

# CITY OF MISSION PLANNING COMMISSION

## AGENDA

July 26, 2021

7:00 PM

**Powell Community Center 6200 Martway Street**

1. Call to Order
2. Approval of Minutes from the June 28, 2021 Meeting
3. New Business
  - A. Case # 21-04 Exception from Design Guidelines - Sandhills Brewing  
A proposal to add two garage doors to the downtown row building at 5612 Johnson Drive
    - Staff Report
    - Applicant Submission
4. Old Business
5. PC Comments
6. Staff Updates

**Merriam Drive Connected Corridor Plan** - The Cities of Overland Park, Merriam and the Unified Government of Wyandotte County and Kansas City Kansas have embarked on a planning study of the Merriam Drive (Lane) corridor. There will be an open house on Wednesday evening, July 28th, from 5-7 PM at the Merriam Community Center - 6040 Slater Street . More information can be found at [www.merriamdrivecorridor.com](http://www.merriamdrivecorridor.com)

**Street Sales Tax** - The City will be conducting a mail-in-ballot election in September for renewal of its special sales tax for street improvements. Information will be posted soon on the City's web page at [www.missionks.org](http://www.missionks.org).

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

# **MINUTES OF THE PLANNING COMMISSION MEETING**

**June 28, 2021**

The regular meeting of the Mission Planning Commission was called to order by Chairman Mike Lee at 7:00 PM Monday, June 28, 2021. Members also present: Charlie Troppito, Frank Bruce, Robin Dukelow, Brad Davidson, Pete Christiansen and Stuart Braden. Stuart Braden and Burton Taylor were absent. Also in attendance: Brian Scott, Assistant City Administrator, Kaitlyn Service, Community Development Planner, and Audrey McClanahan, Secretary to the Planning Commission.

## **Approval of Minutes from the February 22, 2021 Meeting**

**Comm. Dukelow moved and Comm. Braden seconded** a motion to approve the minutes of the February 22, 2021, Planning Commission meeting.

The vote was taken (5-0-1). The **motion carried**.

## **New Business**

### **Case #21-02 Final Development Plan**

#### **5399 Martway, Lot 6 of the Mission Mart Second Plat**

**Ms. Service**: This is 5399 Martway Street, near the southeast corner of Nall and Martway Street, the site of the former Mission Bowl bowling alley and miniature golf course. The structure has been vacant since 2015, when the structure caught fire. Back in August of 2020, the Planning Commission voted to recommend approval of a preliminary development plan to construct a five-story apartment building with live/work units on the ground floor, a lobby and leasing space on the ground floor, along with a screened parking garage and two pocket parks. The preliminary development plan promised to create a linear park experience on the Rock Creek Trail. Right now, it currently feels more like a wide sidewalk. The proposal added a lot of landscaping amenities, pedestrian amenities, where none currently exist, and it included up to 168 apartment units on floors 2 through 5, two-bedroom, one-bedroom and studio units. Also, a pool on the rooftop, and a patio is included towards the back of the building.

On September 16<sup>th</sup>, 2020, the City Council passed Ordinance 1522 upholding the Planning Commission's recommendation to approve the preliminary development plan, so now before we have the final development plan which provides more granular details about the development. The applicants are here today. They are going to walk us through the elements that are included in the final development plan. Then I'll walk through the rest of the staff report.

*Banks Floodman, Mission Apartments, LLC, appeared before the Planning Commission and made the following comments:*

**Mr. Floodman**: Thank you very much. It's nice to see everybody face-to-face. I prefer this much over Zoom. What you have is the plans here. Not a whole lot has changed since the PDP. The biggest change is that you'll note, as we just kind of go through some of these slides here, there was a need or a request to maybe change some of the colors and exterior, so what we did is we added a Juliet balconies on all of our studios, similar to Locale, and tried to do our best to incorporate some things that we thought were very beneficial and we like about that project, but not do the same project. This isn't the same

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project. We felt like we did that. Another thing that you'll notice as Kaitlyn goes through some of the plans here is we've got the seven live/work units that we've had from the beginning, but we've also added the fitness area on the lower level as well. We thought that was a good engagement tool, especially on Martway, to create that fun energy that we think will drive excitement around this project. We've also got yoga and the pool deck and all those things on the top floor as well.

The largest thing that did happen is, in working with Johnson County Wastewater, they've got a lot of different types of vehicles that enter that Johnson County Wastewater site, and they've used that site pretty much anywhere over the last 35 to 40 years outside of the easement, so we wanted to do our best to be good neighbors, yet make sure we park this to an area that we were comfortable with. So, what ended up happening throughout those negotiations is we ended up losing about ten parking spaces. The main reason for that is on the west side we had that dog park, which we still have, but we actually had to lose a few spaces on the west side, so the semi- or chemical trucks that turn in can do a U-turn and back into the facility, how they currently operate. We also lost a couple spaces on the east side, so they could actually access the whole site. They could have their trucks exit on that east side as well. Currently, the easement is just on the west side, so that was a little bit of a tug-and-pull in order to make sure that we accommodate them, because it's important that that Wastewater facility and the chemicals, et cetera, are properly taken care of. It's important for this development. It's important for the City. It's important for everybody. We went back and forth. Initially it was 28 spaces. We got it to where we felt like was a very reasonable solution, where we would lose 10 spaces.

So, all that being said, parking will not be one per bed. We will be a little under one per bed. I think we went from 208 to 198, but it's something that we still feel very comfortable with, especially with some of the parking that's next door, and some of the plans, potentially, to the east. We feel very good about that. That's also assuming we're 100 percent occupied. We hope we get there. We think we'll get there, but chances are we're going to hover around that 95 percent, just with turnover and move-in's and move-out's and all that. If you bundle that into the equation, we'll be at one per bed.

Another thing that's changed a little bit is we're at 168 units now. What we did is there on the south, really the southeast side, we ended up bringing the structure out. There should be a good rendering of that, bringing the structure out just a little bit to the east. We did that for two reasons, a) to create more covered parking or premium parking for our residents, and b) to create a buffer between us and Johnson County Wastewater facility. As beautiful as that facility is, I do think that it is advantageous to focus on the views to the west and the east, and cover that up and allow individuals to get up above that and be able to look to the trees that are just to the south.

The pool and all those things are going to be in the same structure and same area. The clubhouse is going to be in the same area. You can see the weight room that I alluded to earlier there. It's right next to the clubhouse and entryway there on pretty much the northwest corner. We always want people, when they're coming in exploring our facility 0 because there's competition everywhere, and we understand that – we want people to feel the energy as they come into your building. We think that the way we have this program with the paw spa, the bike areas, the charging stations for your vehicles and the

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weight fitness facility, that you're going to walk in and feel that energy that people can get excited about. And then you can also walk to a lot of great establishments and restaurants and office space, and a lot of the great things that downtown Mission has to offer. Overall, that's the quick summary.

The counts, as far as studios, ones and twos has stayed consistent throughout. There is one area that we are going to look at program. I want to be hesitant with overpromising and under-delivering, but we're going to have a structured area on the south side. Right in this area we're going to have these spaces. Our plan would be we want to create some more premium parking for our residents [inaudible] but we want to create [inaudible] program this area and create some sort of green space, kind of walking area, with benches and plants and some landscape rock here, where you can go outside, read a book, relax and just have another amenity area that [inaudible]. Also gives better views [inaudible] They're not looking down at parking [inaudible] benches and some things that will hopefully get utilized. That's the summary. We've enjoyed the process and working with the City, and are very grateful to get this thing going, and we hope to start construction in the not-too-distant future, and we're very excited about the plan. I'm happy to answer any questions that anybody may have.

Unidentified Speaker: What about guest parking?

Mr. Floodman: Guest parking will be within the same parking area. We'll have spaces that are underneath the structure and over here, and [inaudible] leasing and guest parking they'll be over in this area. We want to make sure those are on the outside [inaudible] and service parking. Our plan would be to have this gated and save that for [inaudible] residents.

Comm. Dukelow: I had a question. I read about the lift station and the need for the truck to come and pump the sediment out, and I'm wondering where exactly that occurs, or if that occurs at multiple locations onsite?

Mr. Floodman: Yes, it does. As you look at this plan, I'll show you the parking [inaudible]. That's right here and right here. So now the facility as you know, is right here, so there's any access to this area and the area that's right over here. Now, with the amount of space between this, a truck can pull in and properly do the [inaudible] that they need from both areas, so this allows them that 360-degree access that we were shooting for. The easement currently is all on this side. So [inaudible] working back and forth to ensure that they can get the trucks they felt that they needed to properly take care of this facility, and it's been approved by Johnson County Wastewater. But that gives you a really good idea of the spaces we lost and the access they're going to be utilizing. So, they will be going through our lot at times. We know that in most cases, maybe once a month. With larger trucks, two to three times a year. But nevertheless [inaudible].

Comm. Dukelow: And is that surface around the perimeter asphalt?

Mr. Floodman: It's concrete. That's what the semi's, 18-wheelers, asphalt –

Comm. Dukelow: Excellent. There was a designation in the site plan, one of them, that I believe that had a different designation for that area, and I didn't see anything on the legend for it. So, thank you for confirming that that perimeter access road is concrete. I

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had another question. Is that the same access that will be used by the Fire Department? Have you already met with them?

*Connor Treanor, CT Design Group, appeared before the Planning Commission and made the following comments:*

Mr. Treanor: The Fire Marshal has reviewed the plans, and their access is from the northeast corner. Some of the chemical trucks will access there as well. The biggest ones will be from the west side, but fire trucks can access here, drive south to this turn, and there's a buffer between the two buildings. This is [inaudible] for trucks serving [inaudible].

Comm. Dukelow: Okay. Thank you. I also had a question regarding the trash enclosures and their location and access.

Mr. Treanor: Trash enclosure is here, and it's a permanent enclosure. It's not wood or [inaudible]. It's appropriate enclosure with gates on it that trucks can pull directly to dump [inaudible].

Comm. Dukelow: And there's adequate height under that parking structure to bag a dumpster?

Mr. Treanor: There is. There's a [inaudible] over there that allows a truck access.

Comm. Dukelow: Okay. Thank you. My final question, for now at least. Looking at the south elevation. It was in the packet. I'm sorry, I don't have the exact page number of the packet. The south elevation is the view from the channel looking into the parking area, and there is a privacy fence indicated along the south elevation. My question is regarding that material.

Mr. Floodman: Are you talking about this area?

Comm. Dukelow: I think what I'm talking about is literally along the south. The way I got here was that I was looking to confirm that that, in fact, is a dumpster in there, but I couldn't see into the parking structure, because the south elevation included a privacy fence along the south edge which would not allow me to see into the parking structure.

[Recording gap]

Mr. Treanor: So, from this line to the west is more of a permanent screen, so that all the parking underneath the building is screened and secure. Then, from this line to the east is about a ten-foot-high privacy screen that we are planning on being planted. So, some sort of a lightweight metal almost like a high-quality chain-link fence that's planted with some sort of evergreen shrub. It's green throughout the year. That's being planned on the ground floor as well as the fifth-floor roof terrace, the amenity terrace on top that contains the pool and the fire pit, hot tub, and stuff like that.

Comm. Dukelow: So, the material that is being used for the south edge on the west side, is that the same material as is being used on the north elevation on the east side?

Mr. Treanor: No. That up here to the east of the live/works, that material is going to be similar to what's here.

Comm. Dukelow: [inaudible] Thank you. Mr. Chairman that's all I have for now. Thank you.

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Chairman Lee: Additional questions?

Comm. Troppito: I was looking through the staff recommendations, and item number eight says the applicant “shall provide a two-year warranty bond on any public infrastructure. Said bond shall be placed on file with the City of Mission Community Development Department.” What public infrastructure is that referring to?

Mr. Scott: That item is referring to primarily the Rock Creek Trail, which will be running along the front of that building. They’re going to essentially go through and rebuild that sidewalk, so it becomes a trail that’s kind of meandering in front of that building. There may be curb work that’s done. Invariably, they have to get into the street to move a water line or something like that, so any kind of work that’s done in the street, all of that would be covered in that two-year warranty bond.

Comm. Troppito: Okay. It just seemed odd that that wouldn’t be something that would be covered by insurance rather than a bond. But whatever the City feels comfortable with requiring is fine.

Mr. Scott: That’s actually standard practice, and it’s something that we’ve never really done in prior projects because frankly, we never really had a City Engineer with an PE who has that kind of experience, but that was something she suggested, and I’ve had experience with that in other cities, so that’s kind of standard practice for developments like this.

Comm. Troppito: Thank you, Brian.

Mr. Scott: You’re welcome.

Chair Lee: Additional questions. [None]. Okay, thank you. Comments?

Ms. Service: I’ll make it pretty brief here. We’ve talked about this development a lot over several Planning Commission meetings in the past and, of course, the final development plan is just honing in on a little more detail than what was previously approved in the preliminary plan. We always review developments in accordance with the Comprehensive Plan. The Comprehensive Plan envisions this area to have multi-family residential, live/work units, office, retail, and envisions it to be a really pedestrian-friendly area with floor area ratios of 1:3, and really being that transition zone between more commercial, more intense uses at the Mission Mart, Security Bank to the north, and the residents to the south. This is apartments with live/work unit spaces and a floor area ratio of 1.18, so it is in conformance with the Comprehensive Plan.

The zoning is MS-2 so it really wants development that’s consistent with the downtown core of Mission, that active streetscape, pedestrian-friendly, really something that would be supportive of the downtown shopping district. This is a planned zoning district, and as Banks mentioned, there is a deviation request in regard to parking. Planned zoning districts do allow for the applicant to request deviations. When we evaluate those, we look to see if the deviations would result in a development of greater quality than one that conforms to the conventional zoning district, and also results in a development that more closely aligns with the community vision outlined in the City’s Master Plans. The conventional zoning requires one parking space per bedroom. In this case, it would be 208 parking spaces. The deviation request is fairly modest, just ten fewer parking spaces

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than would be required by the conventional zoning code. That's a reduction of five percent, providing 198 parking spaces.

When we look at the deviation request, we can kind of compare them to what the community envisions in the Master Plan. One that speaks most specifically to parking management near a transit center is the SmartMoves 3.0 Regional Transit Plan. This is a product of Mid America Regional Council in partnership with the transit agencies that coordinate to provide transit services to Mission. That's Johnson County, Kansas City Area Transit Authority, and Ride KC. They recommend efficient vehicle parking near transit centers, not requiring an excess parking of what would be needed. You don't want to use all that space your transit center for just surface parking lots. Essentially, they suggest innovative parking solutions, such as shared parking agreements. For example, if you think that people living in the apartment unit might be gone from 9 to 5, an adjacent use like the office building across the street might have people actually working there from 9 to 5, then maybe the parking spaces would be used 24 hours, rather than just having separate parking for the bank versus the apartment.

There is not a shared parking agreement included in this project just yet, but there is a small note on the site plan that says that they might pursue a shared parking agreement if they feel like they need to, or if they feel like there's a shortage in the future. This area is also very integrated with bicycle, pedestrian and transit connectivity. The plan suggests that multi-family housing and especially affordable housing near the transit center would result in people relying on more multi-modal transportation, rather than just single occupancy vehicle use, and there's a pretty elaborate bike parking plan proposed in the building as well. When we look at the transit plan and also the fact that the request is a very modest 10 parking spaces, overall, I think staff is supportive of the deviation request of 10 parking spaces.

The rest of the application does conform to the Mainstreet 2 Zoning District as far as minimum unit area, setbacks, landscaping, screening, lighting. We mentioned earlier that there is that linear park experience along the Rock Creek Trail there, so the vegetation along the trail, it won't be turf grass. It will be more like ground cover. There are a lot more trees that are included in the plan that would be required by our landscaping code. They are including a rain garden, some kind of green infrastructure-friendly vegetation there, and then there's the two pocket parks. So, the landscaping plan, in tandem with the live/work units that are fronting on Martway Street should create that active streetscape that the plans for Mission envision.

If you recall from the PDP there were deviations in height, density and primary use. The plans are in compliance with the stipulations and deviations that were approved back in 2020. It's also in compliance with the Johnson Drive Design Guidelines. All of these are pretty well outlined in the staff report but if anyone wants to go over anything in more detail, I'm happy to do that.

There were two engineering reports included in this project. The traffic impact study which was submitted back with the PDP found that the existing infrastructure was all projected to operate at an acceptable level of service to serve the development, and that there would probably be less traffic from this development than there was for the Mission Bowl

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and the miniature golf course, especially on evenings and weekends. There was a revised stormwater report that was submitted with this project. GBA, who is on-call City Engineers for the City generally accepted the report, and so did our Public Works Department, but overall impervious area will be reduced. Peak runoff will be reduced, and there will be a water quality benefit provided by the structural BMPs there. Overall, with all the information in the staff report, staff did recommend approval of the Final Development Plan with the conditions listed in the staff report.

Unidentified Speaker: Kaitlyn, you were talking about the 198 parking spaces, and the gentleman referred to the guest parking as well. Are those included in the 198 spaces?

Ms. Service: Yes, 198 is the total amount of parking spaces that would serve the project. That would be including visitors and residents.

Unidentified Speaker: You're including the guest parking out on the perimeter, on 198<sup>th</sup>?

Ms. Service: Yes.

Comm. Dukelow: Since it was mentioned, and it clearly would be a great amenity, is there any long-term bicycle parking planned for the residents?

Ms. Service: Yes. On the first floor on the west side of the building, there is indoor storage for long-term bike storage, and there is also a small bike repair station that residents can use as well.

Comm. Dukelow: Thank you.

Chair Lee: If we have no other questions, I'd entertain a motion.

**Comm. Dukelow moved and Comm. Troppito seconded** a motion that the Planning Commission approve the Final Site Development for Case No. 21-02, Mission Bowl Apartments, with the stipulations provided in the staff report, on page 11 of the packet from the June 28, 2021 meeting.

The vote was taken (6-0). **The motion passed.**

**Case # 21-03 Non-Conforming Situation Permit** – 6100 Broadmoor. An application for Non-Conforming Situation Permit for Target Corporation

Ms. Service: This is 6100 Broadmoor Street, south of 61<sup>st</sup> Street, between Metcalf and Barkley Street and north of the Rock Creek Trail. The property is developed with a one-story Target retail store, which is 144,791 square feet in area, constructed in 2002. The property is zoned C-2B, Retail and Service District, so a retail store is an allowable use in the zoning district. This is also in Block H and I of the West Gateway Overlay District, so subject to the West Gateway Form Based Code. As you are familiar with, the Form Based Code is trying to steer that future development towards a pedestrian-friendly, high-quality urban vision for the West Gateway area. As the FBC guides development, the West Gateway is anticipated to evolve into a more walkable pedestrian-friendly area. We've seen it implemented at Cornerstone Commons, at Mission Crossing. These properties conform to the Form Based Code when the property owner chose to demolish the entire site and start from scratch. As we know, many properties choose to continue using the existing buildings as is. If you want to make any renovations or repairs to those

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nonconforming buildings, if the cost of the renovations exceeds 10 percent of the structural value, our Code does require a nonconforming situation permit, which is the reason that Target is here today requesting that nonconforming situation permit.

The renovations are mostly interior, but as you could see in the staff packet, there are some exterior façade updates as well. To counterbalance the investments made to the nonconforming building, the application proposes to make enhancements to the site to enhance the pedestrian experience, add some landscaping. On 61<sup>st</sup> Street, north of the Target, you can see on the left side of the screen, north of the Target building, they're adding a sidewalk there. That will connect to the Rock Creek Trail, which is actually on the other side of Barkley Street. You could walk on that sidewalk and continue on either up to Target or the Mission Crossing area. Also, any residents in the Mission Crossing, the Wellstone Senior Living District, could now use that sidewalk to connect to the trail, so that's a helpful pedestrian amenity there.

They're also adding a lot of trees to the site. On the Rock Creek Trail they're adding 24 large shade trees and pedestrian lighting on the south side of the building to make that pedestrian experience on the south side of Target a little more friendly. On Barkley Street, they're adding seven trees to bring the total number to ten trees. On Metcalf, they're adding three shade trees to bring the total number of trees to nine trees. The last element is there is also pedestrian lighting proposed along that sidewalk on 61<sup>st</sup> Street that I mentioned earlier. In the parking lot, they're adding 14 tree planters with 28 large shade trees in the parking lot. Right now there's only a few tree islands towards the back of the parking lot. All of the trees are in accordance with the Kansas Forest Service document, so native local trees.

They are making some repairs to existing fence on the south side of the property. Right now there's a pole sign there. They're proposing to wrap the bottom, so it is not looking like a pole sign anymore. The next slide shows the façade updates. They are in compliance with the Johnson Drive Design Guidelines. The colors were selected to be in unity with the beige and browns that you typically see in the area. Staff does recommend that Planning Commission adopt the findings in the staff report and approve the nonconforming situation permit. We have the applicant here today, Amy, representing Target. If the Commission would like...Amy do you want to say a few words?

*Amy Henry, Kimley-Horn and Associates, Inc., appeared before the Planning Commission and made the following comments:*

Ms. Henry: Good evening, Chairman and Commission. I am with Kimley-Horn on behalf of Target. I won't repeat anything that Kaitlyn said. She laid it out nicely in her staff report, but just a little bit more background and context for you. The remodel that Target is undertaking which triggered this nonconforming permit is tenant improvements, both inside and outside, as she said. They're excited to invest in this Target, as well as the exterior improvements will add some really nice amenities to this neighborhood and help move towards the community's vision for more walkability, for better aesthetics and certainly just really refresh and modernize the look of the property. If you do have questions, I'm happy to come back up.

Chair Lee: Questions? Do we have any additional staff report on this?

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Comm. Dukelow: Mr. Chairman, I have a couple of questions, if I may.

Chair Lee: Go right ahead.

Comm. Dukelow: On the landscaping plan, it was indicated that the red maples would be a two-inch caliper. My question was the caliper for the Linden trees were not specified. Would those be 1.5-inch or greater?

Ms. Henry: I don't know, but if they need to be, we certainly can spec that out, yes.

Comm. Troppito: I have a question about that. Could you clarify whether you're talking about red oak trees or red maple trees there? Because I'm looking at the staff report here and it said red oak and little-leaf linden trees. Which one is correct, red oak or red maple?

Ms. Henry: It is red oak.

Comm. Troppito: Okay, thank you.

Ms. Henry: One clarification, though, to the staff report that I did note. It says 24 trees along the south, but it's actually 20 new trees, to bring the total to 24 on that elevation.

Comm. Dukelow: I have one additional question. Forgive me, I didn't get by the site today. I was wondering if we have, in fact, confirmed that all of the trees that were planted and indicated on the site are still living.

Ms. Henry: I was just there this afternoon, and they were. They were there. Some of the shrubs on the site are kind of in rough shape, I'll say, but the trees are there and thriving.

Comm. Dukelow: So, would you be agreeable to replacing any of the dying landscape elements on the site as well, as a part of this Special Use Permit?

Ms. Henry: Yes.

Comm. Dukelow: Thank you. That's all I have, Mr. Chairman.

Chair Lee: Brad?

Comm. Davidson: I agree with Robin on the shrubbery. When you're on the south side, coming up Rock Creek Trail right there, you can see where the shrubs are totally overgrown and growing through the fencing right there and not looking their best, so I agree with Robin. If that could possibly be addressed on the improvements.

Ms. Henry: Yes, I agree. I think that just generally, there could be some notes on the landscaping plan to replace the dying, and then to also just prune or maintain the existing.

Comm. Davidson: On shrubbery and landscaping, they can get to their old age where it's just time to be removed and replaced, just oversized and woody. That would be appreciated if you guys could possibly look into that.

Chair Lee: Has an engineer looked at the footing on the pylon sign, to whether it's adequate enough for the additional [inaudible].

Ms. Henry: Yes. Luckily, the City of Mission kept those structural plans because Target did not, so Kaitlyn was able to provide them for our sign vendor to look at.

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Unidentified Speaker: One question, it has here about the fence, "repair existing fence." What exactly does repair entail?

Ms. Henry: There are parts of the chain link that are pulling away from it. It's warped and pushed out and actually coming apart in some places, so our proposal would be to...I'm not sure as an engineer. I don't know if that means that they can just fix what's there in place, or if they would actually replace that actual chain link material over the existing posts that are there. Structurally, I think that's the best plan, not knowing that that fence is part of that structural, that brick wall that's there, that retaining wall. So, we're proposing to replace and repair in place there.

Comm. Davidson: Some of that, I might add, is because of settlement, the material behind that retaining wall, but then again, the pushing and the pressure of overgrown shrubs pushing also against that fencing and pushing it out. I know it would be very difficult probably to try to repair a fence like that, when in this case, the shrubs are in place, so it could be a great win-win situation if the shrubs could be addressed and then the fence could be properly repaired.

Ms. Henry: Yes, and prevent it from happening again.

Comm. Davidson: Sure.

Chair Lee: Additional questions, comments? [*None*] Thank you.

**Comm. Dukelow moved and Comm. Bruce seconded** moved that the Planning Commission approve Case No. 21-03, Non-Conforming Situation Permit for 6100 Broadmoor as an application for Non-Conforming Situation Permit for Target Corporation as indicated in the staff report. Additionally, we propose that the applicant trim and replace as needed for the existing landscape and indicate a 1.5-inch or greater caliper for the linden trees indicated in the site plan.

The vote was taken (6-0). **The motion passed.**

### Old Business

Chair Lee: Do we have any old business this evening? [*None*]

### Staff Updates

Mr. Scott: First of all, I'd like to give a round of applause to Audrey, for pulling off our accommodations for this evening. Job well done. I wasn't sure we were going to be able to get Charlie in for a Zoom meeting, but it worked out well.

Comm. Troppito: Thank you so much.

Mr. Scott: Glad you were able to join us, Charlie. I guess the only other item that I have is we've been diligently working on our Comprehensive Land Use Plan update. Commissioner Christiansen and Dukelow and Braden have been participating in that process, along with some other members of the Steering Committee. We're really starting to get into the meat of it, if you will, talking about actual land use and design guidelines and a vision for the City in the future, going out 20 years or so. That webpage is still active. You can actually get to the link on the webpage through the little tab at the bottom of my

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email. We need to reactivate that on our new City webpage, but if you still have an old email of mine and it has the “Tomorrow Together” logo down at the bottom for Comp Plan, click on that and you can go to the webpage. You can actually go to all the meetings we’ve been having under the “Presentation” section and watch those if you are so inclined. We have PowerPoint presentations as well.

We are planning to have one more Steering Committee meeting in July, and then we’ll be having a public meeting the first Thursday in September. That’s kind of an opportunity. We’re going to come back again to the public. It’s going to be an open house format. It will be here in this room. We’re looking at about 4:00 in the afternoon to about 6:00 or so in the evening. People can come, look at display boards, ask questions, and then we’ll gather together that input. Right around that time, our Direction Finders survey that’s being done by ETC – we do these citizen satisfaction surveys about every four to five years. This will be the third go-around that we’ve done one of these citizen satisfaction surveys, and there are a number of questions on there that pertain to planning and development. Some of you may have already gotten that in the mail. That’s what that’s about. We’ll be getting those results back in August, so we’ll be bringing that information back into the Comp Plan process, really getting down to formulating recommendations and starting the draft of the Final Plan.

We’re hoping to have a joint with the City Council and the Planning Commission in September. I don’t have a date yet, but I’ll keep you posted on that, and if there’s one day in particular that doesn’t work for any of you, let me know, but I still need to work that into the Council’s calendar as well. I need to discuss that with the City Administrator. That we’re shooting for in September, and then we’ll be presenting hopefully a final draft maybe in October to the Planning Commission, and then to the City Council in November for approval. That’s the tentative schedule for the next several months as we wrap this up.

A natural outlier of that process that ties back a little bit to the Form Based Code is going back and looking at our Zoning Code. One of the requests that I’ve made in the budget for 2022 is to hire a consultant to help us redraft our entire Zoning Code. That will, again, be kind of a very long, drawn-out process, about a year, with some public input and meetings with you all, getting a feeling for what the pain points are and opportunities where we can tweak it and improve it. That’s got a firm recommendation from the City Administrator, so I think that will probably wind up going into the budget. I don’t think the City Council is going to deny that request.

Unidentified Speaker: Is that [inaudible] retire the Form Based Code?

Mr. Scott: It’s not really to retire the Form Based Code, but it’s more of just looking for opportunities to tweak it. It’s really an overhaul of the entire Zoning Regulations. The Zoning Regulations, I did some hunting and pecking as I was looking for something, and I discovered what I think is the first Zoning Regulations that were adopted by the City in 1964. They don’t look much different than what’s there today, so it’s just going through that zoning document and looking at some of the uses that are outlined as permitted uses. Some of the language is kind of archaic. Some of the uses that we identify is archaic, like meat lockers and things like that. Those aren’t really uses you see much anymore today. They might have been popular back in the 1960’s, but not today.

## MINUTES OF THE PLANNING COMMISSION MEETING

June 28, 2021

And then there's just kind of some inconsistencies in some of the language. This particular case, I was looking the requirement for a Special Use Permit for basically an animal boarding facility, and one place it says a Special Use Permit, and another place it says it's permitted. So, we've got to get those inconsistencies identified and figured out. We've got to update it. In my opinion, I think there's too many zoning districts. If you kind of read through, we've got C1, C2, C2a, C2b. There's just a subtle one-off in some of those zoning districts, and this might be an opportunity to reevaluate that and see if there's an opportunity, we can maybe reduce the number of zoning districts. Those are some of the things a consultant can help us with, somebody with a legal background that's familiar with zoning laws and zoning regulations and a little of a planning background, too. There are folks out there that do that kind of work.

Unidentified Speaker: [inaudible] another thing we can maybe address at this point in time is possibly what ....the wave of the tear-down, build back in the residential. Kind of like what Prairie Village went through and [inaudible].

Mr. Scott: Exactly. That would be something else that the consultant would look at.

Comm. Dukelow: Brian, would we also be able to address updates to some of the ordinances, such as the landscaping requirements, parking counts, et cetera? Where we want more of one and less of another?

Mr. Scott: Right. Maybe it' an opportunity to kind re-evaluate how we treat parking overall.

Comm. Dukelow: I know we did a lot of work on setbacks, particularly with regard to residential and things like, that several years ago, but it's been a long time. That I'm aware of.

Mr. Scott: Speaking of residential, one of the concepts that's gotten a lot of traction during the Comp Plan development is the idea of accessory dwelling units. We've had a number of folks call us over the years, interested in having an accessory dwelling unit. They've got an aging parent that they want to keep nearby but still have a little bit of independence, so they're thinking about a small dwelling unit in their backyard. I had a call one time from a gentleman that was looking to retire, and he wanted to travel, but he didn't necessarily want to sell his house. He wanted to rent it and have a small accessory dwelling in the back where he could live when he came to town to visit his kids. That's gained a lot of traction in discussions through the Comp Plan development, so a consultant would help us to draft some regulations around accessory dwelling units. That's about all that's going on with us right now. We're busy, as always, with those major updates.

Comm. Dukelow: It looks like Wing Stop, or whatever it is, is coming along. When's their target for substantial completion? Do you know? It's okay if you say you don't know. I'm just curious.

Ms. Service: The summer. I don't know the exact date, but they are expecting to open this summer.

Mr. Scott: They're doing a lot of soil remediation work, so they're looking at all that stuff we've been looking at for the last several years, remediating that soil and once they get their clearance from whoever they need to get the clearance from, then they'll really get into the construction activity. I would imagine probably late summer.

**MINUTES OF THE PLANNING COMMISSION MEETING**

**June 28, 2021**

**ADJOURNMENT**

With no other agenda items, **Comm. Christiansen, seconded by Comm. Bruce, made a motion to adjourn.**

The **motion carried unanimously.** The meeting adjourned at 7:56 P.M.

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Mike Lee, Chair

**ATTEST:**

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Audrey McClanahan, Secretary

**STAFF REPORT**  
**Planning Commission Meeting July 26, 2021**

**AGENDA ITEM NO.:** 3A

**PROJECT NUMBER / TITLE:** Case # 21-04

**REQUEST:** Exception from Design Guidelines

**LOCATION:** 5612 Johnson Drive

**PARCEL:** KP27500000 0081

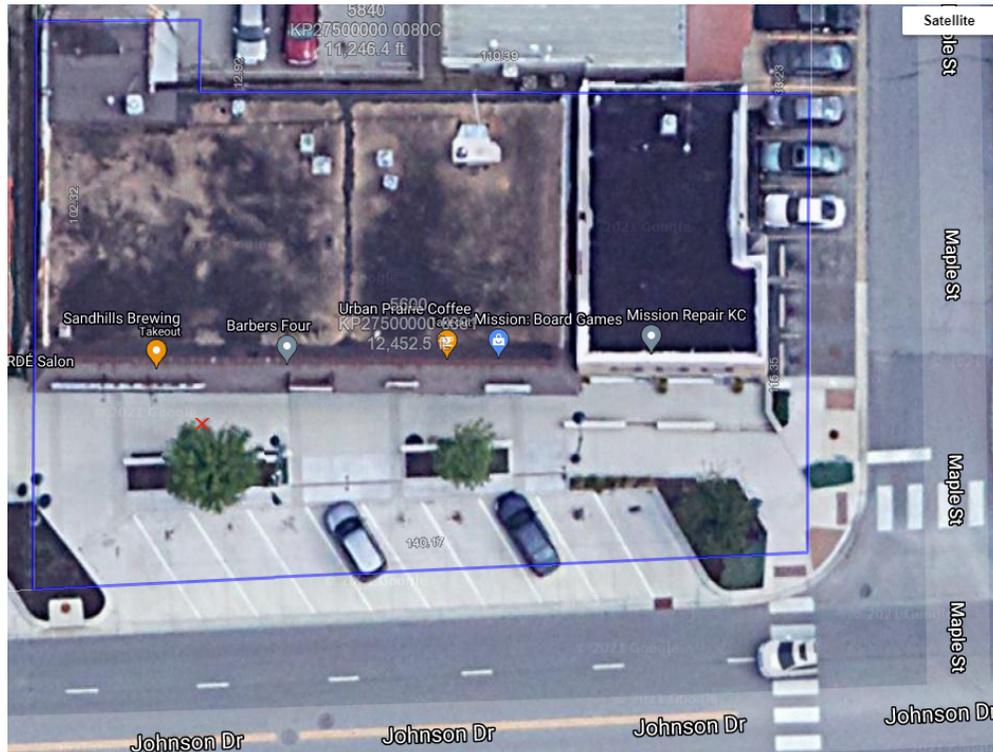
**APPLICANT:** Joe Cizek & Jonathan Williamson  
5612 Johnson Drive  
Mission, KS 66202

**OWNER:** Benson, Betty L. Trustee  
Benson, Herman A. Jr Trustee  
6511 Dearborn Drive  
Mission, KS 66202

**STAFF CONTACT:** Kaitlyn Service

**ADVERTISEMENT:** NA

**PUBLIC HEARING:** NA



**Property Information**

The property is addressed as 5612 Johnson Drive, and is located near the northwest corner of Maple Street and Johnson Drive. The property is developed with a 1-story brick downtown row building, which was built in 1940. The current tenant is Sandhills Brewing, a small microbrewery and tasting room. On August 15, 2018 the Mission City Council passed Ordinance 1483, which allows the microbrewery and drinking establishment to operate on the property.



### **Zoning Intent**

The property is zoned “MS1” Main Street District 1. It is located in the “DD” Downtown Overlay District and is subject to the Johnson Drive Design Guidelines. The Comprehensive Plan identifies the subject property as the “Downtown District”.

The **Main Street 1 District** is intended to provide development opportunities consistent with the existing character within the core of downtown Mission. Downtown Mission is the original commercial district within the City. The majority of buildings in the core of downtown have been constructed to the public right-of-way. The result is a character unique to downtown that is not found elsewhere in the City. MS1 encourages an active streetscape with a pedestrian friendly shopping environment and restricted automobile-oriented uses. (§ 410.160)

The **Downtown Overlay District** is intended to ensure the City of Mission's downtown as an economically vibrant area with great appeal to area-wide patrons by limiting new auto service businesses, implementing design guidelines, and ensuring that any development is in conformance with the recommendations of the Comprehensive Plan. (§ 410.320)

The **Comprehensive Plan** identifies the subject property as the “Downtown District”. The Downtown District area is intended to maintain the historic downtown community, characterized by small businesses and a pedestrian oriented environment. This district is targeted for retail, food, and entertainment. No new automobile oriented or auto service businesses shall be permitted. (CP 5-3)

The **Johnson Drive Design Guidelines** are intended to create a vibrant shopping and commercial district with a cohesive identity founded on its historic Mission style precedents, and variants appropriate to the context. The Guidelines promote site-specific, contextual buildings that incorporate mixed uses and pedestrian friendly commercial activity. (§ 410.340(B) & JDDG 2-1)

The goals of the Johnson Drive Design Guidelines are:

1. Promote architecture that is compatible in form and proportion with neighboring buildings.
2. Incorporate a variety of forms, materials, and colors in the design of buildings and groups of buildings, while maintaining a composition that results in a unified appearance.
3. Create buildings that are located and designed to provide visual interest and create enjoyable human scaled space.
4. Encourage a diversity of uses, activities and sizes of developments.
5. Create pedestrian connection throughout the District.
6. Establish gateway features.
7. Provide landscape features and screening to minimize the impact of surface parking.
8. Encourage quality building.
9. Replace marginal buildings with memorable ones.
10. Facilitate recruitment of additional retail businesses.

### **Applicant Proposal**

The applicant proposes to add two garage doors to the downtown row building at 5612 Johnson Drive. The garage door would replace the existing storefront.



### **Analysis**

In accordance with Section 410.340(B) of the Mission City Code, all exterior alterations or improvements to the building shall be in accordance with the Johnson Drive Design Guidelines.

Section 2-1 of the Johnson Drive Design Guidelines allows the Planning Commission to grant exceptions to the Design Guidelines “if the overall intent of the Design Guidelines has been met”.

Because the City Code, Design Guidelines, and Comprehensive Plan intend to maintain the historic downtown character and pedestrian-oriented environment and prohibit automobile-oriented businesses, the applicant is required to get approval of an Exception from the Planning Commission to replace the existing storefront with a garage door.

Replacing the existing windows with open-able windows would have a positive impact on the pedestrian experience and the vibrancy along Johnson Drive. The open concept would

encourage direct or indirect social interaction, and foster community connectedness. This is a good way to achieve the City’s vision of an “activated” pedestrian-friendly Johnson Drive.

However, the aesthetic of a garage door may have a visual impact on the historic character and pedestrian-oriented nature of the district. Staff suggested the applicant pursue accordion-style windows, such as the windows pictured below, which were installed in Summer 2021 by a local bar in the Waldo neighborhood of Kansas City, Missouri. This would avoid the auto-style garage door and the horizontal window division that is discouraged by the Design Guidelines. Accordion-style windows provide the simple vertical framing encouraged by the Design Guidelines.

To offset any additional costs, the project is a good candidate for the City’s Business Improvement Grant, which can reimburse project costs up to 50%, up to \$10,000. The applicant indicated that the landlord has also offered to contribute funding to the project. Ultimately, the applicant cited roadblocks that hinder them from pursuing options other than a garage door.



Johnson Drive does not currently have an example of a downtown row building that has replaced the storefront with a garage door. Other buildings along the Johnson Drive corridor, such as Rockcreek Brewing and The Bar, include garage doors in their building design because they were originally designed to house auto-centric businesses, such as gas stations and car repair shops. The new businesses retained the garage doors when they adaptively reused the buildings.

In 2008 Overland Park allowed construction of the Phoenix Building in their downtown. The building includes a garage door on the first floor.



Lee's Summit, Missouri allowed a downtown business to add a garage door to their facade in 2016.



**Staff Recommendation**

If the Planning Commission finds that the overall intent of the Design Guidelines has been met by the proposal, Staff recommends the Planning Commission grant an Exception to the Johnson Drive Design Guidelines to Case #21-04 Sandhills Brewing with the conditions listed below.

1. Vehicles are prohibited from entering, exiting, or using the garage doors in any way. Driveway access to the public road shall never be permitted from this site.
2. The proportion of the facade that is glass must remain the same or increase.
3. Glass shall use transparent low E glazing. Tinted, textured, colored, or reflective glass is prohibited. Glass blocks are prohibited.
4. Aluminum frame construction in harmony with the adjacent storefronts shall be used.
5. The doors shall be full-length glass doors and shall not include a kickplate, or any significant opaque sections.

6. Final design shall be of equal or greater quality, compared to the designs shown in the applicant's Planning Commission application submission. Final design shall be submitted to the City for staff review and approval.

**Planning Commission Action**

The Planning Commission will meet on Monday, July 26, 2021 to consider this application.

**City Council Action**

No City Council Action is required.

## Store front Sandhills Brewing.

Joe Cizek <joe@sandhillsbrewing.com>

Tue 6/8/2021 4:16 PM

To: Kaitlyn Service <kservice@missionks.org>; Brian Scott <bscott@missionks.org>; Jonathan Williamson <jonathan@sandhillsbrewing.com>

Good Morning.

As we discussed in our conversation we here at Sandhills Brewing would like to make some changes to our storefront. The changes are not only needed for cosmetic reasons but structurally the glass is not efficient and the frame is in disrepair so something will need to be changed even for just correcting those issues. At that point we feel that it would make sense to open the front of the building up to the sidewalk with a series of doors. We have reached out to several companies at various times and have asked for quotes of different styles in an effort to adhere to the Mission, Johnson Drive Guidelines for Johnson Drive corridor.

This project began last year right as Covid hit so many things have changed. Last year I began calling contractors to speak about an upgrade. At that point we did not have the 5610 space so any quotes from that time do not include those numbers. I reached out to several contractors, and installers; Half maybe called back. I have installer inform me that they would need an architect to design the project and then they could do the work. Some of the contractors have been able to provide quotes and some don't do any style of door but a standard "person door" so they will only quote us on a storefront replacement. The quotes from last year are completely out of date and I am sure way under cost from present, as material cost has gone up along with lead times for those materials.

At one point I began calling architects to help with the project but the cost of their time has proven to be significant and not extremely helpful in this design for what you pay.

The one company that has been able to provide all the necessary numbers and ability to complete the project is Lawrence Glass. I will include information on not only his quotes but the others we have received both last year and this year.

Though Lawrence glass does not do the doors they work with companies that do on a regular basis. One such company is the same company that did the overhead doors on Rock Creek Brewing.

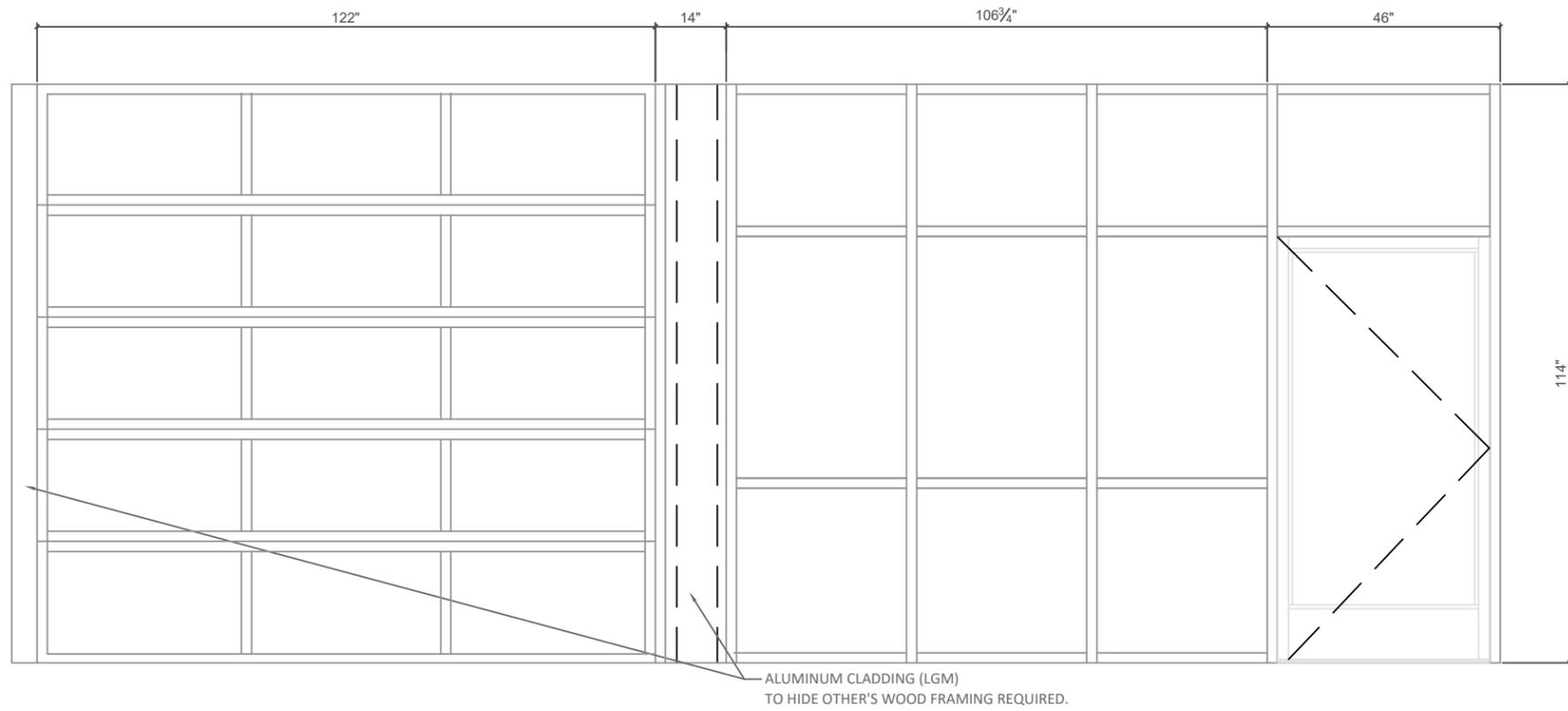
As we have worked through the estimates with companies we have found that overhead doors are the most cost effective solution to accomplish what we would like to do.

I have attached some of the quotes we have received over the life of this project. We have discussed several possibilities with the configuration and how many doors, windows etc with the companies. Where we landed for our best case financially and functionally would be something where we have a "man door" where our current front door is located, and one 10 foot opening to the west of that at the far end of the store front, where we would have an overhead door. Then for the 5610 side would be a full overhead door in that space. Due to cost, function and availability we feel that these should be overhead doors as no tracks would be needed in the ground, preventing trip hazard, less maintenance and the lack of companies that will install these within the area. Installers have even recommended that we do not use them as the tracks can be easily damaged by high foot traffic, small stones, and heavy loads rolling over them such as our pallets of ingredients we receive. with either French, accordion doors or sliding style doors we would also loose space for tables to sit inside the building.

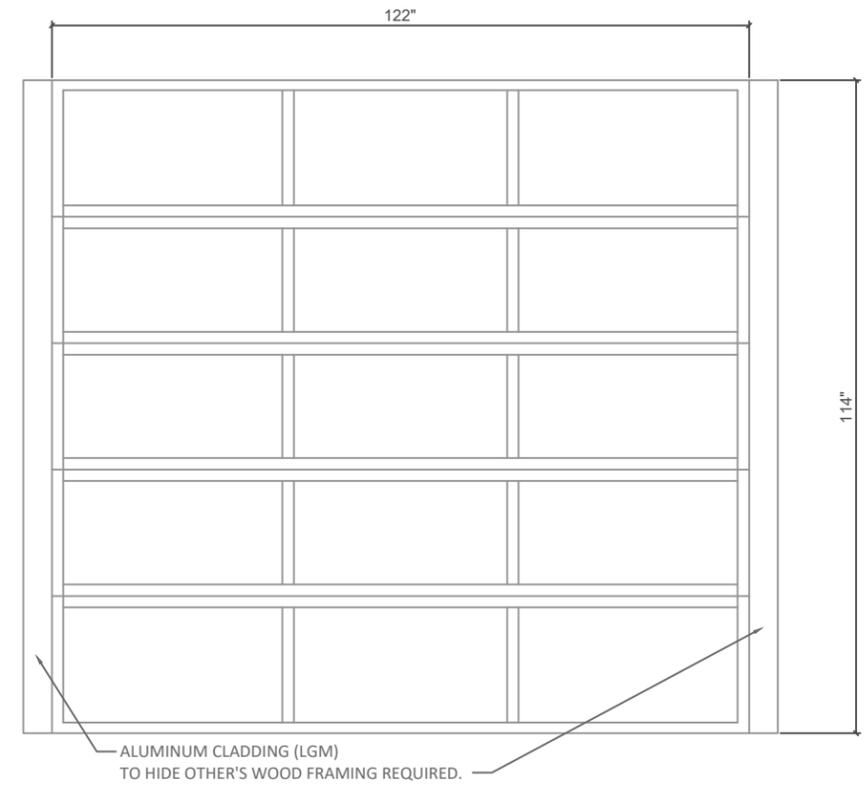
I also included some pictures of doors that are currently being used on sidewalk/patio settings I understand there is a lot of information, I will be happy to talk with you all to explain anything further or go over details probably easier with a call or meeting we can find a time to do that. Thanks again for all you're help.

**Sandy Hills Brewing, Proposal 03-25-21**

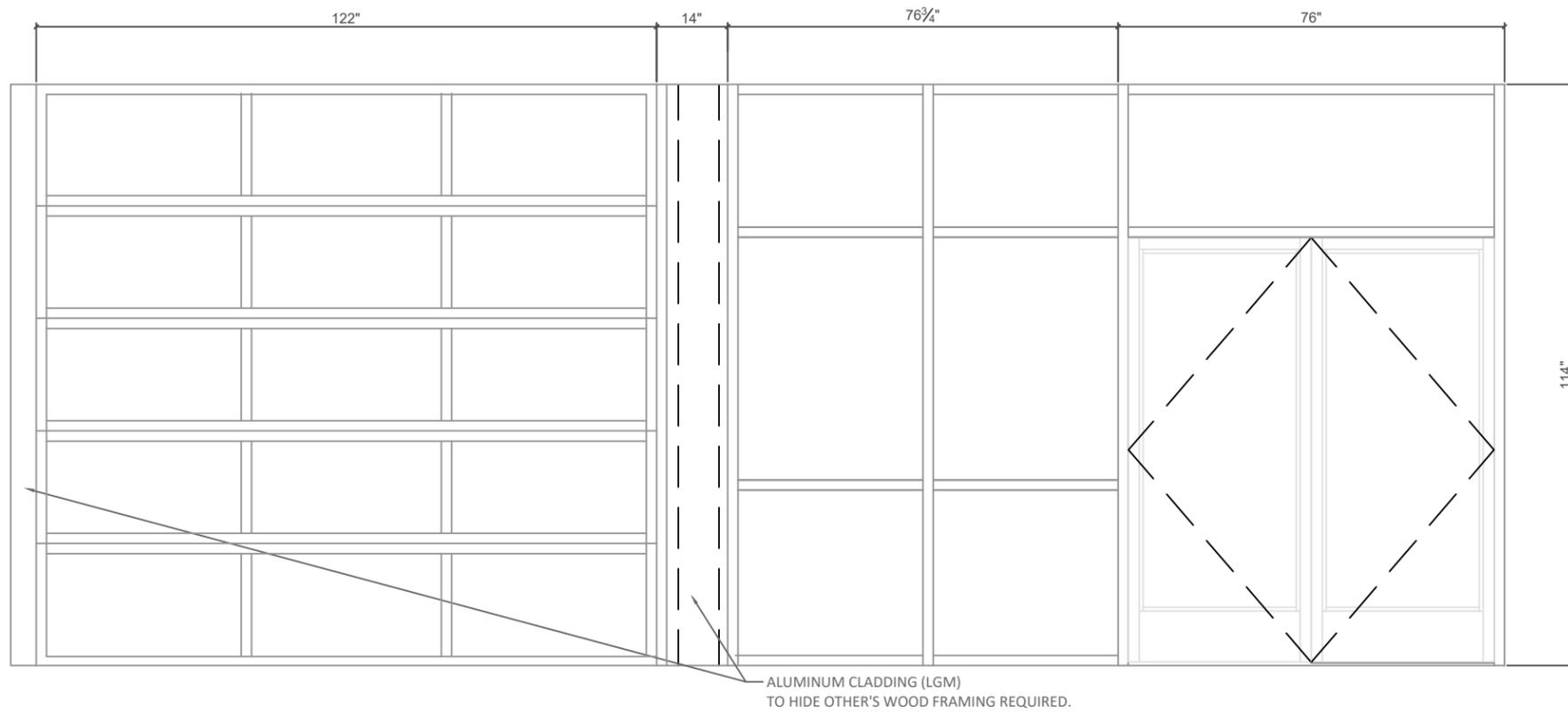
Cheers,  
Joe Cizek  
Owner/Chief belt sander operator  
816-520-8949



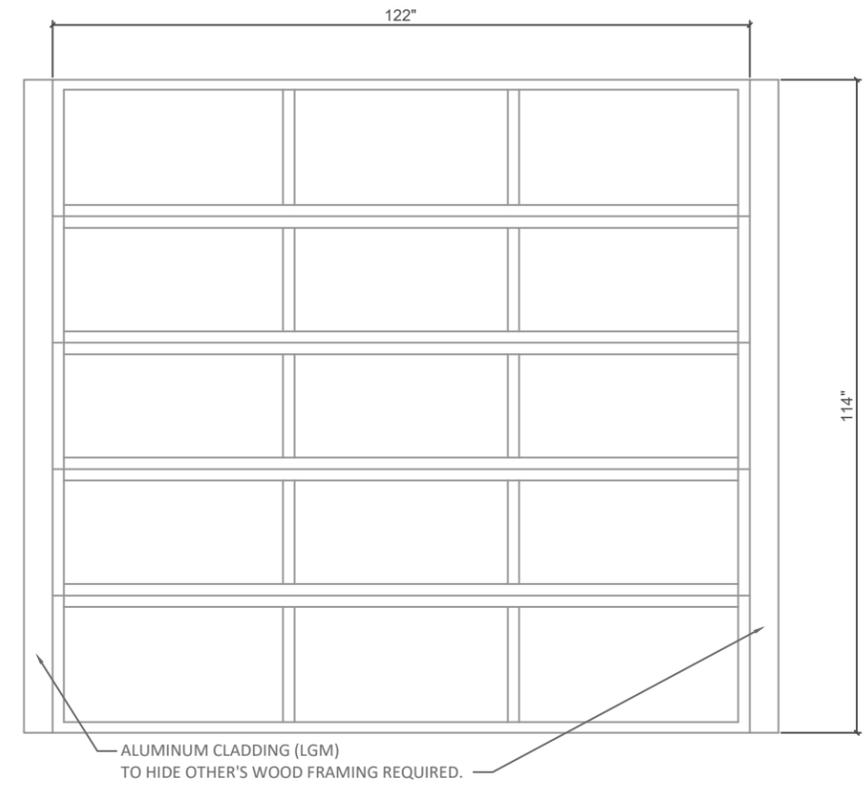
PROPOSED ELEVATION @ 5612, 06-30-2021



PROPOSED ELEVATION @ 5610, 06-30-2021

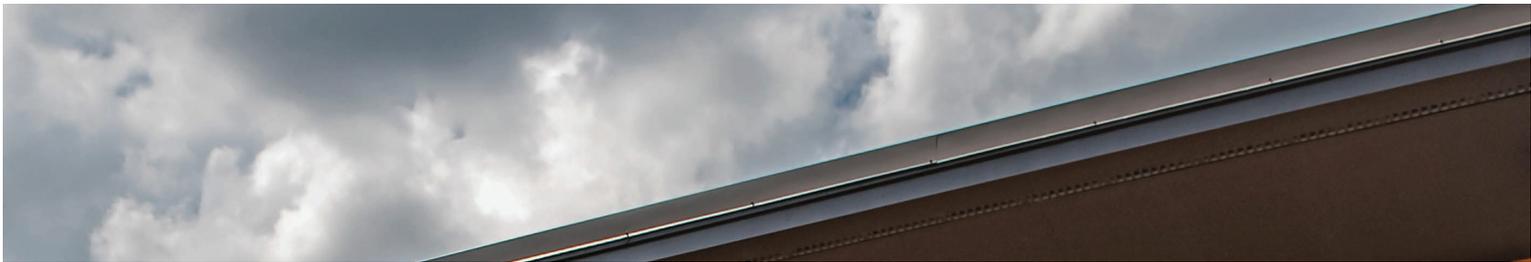


PROPOSED ELEVATION SCHEME #7 @ 5612, 06-30-2021



PROPOSED ELEVATION @ 5610, 06-30-2021





# | FULL-VIEW ALUMINUM



THE  
QUALITY  
GARAGE  
DOOR™



# FULL-VIEW ALUMINUM

A dramatic statement, made to fit your contemporary garage door application. Our full-view aluminum garage doors are expertly engineered of aluminum and glass that will give your home the perfect blend of industrial and ultra modern.

3295 shown in clear anodized with optional frosted glass

## KEY FEATURES



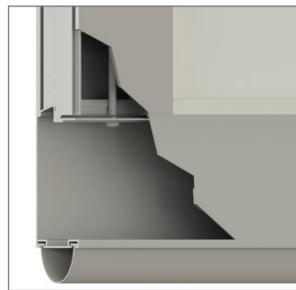
### INSULATION

Optional insulated section rails are available providing additional thermal protection for your garage space.



### BULB SEAL

Integrated bulb seal eliminates air and water infiltration keeping your interiors protected from the unwanted elements.



### SECTION CONSTRUCTION

Rail and stile sections are assembled with through bolts for added strength and longevity.



### POWDER COATING

Choose from 188 color options that provide a maintenance free, durable finish.



### Enjoy the view but keep the noise out!

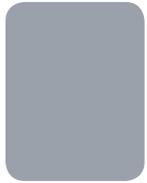
C.H.I Full-View Aluminum doors have been tested and certified for an STC (sound transmission class) Rating of 27.

# PERSONALIZING OPTIONS

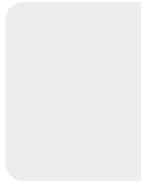
Choose from a variety of personalizing options to complement your home's design and create immediate curb appeal.

## FINISH

### SUPER DURABLE POWDER COAT COLORS All powder coat colors add 1-week lead time



Clear Anodized



White



Almond



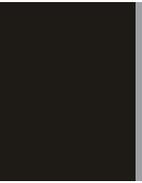
Sandstone



Brown



Bronze



Dark Bronze



Gray



Desert Tan

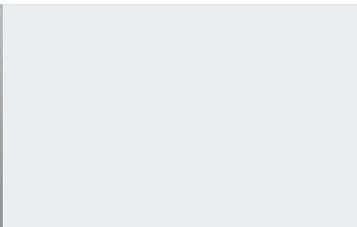


Black

## GLASS



Plain



Frosted



Tinted

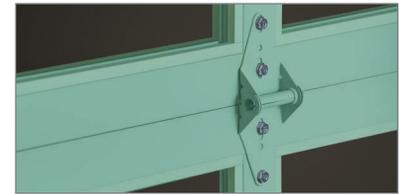


Obscure



### ADDITIONAL GLASS & PANEL OPTIONS

In addition to our standard glass offering, customize your door with specialty glass, solid panels or special materials. Contact your C.H.I. Dealer for options and details.



## Full-View Aluminum Model Comparison Chart

	BETTER	BEST
<b>Section Construction</b>	2" Thick - Hollow aluminum rails with through bolt assembly and bulb seal between sections	2" Thick - Insulated aluminum rails with through bolt assembly and bulb seal between sections
<b>Section Material</b>	Heavy Duty - Aluminum	Heavy Duty - Aluminum
<b>Insulation Type</b>	No Insulation	Polystyrene Insulation
		
<b>Panel Style / Model Number<sup>2</sup></b>		
	<b>3295</b>	<b>3297</b>
<small>Full-View</small>		
<b>Personalizing Options</b>		
<b>Powder Coating<sup>1</sup></b>	188 Colors	188 Colors
<b>Windows</b>	•	•
<b>Solid Panels</b>	Insulated or Non-Insulated	Insulated or Non-Insulated
<b>Glass</b>	•	•
<b>Warranty</b>	Limited Lifetime Warranty	

## APPEARANCE PACKAGE

All hardware, including struts and track, is powder coated, creating a complete garage door system with a lasting impression.



<sup>1</sup> Refer to your local C.H.I. Dealer for exact color match. <sup>2</sup> Model number indicates insulation type.



**C.H.I.**  
OVERHEAD DOORS

**DOORVISIONS**  
*Bring your vision to life.*

C.H.I. DEALERS

## A BETTER BUYING EXPERIENCE

All C.H.I. doors, replacement parts, and accessories are sold only through our network of C.H.I. dealers: dedicated professionals who install and service our doors with the same quality and workmanship we use to manufacture them.

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Your Local Garage Door Professional

# PROPOSAL

## LAWRENCE GLASS & MIRROR, INC.

12215 Johnson Drive Shawnee, Kansas 66216-1909

Phone: (913) 631-5533 Fax: (913) 631-0462

Proposal Submitted To: Sand Hills Brewing	Date: June 30, 2021
Attention: Joe Cizek	Job Name: Exterior Front Renovation
Street:	Job Location: 5612 Johnson Drive
City, State & Zip Code:	Mission, Kansas 66202

Architectural Drawings, Dated: none

Specifications: none

Addendums: none

LGM will furnish and install the following Scope of Work:

### SCHEME #6 – \$33,820.00

New clear anodized entrance narrow stile 42” single door and storefront framing.

(2) overhead sectional door panels, 10’2” x 9’-6”

Glazing: Clear insulated low-e, tempered as required by code.

Demolition and perimeter framing by others.

### SCHEME #7 – \$35,210.00

New clear anodized entrance narrow stile pair of doors and storefront framing.

(2) overhead sectional door panels, 10’2” x 9’-6”

Glazing: Clear insulated low-e, tempered as required by code.

Demolition and perimeter framing by others.

\*\*\*The overhead sectional door assemblies are valid through 07-02-21. After this date costs are expected to increase 25-30%

### OPTIONS:

#01 – ADD removal and disposal of (1) large aluminum and glass opening (does not include demolition of knee wall) . . . . . ADD \$2,410.00

#02 – ADD removal and disposal of (1) small aluminum and glass opening (does not include demolition of knee wall) . . . . .ADD \$1,220.00

The above options do not include temporary board up.

### NOTES:

-ALL previous schemes proposals are no longer valid due to increases in costs.

-Sale Tax included in the above pricing.

-Door hardware includes: butt hinges, mslock, closers, push-pull handles, threshold, sweep.

-Additional structural wood framing required at head, jambs and column, (by others). LGM has allowed for aluminum cladding.

-Options #6 & #7 require material deposits at time of order placement with payment in full prior to shipping.

-Installation cost will be billed upon completion.

-Lead time on overhead aluminum-glass garage doors 20-22 weeks.

**EXCLUDE:** Demolition, wood blocking, knew wall demolition, temporary board ups, perimeter opening patching or repairs, signage or logo, protection and cleaning of installed materials

This quotation based only on material as listed: please review. Additions or deletions will be charged accordingly. All work to be performed during normal work week, Mon. - Fri. 8:00 a.m. to 4:30 p.m. **STANDARD WARRANTY TO APPLY.**

All material is guaranteed to be as specified. All work to be completed in a workmanlike manner according to standard practices. Any alteration or deviation from the above specifications involving extra costs will be executed only upon written orders, and will become an extra charge over and above the estimated. Lawrence Glass reserves the right to correct all typographical or clerical errors in the prices or specifications. All agreements are contingent upon strikes, accidents or delays beyond our control. Owner is to carry fire, tornado and other necessary insurance. Additional terms and conditions apply.

Authorized Signature \_\_\_\_\_  
Tom Walker

Note: This proposal may be withdrawn by us if not accepted within 15 days.

**Acceptance of proposal** - The above prices, specifications and conditions are satisfactory and are hereby accepted. You are authorized to do the work as specified. Final payment will be due upon completion of work unless otherwise agreed to in writing. Late payments shall bear interest at the rate of 18% per annum until paid in full. In the event, the account is not paid, in 30 days, and is turned over for collection; the undersigned agrees to pay all collection costs including reasonable attorney fees.

Date of Acceptance \_\_\_\_\_

Signature \_\_\_\_\_

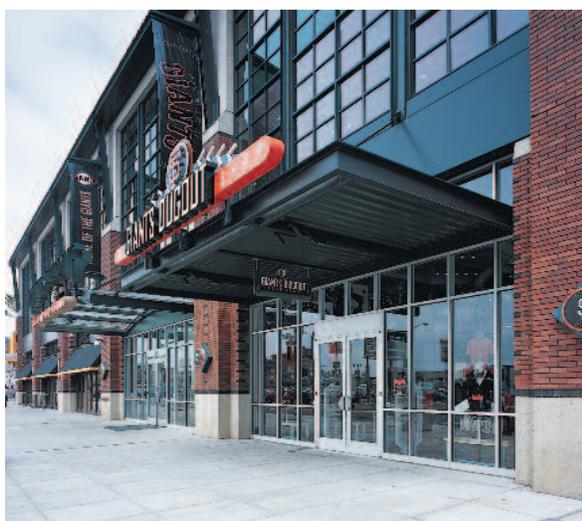
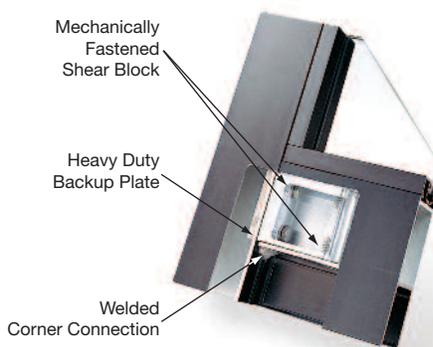
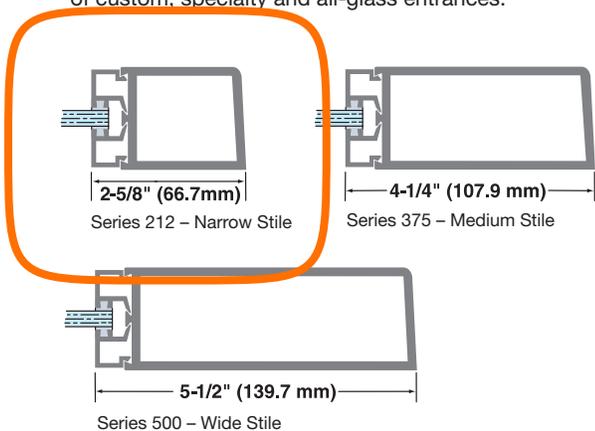
# Oldcastle BuildingEnvelope™ — a market leader in Standard Entrances



Oldcastle BuildingEnvelope™ offers standard, narrow, medium and wide stile entrances to **meet a broad range of traffic** requirements. All standard Oldcastle BuildingEnvelope™ entrances (3' wide) are ADA compliant and have built-in features.

## Specifications

Oldcastle BuildingEnvelope™ entrances are durable and virtually maintenance free. We also offer a complete line of custom, specialty and all-glass entrances.



AT&T Park, San Francisco, CA  
Architect: Populous (formerly HOK Sport)

## Features

- Maximum security hook bolt locks
- 1" diameter push/pulls
- Adjustable astragal with dual weathering on pairs of doors
- Mechanically fastened shear blocks and welded corner construction
- Adaptable to virtually all hardware
- 4" to 10" one piece bottom rail options
- Glass stops with bulb gaskets
- 1/4", 3/8", 5/8" and 1" glazing options
- Adaptable to meet local building codes
- Limited lifetime warranty



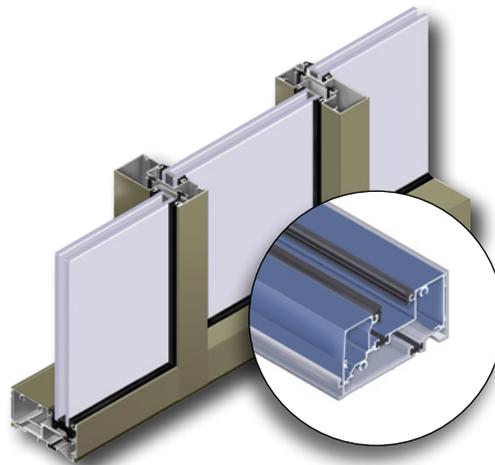
**Hardware**

Oldcastle BuildingEnvelope™ employs only the finest entrance door hardware available. For more information, call 866-OLDCASTLE (653-2278) or visit [oldcastlebe.com](http://oldcastlebe.com).



# Series 3000 Thermal Multiplane— the versatility of standard storefront systems with improved thermal performance

The Series 3000 Thermal Multiplane extends the versatility of standard storefront systems by offering **improved thermal performance** and multiple glass plane options. The Series 3000 Thermal Multiplane provides more options for head and sill anchorage, **structural silicone glazing** and a front set installation option utilizing continuous head and sill members. Designed for 1" infill, the Series 3000 Thermal Multiplane has available glazing adapters and gasket options for infills ranging from 1/4" to 1-1/8".



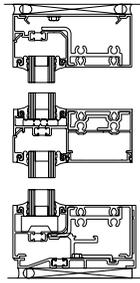
First Community Credit Union, St. Louis, MO  
Architect: TR,i Architects

## Features

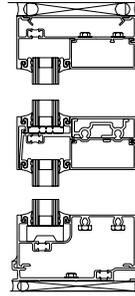
- Overall system dimensions: 2" x 4-1/2"
- Front Set, Center Set, Back Set or Multi Set glazing configurations
- Optional sill receptor requires no additional anchoring of sill member
- Optional thermally broken head anchor clip
- SSG glazing with patented funnel bridge option for Front Set
- Continuous head and sill assembly option for Front Set
- Screw spline and shear block assembly
- Outside and inside glazing options Complete
- 90° and 135° corners
- High sidelite base
- Thermally broken members with polyurethane thermal breaks
- Accommodates projected and casement vents
- Factory painted Kynar 500®/Hylar 5000® finishes, meeting all provisions of AAMA 2605
- Factory anodized finishing **CLEAR ANODIZED**



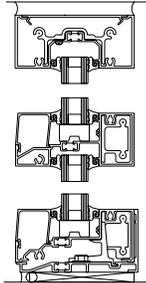
Product Details



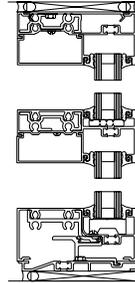
Front Set



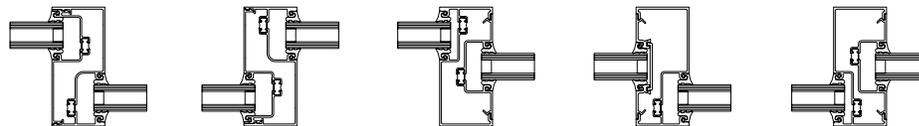
Front Set SSG



Center Set



Back Set



Multi Set

Performance

- Air Infiltration: <.06 CFM/SQ FT @ 6.24 PSF per ASTM E283
- Static Water: 10 PSF per ASTM E331
- Deflection Load: 40 PSF per ASTM E330
- Structural Load: 60 PSF per ASTM E330
- STC per ASTM E90:
  - 32 with clear glass (Center and Front Set)
  - 37 with laminated glass (Center Set)
  - 38 with laminated glass (Front Set)
- OITC per ASTM E90:
  - 26 with clear glass (Center and Front Set)
  - 30 with laminated glass (Center and Front Set)
- Thermal Performance per AAMA 1503 for Low-E 1" insulating glass:
  - U-factor = 0.33, CRF = 68 Captured (Front Set)
  - U-factor = 0.31, CRF = 72 Captured (Front Set SSG)
  - U-factor = 0.32, CRF = 63 Captured (Center Set)
- NFRC Certified and Thermal Performance Characteristics per AAMA 507

