr. Scott: We have taken a little bit of a hiatus on our Comprehensive Land Use plan update, because of the holidays and whatnot. We just kind of took a break back at Thanksgiving and then Christmas and New Year's. That website is still up and running through, I think we're going to take it down the first part of January. If you haven't yet and you're so inclined, you've got some time to kill on New Year's Day, just peruse around on that website, do some surveys and provide some information and feedback on that interactive map. I think it is kind of neat to see what's out there, some of the ideas that have circulated on that.

We will begin that process, I think we're going to pick it up after the holidays here, and sort of the next step on all of that is to have a joint meeting with the Planning Commission and City Council to hear some of the recommendations and thoughts that have formulated from the website, what's been collected so far. We don't have a date yet for that joint meeting, but we're looking at probably sometime around early to mid-February. So, if there is something going on in your lives and you want us to stay away from a particular week because you're on vacation or a particular evening of the week because you have another activity, if you could let Kaitlyn or I know, and we'll just kind of pencil that in, so we know to stay away from particular days and times. Look for something to happen right around early to mid-February. That's all I have.

Comm. Dukelow: Mr. Chairman, I have one more question or comment – topic, if you will. The traffic at 61st and Broadmoor, I understand from multiple sources has been very challenging, particularly with the holidays, but not only during the holidays. I want to acknowledge, along with this, that there is another access to the property, and that's via Squibb Road, that I use often to avoid it, and it's more convenient, honestly, for me. So, if any of you are looking to find another way into that Target, it's Squibb Road, and you can reach that off of Shawnee Mission Parkway. Do not get caught taking a left turn off of that road into the neighborhood as you depart Target, because there's often an officer sitting there waiting to ticket you. But I wanted to share that there is an additional access to that property, but I also want to ask staff if there has recently been a traffic study at 61st and Broadmoor and consideration for controlling that intersection with a light.

MINUTES OF THE PLANNING COMMISSION MEETING

December 28, 2020

Mr. Scott: No, there has not been a request for a traffic study at that intersection. I can certainly bring that to the attention of the Public Works Director and inquire as to the status of that, but there's no formal request been made. As you stated, that's a challenging intersection. On the best of days, it's challenging. It's even worse during the holidays, because not only do you have the Target there, but you also have the post office, which is a busy post office to begin with, but it's even worse during the holidays and during tax time. I just try to stay away from that area of town during those two periods of the year.

Something else that's a little bit challenging – and I think this is what Commissioner Christiansen was referring to earlier – is the Mission Square development that's right there. That's that fairly new development that's been built within the last five years, and is comprised of the Welstone and the Chick-fil-A and the Culver's in that little strip building. That Chick-fil-A does a land-office business. It's just busy all the time. I don't know why, but it's a very popular place and it's very busy. The traffic there is not very good to begin with, because of that drive-through that was kind of sandwiched into that property, no pun intended. It's gotten even worse in the last year with the pandemic. I think a lot of what's driving that is because its dining room is not open.

That's a company-wide...I actually went there to talk with the manager as well. The manager wasn't in, but I talked to one of the employees. He met me halfway out of the parking lot and said, "Don't come in." I said, "Well, I'm with the City, and I'd like to talk to somebody about the parking and the traffic that's spilling onto that through street that goes through the property," and he said that the dining room has been closed since the pandemic started, and it's a company-wide policy. So, I think that's a lot of what's creating some traffic jams. You just can't park and go in and dine. You have to either do the drive-in and pick-up, or the drive-through is what a lot of people opt for the drive-through option. They're not proactive enough to actually think, "I can order something on my smartphone and pick it up." But we are aware of that issue, and that's on our to-do list sometime this winter, is to engage those folks and have discussion about that area, possibly do a traffic study of that area as well.

Comm. Dukelow: Thank you.

ADJOURNMENT

With no other agenda items, **Comm. Bruce, made a motion to adjourn. Comm. Dukelow seconded.** (Vote was unanimous). The **motion carried.** The meeting adjourned at 8:54 P.M.

Mike Lee, Chair

ATTEST:

Audrey McClanahan, Secretary

STAFF REPORT
Planning Commission Meeting February 22, 2020

AGENDA ITEM NO.: 2

PROJECT NUMBER / TITLE: Case # 21-01

REQUEST: Revised Preliminary Development Plan for The Retreat Apartments

LOCATION: 6200 West 51st Street

APPLICANT: Dean Hoff, H3 Design Build

PROPERTY OWNER: Axiom-Lamar Place, LLC
7357 Holiday Dr
Kansas City, KS 66106

STAFF CONTACT: Kaitlyn Service, Planner



Property Information:

The subject property is located at the northeast corner of Lamar Avenue and West 51st Street and is addressed as 6200 West 51st Street. The 6.95 acre property is currently developed with multiple garden apartment buildings, which are 2-3 stories in height and contain 108 apartment units in total. Amenities include on-site maintenance/ leasing office, pool, and playground.

The property is zoned Garden Apartment District “R-4.”

Surrounding properties are zoned and developed as follows:

- North: “R-1”: Single-Family Residential District- Single-family home
- West: “R-2” and “C-1”: Two-Family Residential and Restricted Business Districts- Duplexes and commercial shopping center
- South: “R-1”: Single-Family Residential District- Single-family homes
- East: “R-1”: Single-Family Residential District- Single-family home

Comprehensive Plan Future Land Use Recommendation for this area:

The Comprehensive Plan indicates this property is appropriate for multi-story garden apartments with more than 12 dwelling units per acre. The current property is in conformance with the Comprehensive Plan. The proposed changes do not compromise conformance with the Comprehensive Plan.

Project Background:

The applicant is working to update The Retreat property, which was originally constructed in 1971. The most recent site plan on file with the City is from 1987, when the buildings underwent repairs after fire damage. In the Fall of 2020, the complex began upgrading their roof system and installing new siding to replace the old shingles and mansard elements on the facade. They also replaced two monument signs on the property.

The application before the Planning Commission requests approval of a site plan, which proposes to demolish 60 of the 64 existing garages on the east side of the property. The garages, which are proposed to be demolished, are currently acting as screening of the parking lot from the single family residences. To mitigate the removal of the garages, the site plan proposes screening methods, including walls, landscaping, and fencing. Additionally, the application requests approval for the construction of nine carports.

To best understand the screening proposal, the Planning Commission may consider the topography of the site. Along the east property line, the south part of the site is very steep. The property becomes flatter at the north part of the east property line. This is demonstrated by the 2-ft contour map.



Garages Parallel to 51st Street (#54-64): Existing Retaining Wall + Guardrail

A concrete retaining wall is the back wall of the garages that are parallel to 51st Street. The existing retaining wall will remain after the demolition of the garages.

A guardrail will be installed on top of the retaining wall to address the abrupt drop-off between the retaining wall and the parking lot. The guardrail will act as a protective barrier to prevent injury. The guardrail assembly will be constructed in accordance with Sections 1013 & 1607.8 of the 2012 International Building Code (IBC). The guardrail will have an “open” appearance to allow visibility between the parking area and 51st Street to provide visual safety.



Garages on the South Side of the East Property Line (#34-51): Existing Retaining Wall + Privacy Fence + Evergreen Landscaping

At some portions of the retaining wall, where the retaining wall makes up only a portion of the back of the garage, a 6-foot cedar privacy fence will be built on top of the retaining wall. The finished (smooth) side of the fence will face neighboring properties. At these locations, the retaining wall is tall enough to block headlights of vehicles in the parking lot.

Every will trim trees that currently encroach on the overhead power line. The applicant will clear any remaining noxious weeds and plant small or dwarf evergreens that will not interfere with the powerline. The evergreen landscaping will be on the east side of the fence- between the single family homes and the privacy fence.



Garages on the North Side of the Property (#1-9 & #13-33):
Faux Facade + Evergreen Landscaping

Garages in the north portion of the site do not have a retaining wall or the retaining wall is too short to shield car headlights. To provide screening, the applicant proposes to retain the existing rear wall of the garage and install new siding on both sides of the remaining wall. Structural lateral bracing will be provided to ensure the wall is a structurally-sound, long-term solution. The aggregate height of the rear wall will be 8 feet tall.

Walls will be painted to match the new building colors. The beige color currently on the building is factory primer, which will be painted over. The base of the building will be a warm white. Olive green and charcoal will be used for the trim.

Existing evergreen vegetation on the north side of garages #1-9 will remain.

New evergreen vegetation will be provided on the east side of garages #13-33. Every will trim trees that currently encroach on the overhead power line. The applicant will clear any remaining noxious weeds and plant small or dwarf evergreens that will not interfere with the powerline.

Garages in the Northeast Corner of the Property (#10-12):
Retain Garages + Replace Exterior Siding + Evergreen Vegetation

The application proposes to retain 3 garages for use by building maintenance. The existing walls would be re-sided and painted to match the new building colors.

New evergreen vegetation will be provided on the east side of the garages. Every will trim trees that currently encroach on the overhead power line. The applicant will clear any remaining noxious weeds and plant small or dwarf evergreens will not interfere with the powerline.



Carports

In total, nine new carports are proposed. Three carports are proposed on the west side of the property, facing Lamar. Four carports are proposed for the south side of the property, facing 51st Street. Two carports are proposed for the east side of the property. The carports will be metal and will be painted to complement the new building colors. Columns will include a 4-foot red brick base to coordinate with the brick on the existing building. The proposed roof is flat (1:12 pitch).

Parking Area- Newly Exposed Concrete Wall

The concrete wall, which will be exposed after the demolition of the garages, will be cleaned and stained a natural deep green. Evergreen trees and shrubs will be added in the parking area to add visual interest and break up the long stretch of wall on the east property line. Small

intermittent sections of cedar fence will also be added.

Code Review:

Screening, Fencing, and Landscaping: Proposal is in compliance with the requirements of the city code.

Carports: Proposed brick matches the materials and architectural style of the principal structure.

Parking: When the garages are removed, the land under the existing garages will be patched as needed and used for surface parking. Overall, the proposed changes are anticipated to increase the number of parking spots on the site. The garages that are proposed to be demolished were primarily used as storage units for tenants, not parking spots.

Consideration of Site Plans (440.175 & 440.160)

Once preliminary development plan approval has been granted, changes in the preliminary development plan may be made only after approval of a revised preliminary development plan. Changes in the revised preliminary development plan which are not significant may be approved by the Planning Commission. Although the Planning Commission is encouraged to hear public comment, a formal rehearing by the Planning Commission is not required.

The City Code defines “significant changes” to mean increases in density, increases in the total floor area, increase of lot coverage, increases in building height, decreases of setbacks, decreases of areas devoted to open space, and changes of traffic patterns. Because the proposal does not change the intensity of development, it does not meet the criteria for “significant change” and therefore can be approved by the Planning Commission if it determines that:

1. The site is capable of accommodating the building(s), parking areas and drives with appropriate open space.

The site is capable of accommodating the proposed carports, proposed parking areas, and drives with appropriate landscaping and the existing amenities courtyard.

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

The existing site provides safe and easy ingress, egress and internal traffic circulation. The existing circulation will not be impacted by the proposed changes.

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

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

4. An appropriate degree of harmony will prevail between the architectural quality of the proposed building(s) and the surrounding neighborhood.

The carports will be painted to complement the new building colors. Columns will include a 4-foot red brick base to coordinate with the brick on the existing building. The old shingles and mansard elements on the facade will be removed. New siding will be installed and painted warm white with olive green and charcoal trim.

5. The plan represents an overall development pattern that is consistent with the

Comprehensive Plan and other adopted planning policies.

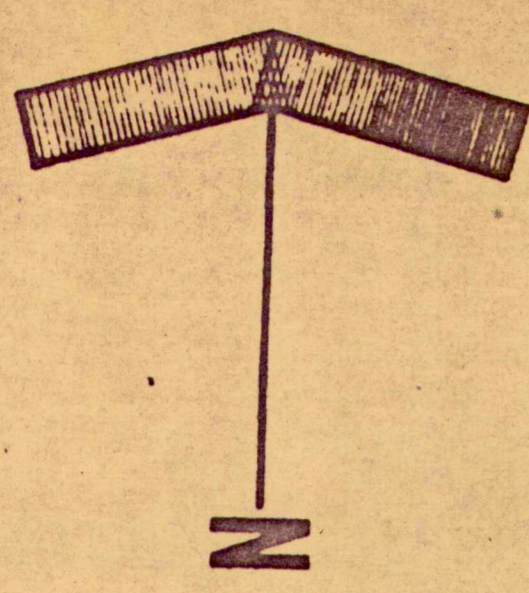
The Comprehensive Plan indicates this property is appropriate for multi-story garden apartments with more than 12 dwelling units per acre. The current property is in conformance with the Comprehensive Plan. The proposed changes do not compromise conformance with the Comprehensive Plan.

6. Right-of-way for any abutting thoroughfare has been dedicated pursuant to the provisions of Chapter 455.

Right-of-way dedication is not necessary for the scope of this project.

Staff Recommendation:

The proposed development conforms with the Comprehensive Plan, meets the overall intent of the "R-4" zoning district, and complies with the required findings for Section 440.175(A)(5). Therefore, Staff recommends the Planning Commission approve the revised preliminary development plan for The Retreat Apartments Case # 21-01 at 6200 West 51st Street, Mission, Kansas.



FOR
FUTURE
DEVELOPMENT

SITE PLAN
1:0"

LAMAR AVE.

51st STREET

BUILDING B-REPAIR
SHEET 1
DATE: 4/8/87

APPROVED
4-2-87
PERMIT ISSUED
4-8-87

UNITS TO BE
REPAIRED QUOTE
FIRE DAMAGE

NOTE:
ALL DRAIN TILE @ PERIMETER OF
BUILDING SHALL BE ROUTED SO
AS TO PERMIT POSITIVE DRAINAGE.

300-010

LAMAR PLACE APARTMENT COMPLEX

51 ST STREET & LAMAR AVENUE
MISSION KANSAS

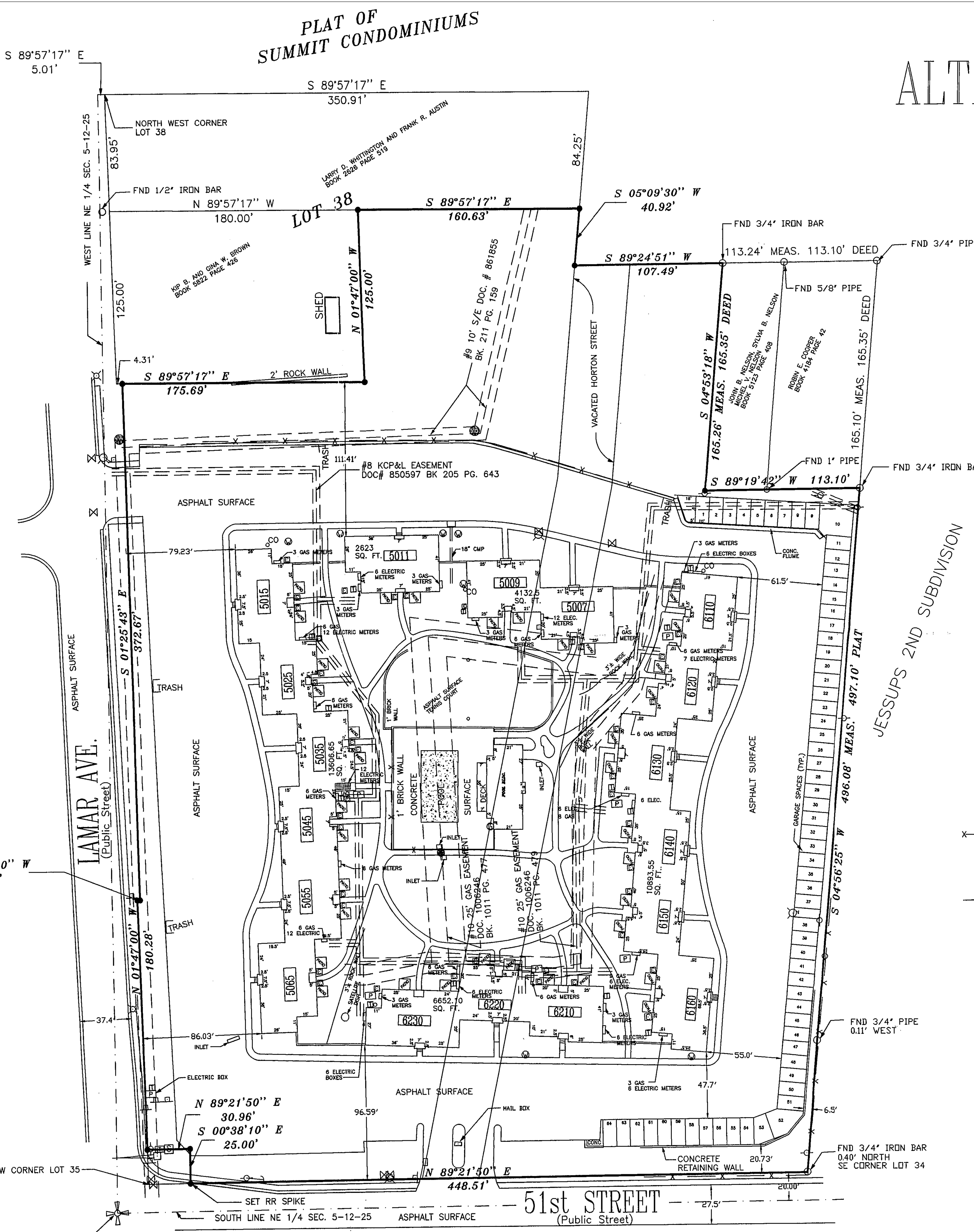
OWNERS: VICTOR L. REGNIER
HELEN B. REGNIER

Smith Lockwood architects A.I.A.

4121 WEST 83 RD STREET
PRAIRIE VILLAGE KANSAS



ALTA/ACSM LAND TITLE SURVEY



SURVEY CERTIFICATION REQUIREMENTS

The undersigned, Bob W. Stevens, being a registered surveyor of the State of Kansas, certifies to (i) WMF Washington Mortgage Corp., formerly known as Washington State Financial Group, Ltd., (ii) Fannie Mae, their successors and assigns, (iii) Lamar Place Acquisition, L.P., (iv) Bond Purchase, L.L.C., (v) Alliant Tax Credit Fund IV, LTD., (vi) Alliant Tax Credit IV, Inc., (vii) Owen Financial Corp., (viii) BNY Trust Company of Missouri, as Trustee, and (ix) Assured Quality Title Company, Agent for Chicago Title Insurance Company.

- This map or plat and the survey on which it is based were made in accordance with the "Minimum Standard Detail requirements for ALTA/ACSM Land Title Surveys," jointly established and adopted by the American Land Title Association and the American Congress on Surveying and Mapping in 1997 and this survey meets the requirements for an Urban Survey as defined therein.
- The survey was made on the ground on December 11, 1997, and correctly shows the area of the subject property, the location and type of all buildings, structures and other improvements situated on the subject property, and any other matters situated on the subject property. This survey was updated on August 20, 1998.
- Except as shown on the survey, there are no visible easements or rights of way of which the undersigned has been advised.
- Except as shown on the survey, there are no observable, above ground encroachments (a) by the improvements on the subject property upon adjoining properties, streets or alleys, or (b) by the improvements on adjoining properties, streets or alleys upon the subject property.
- The location of each easement, right of way, servitude, and other matter affecting the subject property and listed in the title insurance commitment dated July 25, 1998, issued by Chicago Title Insurance Company with respect to the subject property, has been shown on the survey, together with appropriate recording references, to the extent that such matters can be located. The property shown on the survey is the property described in that title commitment. The location of all improvements on the subject property is in accord with minimum setback provisions and restrictions of record referenced in such title commitment.
- The subject property has access to and from a duly dedicated and accepted public street or highway.
- Except as shown on the survey, the subject property does not serve an adjoining property for drainage, utilities, or ingress or egress.
- The record description of the subject property forms a mathematically closed figure.
- No portion of the property shown on the survey lies within a Special Hazard Area, as described on the Flood Insurance Rate Map for the Community in which the subject property is located. Said described property is located within an area having a Zone Designation "X" by the Secretary of Housing and Urban Development, on Flood Insurance Rate Map No. 20091C0035 with a date of September 27, 1991 identification of for Community Number, in Johnson County, State of Kansas.

The parties listed above are entitled to rely on the survey and this certificate as being true and accurate.

(Legal Description)

All that part of Lots 31 through 38 and a portion of vacated Horton Street, all in Jessup's Second Subdivision, a subdivision in the City of Mission, Johnson County, Kansas, more particularly described as follows: Beginning at the Southeast corner of said Lot 34; thence Westerly, along the South line and its extension of said Lots 34 and 35, to a point 30.98 feet East of the Southwest corner of said Lot 35; thence Northerly, along a line perpendicular to the South line of said Lot 35, a distance of 25 feet; thence Westerly, along a line parallel to the South line of said Lot 35, to a point on the Westerly thereof; thence Northerly, along the West line said Lot 35, to the Northwest corner thereof; thence Easterly, along the North line of said Lot 35, a distance of 2 feet; thence Northerly to the point on the North line of the South 55 feet of said Lot 38, and 4.31 feet East of the West line thereof; thence Easterly, along the North line of the South 55 feet of said Lot 38, to a point 175 feet East of the Easterly right-of-way line of Lamar Avenue as now established; thence Northerly, along a line parallel to the Easterly right-of-way line of said Lamar Avenue to a point on the North line of the South 180 feet of said Lot 38; thence Easterly, along the North line of the South 180 feet of said Lot 38, to a point on the Easterly line thereof; thence Southerly, along the Easterly line of said Lot 38, to its intersection with the Westerly extension of the North line of said Lot 31, said line also being the South line and its extension of 50th Street; thence Easterly along the North line and its extension of said Lot 31, to a point 113.1 feet West of the Northeast corner thereof; thence Southerly, to a point on the South line of said Lot 31, and 113.1 feet West of the Southeast corner thereof; thence Easterly, along the South line of said Lot 31, to the Southeast corner thereof; thence Southerly, along the east line of said Lots 32 to 34 inclusive, to a point of beginning, except that part taken by streets and roads. Containing 7.17 acres ±.

LEGEND

- = Set Bar with Cap LS# 1138
- = Found Bar with cap as noted
- B.L. = Building Line
- U.E. = Utility Easement
- S.E. = Sanitary Sewer Easement
- D.E. = Drainage Easement
- W.E. = Water Main Easement
- ⊕ = Sanitary sewer Manhole
- ⊙ = Utility Pole
- ⊙ = Guy Anchor
- ⊙ = Light Pole
- ⊙ = Fire Hydrant
- ⊙ = Water Valve
- ⊙ = Telephone Vault
- ⊙ = Telephone Pedestal
- ⊙ = Electric Box
- ⊙ = Guard Post
- ⊙ = Gas Meter
- ⊙ = Fence Line
- ⊙ = Sanitary Sewer Clean out
- ⊙ = CATV
- ⊙ = air-condition Unit
- ⊙ = Water Meter
- ⊙ = Traffic Signal

(General Notes)

- The number of striped parking spaces located on the subject property is 0 and to the extent possible, are graphically shown hereon. (No parking shown in field.) Approximate 270 parking spaces are available.
- This property contains 312,325.20 square feet or 7.17 acres more or less.
- The bearing system used for this survey was obtained from Jessup's Second Subdivision Plat dated May 7, 1924.
- The existing buildings are three story wood and brick frames.

(EASEMENTS)

- Easement granted to Kansas City Power and Light filed in Book 205 Misc., Page 643, as described therein.
- Easement granted to Mission Sub-Sewer District No. 1 filed in Book 211 Misc., Page 159, as described therein.
- Easement granted to the Gas Service Company filed in Volume 1011, Page 477, as described therein, and in Volume 1011, Page 479, as described therein.

DATE: 2/19/98
 SIGNED: Bob W. Stevens, Surveyor
 BOB W. STEVENS, KANSAS LS # 1138

Revised: Certification 9-20-98
LAMAR PLACE ACQUISITION
LAMAR PLACE APTS
 JOHNSON COUNTY, KAN

OGAN & ASSOCIATES
 Professional Engineers & Registered Land Surveyors
 300 N. Church Road, Suite 100
 Liberty, Missouri 64068
 (816) 781-7626
 Fax (816) 781-7483

Job No. 1138
 Date: 2/19/98
 Drawn By: BWS
 Check By: BWS
 Scale: 1" = 40'

REVISION TABLE	NUMBER	DATE	REVISION BY	DESCRIPTION

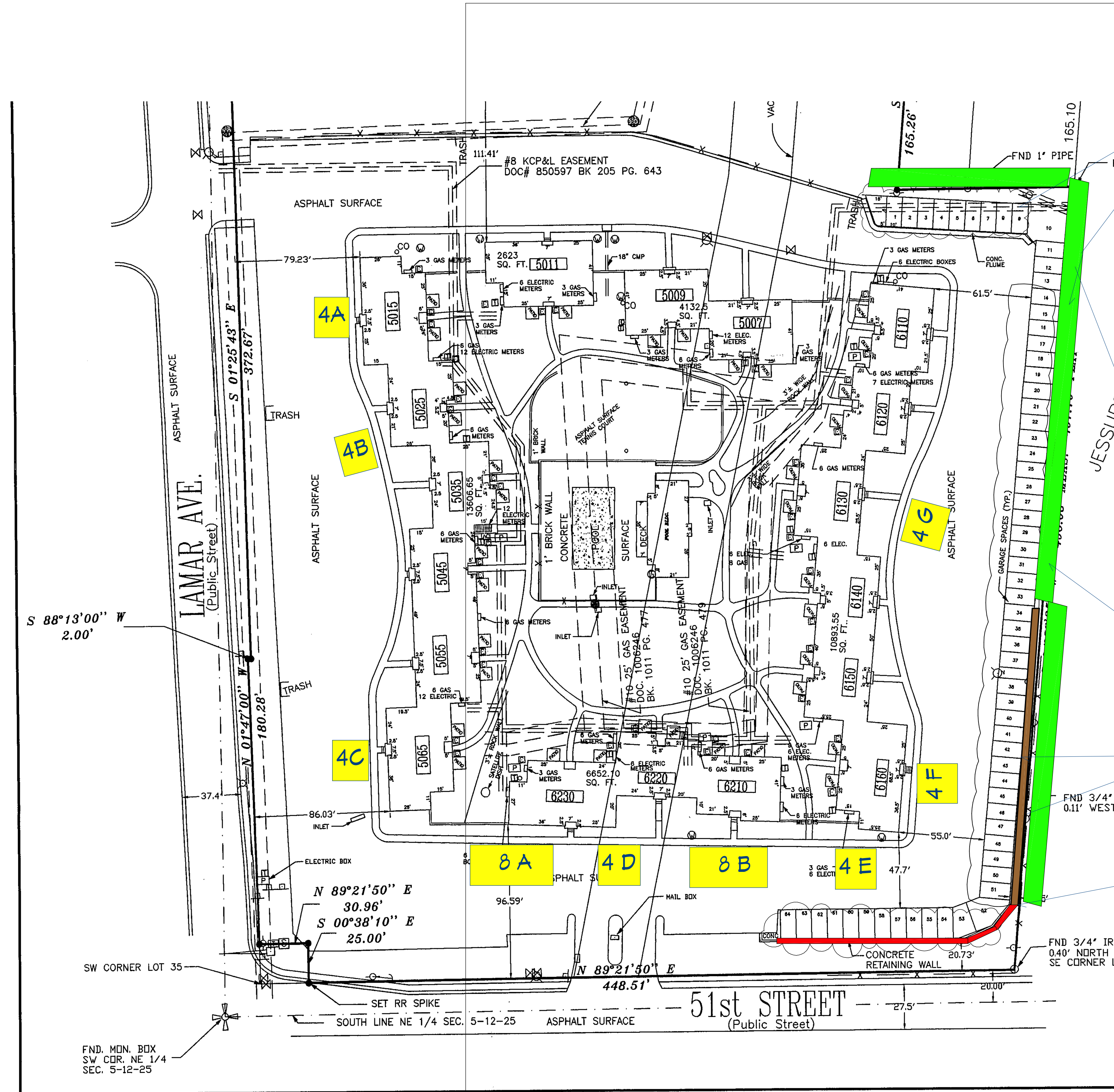
EXISTING SITE PLAN

THE RETREAT
 6200 W 51ST STREET
 MISSION, KS 66202

DRAWINGS PROVIDED BY:
 H3 DESIGN BUILD
 6045 WINDSOR DRIVE, FAIRWAY KS 66205
 (206) 351-4056 dean@h3designbuild.com

DATE: 2/16/21
 SCALE:
 SHEET: P-1

EXISTING SITE PLAN



1st Floor
**PROPOSED GARAGE DEMOLITION
 LANDSCAPE/FENCE LAYOUT
 CARPORT LOCATIONS**

SCOPE OF WORK:

Demolish garage units # 1 – 9 and # 13 – 64
 Existing units # 10 – 12 will remain as maintenance shop and storage,
 Existing walls will be sheathed in Hardi Board panels and painted to match new building exteriors

Fire Hydrant located at unit 37 will remain and two (2) new 36" bollards to installed with poured concrete base

Every to remove existing electrical service dump at unit 37 and install new service dump at unit 12 including new service meter and panel.

The existing rear wall of garage units #1-9 and 13 – 33 will remain in place, new Hardi-board siding to be installed on both sides with a metal flashing cap. The aggregate height of rear wall will be 96", combination of existing concrete retaining wall and wood framed wall. Exposed concrete wall will be cleaned and stained deep green. New fence sections, trees and shrubs to be installed to breakup long east property line wall.

A 36" lateral wall will be added parallel to concrete lateral support wall for structural support of lateral loads.
 The wall will be tied into the rear wall each 20', finished with Hardi-board siding and metal flashing wall cap
 All walls painted to match new building colors

LANDSCAPE NOTES:

Every to trim trees and shrubs below existing electrical lines from unit 10 TO UNIT 51

All noxious weeds to be removed

Existing trees and shrubs behind units 1 - 9 to remain
 Dwarf evergreens or drought resistant shrubs will be planted on back side of new wall at units 10 – 51. They will be planted at 48" O.C.

Units 34 to 51 will have a new 6' privacy fence installed on top of the existing foundation/retaining wall.
 New privacy fence to be metal base, attached with anchors bolts, metal poles and wood fence rails and pickets

New steel safety guard rail to be installed on top of retaining wall for garage units 52 – 62, the new railing will be not less than 42" in height. 2" steel square pipe for top and bottom rails and structural post welded @10' O.C. connected to retaining wall with Simpson steel boot with 1/2" anchor bolts. 1/2" square steel balusters welded @ 4" O.C.

A new irrigation line will be installed for the initial 6 month planting period.

CARPORT NOTES:

New carports to be installed per site plan
 Carports to be constructed of steel posts and beams with a metal roof (1:12 pitch)

A total of seven (four car) and 2 (8 car) carports to be constructed at the following locations.

- 4A – in front of building 5015
- 4B (optional) – in front of building 5025/5035
- 4C – in front of building 5065
- 8A- in front of building 6230 westside
- 4D – in front of building 6230 eastside
- 8B – in front of building 6210
- 4E – on south side of building 6160
- 4F – in front of building 6160
- 4 G – in front of building 6130

Each carport to painted to match and complement new building colors, with red brick base around each column

REVISION TABLE	NUMBER	DATE	REVISED BY	DESCRIPTION

**PROPOSED DEMOLITION
 CARPORT AND LANDSCAPE
 SITE PLAN**

**THE RETREAT
 6200 W 51ST STREET
 MISSION KS 66202**

DRAWINGS PROVIDED BY:
 H3 DESIGN BUILD
 6045 WINDSOR DRIVE, FAIRWAY KS 66205
 (206) 951-4056 dean@h3designbuild.com

DATE:

2/16/21

SCALE:

SHEET:



CARPORT ELEVATION

EXTERIOR FINISHES

NEW PROPERTY LINE WALL AT REAR OF DEMOLISHED GARAGES WILL MATCH THE HARDIBOARD SIDING PANELS AND TRIM DETAILS FROM NEW APARTMENT BUILDING FINISH

NEWLY EXPOSED CONCRETE RETAINING WALL TO BE CLEANED AND STAINED A NATURAL DEEP GREEN, ADDITIONAL TREES AND SHRUBS TO BE ADDED TO ENHANCE VISUAL AESTHETICS.

EXISTING MAINTENANCE SHOP AND GARAGE UNITS 11&12 WILL REMAIN AND BE UPDATED TO MATCH NEW BUILDING FACADE DETAILS

COLORS TO MATCH NEW BUILDING COLOR PALETTE FOR SIDING AND TRIM

CARPORTS

NEW CARPORT WILL BE FINISHED TO MATCH AND/OR COMPLIMENT NEW BUILDING FINISH COLOR SCHEDULE TO INCLUDE:

- RED BRICK BASE TO SURROUND ALL METAL COLUMNS TO A HEIGHT OF 48"
- ALL EXPOSED STEEL COLUMNS AND BEAMS TO BE PAINTED TO MATCH THE NEW BUILDING COLOR SCHEME



NEW EXTERIOR ELEVATION APARTMENT BUILDINGS



LANDSCAPE DETAIL

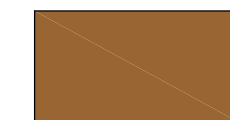
EXISTING TREES AND LANDSCAPING BEHIND UNITS 1 - 9 TO REMAIN

EVERGREEN ABORVITAE TREES PLANTED FROM GARAGE 10 - 51
 NEW 2' - 3' SHRUBS TO BE PLANTED 48" O.C.
 NEW IRRIGATION LINE TO BE INSTALLED FOR THE INITIAL SIX MONTH WATERING PERIOD

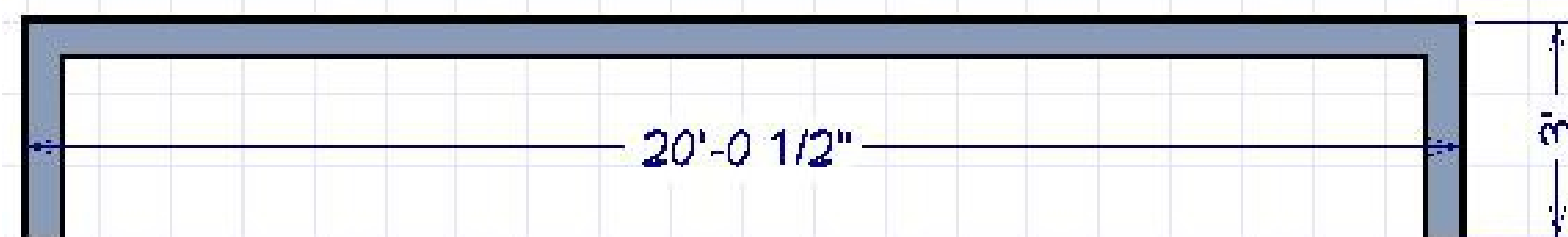
ADDITIONAL EVERGREEN TRRES AND SHRUBS WILL BE ADDED IN THE PARKING AREA TO ADD VISUAL AESTHETICS AND BREAK UP THE LENGTH OF THE EAST PROPERTY LINE.
 SMALL INTERMITTENT SECTIONS OF CEDAR FENCE MATCHING THE BORDER FENCE DETAIL TO BE ADDED FOR ADDITIONAL VISUAL AESTHETICS



PRIVACY FENCE DETAIL



NEW 6'-0" CEDAR FENCE PRIVACY FENCE TO BE INSTALLED GARAGE SPACE 34 - 51
 BASE WITH BE METAL BOOT FASTED WITH ANCHOR BOLTS INTO TOP OF REAR FOUNDATION WALL
 METAL POSTS WITH CEDAR RAILS AND PICKETS



TYPICAL BACK WALL DETAIL

IN LOCATIONS WHERE REAR FOUNDATION WALL IS LESS THAN 96" HIGH
 A NEW 2X4 PTX LUMBER WALL WILL BE INSTALLED TO MEET THE 96" HEIGHT
 BOTH SIDES WILL BE CLAD WITH HARDI BOARD PANELS
 TRIM TOP AND BOTTOM, W/ METAL CAP
 FOR EACH 20' SECTION OF WALL FOR AREA 1- 9 AND 13- 31 A 36" LONG 2X4 PTX WALL WILL BE INSTALLED PERPENDICULAR WITH THE BACK WALL TO PROVIDE LATERAL BRACING, THIS WALL WILL BE ANCHORED TO THE FOUNDATION WALL OR EXISTING CONCRETE LATERAL SUPPORT WALL



GUARD RAIL DETAIL



NEW 42" GALVANIZED RAILING ON TOP OF 8" RETAINING WALL SPACE 51 - 64
 EACH POST INSTALLED IN METAL BOOT ANCHOR BOLTED TO CONCRETE WALL BALUSTER @ 4" O.C.

Attic

NUMBER	DATE	REVISED BY	DESCRIPTION

DETAIL / ELEVATIONS

THE RETREAT
 6200 W 51ST STREET
 MISSION, KS 66202

DRAWINGS PROVIDED BY:
 H3 design build
 6045 Windsor Drive, Fairway KS 66205
 206.351.4056
 dean@h3designbuild.com

DATE:

2/16/21

SCALE:

SHEET: