CITY OF LEAWOOD GOVERNING BODY MEETING AGENDA

Monday, May 18, 2020
Council Chamber
4800 Town Center Drive
Leawood, KS 66211
7:00 P.M.

MAY 2020

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10	11	12	13	14	15	16
17	**18**	19	20	21	22	23
24	25	26	27	28	29	30
31						

JUNE 2020

S	M	T	W	T	F	S
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7	8	9	10	11	12	13
14	**15**	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

AGENDA

(This agenda is subject to changes, additions or deletions at the discretion of the City Council)

Mayor Peggy Dunn

Councilmembers

Ward One	Ward Two	Ward Three	Ward Four
Debra Filla	Jim Rawlings	Chuck Sipple	Julie Cain
Andrew Osman	Mary Larson	Lisa Harrison	James Azeltine

1. **PLEDGE OF ALLEGIANCE**

2. **APPROVAL OF AGENDA**

3. **CITY CLERK STATEMENT**

   To reduce the likelihood of the spread of COVID-19 and to comply with social distancing recommendations, this meeting of the Leawood Governing Body is being conducted remotely using the Zoom media format and some of the members of the Governing Body are appearing remotely. The meeting is being livestreamed on [YouTube] and the public can access the livestream by going to www.leawood.org/. The public is strongly encouraged to access this meeting electronically, however, City Hall is open and persons with items on the agenda may, if necessary, attend the Governing Body meeting in person. Staff will strictly enforce social distancing measures.

   Public comments on non-agenda items will not be accepted during this meeting. Public comments on agenda items not requiring a public hearing may not be accepted. As always, public comment on any agenda item can be submitted in advance. Written public comments received at least 24 hours prior to the meeting have been distributed to members of the Governing Body prior to the meeting. Public comments should be directed to LeawoodPublicCommentGB@leawood.org.

4. **PROCLAMATIONS**

5. **PRESENTATIONS/RECOGNITIONS**

6. **SPECIAL BUSINESS**
   - A. Consideration and possible decision regarding the City's 2020, 4th of July Celebration
   - B. Consideration and possible decision regarding opening of the City pool

If you require any accommodation (i.e. qualified interpreter, hearing assistance, etc.) in order to attend this meeting, please notify this office at 913.339.6700 or Email at CityClerk@Leawood.org no later than 96 hours prior to the scheduled commencement of the meeting.

7. CONSENT AGENDA

Consent agenda items have been studied by the Governing Body and determined to be routine enough to be acted upon in a single motion. If a Councilmember requests a separate discussion on an item, it can be removed from the consent agenda for further consideration.

A. Accept Appropriation Ordinance Nos. 2020-16 and 2020-17

B. Accept minutes of the May 4, 2020 Governing Body meeting

C. Resolution approving and authorizing the Mayor to execute Amendment No. 1 to the agreement dated October 24, 2016, between the City and DeGasperi and Associates Architecture extending the time of completion to May 31, 2021 and increasing the maximum amount of $317,952.00, pertaining to Fire Station No. 1, located at 9609 Lee Boulevard [Project #80158] (PW)

D. Resolution approving and authorizing the Mayor to execute a Professional Service Agreement in the amount of $13,250.00 between the City and George Butler Associates pertaining to the design of the City Hall Boiler Replacement (PW)

E. Resolution approving and authorizing the Mayor to execute an Independent Contractor Agreement in the amount of $63,274.88 between the City and Kohler Power Systems for the Generator Replacement at the Public Works Facility, located at 14303 Overbrook (PW)

F. Approve an expenditure in the amount of $114,460.00 to Landmark Dodge Chrysler Jeep for the purchase of non- patrol vehicles (2) Dodge Chargers (1) Dodge Ram and (1) Chrysler 300 (PW)

G. Approve Final Payment to Kissick Construction in the amount of $7,842.90 pertaining to The City Park Lake Restoration Project (PR)

H. Police Department Monthly Report

I. Fire Department Monthly Report

J. Municipal Court Monthly Report

8. MAYOR'S REPORT

9. COUNCILMEMBERS' REPORT

10. CITY ADMINISTRATOR REPORT

11. STAFF REPORT

COMMITTEE RECOMMENDATIONS

12. PLANNING COMMISSION

[From the February 25, 2020 Planning Commission Meeting]

A. Ordinance amending Section 16-4-5.4 of the Leawood Development Ordinance entitled "Required Parking Ratios" and repealing existing Section 16-4-5.4 and other sections in conflict herewith (PC Case 20-20) [ROLL CALL VOTE] ***[Continued from March 16, 2020 and May 4, 2020 Governing Body Meetings]***

B. Resolution approving a Revised Final Plan for Camelot Court Waterway Gas and Wash Company located north of 119th Street and west of Tomahawk Creek Parkway (PC Case 11-20) [ROLL CALL VOTE] ***[Continued from March 16, 2020 and May 4, 2020 Governing Body Meetings]***

[From the January 28, 2020 Planning Commission Meeting]

C. Ordinance approving Planning Commission's recommendation of denial of request for revised Preliminary Plan for a Mixed Use and Medium Density Residential Development, located South of 135th Street and West of Kenneth Road. (PC case 04-20) [ROLL CALL VOTE] ***Continued from May 4, 2020 Governing Body Meeting]***

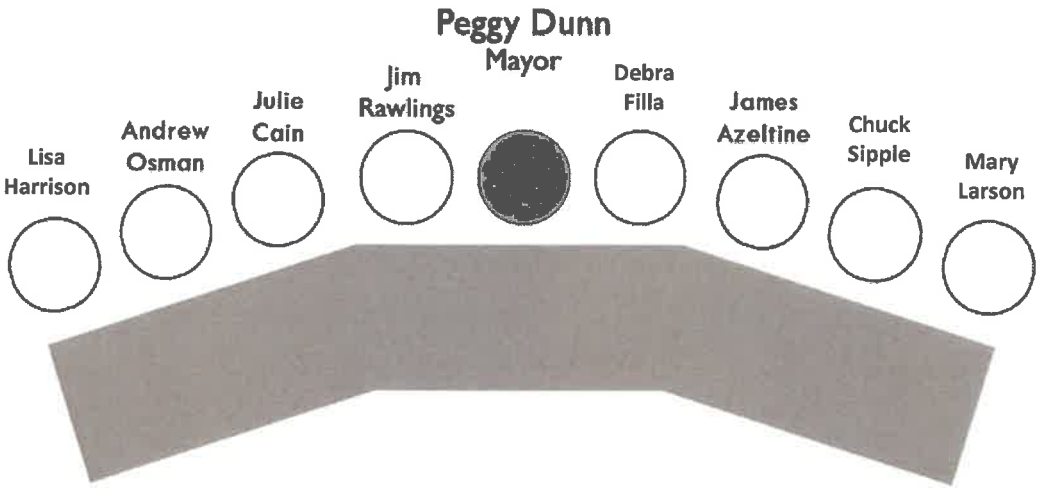
13. OLD BUSINESS

14. OTHER BUSINESS

15. NEW BUSINESS

Schedule Governing Body meeting on June 1, 2020 at 7:00 P.M.

ADJOURN



Leawood operates under a Council/Mayor form of government, with a separately elected mayor and 8 council persons. Council members are elected on a non-partisan basis from 4 wards. The Council develops policies and provides direction for the professional city administration. Regular meetings of the Leawood City Council are held the first and third Mondays of each month. Copies of the agenda are available at the Office of the City Clerk on the Friday prior to the meeting.

Number of Votes Required:
Non-zoning Ordinances: Majority of the members-elect of the City Council **[5]**
Charter Ordinances: 2/3 of members-elect of Governing Body **[6]**
Zoning Ordinances and other Planning Commission Recommendations:

- ☐ **Passage of Ordinances Subject to Protest Petition**: ¾ majority of members of Governing Body **[7]**
- ☐ **Approving Planning Commission Recommendation**: Majority of the members-elect of the City Council **[5]**
- ☐ **Remanding to Planning Commission**: Majority of the members-elect of the City Council **[5]**
- ☐ **Approving, Overriding, Amending or Revising Recommendation after Remand:** Majority of the members-elect of the City Council **[5]**
- ☐ **Overriding, Amending or Revising Recommendation:** 2/3 majority of membership of Governing Body **[6]**

Note: Mayor may cast deciding vote when vote is one less than required.

DATE	TIME	SUBJECT	LOCATION
June 8	6:00 PM	Budget & Finance Committee	Main Conf. Room
June 9	*Tentative*	Budget & Finance Committee	Main Conf. Room

The next regular meeting of the Leawood Governing Body will be
Monday, June 1, 2020

7A.

CITY OF LEAWOOD
Check Date 05/06/2020
Ordinance 2020-16

Final Check List

Check #	Vendor	Description	Amount Paid	Check Total
106527	A M LEONARD INC	MATERIALS & SUPPLIES	104.77	
		MATERIALS & SUPPLIES	0.35	**105.12**
106528	AIMRIGHT TEMPORARY SITE SERV	TEMP FENCING FOR GEZER PLAYGROUND	1,700.00	**1,700.00**
106529	AMERICAN SENTRY ELECTRONIC SYS	LABOR HOURS FOR SERVICE CALL TO	98.00	
		ELECTRICAL SURGE SUPPRESSOR TO THE	89.70	**187.70**
106530	ARTS ENGAGEMENT FOUNDATION KC, TH	KC STUDIO KIDS ADVERTISEMENT	595.00	
		KC STUDIO KIDS ADVERTISEMENT	595.00	**1,190.00**
106531	AT&T	PHONE SERVICES	1,138.08	**1,138.08**
106532	AT&T	PHONE SERVICES	1,107.99	**1,107.99**
106533	AT&T INTERNET	CABLE/INTERNET	199.88	**199.88**
106534	AT&T INTERNET	CABLE/INTERNET	199.88	**199.88**
106535	BAEHR, JUSTIN	TEMPORARY EASEMENT-LEAWOOD SOUTH	150.00	**150.00**
106536	BALL, LAURA	Kovel Refund - 11/14/20	2,500.00	**2,500.00**
106537	BLUE VALLEY GOODYEAR	VEHICLE TIRES	541.88	
		GOVERNMENT 2 TIRES	338.88	**880.76**
106538	BLUE VALLEY WEST GOLF	BVW GOLF SPRING PRACTICE REFUND	1,000.00	**1,000.00**
106539	BROOKS, RANDY	TEMPORARY EASEMENT LEAWOOD STORMWATER	50.00	**50.00**

Check #	Vendor	Description	Amount Paid	Check Total
106540	CHALLENGER SPORTS	SOCCER UNIFORMS	3,051.40	
		SOCCER UNIFORMS	2,058.60	
		SOCCER UNIFORMS	467.20	
		SOCCER UNIFORMS	250.00	
		SOCCER UNIFORMS	175.20	
		SOCCER UNIFORMS	43.80	**6,046.20**
106541	CHETS LOCK & KEY	DUPLICATE KEYS	11.24	
		DUPLICATE KEYS	7.47	**18.71**
106542	CINTAS CORPORATION NO 2	FIRST AID SUPPLIES	55.44	**55.44**
106543	COMMUNITY BANKERS ASSOC OF KS	DEPOSIT REFUND	250.00	**250.00**
106544	CORPORATE HEALTH KU MEDWEST	POST OFFER TESTING	286.00	
		EE HEP B VACCINATION	65.00	**351.00**
106545	DB FLOORING LLC, REGENT FLOORING	CARPET REPLACEMENT IN WALNUT AND MAPLE	13,470.00	**13,470.00**
106546	DREXEL TECHNOLOGIES	ANNUAL SERVICE FOR CUTTER-PLOTTER,	96.73	**96.73**
106547	EMERGENCY MEDICAL PRODUCTS INC	COVID SUPPLY	73.44	**73.44**
106548	FACTORY MOTOR PARTS CO	VEHICLE PARTS	136.40	**136.40**
106549	GAUERT, HAROLD	TEMPORARY CONSTRUCTION EASEMENT -	900.00	**900.00**
106550	GFOA	DAWN LONG CONFERENCE	420.00	**420.00**
106551	GILDEA, RYAN J	TEMPORARY CONSTRUCTION EASEMENT -	8,050.00	**8,050.00**
106552	GRAINGER INC	BLACKLIGHT REPLACEMENT BULB	58.93	**58.93**
106553	GUNTER PEST MANAGEMENT INC	PEST SERVICES	60.00	**60.00**
106554	HANSEN, JAMES WINFIELD	TEMPORARY CONSTRUCTION EASEMENT LEAWOOD	17,950.00	**17,950.00**
106555	HOLLAND, MARK HARRISON	TEMPORARY CONSTRUCTION EASEMENT LEAWOOD	9,350.00	**9,350.00**
106556	ICE-MASTERS, LLC	SUBSCRIPTION FEE	172.00	**172.00**

Check #	Vendor	Description	Amount Paid	Check Total
106557	INDUSTRIAL SALES CO INC	BACK FLOW TESTER	1,366.63	
		PRESEASON REBATE PROGRAM	-316.29	**1,050.34**
106558	INLAND TRUCK PARTS COMPANY	VEHICLE OPERATIONS/MAINT.	51.33	**51.33**
106559	K&W UNDERGROUND INC	FIBER REPAIR	6,830.00	**6,830.00**
106560	KANSAS GOLF & TURF INC	KO - KIT, CARBURETOR W/GASKETS	290.00	**290.00**
106561	KAT NURSERIES	2020 TREES	2,280.66	
		JUNIPERUS PROCUMBENS ' NANA'	45.00	**2,325.66**
106562	KERRIGAN, EDWARD	PET LICENSE REFUND	55.00	**55.00**
106563	LAWSON PRODUCTS INC	MATERIALS & SUPPLIES	176.08	**176.08**
106564	LOWES	HARDWARE SUPPLIES	2,036.10	**2,036.10**
106565	LOWES	HARDWARE SUPPLIES	405.42	**405.42**
106566	LOWES	HARDWARE SUPPLIES	150.78	**150.78**
106567	MICRO CENTER AR	LAPTOP COMPUTERS	1,579.96	
		HDMI CABLES/AUDIO 6' BLK	92.96	
		MOGAMI XLR M-F AUDIO 25' BLK	89.99	
		BLACK ADPTRS	26.97	**1,789.88**
106568	MURRAY, PATRICK CLAY	TEMPORARY EASEMENT LEAWOOD SOUTH	100.00	**100.00**
106569	NAVIA BENEFIT SOLUTIONS	APRIL 2020 125 ADMIN FEES	140.25	**140.25**
106570	NEAL HARRIS HTG AC & PLMBG LLC	BUILDING PERMIT REFUND	30.00	**30.00**
106571	NORTHERN TOOL & EQUIP, BLUE TARP FII	GARDEN HOSE REEL	159.99	**159.99**
106572	O'REILLY AUTO PARTS	BATTERIES	35.95	
		CAPSULE	29.14	
		RANGE SUPPLIES	7.54	
		WHEEL NUT	2.70	**75.33**
106573	ORRICK, ANNE	TEMPORARY EASEMENT-LEAWOOD SOUTH	2,150.00	**2,150.00**

Check #	Vendor	Description	Amount Paid	Check Total
106574	PROFESSIONAL TURF PRODUCTS	SPACER, SCREEN-RADIATOR, HOUSING-LOWER,	203.67	**203.67**
106575	Q4 INDUSTRIES LLC	HAND SANITIZER	159.40	**159.40**
106576	RAKIEC, MARIE	PERMANENT DRAINAGE EASEMENT LEAWOOD	3,300.00	**3,300.00**
106577	RANCH MART ACE HARDWARE	INVESTIGATION SUPPLIES	18.99	**18.99**
106578	REEVES WIEDEMAN COMPANY	TANK TO BOWL BRASS BOLTS	25.40	
		TANK TO BOWL GASKET	18.10	**43.50**
106579	REINDERS INC	DRIVE XLR8	969.29	
		FERTILIZER/BLUE DYE MARKER/DEFOAMER	775.00	
		TRIBUTE TOTAL 6OZ	360.00	
		WISCONSIN SHORT NATIVE GRASS MIX	318.00	
		SOLUGREEN	251.00	**2,673.29**
106580	RIVERVIEW STONE LLC	STACKING LEDGE ROCK FOR 4 BLACK TEE	1,186.68	**1,186.68**
106581	ROB SIGHT FORD	VEHICLE PARTS	395.00	
		VEHICLE PARTS	6.67	**401.67**
106582	ROBERT THRASHER	PET LICENSE REFUND	20.00	**20.00**
106583	SCHOCK, ROBERT O.	TEMPORARY CONSTRUCTION EASEMENT -	4,700.00	**4,700.00**
106584	SCHUTTE LUMBER CO	FRONT COUNTER SUPPLIES CITY HALL	208.58	**208.58**
106585	SHAWNEE MISSION FORD INC	2020 FORD UTILITY -UNIT #141 EXPLORER	39,613.00	
		2020 FORD UTILITYUNIT#142 -EXPLORER	39,613.00	
		2020 FORD UTILITY UNIT#144 -EXPLORER	39,613.00	
		2020 FORD UTILITY UNIT#184 -EXPLORER	39,613.00	**158,452.00**
106586	SHERWIN WILLIAMS CO	PREC-FIBR CLOTH 50CT	13.84	**13.84**
106587	SITEONE LANDSCAPE SUPPLY LLC	Z-SPRAY STRAINER	88.25	**88.25**
106588	SOD SHOP	FESCUE SOD FOR TARGET GREEN REDUCTION	3,107.50	**3,107.50**
106589	STANION WHOLESALE ELECTRIC CO	BUILDING/GROUNDS MAINT.	539.52	**539.52**

Check #	Vendor	Description	Amount Paid	Check Total
106590	STAPLES BUSINESS ADVANTAGE	MATERIALS & SUPPLIES	151.27	
		MS SCULPT ERGONOMC DSKTP COMBO	109.24	
		MATERIALS & SUPPLIES	81.90	
		OFFICE SUPPLIES	52.18	
		CREST CERTIFICATION HOLDERS	8.94	**403.53**
106591	SUBURBAN LAWN & GARDEN INC	TERRA COTTA, WHITE POT, BLACK POT,	342.20	
		PERENNIAL/POTTING SOIL	263.78	
		BLACK POT PERENNIAL/WHITE POT ANNUAL	224.09	
		PERENNIAL/ANNUALS	157.81	
		BLACK POT PERENNIAL/WHITE POT PERENNIAL	156.71	
		MULCH	98.16	
		ANNUALS/VEGETABLE 4"	64.28	
		YARD WASTE TIP FEE	30.00	
		YARD WASTE TIP FEE	30.00	
		YARD WASTE TIP FEE	20.00	
		YARD WASTE TIP FEE	20.00	
		YARD WASTE TIP FEE	18.00	
		YARD WASTE TIP FEE	18.00	**1,443.03**
106592	TIME WARNER CABLE	SPECTRUM BUSINESS INTERNET	224.98	**224.98**
106593	TIME WARNER CABLE	SPECTRUM BUSINESS TV	176.27	**176.27**
106594	URBAN TREE SPECIALISTS LLC	HAULING EXPENSE FOR DEAD TREES REMOVED	1,500.00	**1,500.00**
106595	VAN DIEST SUPPLY COMPANY	TENACITY HERBICIDE	775.00	
		TEBUCONAZOLE	426.00	**1,201.00**
106596	VERMEER SALES & SERVICE INC	SCREWS	4.48	**4.48**
106597	WAL-MART COMMUNITY BRC	MATERIALS & SUPPLIES	97.75	**97.75**
106598	WASTE MANAGEMENT OF KANSAS INC	TRASH DISPOSAL	345.96	
		TRASH DISPOSAL	333.68	
		TRASH DISPOSAL	312.40	
		TRASH DISPOSAL	196.05	**1,188.09**

Check #	Vendor	Description	Amount Paid	Check Total
106599	WATER DISTRICT 1 JO CO	WATER SERVICE	2,431.75	
		WATER SERVICE	210.35	
		WATER SERVICE	157.93	
		WATER SERVICE	86.95	
		WATER SERVICE	76.90	
		WATER SERVICE	66.35	
		WATER SERVICE	65.80	
		WATER SERVICE	65.80	
		WATER SERVICE	65.80	
		WATER SERVICE	65.80	
		WATER SERVICE	65.42	
		WATER SERVICE	44.80	
		WATER SERVICE	26.55	
		WATER SERVICE	25.50	
		WATER SERVICE	25.50	
		WATER SERVICE	19.28	
		WATER SERVICE	18.00	
		WATER SERVICE	14.59	
		WATER SERVICE	14.43	**3,547.50**
106600	WCA WASTE SYSTEMS INC	RECYCLING SERVICE	105.84	**105.84**
106601	WESTLAKE HARDWARE	HOSE NOZZLE/CONCRETE MIX	27.97	**27.97**
106602	WINFIELD SOLUTIONS LLC	BUILDING/GROUNDS MAINT.	656.00	**656.00**
106603	WORLD FUEL SERVICES INC	BLANKET PO FOR 2020 FUEL EXPENSES -	15,619.62	
		BLANKET PO FOR 2020 FUEL EXPENSES -	7,566.97	**23,186.59**
380520	EVERGY	POWER SERVICE	301.98	**301.98**
92020520	EVERGY	POWER SERVICE	422.03	**422.03**

79 checks in this report.

Grand Total All Checks: 295,288.35

7A.

CITY OF LEAWOOD
Check Date 05/13/2020
Ordinance 2020-17

Final Check List

Check #	Vendor	Description	Amount Paid	Check Total
51120	COMMERCE BANK			
	AMAZON.COM	OFFICE SUPPLIES-5-PANEL WORLD MAP	67.22	**67.22**
106604	CITY ATTORNEYS ASSOC OF KANSAS	2020 MEMBERSHIP DUES - P.BENNETT	35.00	**35.00**
106606	A M LEONARD INC	SIGNS	48.09	**48.09**
106607	ADIDAS AMERICA INC	PROSHOP MERCHANDISE	41.37	**41.37**
106608	AGGREGATES, JOHNSON COUNTY	MATERIALS & SUPPLIES	57.30	
		MATERIALS & SUPPLIES	28.65	
		MATERIALS & SUPPLIES	57.30	**143.25**
106609	AMERICAN MICRO COMPANY	SCANNING SERVICES	5,677.03	**5,677.03**
106610	AMERICAN SAFETY & HEALTH INST	TRAINING	16.93	**16.93**
106611	AXON ENTERPRISES INC	TASER CARTRIDGES	2,122.50	**2,122.50**
106612	BATTERIES PLUS	BATTERIES	29.90	**29.90**
106613	BERNIE ELECTRIC WHOLESALE INC	MATERIALS & SUPPLIES	484.74	**484.74**
106614	BLACK & MCDONALD	2020 STREET LIGHT AND TRAFFIC SIGNAL	8,900.00	
		2020 STREET LIGHT AND TRAFFIC SIGNAL	18,224.34	**27,124.34**
106615	BLUE VALLEY GOODYEAR	TIRES FOR PUBLIC WORKS VEHICLE 0432.	1,532.88	
		VEHICLE TIRES	490.48	**2,023.36**
106616	BLUE VALLEY SCHOOL DISTRICT	2020 ALCOHOL TAX FUND ALLOCATION	1,752.75	**1,752.75**
106617	BROWN, MONICA	GB MINUTES 5.4.2020	275.00	**275.00**

Check #	Vendor	Description	Amount Paid	Check Total
106618	C & C GROUP DIVISIONS	TECHNICIAN LABOR	500.00	
		TECHNICIAN LABOR	335.00	
		BUILDING/GROUNDS MAINT.	707.02	**1,542.02**
106619	CARTER WATERS LLC, THE	MATERIALS & SUPPLIES	272.94	
		60 BAGS OF CONCRETE	1,482.60	**1,755.54**
106620	CE WATER MANAGEMENT INC	QUARTERLY WATER MANAGEMENT SERVICES	250.00	**250.00**
106621	CENTRAL LINKS GOLF	GHIN HANDICAPS	2,347.00	**2,347.00**
106622	CHARLESWORTH CONSULTING LLC	CONSULTING FEE - 4TH INSTALLMENT	500.00	**500.00**
106623	CHETS LOCK & KEY	KEYS	11.24	**11.24**
106624	CITY ATTORNEYS ASSOC OF KANSAS	VIRTUAL SPRING MEETING	90.00	**90.00**
106625	CLAMPITT PAPER CO KANSAS	OFFICE SUPPLIES~	112.94	**112.94**
106626	CONRAD FIRE EQUIPMENT INC	VEHICLE MAINT	75.63	
		VEHICLE MAINT.	97.08	
		VEHICLE MAINT	75.63	
		VEHICLE MAINT.	183.55	
		VEHICLE MAINT.	680.89	
		VEHICLE MAINT.	418.64	
		VEHICLE MAINT	107.83	**1,639.25**
106627	CONSOLIDATED COMMUNICATION	PHONE/INTERNET SERVICES	530.38	**530.38**
106628	CROFT TRAILER SUPPLY INC	CROFT TOW RING LOCK	318.23	**318.23**
106629	EAGLE ENGRAVING	AWARD SUPPLIES	249.95	**249.95**
106630	EMERGENCY MEDICAL PRODUCTS INC	PATROL SUPPLIES	209.80	**209.80**
106631	EMERY SAPP & SONS INC	UPM COLD PATCH	740.60	**740.60**
106632	EVERLASTING SIGN ART	NAME PLATE	20.45	**20.45**
106633	FIRE SUPPRESSION CONSULTANTS	3 PLY 30-25-30GSM NON MEDICAL MASKS	940.00	**940.00**

Check #	Vendor	Description	Amount Paid	Check Total
106634	FORCE AMERICA LLC	10MB FLAT DATA PLAN US WITH NAF	225.00	**225.00**
106635	FREEMAN CONCRETE CONST. LLC	2019 RESIDENTIAL RECONSTRUCTION PROJECT	2,734.50	**2,734.50**
106636	FRY & ASSOCIATES INC	PLAYGROUND RESURFACE AT I-LAN PARK	12,963.00	**12,963.00**
106637	GALLS LLC	UNIFORMS	413.75	
		UNIFORMS	70.40	
		UNIFORMS	390.50	
		UNIFORMS	140.80	
		UNIFORMS	1,056.00	
		UNIFORMS	246.40	
		UNIFORMS	82.75	
		UNIFORMS	37.78	
		UNIFORMS	23.92	
		UNIFORMS	242.88	
		UNIFORMS	364.32	**3,069.50**
106638	GALLS LLC	ACADEMY UNIFORM	40.98	
		UNIFORM SHIRTS	86.67	
		UNIFORM JACKET	289.99	**417.64**
106639	GEAR FOR SPORTS	UNIFORM/CLOTHING	837.25	**837.25**
106640	GRAINGER INC	ADHESIVE FLY BOARD	49.81	**49.81**
106641	GUNTER PEST MANAGEMENT INC	PEST SERVICES	50.00	
		PEST SERVICES	50.00	
		PEST SERVICES	55.00	
		PEST SERVICES	40.00	
		PEST SERVICES	50.00	
		PEST SERVICES	55.00	
		PEST SERVICES	45.00	**345.00**
106642	HEARTLAND REG ASSESSMENT CTR	2020 ALCOHOL TAX FUND ALLOCATION	6,590.00	
		2020 ALCOHOL TAX FUND ALLOCATION	6,590.00	**13,180.00**
106643	HEN HOUSE BALLS FOOD STORES	RANGE SUPPLIES	14.97	**14.97**

Check #	Vendor	Description	Amount Paid	Check Total
106644	ICE-MASTERS, LLC	SUBSCRIPTION FEE	114.00	
		SUBSCRIPTION FEE	90.00	**204.00**
106645	J & A TRAFFIC PRODUCTS	MATERIALS & SUPPLIES	212.50	**212.50**
106646	J M FAHEY CONSTRUCTION CO	ASPHALT	924.80	**924.80**
106647	JO CO WASTEWATER	WASTEWATER SERVICE	38.18	
		WASTEWATER SERVICE	17.20	
		WASTEWATER SERVICE	18.01	
		WASTEWATER SERVICE	19.18	
		WASTEWATER SERVICE	-132.58	
		WASTEWATER SERVICE	57.15	
		WASTEWATER SERVICE	17.25	
		WASTEWATER SERVICE	230.90	
		WASTEWATER SERVICE	78.92	
		WASTEWATER SERVICE	128.27	
		WASTEWATER SERVICE	81.24	**553.72**
106648	KA COMM INC	EQUIPMENT MAINT.	58.79	
		EQUIP MAINT/SERVICE	35.00	**93.79**
106649	KC BOBCAT INC	HYDRAULIC FLUID	177.88	**177.88**
106650	KC COLORS AUTO BODY	VEHICLE REPAIRS~	782.53	**782.53**
106651	LATHROP & GAGE LLP	Personnel Matter	365.00	**365.00**
106652	LEGAL RECORD	PLANNING & DEVELOPMENT HEARING NOTICES	7.87	
		PLANNING & DEVELOPMENT HEARING NOTICES	32.79	
		PLANNING & DEVELOPMENT HEARING NOTICES	9.51	
		PLANNING & DEVELOPMENT HEARING NOTICES	9.51	
		PLANNING & DEVELOPMENT HEARING NOTICES	11.48	**71.16**
106653	LEXINGTON PLUMBING & HEATING	MISC REPAIRS AT JC	285.00	**285.00**
106654	MCCONNELL & ASSOCIATES CORP	UPM - HIGH PERFORMANCE FAST SET	499.90	**499.90**
106655	MCKEEVERS PRICE CHOPPER	MATERIALS & SUPPLIES	23.73	**23.73**

Check #	Vendor	Description	Amount Paid	Check Total
106656	MHC KENWORTH	HEADLIGHT - FULL BEAM	247.97	**247.97**
106657	MICRO CENTER AR	MATERIALS & SUPPLIES	145.95	
		LASERJET PRO/ADOBE ACROBAT PRO	619.98	
		QVS XLR M-F AUDIO	64.95	
		MATERIALS & SUPPLIES	99.99	
		AOC 27" MONITOR/DOCK	219.98	
		MATERIALS & SUPPLIES	38.98	**1,189.83**
106658	MOBILFONE WIRELESS	COMMUNICATION	155.71	**155.71**
106659	MUNICIPAL LAWYERS ASSOCIATION, INTE	MEMBERSHIP RENEWAL - P.BENNETT	625.00	**625.00**
106660	NEXBELT, LLC	PROSHOP MERCHANDISE	603.53	**603.53**
106661	NEXT TO NATURE LANDSCAPE LLC	TRAFFIC ROW AND MEDIAN MAINTENENCE	9,176.00	
		TRAFFIC ROW AND MEDIAN MAINTENENCE	1,341.11	
		TRAFFIC ROW AND MEDIAN MAINTENENCE	4,675.00	**15,192.11**
106662	O'REILLY AUTO PARTS	OIL FILTER/ADHESIVE	19.38	
		DBL PLATINUM	35.94	
		VEHICLE SUPPLIES	155.82	
		MATERILA & SUPPLIES	48.96	**260.10**
106663	PB HOIDALE CO INC	SERVICE CALL	276.00	
		SERVICE CALL	120.00	**396.00**
106664	PEERFIT INC	APRIL 2020 PERFIT FEES	501.20	**501.20**
106665	PRAXAIR DISTRIBUTION INC 493	INDUSTRIAL ACETYLENE	563.86	**563.86**
106666	PROGRESSIVE ELECTRONICS INC	FIRE ALARM MONITORING	84.00	
		FIRE ALARM MONITORING	84.00	
		FIRE ALARM SERVICE	130.00	
		BUILDING & GROUNDS	84.00	
		BUILDING & GROUNDS	84.00	
		BUILDING & GROUNDS	84.00	**550.00**

Check #	Vendor	Description	Amount Paid	Check Total
106667	Q4 INDUSTRIES LLC	MATERIALS & SUPPLIES	763.10	
		WIPES/FACE MASK	108.00	**871.10**
106668	QUALITY LITHO INC	ENVELOPES	388.00	
		ENVELOPES	378.00	**766.00**
106669	R R TAYLOR CONSTRUCTION SVCS	2020 REMOVAL SVS ON THE DEMO HOUSE ON LE	3,840.00	**3,840.00**
106670	RAMAIR INC	HVAC FILTERS	72.14	
		HVAC FILTERS	10.23	**82.37**
106671	RANCH MART ACE HARDWARE	MATERIALS & SUPPLIES	8.08	
		LED FLASHLIGHT G15	11.99	
		MATERIAL & SUPPLIES	26.99	
		MATERIAL & SUPPLIES	23.23	**70.29**
106672	REAVEY, KAMRYN	2020 Tuition Reimbursement - Kamryn	1,300.00	**1,300.00**
106673	REGIONAL JUSTICE INFORMATION	LE-0009 LEWEB SUBSCRIPTION FEE	87.01	**87.01**
106674	REINDERS INC	VESSEL	443.64	
		BUILDING/GROUNDS MAINT.	672.00	**1,115.64**
106675	ROB SIGHT FORD	VEHICLE SUPPLIES	17.70	**17.70**
106676	RUBIN BROWN	2019 AUDIT SERVICES	4,680.00	**4,680.00**
106677	SCHINDLER ELEVATOR CORPORATION	PREVENTIVE MAINTENANCE ON JUSTICE	4,100.16	**4,100.16**
106678	SECURITY CONTRACTORS INC	CENTRAL STATION MONITORING OF BLDG.	100.86	**100.86**
106679	SHAWNEE MISSION FORD INC	ONE (1) FORD ESCAPE	24,084.00	**24,084.00**
106680	SPECTRUM	CABLE	84.97	**84.97**

Check #	Vendor	Description	Amount Paid	Check Total
106681	STAPLES BUSINESS ADVANTAGE	MATERIALS & SUPPLIES	67.26	
		MATERIALS & SUPPLIES	32.34	
		MATERIALS & SUPPLIES	37.19	
		MATERIALS & SUPPLIES	140.78	
		REFUND ITEM UBRANDS BLK GLASS	-237.49	
		PAPER LSR	28.92	
		MATERIALS & SUPPLIES	79.89	
		MATERIALS & SUPPLIES	9.11	**158.00**
106682	SWANNIES GOLF APPAREL CO	PROSHOP MERCHANDISE	1,500.00	**1,500.00**
106683	SYSCO FOOD SERVICE OF KC INC	BATHROOM TISSUE	203.92	
		FACE MASKS	427.64	
		HAND SANITIZER/GLOVES	262.70	
		FACE MASKS	427.64	**1,321.90**
106684	TG TECHNICAL SERVICES	EQUIP MAINT/SERVICE	420.00	
		EQUIP MAINT/SERVICE	501.29	**921.29**
106685	TIDE DRY CLEANERS	UNIFORM CLEANING	21.94	**21.94**
106686	TIME WARNER CABLE	SPECTRUM BUSINESS INTERNET	294.98	**294.98**
106687	TIME WARNER CABLE	SPECTRUM BUSINESS TV	36.79	**36.79**
106688	TOWN & COUNTRY BLDG SERVICES	2020 BLANKET PO TO COVER ANNUAL	1,280.00	
		MAY CLEAN LOWER LEVEL	950.00	
		MAY CLEAN	695.00	
		BUILDING CLEANING @JC - MAY	4,950.00	**7,875.00**
106689	TRANSUNION RISK & ALTERNATIVE	PROFESSIONAL INVESTIGATIONS SERVICES	50.00	**50.00**
106690	TROON GOLF LLC	MANAGEMENT FEES - TROON 2020	9,487.38	
		COOP MKTG Services - Troon 2020	1,625.00	
		Centralized Services Troon - 2020	1,153.57	**12,265.95**
106691	UNIFIRST CORPORATION	MAT CLEANING	131.43	**131.43**
106692	URBAN TREE SPECIALISTS LLC	REMOVAL OF DEAD AND DAMAGED TREES ON	4,300.00	**4,300.00**

Check #	Vendor	Description	Amount Paid	Check Total
106693	VANCE BROS INC	ASPHALT	984.00	**984.00**
106694	WASTE MANAGEMENT OF KANSAS INC	TRASH DISPOSAL	413.03	
		TRASH DISPOSAL	49.00	
		TRASH DISPOSAL	245.88	
		TRASH DISPOSAL	110.14	
		TRASH DISPOSAL	160.42	
		TRASH DISPOSAL	236.74	**1,215.21**
106695	WATER DISTRICT 1 JO CO	WATER SERVICE	73.71	**73.71**
106696	WEX BANK	MOTORCYCLE FUEL	30.89	**30.89**
106697	WINFIELD SOLUTIONS LLC	ACELEPRYN 10-.5 GALLON JUGS	10,115.00	
		WINFIELD WETTING AGENT GREENS PACK	2,500.00	
		BARRICADE LINKPAK	4,120.00	**16,735.00**
106698	WITMER PUBLIC SAFETY GROUP INC	EQUIP MAINT/SERVICE	140.77	**140.77**
2600520	EVERGY	POWER SERVICE	31.38	**31.38**
3140520	EVERGY	POWER SERVICE	34.64	**34.64**
3380520	EVERGY	POWER SERVICE	209.40	**209.40**
5090520	EVERGY	POWER SERVICE	168.50	**168.50**

Check #	Vendor	Description	Amount Paid	Check Total
5112020	COMMERCE BANK			
	ADORAMA	USB-C CHARGER & CABLE	118.99	
	AMAZON.COM	BLACK GLOVE DUTY POUCH FOR DUTY BELT	52.70	
	AMAZON.COM	PLASTIC CARPET RUNNER-ASPHALT	102.48	
	AMAZON.COM	TV WALL MOUNT FOR STORMWATER OFFICE	29.98	
	AMAZON.COM	ETHERNET EXTENSIONS,NETWORK CONNECTORS	27.98	
	AMAZON.COM	T.PAPER	69.08	
	AMAZON.COM	T.PAPER	64.74	
	AMAZON.COM	MULTI FOLD TOWELS	62.44	
	AMAZON.COM	GRAY CURLY CORD	5.09	
	AMAZON.COM	MULTI FOLD TOWELS	41.63	
	AMAZON.COM	ATEM VIDEO SWITCHER	2,313.74	
	AMAZON.COM	HDMI EXTENDER, SIM CARD ADAPTER	184.10	
	AMAZON.COM	ROLLING MOBILE TV CART	171.98	
	AMAZON.COM	CD BURNER,HP DELL LAPTAP OPTICAL DRIVE	19.99	
	AMAZON.COM	VGA CONVERTER	128.01	
	AMAZON.COM	AUDIO MINI CONVERTER	206.54	
	AMAZON.COM	COMPUTER SPEAKERS, SOUNDBAR	174.95	
	AMAZON.COM	TLR-1HL WEAPON MOUNTED FLASHLIGHT (5X)	641.70	
	AMAZON.COM	KEYBOARD, MOUSE, APC UPS BATTERY	161.47	
	AMAZON.COM	CAR CHARGER	39.54	
	AMAZON.COM	DUAL MONITOR DESK MOUNT STAND	252.82	
	APPLE STORE	SCANNER PRO	8.71	
	APPLE STORE	COMPUTER EQUIP	4.35	
	APPLE/ITUNES	CLOUD STORAGE	2.99	
	APPLE/ITUNES	CLOUD STORAGE	0.99	
	APPLE/ITUNES	CLOUD STORAGE	2.99	
	APWA	JOB POSTING (ENGINEER SUPERVISOR)	325.00	
	ASCE	JOB POSTING (ENGINEER SUPERVISOR)	295.00	
	ATTENDIFY	REFUND TRAINING-DAY	-200.00	
	ATTENDIFY	REFUND BASIC CIT TRAINING	-400.00	
	ATTENDIFY	REFUND SUMMER CIT TRAINING	-200.00	
	ATTENDIFY	REFUND- BASIC CIT TRAINING	-400.00	
	ATTENDIFY	REFUND SPRING CIT TRAINING	-400.00	
	AUDUBON INTERNATIONAL	MEMBERSHIP	307.80	

Check #	Vendor	Description	Amount Paid	Check Total
	BROWNELLS INC	ARMORY MATERIALS	168.35	
	BULL CREEK DISTILLERY	HAND SANITZER	72.18	
	CACTUS GRILL INC	LUNCH/DURING CLOSED OFFICES	82.91	
	CALL-EM-ALL	EE COVID NOTIFICATIONS	18.90	
	CALL-EM-ALL	EE COVID NOTIFICATIONS	12.78	
	CALL-EM-ALL	EE COVID NOTIFICATIONS	13.26	
	CALL-EM-ALL	EECOVID NOTIFICATIONS	30.00	
	CALL-EM-ALL	EE COVID NOTIFICATIONS	30.00	
	CALL-EM-ALL	EE COVID NOTIFICATIONS	15.78	
	CALL-EM-ALL	EE COVID NOTIFICATIONS	18.90	
	CALL-EM-ALL	EE COVID NOTIFICATIONS	37.92	
	CALL-EM-ALL	EE COVID NOTIFICATIONS	37.92	
	CHEWY.COM	K9 SUPPLIES-KIMO	112.20	
	CISCO WEBEX	CISCO WEBEX STARTER	14.95	
	CISCO WEBEX	CISCO WEBEX STARTER	21.12	
	CLIA LABORATORY PROGRAM	CERTIFICATE FEE ~	180.00	
	DOLAN CONSULTING GROUP LLC	DE-ESCALATION ONLINE	95.00	
	DOLAN CONSULTING GROUP LLC	TRAINING JOB SATISFACTION-~	95.00	
	DROPBOX	SOFTWARE FEE	11.99	
	EB REGIONAL TRAINING	REFUND-TRAINING	-849.27	
	EB REGIONAL TRAINING	REFUND TRAINING	-1,698.54	
	FBI - LEEDA	REFUND TRAINING-RETTIG	-350.00	
	FBI-NAA	REFUND TRAINING-ROBBINS	-150.00	
	FEDEX	COMMUNITY GARDEN SIGNS	189.98	
	FIRST CARE PROVIDER	REFUND OF DUPLICATE CHARGE	-79.99	
	FLUKER FARMS	CRICKETS FOR NATURE CENTER REPTILES	31.56	
	FLUXLIGHT INC.	FLUXLIGHT	114.00	
	FS.COM	PATCH CABLES	89.40	
	FULLSOURCE.COM	STORMWATER RAIN GEAR	536.18	
	GALLS LLC	UNIFORM	130.52	
	GE APPLIANCES	EQUIPMENT PARTS FOR DISPATCH	118.32	
	GOVERNMENT JOBS.COM, NEOGOV	SUBSCRIPTION-DUPLICATE CHARGE WILL	1,500.00	
	HEARTLAND TACTICAL OFFICERS, ASSOC	PATROL RIFLE INSTRUCTOR COURSE-HARGIS	250.00	
	HEN HOUSE	SPRAY BOTTLES FOR CITY HALL STAFF	49.41	
	HEREFORD HOUSE - LEAWOOD	LUNCH/CITY HALL	170.00	

Check #	Vendor	Description	Amount Paid	Check Total
	HL SUPPLY	EQUIPMENT MAINTENANCE	12.45	
	HOME DEPOT, THE	TOOL BOX	307.97	
	IAFCI	REFUND TRAINING-TEERINK	-50.00	
	IFAMILY KC LLC	IFAMILY AD	1,100.00	
	ILLINOIS MUNICIPAL LEAGUE	JOB POSTING (ENGINEER SUPERVISOR)	45.00	
	INTL ASSOC OF FIRE CHIEFS	MEMBERSHIP RENEWAL	240.00	
	INTL ASSOC OF FIRE CHIEFS	REFUND-FRI CONFERENCE	-699.00	
	INTL ASSOC OF FIRE CHIEFS	REFUND TRAINING	-624.00	
	INTL ASSOC OF FIRE CHIEFS	REFUND TRAINING	-75.00	
	IOWA LEAGUE OF CITIES	JOB POSTING (ENGINEER SUPVERVISOR)	130.00	
	IPROMOTEU INC	2020 BIRTHDAY GLASSES	1,069.13	
	ISSUU, INC	SUBSCRIPTION ONLINE PUBLISHING	480.00	
	JO CO COMMUNITY COLLEGE	REFUND-CANCELLED CLASS-HUNT	-46.75	
	JO CO WASTEWATER	ANNUAL OPERATING PERMIT RENEWAL	290.00	
	JO CO WASTEWATER	PROCESSING FEE	6.96	
	JO CO WASTEWATER	GREASE INTERCEPTOR PERMIT-LODGE	296.96	
	JOE'S KANSAS CITY BBQ	BACK TO WORK STAFF MEETING	45.43	
	KANSAS LAW ENFORCEMENT TRNG, CEN	REFUND TRAINING-ROBERTS	-25.00	
	KANSAS LAW ENFORCEMENT TRNG, CEN	REFUND-TRAINING-RETTIG	-250.00	
	KANSAS STATE UNIVERSITY	REFUND - TRAINING-BERGERON	-400.00	
	KEMSA	MEMBERSHIP RENEWAL	25.00	
	KS SOCIETY OF PROFESSIONAL, ENGINEI	JOB POSTING (ENGINEER SUPERVISOR)	100.00	
	KS.GOV	PE RENEWAL/LEY	71.75	
	LEAWOOD CHAMBER OF COMMERCE	REFUND - CANCELLED MEETING	-16.05	
	LEAWOOD CHAMBER OF COMMERCE	REFUND - SOC ADDRESS CANCELLED	-140.00	
	LOWES	CABINET PULLS	9.87	
	LOWES	BUCKET,BRUSHES,PAINTERS BLADE	26.52	
	LYNN PEAVEY CO	PROPERTY ROOM SUPPLIES-EVIDENCE	238.00	
	LYNN PEAVEY CO	POLICE LINE BARRIER TAPE	97.50	
	MICRO CENTER AR	APPLE TV	179.99	
	MICRO CENTER AR	ROSS KURZ LAPTOP	2,549.99	
	MID AMERICA REGIONAL COUNCIL	REFUND TELECOMMUNICATION EVENT	-105.00	
	MINSKYS PIZZA	PIZZA	125.00	
	MO PARK AND RECREATION ASSN	JOB POSTING (PW MAINT WORKER)	125.00	
	MO SOCIETY PROF ENGINEERS	JOB POSTING (ENGINEER SUPERVISOR)	100.00	

Check #	Vendor	Description	Amount Paid	Check Total
	NEBRASKA FURNITURE MART	A SMART KEYBOARD	396.00	
	NEBRASKA FURNITURE MART	SMART KEYBOARD	377.98	
	NOVEDGE	AUTOCAD LT FOR MACBOOK PRO	400.00	
	NTOA	LESS LETHAL INSTRUCTOR TRAINING-MAIS	549.00	
	OKLAHOMA MUNICIPAL LEAGUE	JOB POSTING (ENGINEER SUPERVISOR)	20.00	
	OLATHE PET SHOP	NATURE CENTER ANIMAL SUPPLIES	289.18	
	OLATHE PET SHOP	NATURE CENTER ANIMAL SUPPLIES	5.99	
	PARTY CITY	REFUND SALES TAX	-14.55	
	PLASTICPRINTERS.COM	GIFT CARDS	519.05	
	RECREATION & PARK ASSOCIATION, KANS	JOB POSTING (PW MAINT WORKER)	75.00	
	ROSATIS PIZZA	STAFF LUNCH	148.08	
	SAFE HARBOR	BLACK MAGIC WEB COMPUTER	523.67	
	SAFETY GLASSES USA	SAFETY GLASSES	200.16	
	SAVAGE TRAINING GROUP	REFUND TRAINING-CHAMBERS	-258.00	
	SAVAGE TRAINING GROUP	REFUND TRAINING-GRAY	-258.00	
	SHAWNEE MISSION POST	SUBSCRIPTION	65.00	
	SHIELD FORCE INTERNATIONAL	TRAINING-MORSE	150.00	
	SKETCHUP	RENEWAL SOFTWARE LICENSE	120.00	
	SPOTIFY	MUSIC SUBSCRIPTION FOR BUILDING	9.99	
	SQUARE - J.REIGER	HAND SANITZER	60.00	
	STAPLES BUSINESS ADVANTAGE	IRRIGATION BOOKS	22.49	
	STARBUCKS	TEAM BUILDING FACILITIES TEAM	50.90	
	STORAGEMART 0130	2020 STORAGE	239.99	
	SURVEYMONKEY INC	ANNUAL MEMBERSHIP	384.00	
	TARGET	COVID19 SUPPLIES	12.00	
	THE MODERN AVANT	DIGITAL THERMOMETERS(COVID-19)	191.68	
	TODD MAXTON (JCFESCA)	LFE PAYMENT JOCO DISPATCHER WEEK	36.32	
	US FLEET TRACKING	MONTHLY CHARGES	39.95	
	US POSTMASTER	STAMPS	23.30	
	US POSTMASTER	PRIORITY MAIL PACKAGE	21.45	
	US POSTMASTER	STAMPS FOR ENVELOPES	2.20	
	VANGUARD INDUSTRIES EAST	AWARD RIBBONS	22.00	
	WALGREEN'S	DIGITAL THERMOMETERS	49.99	
	WALMART	COVID19 SUPPLIES	43.16	
	WALMART	FOLGERS COFFEE	45.30	

Check #	Vendor	Description	Amount Paid	Check Total
	WALMART	TV FOR STORMWATER OFFICE	128.15	
	WATERTRONICS LLC	WATERVISION SOFTWARE	185.83	
	WAYFAIR	ARM CHAIR	360.02	
	WAYFAIR	END TABLE	174.55	
	WHEN TO WORK INC	STAFF SCHEDULING SUBSCRIPTION FOR	264.00	
	ZOOM US	VIDEO SERVICES	335.69	**16,591.75**
5202020	KANSAS GAS SERVICE	GAS SERVICES	3,299.67	**3,299.67**
6040520	EVERGY	POWER SERVICE	56.40	**56.40**
16240520	EVERGY	POWER SERVICE	27.82	**27.82**
16400520	EVERGY	POWER SERVICE	146.76	**146.76**
16540520	EVERGY	POWER SERVICE	35.05	**35.05**
18380520	EVERGY	POWER SERVICE	325.84	**325.84**
24100520	EVERGY	POWER SERVICE	144.24	**144.24**
26170520	EVERGY	POWER SERVICE	74.14	**74.14**
42030520	EVERGY	POWER SERVICE	31.67	**31.67**
50420520	EVERGY	POWER SERVICE	20.56	**20.56**
58830520	EVERGY	POWER SERVICE	67.40	**67.40**
59120520	EVERGY	POWER SERVICE	32.02	**32.02**
64340520	EVERGY	POWER SERVICE	158.08	**158.08**
65430520	EVERGY	POWER SERVICE	33.68	**33.68**
75520520	EVERGY	POWER SERVICE	19.89	**19.89**
81180520	EVERGY	POWER SERVICE	43.36	**43.36**
83130520	EVERGY	POWER SERVICE	155.95	**155.95**

Check #	Vendor	Description	Amount Paid	Check Total
94100520	EVERGY	POWER SERVICE	29.97	**29.97**
96510520	EVERGY	POWER SERVICE	49.27	**49.27**

119 checks in this report.

Grand Total All Checks: 220,459.27

Regular Meeting

THE LEAWOOD CITY COUNCIL

May 4, 2020

Minutes

Councilmembers Present: Julie Cain, James Azeltine, Lisa Harrison, Chuck Sipple, and Mary Larson.

Councilmember present via Zoom: Jim Rawlings, Debra Filla, Andrew Osman.

Councilmembers Absent: None

Staff Present: Scott Lambers, City Administrator
Dawn Long, Finance Director
Chief Troy Rettig, Police Department
Chris Claxton, Parks and Rec Director
David Ley, Public Works Director
Kelly Varner, City Clerk
Patty Bennett, City Attorney
Mark Tepesch, Info. Services Specialist III
Colin Fitzgerald, Fire Chief
Nic Sanders, HR Director
Stacie Stromberg, Assistant City Clerk

Staff Present via Zoom: Richard Coleman, Planning Director and Travis Torrez, City Planning.

1. PLEDGE OF ALLEGIANCE

2. APPROVAL OF AMENDED AGENDA

Mayor Dunn pointed out the amended agenda will include reports from all department heads and Scott Lambers.

A motion to approve the agenda was made by Councilmember Harrison, seconded by Councilmember Cain. Motion was approved with a unanimous vote of 7-0.

3. CITY CLERK STATEMENT

Ms. Varner introduced the new Assistant City Clerk Stacie Stromberg from Lenexa, Kansas.

The City Clerk read the Clerk Statement: To reduce the likelihood of the spread of COVID-19 and to comply with social distancing recommendations, this meeting of the Leawood Governing Body is being conducted remotely using the Zoom media format and some of the members of the Governing Body are appearing remotely. The meeting is being livestreamed on [YouTube] and the public can access the livestream by going to www.leawood.org/. The public is strongly encouraged to access this meeting electronically; however, City Hall is open and persons with items on the agenda may, if necessary, attend the Governing Body meeting in person. Staff will strictly enforce social distancing measures.

Public comments on non-agenda items will not be accepted during this meeting. Public comments on agenda items not requiring a public hearing may not be accepted. As always, public comment on any agenda item can be submitted in advance. Written public comments received at least 24 hours prior to the meeting have been distributed to members of the Governing Body prior to the meeting. Public comments should be directed to LeawoodPublicCommentGB@leawood.org

4. PROCLAMATIONS — Kids to Parks Day, May 16, 2020

Mayor Dunn read the proclamation into the record. She expressed appreciation to Chris Claxton, Brian Anderson, and the entire Parks team for their efforts to keep the parks system beautiful.

5. PRESENTATIONS/RECOGNITIONS

6. SPECIAL BUSINESS

A. Approve the City Administrator's recommendation of appointment of Colin Fitzgerald as Fire Chief

Scott Lambers expressed pleasure to recommend Colin Fitzgerald as Fire Chief.

Mayor Dunn stated that the appointment was originally scheduled for March 16, 2020, and she appreciated his efforts as Interim Chief.

A motion to approve Item 6A was made by Councilmember Larson, seconded by Councilmember Azeltine. Motion was approved with a unanimous roll call vote of 8-0.

City Clerk Kelly Varner swore in Colin Fitzgerald as Fire Chief.

Mr. Fitzgerald expressed his gratitude for the appointment and the flexibility of the community during the uncertain times.

B. Resolution accepting proposed assessments for Tax Year 2021 for Improvements within the Park Place Development; and authorizing and directing the City Clerk to give notice thereof to the owners of properties within the District by publishing notice thereof and providing written notice to owners of property of such proposed assessments [Project # 83196] (F)

Mr. Azeltine noticed several measures to delay deadlines and ease restrictions to relieve financial pressure. He asked if there was discussion of a delay in the assessments.

Ms. Long replied that there was not and that the debt was issued years ago for these special assessments.

Mr. Azeltine expressed support but asked that discussions occur regarding delaying the assessments if necessary.

Ms. Long stated that no property owners had requested a delay but agreed to discussing the matter with Mr. Lambers.

A motion to approve Item 6B was made by Councilmember Rawlings, seconded by Councilmember Larson.

Mr. Lambers stated that the matter is on the agenda because of the property tax assessment methodology that transfers the amount of assessments based upon the value of the property as the project develops.

Almost all properties in the city that have a special assessment are not set up this way and would have to be paid every year regardless.

Motion was approved with a unanimous roll call vote of 8-0.

7. CONSENT AGENDA

Consent agenda items have been studied by the Governing Body and determined to be routine enough to be acted upon in a single motion. If a Councilmember requests a separate discussion on an item, it can be removed from the consent agenda for further consideration.

A. Accept Appropriation Ordinance Nos. 2020-9, 2020-10, 2020-11, 2020-12, 2020-13, 2020-14 and 2020-15

B. Accept minutes of the March 2, 2020 Governing Body meeting

C. Accept minutes of January 14, 2020 Parks and Recreation Advisory Board Meeting

D. Accept minutes of July 23, 2019 Leawood Arts Council Meeting

E. Accept minutes of September 24, 2019 Leawood Arts Council Meeting

F. Accept minutes of December 16, 2019 Leawood Arts Council Meeting

G. Accept minutes of the January 8, 2020 Bike/Walk Leawood Committee meeting

H. Resolution calling for a Public Hearing to be held on Monday, June 1, 2020, at 7:00 P.M., or as soon thereafter as may be heard to consider the 2021-2025 Capital Improvement Program [C.I.P.] for the City of Leawood, Kansas (F)

I. Resolution accepting the 2019 Annual Report regarding the Leawood Park Impact Fee, pursuant to Section 12-409 of the Code of the City of Leawood, Kansas, 2000 (PR)

J. Approve 5th and Final Payment in the amount of $2,734.50 to Freeman Concrete Construction pertaining to the 2019 Residential Reconstruction Project, Phase 1 [Project #80219] (PW)

K. Approve an expenditure in the amount of $49,602.12 to KA-COMM Inc., for the purchase and installation of equipment (PD)

L. Approve an expenditure in the amount of $59,466.27 to KA-COMM Inc., for the purchase and installation of 10 Harris 185M Mobile Radios (FD)

M. Approve an expenditure in the amount of $25,065.00 from Industrial Sales, Inc., for the purchase of an irrigation boost pump at Gezer Park (PR)

N. Approve an expenditure in the amount of $116,838.00 from American Equipment Company for the purchase of a Swap Loader SL with Hook Lift, Force American Central Hydraulic System, Warren Dump Bed, Monroe Snowplow, Monroe Wing Plow and Monroe Spreader (PW)

O. Approve an expenditure in the amount of $44,340.53 from Crafco Inc., for the purchase of a Crack Pour Machine Easy Melter (PW)

P. Approve an expenditure in the amount of $15,516.40 from Kirby-Smith Machinery for the purchase of a Tack Machine (PW)

Q. Approve an expenditure in the amount $9,950.00 from GW Van Keppel Co., for the purchase of a Slot Cutter Machine (PW)

R. Approve an expenditure in the amount of $177,717.00 from Foley Equipment for the purchase of a Wheel Loader (PW)

S. Approve an expenditure in the amount of $222,230.00 from Cues Inc., for the purchase of a HI-Cube Van TV Inspection Vehicle (PW)

T. Approve an expenditure in the amount of $47,641.00 from K.C. Bobcat for the purchase of Bobcat E35 25 HP R-series Compact Excavator for Ironhorse Golf Course (PR)

U. Approve an expenditure in the amount of $125,364.47 from Professional Turf Products for the purchase of a Toro Sandpro 5040, True Surface vacu-cutter and Spiker inserts and Toro Lynx Smart Satellite boxes for Ironhorse Golf Course (PR)

V. Approve an expenditure in the amount of $20,000 from Kansas Golf and Turf Sales for the purchase of a 2020 Smithco Tournament XL 7000 Roller for Ironhorse Golf Course (PR)

W. Resolution accepting a Temporary Construction Easement from Grantor Joy A. Self, Trustee of the Joy A. Self Revocable Trust, for property located at 12604 Wenonga Lane, pertaining to the Leawood South Stormwater Project [Project #80256] (PW)

X. Resolution accepting a Permanent Drainage Easement from Grantor Joy A. Self, Trustee of the Joy A. Self Revocable Trust, for property located at 12604 Wenonga Lane, pertaining to the Leawood South Stormwater Project [Project #80256] (PW)

Y. Resolution accepting new GASB-34 Public Infrastructure in accordance with GASB-34 Guidelines of Reporting Inventory of Assets for property located in the 10300 block of Glenfield, for the New Development Donation for "The Reserve at Mission Woods" (PW)

Z. Resolution accepting new GASB-34 Public Infrastructure in accordance with GASB-34 Guidelines of Reporting Inventory of Assets for property located at approximately 126th Terrace and Delmar Streets in the Patrician Woods Subdivision pertaining to the Patrician Woods Stormwater Improvements (PW)

AA. Resolution accepting new GASB-34 Public Infrastructure in accordance with GASB-34 Guidelines of Reporting Inventory of Assets for properties located in the 8900 block of Pawnee, 8900 block of Cherokee Lane and the 3400 block of West 92nd Street, Leawood Subdivision pertaining to the 2019 Residential Reconstruction Project, Phase 1 (PW)

BB. Resolution approving and authorizing the Mayor to execute Addendum No. 3 to the Agreement dated November 1, 2010, between the City and the City of Overland Park, pertaining to maintenance of street lighting systems along common borders (PW)

CC. Resolution approving and authorizing the Mayor to execute an Amendment to the Agreement between the City and Next to Nature Landscape, LLC., pertaining to maintenance of medians and the right-of-way (PR)

DD. Resolution approving and authorizing the Mayor to execute Amendment No. 1 to the Agreement between the City and Kansas Gas Service pertaining to costs for 143rd Street Utility Relocation [Project #80129] (PW)

EE. Approve Final Payment to Kansas Gas Service in the amount of $225,180.74 pertaining to 143rd Street Utility Relocation [Project #80129] (PW)

FF. Resolution approving and authorizing the Mayor to execute a Professional Services Agreement in the amount of $36,900.00 between the City and George Butler Associates (GBA) pertaining to the 2020 Bridge Inspections (PW)

GG. Resolution approving and authorizing the Mayor to execute an Agreement between the City and the City of Prairie Village, Kansas, for Public Improvements Engineering Work for the 8400 Block of Reinhardt Street and Reinhardt Lane Storm Drainage Improvement Project [Project #77021] (PW)

HH. Resolution approving and authorizing the Mayor to execute an Agreement between the City and the City of Prairie Village, Kansas, for Public Improvements for the 8400 Block of Reinhardt Street and Reinhardt Lane Storm Drainage Improvement Project [Project #77021 (PW)

II. Resolution approving and authorizing the Mayor to execute a Professional Services

Agreement in the amount of $408,334.81 between the City and Lamp Rynearson pertaining to the 2020 Corrugated Metal Pipe Replacement Project [Project #80256] (PW)

JJ. Resolution approving and authorizing the Mayor to execute a Construction Agreement in the amount of $1,704,209.25 between the City and Superior Bowen Asphalt d/b/a O'Donnell & Sons Construction pertaining to the 2020 Residential Mill & Overlay Project [Project #70028] (PW)

KK. Resolution approving and authorizing the Mayor to execute a Professional Service Agreement in the amount of $11,833.00 between the City and Phelps Engineering pertaining to City owned property located at approximately 96th Street and Lee Boulevard [Leawood Estates Lots 115, 116, 117, 118 and 119] [Project #80219] (PW)

LL. Resolution approving and authorizing the Mayor to execute an agreement in the amount of $44,436.00 between the City and IDEMIA Identity & Security USA, LLC., for the purchase of LiveScan fingerprint equipment (PD)

MM. Declaration of Surplus Property: (2) Engine Jacks, (1) Brush Leaf Vacuum (2) 4-Ton Hydraulic Service Jacks, (2) Leaf Boxes, (2) Stihl Saws, (1) Stihl Backpack Blower, (1) Command Post Vehicle and (2) leather lobby chairs (PW)

NN. Declaration of Surplus Property: maintenance equipment at Ironhorse Golf Course (PR)

OO. Police Department Monthly Report

PP. Fire Department Monthly Report

QQ. Municipal Court Monthly Report

Councilmember Sipple requested to pull Items 7A and 7Z.

Councilmember Cain requested to pull Items 7M.

Councilmember Harrison requested to pull Items 7BB

A motion to approve the remainder of the Consent Agenda was made by Councilmember Azeltine, seconded by Councilmember Sipple. Motion was approved with a unanimous roll call vote of 8-0.

A. Accept Appropriation Ordinance Nos. 2020-9, 2020-10, 2020-11, 2020-12, 2020-13, 2020-14 and 2020-15

Councilmember Sipple recused himself because his wife's name is listed as a payee for the Parks Department.

A motion to approve Item 7A was made by Councilmember Larson, seconded by Councilmember Harrison. Motion was approved with a unanimous roll call vote of 7-0, including an abstention from Councilmember Sipple.

M. Approve an expenditure in the amount of $25,065.00 from Industrial Sales, Inc., for the purchase of an irrigation boost pump at Gezer Park (PR)

Councilmember Cain stated appreciated the measure, as the irrigation system needs the support.

A motion to approve Item 7M was made by Councilmember Cain, seconded by Councilmember Sipple. Motion was approved with a unanimous roll call vote of 8-0.

Z. Resolution accepting new GASB-34 Public Infrastructure in accordance with GASB-34 Guidelines of Reporting Inventory of Assets for property located at approximately 126th Terrace and Delmar Streets in the Patrician Woods Subdivision pertaining to the Patrician Woods Stormwater Improvements (PW)

Councilmember Sipple asked for clarification because the neighborhood island was torn out, and all the work was done on the stormwater. The island was replaced with just turf. He asked if money was set aside to share construction of something on the island with the subdivision. He asked if there was a timetable for the subdivision to complete the work.

Mr. Ley stated that the HOA provided an estimate for landscaping; they have chosen to not replace the stone retaining walls. The cost of the project will be split equally between the HOA and the City. The cost of irrigation is still being discussed, as it will be required.

Councilmember Cain stated that the island was heavily discussed and wondered why the stone wall and monument were eliminated from the project.

Mr. Ley replied that the HOA spoke with the homeowners, and they decided they wanted open space with landscaping.

Mr. Lambers stated that they were originally claiming that the City was risking hundreds of thousands of dollars of property values for this. They indicated that they don't want to put in irrigation, but it is required.

Councilmember Cain asked if the island was irrigated previously.

Mr. Lambers stated that it was not, but it is now required in the Leawood Development Ordinance (LDO).

A motion to approve Item 7Z was made by Councilmember Sipple, seconded by Councilmember Azeltine. Motion was approved with a unanimous roll call vote of 8-0.

BB. Resolution approving and authorizing the Mayor to execute Addendum No. 3 to the Agreement dated November 1, 2010, between the City and the City of Overland Park, pertaining to maintenance of street lighting systems along common borders (PW)

Councilmember Harrison wondered if the City could use LED lighting and save money. She recognized that it was a shared project with another city.

Mr. Ley said Overland Park is replacing their HPS lights with LED, and Leawood is willing to share the costs.

Councilmember Harrison encouraged the discussion to continue in order to take advantage of savings. She asked if the lights were on the Overland Park side of shared streets.

Mr. Ley replied that they are on medians and are staggered on either side of the roadway.

A motion to approve item 7BB was made by Councilmember Harrison, seconded by Councilmember Cain. Motion was approved with a unanimous roll call vote of 8-0.

8. MAYOR'S REPORT

- Mayor Dunn extended sincere sympathies to the family and friends of the deceased Overland Park Police Officer Mike Mosher, who was killed in the line of duty on May 3rd. He served with the Overland Park Police Department for nearly 15 years, and he was only the second officer killed in the line of duty since 1985. She asked for a moment of silence.
- Mayor Dunn expressed appreciation for City Administrator Scott Lambers for his leadership during the last couple of months, keeping staff heads and volunteers safe. It took extensive planning, and many participated. She thanked all, but especially Police Chief Troy Rettig, for serving on a Task Force on reopening for maybe 15+ hours of meetings. He is the head of the Johnson County Police Chiefs and represented the City of Leawood well. Fitzgerald participated in many meetings as well with first responders.
- The Council of Mayors was hosted by the DeSoto Mayor Rick Walker in early March. Subsequent meetings have been over Zoom. The March meeting's guest speaker was Kansas Department of Transportation Secretary Julie Lorenz, who provided reports on the Forward Kansas. Copies were provided in the packets. She stressed that the program would have be reviewed every two years. The program will focus on the use of technology. Ms. Lorenz stated that 69 Highway is the worst in the whole metro area, and her hope is that it might become a toll road. She hopes for a nimble and pragmatic plan, and the maintenance cost per mile is going from $3,000 to $5,000. She also mentioned that many legislative priorities would change, given the effects of Covid-19.
- Mayor Dunn extended congratulations to Police Chief Rettig because Leawood was recognized as the 8th safest city in Kansas.
- Mayor Dunn had the privilege of serving as a co-host at the invitation of Dr. Eyyup Esen of the Dialogue Institute of the Midwest, who did a virtual Iftar dinner during the holy month of Ramadan. The sponsor for the event was Pastor Howard Johnson of the Leawood United Methodist Church. The event was viewed in 22 cities across the United States and in Germany and Canada.

9. COUNCILMEMBERS' REPORT - None

10. CITY ADMINISTRATOR REPORT

Mr. Lambers expressed appreciation to the staff for working through the difficult times which, he begrudgingly admitted, were probably going to be considered the new normal. Staff will continue to adapt as the situation progresses. He expressed concern with progression in the wrong direction with everything being opened. He stated that he believed Leawood is in a good position to deal with it. Staff heads will give reports on how the City is currently responding. It is important to recognize that the current fiscal year is halfway over, so the options for mitigating potential loss of sales tax revenues in the current fiscal year are limited. As of the reporting period for 2020, including the months of January and February, Leawood has taken in the normal amount of expected sales tax revenue of $1.4 million. Annual sales tax for the year from all sources, including general fund, special sales taxes approved by voters, and also sales tax from Transportation Development District (TDD) and Capital Improvement District (CID), is approximately $17 million. The impact to the City is less than the $17 million because the money for the TDDs and CIDs does not come to the City; Leawood is simply a conduit. Leawood will start to see the impact with the report at the end of May, but it will only be a partial indication. The

following month will give a clear picture of the anticipated difference in the months to follow. That data will allow for extrapolating sales tax loss. Crises of this magnitude are the reason for reserves, and the City will use those; however, the extent will not be known until much further into the year. The City has adequate reserves because a total meltdown of sales tax revenues is not anticipated, despite a significant decrease. Staff will look to counter with reduction on the expenditure side of the ledger sheet in 2021, 2022, and 2023. The City does not anticipate the need for any furloughs. There is a plan to purchase equipment because the City still needs to be maintained to the standards expected by citizens.

Councilmember Osman asked about sales tax revenue, pointing out that there would be a spike with grocery stores. He asked about retail and if Leawood recognized sales tax revenue for online purchases.

Mr. Lambers replied that it is voluntary and would be seen by Leawood if it provided by the purchaser.

Councilmember Osman asked about Johnson County property tax. He talked about an option to pay property tax in portions but with a penalty on the interest. He asked about projected collection rates from the county.

Mr. Lambers stated that there are no projections and that property taxes are typically part of a mortgage payment.

Councilmember Osman talked about the commercial property tax and how the property owners handle the payment. Jackson County had several property owners withhold taxes last year, and he wanted to draw attention to that.

Mr. Lambers replied that the county would provide a revenue statement in June and that payments typically run at 98%. A drop would therefore be easily identifiable. He agreed that the penalty for nonpayment is not significant, and some may say that it is a business decision.

Councilmember Osman stated that it is approximately 1%.

Mr. Lambers stated that it should not have a significant effect.

Councilmember Azeltine was relieved that no one would need to be furloughed. He also called attention to Leawood's distinction of being a city in the state that has a AAA credit rating and a balanced revenue stream. The financial crisis of 2008-2009 affected Leawood much less than it did other cities throughout the state.

Councilmember Filla asked about the official open date for City Hall.

Mr. Lambers stated there is not a projected date at this time, and when it is open, it will be limited as far as public access.

11. STAFF REPORT

Legal

Ms. Bennett stated that she did not have much to report. The Municipal Court has continued nearly all cases. She is working with the City Administrator with an anticipated restart date with smaller dockets

on more days. She is hoping for June 1st but is monitoring the situation, hoping to firm up the decision in the middle of May.

Public Works
Mr. Ley reviewed current projects. Street projects currently under construction include Mission road from 119th to 127th Street, which is about five weeks from completion.

Mayor Dunn stated that the buried power lines look fabulous.

Councilmember Sipple agreed.

Mr. Ley stated that the 143rd Street project is on track for late October completion. The first phase will open 143rd and Kenneth intersection and will be complete in approximately four weeks. The Lee Boulevard project from 83rd to 95th Street was delayed. It will be bid in December with a February start date. Lee Boulevard in Phase 3, north of 83rd Street, will be delayed from 2021 to 2022. Also, 83rd Street will be reconstructed from the west city limits to State Line Road. It will occur in 2024.

Mayor Dunn asked about other monetary participants.

Mr. Ley stated that County Assistance Road System (CARS) funding for the Lee Boulevard project will be provided in 2021 and will not impact the ability to get funding on the next project.

Mayor Dunn asked if he anticipated that interest rates would still be as favorable in a year or two.

Mr. Ley said he did. All residential reconstruction projects were moved back two years with the 2021 residential recon being canceled to help with the expected budget shortfall. Mill and overlay projects will continue in order to avoid the need to reconstruct streets. Mission Road from 133rd to 143rd will continue with the design with anticipated construction in late 2020 and an 18-month construction schedule. The Cloister Stormwater project will begin the week of May 11th and will be managed by Prairie Village. The Leawood South Stormwater Management Advisory Council (SMAC) project will be delayed one year because of the issue of getting through condemnation through the courts. This delays the Waterford project, which will now go from April, 2021 to April, 2022. The metal pipe project will continue. Regarding Public Works and Stormwater Committee meetings, the logistics are still being discussed. Items up for discussion are Mission Road from 133rd to 143rd traffic study to determine whether it is a three- or four-lane section roadway election of a consultant for Lee Boulevard Phase 3 and 83rd Street project, and selection of a consultant for Mission Road from 85th to 92nd.

Councilmember Harrison asked how a traffic study on Mission could be conducted if 143rd and Kenneth is shut down, causing rerouting.

Mr. Ley stated that traffic was counted early in 2019 and the model will project future traffic volume.

Councilmember Cain asked if the website is current and how residents will be notified of delays, especially Mission Road.

Mr. Ley stated that letters would go out in the next couple weeks for the Leawood south SMAC project and for the Lee Boulevard project. The website will also be updated.

Councilmember Cain asked if KCP&L was done working on the Mission Road project and if the five-week projection was feasible.

Mr. Ley replied that it depends on the weather and that irrigation is the only system left to bury.

Councilmember Sipple referenced community discussion on Lee Boulevard project and the need for a children's crosswalk. He asked if that would be delayed or if something could be done.

Mr. Ley stated it would be delayed with the project.

Mayor Dunn pointed out that communication had already begun regarding the project. She thanked Mr. Ley for his hard work.

Human Resources

Mr. Sanders thanked everyone for their efforts to protect employees. He stated 20+ interviews have been conducted using social distancing to hire for eight openings. There have been seven new hires since March 13th. They appreciate the efforts Leawood has made to continue to employ everyone. Status quo is the goal as much as it is possible. He didn't know how the health insurance market will work, and it is a little high currently. Employees have had opportunities to access pension funds. Through legislation, employees have ability to utilize protected leave through FMLA and paid sick leave.

Councilmember Harrison stated that her employer has offered unpaid time off as an option. She asked if Leawood's staff has people working from home and how it was going. She asked if he felt any of the staff needed extra support in light of having to care for families and work from home.

Mr. Sanders replied that in this new reality, some employees are working remotely due to risk factors. Staggered start times have been implemented. The Family First legislation calls for protection for childcare issues. Emergency personnel are needed, so efforts are being made to cover that. The staff is gradually coming back on location with nearly 90% onsite.

Police

Chief Rettig reported that the Police Department is faring well. Staffing went through phasing, and remote work went relatively well. Some schedules were altered to observe social distancing as much as possible. The department stayed healthy overall with no confirmed cases of Covid-19. The department is doing well with equipment needs, though it could be a little better. The department has enough hand sanitizer but could use more masks and wipes. Residents have provided many donations.

Councilmember Cain asked how the public knew about the need for hand sanitizer.

Chief Rettig replied that they have just come with the donations. He expressed gratitude for all that has been done.

Councilmember Cain asked if there are no confirmed cases because there aren't tests or if there are truly no confirmed cases.

Chief Rettig replied that, as first responders, tests have been available to them.

Mayor Dunn asked if police cars only had one officer in each.

Chief Rettig replied that they do, other than the training officers, who must have two.

Fire

Chief Fitzgerald spoke about three upcoming openings, for which 31 people have applied. He spoke about accreditation. Documents were submitted, but the assessments have been put on hold. He anticipated late summer. Hearings in Phoenix before the commission have been canceled, so a six-month extension has been granted to the accreditation. After that, the department will go before the commission in Orlando in March for reaccreditation. The team reviewing documents has had all positive things to say. He spoke about Covid-19 and that the training and supplies have been exactly what was needed. The challenge was with cache of supplies with the high need and breakdown of supply chain. Supplies have come from unique places and have alleviated concern. Call volume hasn't increased as predicted; rather, call volume has reduced by 25-27% in Johnson County and 10% in Leawood, most likely because Leawood is primarily residential and not industrial. The current challenge is continuing with the public outreach elements such as CPR classes. He applauded the community for the continuous supplies being provided. He was grateful for people's understanding that homemade treats cannot be accepted. The personnel is grateful for the support from the City and Governing Body.

Mayor Dunn was pleased as well for the fortunate position the City is in.

Councilmember Sipple asked if any new equipment acquisition or equipment rehab would be delayed.

Chief Fitzgerald said he understood that there would be no delays because funding comes from the Public Safety side.

Councilmember Harrison asked how many nursing homes/assisted living facilities Leawood has.

Chief Fitzgerald replied that there are seven.

Councilmember Harrison asked if there was an increase in calls from those facilities.

Chief Fitzgerald said there hasn't been an increase. He understood many are taking preventative measures. Sunrise long-term care facility was linked to five cases and deaths attributed to it. The last positive case was 27 days ago, and the last death was near the 17th. In a given year, 27% of EMS calls come from long-term care facilities, and that has been consistent.

Councilmember Filla asked if special training had occurred for emergency responses, including special precautions. She also expressed appreciation for public outreach to provide participation in birthdays.

Chief Fitzgerald spoke about the joy the birthday parades have brought to the department. He expressed gratitude for the robust training his personnel have received and the daily updates on procedures, including nebulizing treatments. There are over 700 responders in the county between Fire and EMS, and all have been working well together.

Councilmember Osman offered congratulations on the appointment to Fire Chief. He asked if a plan is in place in case multiple firefighters are sick at the same time.

Chief Fitzgerald replied that the department is following a best practice model with temperature screens upon arrival, halfway through the shift, and at the end of the shift. There is training on reporting new symptoms. The Johnson County Medical Director is heavily involved in the area hospitals. He established testing for any first responder with a 24-hour turnaround. The sleeping quarters are separated, but the fire trucks don't allow for separation. Personnel takes every precaution possible.

Councilmember Osman asked about planning of Fire Station One.

Mr. Lambers replied that the property is being re-platted, and once it is complete, next steps will be decided in terms of moving forward with the deed restriction removal.

Councilmember Osman asked if the project would be put on hold if funds reduce from property tax or sales tax revenues.

Mr. Lambers replied that the project is to be bonded, so revenues won't affect it. The annual cost is not excessive and will proceed.

Mayor Dunn pointed out that Fire Station One has been put off for several budget seasons.

Mr. Lambers stated that the re-platting is intended to remove the internal property line to remove setbacks so the Fire Station can be moved farther south.

Parks and Recreation

Chris Claxton participated at the direction of the Governor through the Kansas Parks and Recreation Association (KRPA) Executive Director to develop a task force to show the phasing plan for almost 21 activities. The Leawood plan has been realigned with the Johnson County plan. She emphasized the importance of remaining aligned as a community because impacts can be far reaching. The plan will be shared with the City Administrator by Friday, May 15th. Some programs have been cancelled for summer, including The First Tee and Swim and Dive League. The Stage Company has canceled the Civil War production as well as the summer production. The spring soccer program has been canceled by the City. A suggestion was made to move the 4th of July fireworks to Labor Day without losing a deposit. The goal is to make positive social media posts, including art projects and photos of positive events. Ironhorse has put together a phased plan for reopening using touchless golf. The pool house design for the parks maintenance facility will continue, as will footings for the art pieces Inspiration and Women of the World. The goal is to deliver safe programs.

Mayor Dunn asked if the pool would open around the 4th of July.

Ms. Claxton replied that it has been discussed but that staffing and training are a challenge. The goal is to have an agency to use for information and guidelines, whether it is the National Swimming Pool Alliance or another. Many options are being discussed, including sessions or staggered openings. Social distancing is the main issue.

Mr. Lambers spoke about the fireworks and pointed out that the shuttle system will not work with the current social distancing requirements. He was not optimistic for Labor Day and asked for it to be an aspiration.

Councilmember Osman said that the Governor put out guidelines for reopening pools. He asked for clarification about the distinction between private pools and neighborhood pools.

Ms. Claxton stated that HOAs are currently getting pools ready and are hiring staff. They are able to do that because their configuration is different than the City's pools. She confirmed that the reopening of the pools is in Phase 2, but the social distancing still creates an issue. Even though the water is safe in terms of chlorine killing the bacteria and ultraviolet light, people still get close in the pool. The guidelines for reopening are not coming from the Governor. It is a logistically challenging exercise.

Councilmember Sipple stated that the Tomahawk Creek trail is incredibly crowded. He complimented the staff on the cleanliness of the area. He asked where the city stands on Women of the World at College and Tomahawk.

Ms. Claxton stated that footings are going in, and Inspiration needs to be refurbished.

Councilmember Sipple asked if they would both be up this year.

Ms. Claxton replied that she hoped they would be. The process to refurbish Inspiration takes two months, and she didn't know how far behind they were on the projects.

Councilmember Larson expressed gratitude for the efforts to keep the parks going. She pointed out that she was an advocate for opening Ironhorse Golf Course. Kansas and Johnson County have allowed golf courses to open, and Ironhorse remains closed. Crown Pass holders are expressing frustration about it not being open. She is interested in keeping staff and the public safe but that touchless golf appears to be a good outlet for people to enjoy the facilities. KU Med says touchless golf is fine. She advocated for opening Ironhorse and asked who makes that decision.

Ms. Claxton stated that she will get information and discuss the matter with Mr. Lambers the following day.

Councilmember Larson added that Johnson County courses have been open since March 30th.

Councilmember Sipple agreed with Mrs. Larson.

Councilmember Azeltine agreed about opening the course as well. He said that Johnson County Best Times had an article that talked about how to keep the golf courses safe. The new measures have been approved by the Johnson County Health Officer and the Director of the Johnson County Health and Environment Office. He appreciates the caution but urges moving forward.

Mr. Lambers replied that his reason or holding off was concern about compliance with social distancing. He was waiting for the order to lift.

Councilmember Cain also agreed with opening the course. She asked about Ten Cap on the courts.

Ms. Claxton said it would be up to Genesis because of their instructors. She spoke of the challenges in activities such as pickleball and tennis because people play doubles and get close.

Councilmember Cain echoed the sentiments about the trails being crowded. She asked if police were visiting the trails on bicycles.

Mayor Dunn stated that she saw one last week.

Chief Rettig stated that the bicycle unit was cut but that officers had been trained to do that, and he hoped to get them on the trails soon.

Councilmember Cain asked about considering a fireworks display on Labor Day and sync the display to music, encouraging residents to watch from cars.

Ms. Claxton mentioned that the Bike Walk Committee discussed striping big sections of the trail, which could help to keep people in line. She also thanked Scott Fanning and Chis Foley for their work creating the new counters and plexiglass.

Mayor Dunn thanked them for their efforts and also pointed out that citizens have remarked about bathrooms being locked on the trails and parks. She hoped for some sanitizing measures to be added.

Councilmember Filla thanked the staff for support of the community garden, which is sold out.

Councilmember Rawlings echoed the urging to open Ironhorse Golf Course. He recommended opening the course and not waiting for approval from City Council since it was not closed by City Council.

Mr. Lambers affirmed that he had the authority to open the course without City Council approval. He expected to be able to make an announcement for phased reopening.

Councilmember Cain asked if the City is being transparent online about what is being canceled and what is not.

Ms. Claxton replied that cancelations were handled individually based on registrations. Other items are still being discussed, such as T-Ball. The only information being shared is about what has officially been canceled.

Councilmember Cain pointed out that the Parks and Recreation guide is out and has dates and asked that it be considered. She also stated that she got a call from one of the HOAs about the pool, and she mistakenly thought the City issued a permit when it is the County Health Department. She asked if a tab refers visitors to the information.

Ms. Claxton stated something to redirect people could be added.

Councilmember Sipple hoped that the delays would be documented so councilmembers could pass information on to constituents who ask about them.

Ms. Claxton referred him to the Leawood website, where all the information will be shared. Protocol at all the facilities will be shared with staff in order to maintain safety measures.

Finance

Dawn Long shared that the audit was completed and will be presented in June. She spoke about the budge process. The Capital Improvement Plan (CIP) work session was canceled, and directors talked about the delaying of projects to save money. The Finance Department chose to not do bonding and encouraged rolling temporary notes into 2021 to save money on debt servicing in coming years. She worked with the financial consultant about refunding to get bond payments reduced in coming years. The best alternative is to do small refunding that will lower bond payments, and then they will go up in the following years, allowing time to recoup the revenue lost during this time. Area finance directors have been talking to the Eastern Kansas Government Finance Officers Association (EKGFOA) about the budget process, and everything is uncertain because the event is unprecedented. She was hoping for more information by the budget session in June.

Mayor Dunn had heard about other groups doing refunding and realizing tremendous savings. She asked why Leawood would only do a small refunding.

Ms. Long replied that after careful consideration, it wasn't recommended because the cost of refunding every issue would be quite high. The current plan appeared to be the best option for Leawood long term, but she could ask for research on the difference.

Councilmember Sipple asked about the closings and if the "Dark Store" theory would take hold.

Ms. Long replied that no one could answer that.

Councilmember Sipple stated that proponents are building their case for it, which could have a detrimental effect.

Ms. Long replied that Leawood is fortunate in that regard because of the lack of big-box retailers.

Councilmember Sipple asked if there would be a CIP work session with revised plans.

Ms. Long replied that it was canceled, and the new document was included in the packets. Approval of the CIP will be June 1st.

Councilmember Azeltine asked if Mr. Arterbury mentioned that the facility was set up to buy temporary notes.

Ms. Long replied that he did not but she could ask about it. One of the reasons he did not recommend a big refunding is the SEC made changes to bonding, and an advance refund becomes taxable.

Information Services

Ross Kurz stated that his staff came up with different solutions to set up remote access for working from home. They have been searching for permitting and licensing systems so the processes can be automated. There are all new screens at City Hall, and new audio-video equipment will help facilitate video streaming. Refinements will continue to occur, but it is working well.

Mayor Dunn thanked him for all his efforts.

Councilmember Larson asked to increase the volume.

Councilmember Osman stated that there are deficiencies that can be improved from an IT perspective, such as permitting and applications through the Planning Department with an online credit card service. He appreciated the efforts to improve the services.

Ms. Claxton reported that Prairie Village and Roeland Park voted to not open pools at all this summer. She sent the information to the task force.

Mayor Dunn asked if Leawood has to follow suit.

Ms. Claxton replied that it is not necessary to do so.

Mayor Dunn stated that Lenexa was planning to not open, and she thought Overland Park would open one pool.

Ms. Claxton said that Lenexa, Overland Park, and Olathe will only open one facility if they do open. It will be the most centrally located pool.

Mayor Dunn emphasized how important swimming is to children.

Councilmember Harrison asked if it was possible to open pools for swimming lessons only. She felt they are a life-saving activity and very different than hundreds of unsupervised kids at the pool, creating an enforcement challenge.

Ms. Claxton replied that none of the decisions being considered are based on finances. Swimming lessons are different because of the instructor and the potential for contact. It will be considered in the deliberations.

Councilmember Cain commented on the possibility to open only one pool in a city and the potential for overcrowding. She thought it would be unmanageable.

Ms. Claxton stated that the task force would consider all the questions, and they are looking to the agencies for direction.

Mr. Lambers stated that if Overland Park proceeds in that fashion, Leawood could expect a surge in non-residents.

Planning

Richard Coleman spoke about the electronic permitting and stated he and Mr. Kurz have been working on it for a few months. Currently, over 200 permits have been issued electronically since the Covid-19 stay-at-home orders began, and credit cards are being accepted for payment. Construction items are in full swing with no slowdown. About half of the staff works outside City Hall and has been able to continue. On the Planning side, about twelve items have been delayed. There are four building projects,

including the US Toy store that is being converted to a training center and Onspring at Nall and 135th Street. He stood for questions.

Councilmember Cain asked about Onspring and the training that will occur in the US Toy location.

Mr. Coleman replied that it is a 42,000-sq.-ft. office complex with two buildings, located in Cornerstone. It is a computer tech company. The training facility will include tennis and personal athletic training.

Councilmember Sipple asked about the opening date of the hotel in Cornerstone.

Mr. Coleman replied that there is not an opening date yet. Construction has not slowed down; in fact, construction in Leawood is fairly robust now.

Councilmember Cain was thrilled to hear that construction hasn't slowed down in Johnson County but wondered if it had slowed down in Johnson County as a whole.

Mr. Coleman replied that construction is a bright spot, while retail has been mostly shut down.

Councilmember Osman asked about the twelve projects on hold.

Mr. Coleman replied that they were delayed because the Planning Commission meeting could not be held.

Councilmember Osman asked about getting the Planning Commission running again.

Mr. Coleman replied that there are twelve items on the agenda, and they are scheduled for May 12th with a virtual meeting.

Mr. Torrez checked in to answer questions.

Mayor Dunn was encouraged that construction is robust.

Councilmember Harrison noticed the issuance for provisional massage therapy licenses was going to be delayed until it could be done safely. Jim Rawlings, Chuck Sipple and she are a part of Leawood Rotary and had a sexual trafficking informational event. Massage therapy is a concern in this area occasionally. Rotary International has made sex trafficking an issue. She asked where Leawood is with the permitting.

Ms. Bennett replied that Governing Body passed changes to massage therapy the first meeting in March. They will be allowed to reopen May 18th.

COMMITTEE RECOMMENDATIONS

12. PLANNING COMMISSION

[From the October 22, 2019 Planning Commission Meeting]

A. Ordinance amending Section 16-2-10.3 of the Leawood Development Ordinance entitled "Materials and Colors" and repealing existing Section 16-2-10.3 and other sections in conflict herewith (PC Case 39-19) [ROLL CALL VOTE] ***[Continued from***

December 2, 2019, January 21, 2020, March 2, 2020 and March 16, 2020 Governing Body Meetings] CONTINUED TO JUNE 1, 2020

[From the January 28, 2020 Planning Commission Meeting]

B. Ordinance approving Planning Commission's Recommendation of Denial of Request for Amended Preliminary Plan for Regents Park Multi-Family Development, located south of 135th Street and east of Kenneth Road (PC Case 04-20) [ROLL CALL VOTE] ***CONTINUED TO MAY 18, 2020***

[From the February 25, 2020 Planning Commission Meeting]

C. Resolution approving a Revised Final Plan for Camelot Court Waterway Gas and Wash Company located north of 119th Street and west of Tomahawk Creek Parkway (PC Case 11-20) [ROLL CALL VOTE*] [Continued from March 16, 2020] CONTINUED TO MAY 18, 2020*

[From the October 22, 2019 Planning Commission meeting]

D. Ordinance amending Section 16-4-5.4 of the Leawood Development Ordinance entitled "Required Parking Ratios" and repealing existing Section 16-4-5.4 and other sections in conflict herewith (PC Case 20-20) [ROLL CALL VOTE] ***[Continued from March 16, 2020] CONTINUED TO MAY 18, 2020***

13. OLD BUSINESS - None

14. OTHER BUSINESS - None

15. NEW BUSINESS

A. Ordinance amending Article 1 of Chapter 1 of the Code of the City of Leawood, 2000, by adding a new Section 1-121a pertaining to suspension of certain code requirements due to the COVID-19 Pandemic [ROLL CALL VOTE]

Ms. Bennett stated that the City Administrator wanted to make provisions in light of the closure of City Hall and other extenuating circumstances. This ordinance suspends the requirement that persons get a business license from July 1, 2020-July 1, 2021. It allows applicants to use the prior building code or the new building code as long as they filed before June 1st. This suspends the penalty for late pet licensing as long as it is paid before December 31, 2020. It allows for provisional, three-month massage licenses without fingerprinting. It also lowers the fee for alcohol, liquor, and malt beverage licenses to the statutory minimums where they exist.

A motion to approve Item 15A was made by Councilmember Azeltine, seconded by Councilmember Cain.

Councilmember Sipple approved of the measure because it will make it easier to do business in Leawood.

Motion was approved with a unanimous roll call vote of 8-0.

B. Ordinance calling for an election to be held on November 3, 2020, for the purpose of voting on a proposition to re-authorize the City of Leawood, Kansas to levy a one-eighth percent [.125%] City Retailers' Sales tax, in addition to the one percent [1.0%] currently

levied, with the City of Leawood, Kansas, and to use the revenue from the additional tax to fund an accelerated Residential and Thoroughfare Street Improvement Program and to make Stormwater Improvements when such improvements are not otherwise eligible for funds from other governmental sources. Such additional tax to take effect on July 1, 2021 and to end on June 30, 2028 [ROLL CALL VOTE] (F)

Mayor Dunn expressed the importance of education for the residents to understand what has been done with regard to this. She asked Mr. Lambers and the media to put something together to get out to the public.

Mr. Lambers reminded that the last cycle went from five to seven years, and this is continuing the seven-year cycle for the tax, and the rate remains the same.

Mayor Dunn pointed out that this is a continuation and not a new tax. She also talked about knowledge of how much is brought in on an annual basis is important. The money has intentionally been split evenly between streets and stormwater.

Councilmember Azeltine asked if the ballot wording would include the original authorization.

Ms. Bennett replied that Section 2 has the special question to be submitted.

Mr. Lambers stated that some cities have gone as much as ten years for this type of sales tax renewal.

Councilmember Azeltine thought it might be useful to include it in the language.

Mr. Lambers said that he would try to get an article in The Star talking about the history from inception, identifying the amount of revenue.

Mayor Dunn stated that Shawnee Mission Post is widely read.

Ms. Bennett stated that the first resolution was most likely in 2005.

Councilmember Azeltine thought it was before that.

A motion to approve Item 15B was made by Councilmember Cain, seconded by Councilmember Larson. Motion was approved with a unanimous roll call vote of 8-0.

C. Ordinance Amending Section 1-115 entitled "Quorum" and Section 1-117 entitled "Procedures" of the Code of the City of Leawood, Kansas, 2000, and Repealing Existing Sections 1-115 and 1-117 and Other Sections in Conflict Herewith [ROLL CALL VOTE]

Ms. Bennett stated that this clarifies virtual meeting, incorporating different methods of meetings. Planning Commission and committees are covered in Section 1-117 on procedures. They can only meet by teleconference in order to continue items; they cannot meet by teleconference and develop a quorum in order to act on items. This clarifies it and allows action by telephone or other interactive communication to take action.

A motion to approve Item 15A was made by Councilmember Rawlings, seconded by Councilmember Cain. Motion was approved with a unanimous roll call vote of 8-0.

ADJOURN

Meeting was adjourned at 9:38 PM

The next regular meeting of the Leawood Governing Body will be
Monday, May18, 2020

7C.

LFD

Memorandum

TO: **Peggy Dunn, Mayor**
City Councilmembers

CC: **Scott Lambers, City Administrator**

FROM: **Colin Fitzgerald, Fire Chief**

DATE: **18 May 2020**

SUBJECT: **Architectural Contract Amendment – Fire Station #1**

The contract with DeGasperi and Associates Architecture pertaining to the design of Fire Station #1 (Project #80158) has expired. The original contract was approved on October 24, 2016 by Resolution No. 4694 with an anticipated completetion date of March 1, 2017. A copy of that contract is attached.

Staff recommends that the Governing Body approve the attached amendment which adjusts the anticipated completion date to May 31, 2021 for the submittal of final plans. The total fee is amended to a fixed amount of $317,952, increased from $249,170. The funding will continue to come from the Capital Projects Fund 13290.

The orginal contract anticipated an 8,000 square foot facility with three bays. The attached amendment increases the facility size to 14,200 square feet, to include four bays.

Additional amendments designate the Leawood Fire Chief as both "Project Coordinator" and "Project Representative". Previously, Dave Williams had been identified as project coordinator.

7C.

RESOLUTION NO. _____

RESOLUTION APPROVING AND AUTHORIZING THE MAYOR TO EXECUTE AMENDMENT NO. 1 TO THE AGREEMENT DATED OCTOBER 24, 2016, BETWEEN THE CITY AND DEGASPERI AND ASSOCIATES ARCHITECTURE, EXTENDING THE TIME OF COMPLETION TO MAY 31, 2021 AND INCREASING THE MAXIMUM AMOUNT TO $317,952.00, PERTAINING TO FIRE STATION NO. 1, LOCATED AT 9609 LEE BOULEVARD [Project #80158]

WHEREAS, the City and DeGasperi and Associates Architecture ["DeGasperi"] desire to amend their agreement dated October 24, 2016 ["Agreement"].

NOW THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF LEAWOOD, KANSAS:

SECTION ONE: That the Governing Body hereby authorizes the Mayor to execute Amendment No. 1 to the Agreement, attached hereto as Exhibit "A," and incorporated herein by reference as if fully set out.

SECTION TWO: This resolution shall become effective upon passage.

PASSED by the Governing Body this 18th day of May, 2020.

APPROVED by the Mayor this 18th day of May, 2020.

[SEAL]

_____
Peggy J. Dunn, Mayor

ATTEST:

_____
Kelly Varner, City Clerk

APPROVED AS TO FORM:

_____
Patricia A. Bennett, City Attorney

AMENDMENT NO 1

THIS AMENDMENT ("Amendment") is agreed to by and between the City of Leawood, Kansas ("City") and DeGasperi and Associates Architecture ("Architect").

ARTICLE 1 – APPLICATION

This Amendment amends the Architectural Services Agreement for the Fire Station #1 Improvement Project, dated October 24, 2016, any amendments thereto and any work orders, work authorizations, purchase orders or documents of similar effect issued thereunder, between City and Architect (the "Agreement").

ARTICLE 2 – AMENDMENT

The Agreement is hereby amended as follows:

A. Paragraph 2 of the Agreement is amended to read:

The Fire Station No. 1 Project will consist of a 14,200 square foot facility that will include four bays and living quarters for a nine person crew. The Project will be constructed on City property located in and about the 9600 block of Lee Boulevard.

B. Section 1 is revised by amending the definition of Project Coordinator to read:

"Project Coordinator" means the person employed by the City and designated to act as the City's representative for the Project. The City's Project Coordinator is the Leawood Fire Chief.

C. Section II, paragraph 1 is amended to revise the Total Fee to a fixed amount of $317,952 for all Services as more fully described in the attached "Schedule C1".

D. Section II, paragraph 1 is amended to revise the date of submittal of final plans and specifications suitable for solicitation of competitive construction bid proposals by the Architect to the City to May 31, 2021.

E. Section IV, paragraph 5 is amended to read:

Project Representative: City has designated the Leawood Fire Chief as its Project Coordinator to represent the City in coordinating this Project with Architect, with the authority to transmit instructions and decisions of the City.

ARTICLE 3 – EFFECT

The effective date of this Amendment is _____. All other provisions of the Agreement, to the extent not inconsistent with this Amendment, remain in full force and effect. Any work performed prior to the effective date shall be treated as if performed under this Amendment.

The parties hereto have caused this Agreement to be executed in triplicate this ____ day of _____, 2020.

CITY OF LEAWOOD, KANSAS

By: _____
Peggy J. Dunn, Mayor

ATTEST:

_____
Kelly L. Varner, City Clerk

APPROVED AS TO FORM:

_____
Patricia A. Bennett, City Attorney

DEGASPERI AND ASSOCIATES
ARCHITECTURE

By: Jeff DeGasperi

Title: Pres.

Address: 6240 W. 135th St.

Overland Park, KS 66223

Phone: 913 647 5300

Email: jeff@daikc.com

SCHEDULE 'C1'

Proposal for Architectural/Engineering Services
LEAWOOD FIRE STATION # 1
9615 Lee Boulevard, Leawood

February 7, 2020

Chief Dave Williams
CITY OF LEAWOOD KANSAS, FIRE DEPARTMENT
14801 Mission Road
Leawood, Kansas 66224

Dear Chief Williams:

We respectfully present our Request for Additional Services as a "Supplemental Agreement" to the original Contract, as outlined below.

A. GENERAL DESCRIPTION OF CHANGES

A.1 GENERAL

a. The project had been put on hold approximately 3 years ago, to resolve several external factors. The project was nearly complete with Task 3 –Design Development Phase. Notice to re-commence has now been given.

b. The design scope has increased significantly from the originally conceived 8,000 sf station with 3 bays, to an approximately 14,200 sf station with 4 bays. Timing of recently introduced changes requested by the Owner will require 'backing up' in the design process.

c. The site configuration has recently changed due to purchase of additional property.

A.2 SCOPE OF SERVICES INCREASES:

a. The original suggested budget (approx. $4,000,000 for construction) was one factor used by the A/E team for basis of fees. New construction estimate is approximately $7,000,000. Percent increase is approximately 77%.
(Original A/E Fees were approx. 6.23% of Construction Budget).

b. The duration of project will be extended approximately 3.5 years. Inefficiency of the wait and extra energy to restart, as well as inflation, result in a basis for additional fees.

c. Building size has increased; from 8,000sf listed in original contract, to approximately 14,200 sf. A 77% increase.

A.3 DURATION INCREASE:

a. The duration of project has been delayed approximately 3-1/2 years. The date of the proposed submission of plans for bidding will need to change from the March 1, 2017 date in the Contract to approximately October 1, 2020.

C. COMPENSATION

C.1 ARCHITECTURAL FEE SCHEDULE (revised)

TASK 1:	PREDESIGN	$ 5,800
TASK 2:	SCHEMATIC DESIGN	~~$ 17,400~~ $ 21,400
TASK 3:	DESIGN DEVELOPMENT	~~$ 23,200~~ $ 36,200
TASK 4:	CONSTRUCTION DOCUMENTS	~~$ 46,400~~ $ 61,400
TASK 5:	BIDDING	$ 5,800
TASK 6:	CONSTRUCTION ADMINISTRATION	~~$ 15,080~~ $ 20,080
TASK 7:	CLOSEOUT SERVICES	$ 2,320
	Total Architectural Fees	~~**$116,000**~~ **$153,000** **(+32%)**

C.2 ENGINEERING CONSULTANT FEE SCHEDULE (revised)

		Civil/LA	Structural	MEP	Total
TASK 1:	PREDESIGN	~~$ 5,600~~ $ 7,600	$ 0	$ 2,000	~~$ 7,600~~ $ 9,600
TASK 2:	SCHEMATICS	~~$12,800~~ $17,800	$ 0	$ 3,510	~~$ 16,310~~ $ 21,310
TASK 3:	DESIGN DEV	~~$16,500~~ $18,500	~~$ 8,750~~ $14,000	~~$ 5,850~~ $ 8,000	~~$ 31,100~~ $ 40,500
TASK 4:	CONST. DOC	$24,750	~~$10,000~~ $16,000	~~$ 7,780~~ $11,122	~~$ 42,530~~ $ 51,872
TASK 5:	BIDDING	$ 1,500	~~$ 1,250~~ $ 2,000	~~$ 1,170~~ $ 1,600	~~$ 3,920~~ $ 5,100
TASK 6:	CONST ADMIN	$12,120	~~$ 5,000~~ $ 8,000	~~$ 2,340~~ $ 3,200	~~$ 19,460~~ $ 23,320
TASK 7:	CLOSEOUT	$ 1,500	$ 0	$ 750	$ 2,250
	Total Eng Fees	~~$74,770~~ $83,770 (+15%)	~~$25,000~~ $40,000 (+60%)	~~$23,400~~ $30,182 (+29%)	~~**$123,170**~~ **$153,952** **(+25%)**

C.2 REIMBURSABLE EXPENSES

Reimbursable expenses to be invoiced at 1.1 times the direct cost, are in addition to compensation for services and include expenses incurred by the Architect as follows:

1. Reimbursable Expenses:
   a. Reproductions: presentation materials, progress/coordination prints, color copies;
   b. Reproductions: permitting and bid phase packages (approx. qty. 20)
   c. Courier services and overnight delivery;
   d. Mileage at $0.55 per mile;
   e. Other similar project-related expenditures.
2. Geotechnical Report, by PSI Inc:
   a. Services to complete report - $ 4,975.

TOTAL EXPENSES (estimated allowance) ..... ~~$ 10,000~~
$ 11,000
(+10%)

C.3 PROJECT TOTAL..... ~~$ 249,170~~
$ 317,952
(+28%)

Staff Review

Fact Sheet

SUBJECT: **RESOLUTION APPROVING A PROFESSIONAL SERVICES AGREEMENT WITH GEORGE BUTLER ASSOCIATES FOR THE DESIGN OF THE CITY HALL BOILER REPLACEMENT**
May 18, 2020

DISCUSSION

The Public Works Department is requesting the approval of a Professional Services Agreement with George Butler Associates, Inc. (GBA) for the design of replacing the existing boilers at Leawood City Hall.

GBA is familiar with the project and was authorized in January of this year to analyze the existing hot water boiler system, review existing electrical drawings, conduct site visit, provide narrative on the findings, reviewing existing architectural drawings and determine access for any potential issues. A copy of the GBA assessment is attached.

The project was listed in our 2019 annual budget for $200,000 (with a life expectancy of 20+ years for $200,000) in "improvements to Parks, Buildings, Land and Technology Capital debt overview.

It is the recommendation of the Public Works Department the City Council approves the contract with George Butler Associates, Inc. (GBA) in the amount of $13,250.00 and authorizes the Mayor to sign same.

David Ley. P.E.
Director of Public Works

COUNCIL ACTION TO BE TAKEN

Approve Resolution & Agreement

STAFF RECOMMENDATION

- ☑ For
- ☐ Against
- ☐ No position

COMMITTEE RECOMMENDATION

- ☐ For
- ☐ Against
- ☐ No position
- ☑ No Assignment

POLICY OR PROGRAM CHANGE

- ☑ No
- ☐ Yes

OPERATIONAL IMPACT

COSTS

$13,250.00

FUND SOURCES

Leawood Project 74076

7D.

RESOLUTION NO. _____

RESOLUTION APPROVING AND AUTHORIZING THE MAYOR TO EXECUTE A PROFESSIONAL SERVICE AGREEMENT IN THE AMOUNT OF $13,250.00 BETWEEN THE CITY AND GEORGE BUTLER ASSOCIATES PERTAINING TO THE DESIGN OF THE CITY HALL BOILER REPLACEMENT

WHEREAS, the City is in need of the services for the design of boiler replacement at City Hall; and

WHEREAS, George Butler Associates ["Butler"] provides such services; and

WHEREAS, the parties desire to execute a Professional Service Agreement to provide such services.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF LEAWOOD, KANSAS:

SECTION ONE: That the Governing Body hereby authorizes the Mayor to execute a Professional Service Agreement between the City and Butler, in the amount of $13,250.00, attached hereto as Exhibit "A," and incorporated herein by reference as if fully set out.

SECTION TWO; This resolution shall become effective upon passage.

PASSED by the Governing Body this 18th day of May, 2020.

APPROVED by the Mayor this 18th day of May, 2020.

[SEAL]

_____
Peggy J. Dunn, Mayor

ATTEST:

_____
Kelly Varner, City Clerk

APPROVED AS TO FORM:

_____
Patricia A. Bennett, City Attorney

PROFESSIONAL SERVICES AGREEMENT

This Agreement is made this _____ day of _____, 20__, in Johnson County, Kansas, by and between the City of Leawood, Kansas ("City"), and **George Butler Associates, Inc. (GBA)** "Professional"

SECTION 1 – PROFESSIONAL'S DUTIES

Professional shall provide the following services:

Leawood City Hall boiler replacement design: Design of replacing the existing boilers with new no-condensing 85% premium efficiency boilers as listed on the attached Exhibit A.

SECTION II – COMPENSATION

City shall pay Professional on the basis and on the terms shown in Exhibit A attached hereto and incorporated herein by reference. City agrees to remit such payment to Professional within 30 days of receipt of a Professional's invoice.

SECTION III – TERM OF AGREEMENT

Professional understands that time is of the essence in this work and shall submit such reports in a timely fashion and shall, at a minimum, abide by the following schedule: The Boiler Replacement design shall commence on May 19, 2020 and must be completed by August 30th, 2020.

SECTION IV – TERM OF PAYMENT

The City shall pay Professional **THIRTEEN THOUSAND, TWO HUNDRED FIFTY DOLLARS AND NO CENTS ($13,250.00)** City agrees to remit such payment to Professional within 30 days of receipt of invoice.

SECTION V – TERMINATION

Either party may terminate this Agreement for its convenience upon seven (7) days written notice to the other party, provided, however, that Professional may not terminate the Agreement without completing any project delivered to it prior to said notice of termination. Upon termination, Professional shall return all documents and pending reports to City and City shall, within 30 days of receipt of a final invoice from Professional, pay Professional for sums for work incurred prior to the date of termination.

SECTION VI– INSURANCE

Professional shall maintain throughout the duration of this Agreement, insurance in, at a minimum, the amounts specified below, unless waived in writing by the City. The City

will only accept coverage from an insurance carrier offering proof that the carrier is licensed to do business in Kansas; carries a Best's Policyholder rating of A-:VII or better or otherwise approved by the City. The Professional is required to carry insurance while performing the proposed work for the City. The Professional will furnish a Certificate of Insurance to the City as part of their proposal. All general and automobile liability insurance shall be written on an occurrence basis unless otherwise agreed to in writing by the City. With the exception of professional liability, the Professional shall name the City as an additional insured in the amount of $500,000 for all claims determined to be subject to the Kansas Tort Claims Act. With the exception of professional liability, the Professional shall name the City as an additional insured for all other claims set forth below:

1. Professional Liability

Consulting Professional shall maintain insurance coverage for two (2) years beyond the term of this Agreement, Professional Liability Insurance in an amount not less than One Million Dollars ($1,000,000), each claim/aggregate, and shall provide City with certification thereof.

2. Commercial General Liability

(a) General Aggregate..... $2,000,000.00
(b) Personal and Advertising Injury (Each Person)..... $1,000,000.00
(c) Each Occurrence..... $1,000,000.00

3. Automobile Liability

Policy shall protect the Professional against claims for bodily injury and/or property damage arising out of the ownership or use of any owned, hired and/or non-owned vehicle and must include protection for either (a) Any Auto; or (b) All Owned Autos, Hired Autos, and Non-Owned Autos.

(a) All autos Combined Single Limits (CSL).....$1,000,000.00
(b) Uninsured motorists.....$1,000,000.00

Umbrella policy may be used to meet coverage limits.

Policy shall protect the Professional against claims for bodily injury and/or property damage arising from the ownership or use of all owned, hired and/or non-owned vehicles and must include protection for either of the above-specified amounts. Limits of liability protection are the same as the limits for the Commercial General Liability section.

4. Workers Compensation (includes "all states" insurance)
   (a) Workers Compensation.....Statutory
   (b) Professional shall also be protected against claims for disease, injury, or death of employees, which, for any reason, may not fall within the provisions of a Workers Compensation Law.
   (c) Employer's Liability:

Bodily Injury by Accident	$500,000 each accident
Bodily Injury by Disease	$500,000 policy limit
Bodily Injury by Disease	$500,000 each employee

5. Sub-consultant's Insurance. If any part of this Agreement is to be sublet, the Professional shall either:

(a) Cover all sub-Professionals under its insurance policies; or

(b) Require each sub-Professional not so covered to secure insurance which will protect against applicable hazards or risks of loss as and in the minimum amounts designated herein, unless waived by the City.

6. Notice of Claim Reduction of Policy Limits

The Professional, upon receipt of notice of any claim in connection with the Proposal, shall promptly notify the City, providing full details thereof, including an estimate of the amount of loss or liability.

The Professional shall promptly notify the City of any reduction in limits of protection afforded under any policy listed in the Certificate in excess of $100,000.00, whether or not such impairment came about as a result of this Contract.

SECTION VII - INDEMNITY

The Professional shall defend, indemnify, and hold harmless the City and any of its agencies, officials, officers, or employees from and against damages, liability, losses, costs, expenses, of any nature whatsoever, whether incurred as a judgment, settlement, penalty, fine or otherwise (including reasonable attorneys' fees and the cost of defense), in connection with any action, proceeding, demand or claim arising out of or resulting from the negligence, in whole or in part, of the Professional, its employees, agents, or sub-consultants, or others for whom the Professional is legally liable.

SECTION VIII – ASSIGNMENT

The parties hereto agree that neither shall assign, sublet, delegate or transfer their interest or duties in this Agreement without the written consent of the other party and further agree that this Agreement binds the parties, and their heirs and successors.

SECTION IX – PRIOR STATEMENTS NOT BINDING

It is understood and agreed that the written terms and provisions of this Agreement shall supersede all prior written or verbal statements of any representative of the parties hereto and such statements form no part of this Agreement. The parties acknowledge that this Agreement may not be amended or modified except in writing signed by both parties hereto.

SECTION X – INDEPENDENT PROFESSIONAL

Professional is an independent Professional and as such is not an employee of City. Professional is responsible for any and all federal, state and local taxes.

SECTION XI – EQUAL OPPORTUNITY

Professional shall observe the provisions of the Kansas Act Against Discrimination and shall not discriminate against any person in the performance of work under this Agreement because of race, religion, color, sex, sexual orientation, gender identity, disability, national origin or ancestry; in all solicitations Professional shall include the phrase, "equal opportunity employer"; if Professional fails to comply with the manner in which Professional reports to the commission in accordance with the provisions of K.S.A. 44-1031 and amendments thereto, Professional shall be deemed to have breached this Agreement and it may be canceled, terminated or suspended, in whole or in part, by City; if Professional is found guilty of a violation of the Kansas Act Against Discrimination or any other act banning discrimination or retaliation, under a decision or order of the commission which has become final, Professional shall be deemed to have breached this Agreement and it may be canceled, terminated or suspended, in whole or in part, by City; and Professional shall include the provisions of this paragraph in every subcontract or purchase order so that such provisions will be binding upon such subcontractor or vendor.

SECTION XII – LIEN WAIVERS

The Professional will provide the City with a list of any subcontractors or others performing work on this project and the Professional will not use any other subcontractors or others on the project. The Professional will provide a lien waiver from any such subcontractor. Such waivers will hold the City free from any liens for work or materials and must be received by the city prior to final payment to the Professional.

SECTION XIII– APPLICABLE LAW

This Agreement shall be construed under the laws of the State of Kansas.

IN WITNESS WHEREOF, the parties have caused this Agreement to be executed on the date above written.

City of Leawood:

By:_____
Peggy J. Dunn, Mayor

ATTEST:

_____

Kelly L. Varner, City Clerk

APPROVED AS TO FORM:

_____
Patricia A. Bennett
City Attorney

Professional:

_____

Print Name:_____

By:_____

Title:_____

Address:_____

Email_____

BOILER ASSESSMENT
LEAWOOD CITY HALL BOILER REPLACEMENT STUDY

Leawood, Kansas
GBA Project NO. 14463
02/14/2020

9801 Renner Boulevard, Suite 300
Lenexa, KS 66219
913.492.0400
www.gbateam.com

9801 Renner Boulevard,
Suite 300
Lenexa, KS 66219

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9801 Renner Boulevard,
Suite 300
Lenexa, KS 66219

Executive Summary

The Leawood City Hall staff commissioned GBA to investigate different options for the replacement of the existing hot water boilers at City Hall since the existing boilers are nearing their manufacturer stated end of life. The City of Leawood expressed interest in potentially replacing the existing non-condensing boilers with condensing type boilers to improve efficiency and provide energy usage savings.

GBA conducted an energy analysis on three options to replace the existing boilers:

- standard efficiency non-condensing boilers (81% maximum)
- premium efficiency non-condensing boilers (85% maximum)
- condensing boilers (91% maximum).

The results of this energy analysis are summarized below in Table 1.

Table 1: Boiler Option Life Cycle Cost Summary

Option Number	Description	New Annual Fuel Cost	Original Annual Fuel Cost	Annual Fuel Savings	Initial Construction Cost	Payback Period
Option 1	Non-Condensing 81% Standard Efficiency Boilers	$11,448	$11,592	$144	$75,500	Base
Option 2	Non-Condensing Premium Efficiency (85%) Boilers	$10,910		$682	$81,100	8 years
Option 3	Condensing 91% Efficiency Boilers	$10,502		$1,090	$120,400	41 years

The energy analysis summary shows that Option 3 has the lowest annual operating cost and Option 1 has the lowest initial construction cost. If the main project driver for the City of Leawood is minimum cost, then Option 1 utilizing standard efficiency non-condensing boilers is the best option. If, however, the main priority behind this project is for the City of Leawood to maximize energy usage savings, then Option 3 utilizing condensing boilers is the best option. Option 2 provides an in-between solution with slightly higher cost than Option 1 but some improved energy savings.

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Project Introduction and Overview

The City Hall is a multi-story building with a basement located in Leawood, Kansas. The City Hall provides a wide range of services to the community. It contains office spaces, breakrooms, and a city council chamber. The basement contains mechanical HVAC equipment, hot water heaters, electrical cabinets and storage space. Figure 1 shows a satellite photo of City Hall.

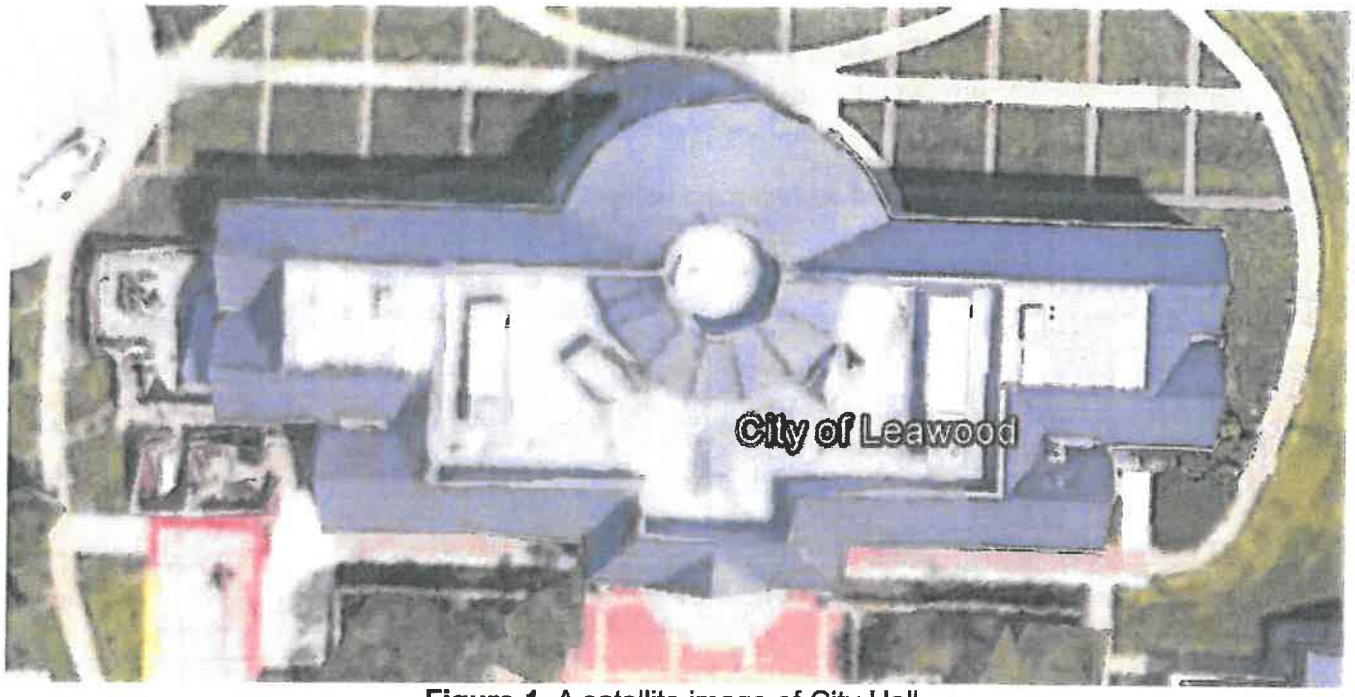

Figure 1 A satellite image of City Hall.

The building has two non-condensing boilers that serve the HVAC heating needs of the building. The boilers are located on concrete housekeeping pads within a mechanical room in the basement. Boiler exhaust gases are vented through a metal boiler flue that runs up through the building inside a shaft enclosure and terminates on the roof. As-built drawings indicate the existing boiler flue is 14" in diameter and is contained within a 2 hour fire rated shaft enclosure. Existing access to the mechanical room is through a single 3'-0" W. X 6'-8" H. door.

At nearly 20 years in operation, the boilers are quickly approaching the end of their expected service life. The original units purchased were only 80% efficient and because of degradation of the equipment due to their age, these units have even lower efficiencies.

The boilers were initially designed to operate one unit at a time with the other unit being redundant. However, in a past upgrade, the controls were changed to stage the boiler operation with a lead/lag configuration to meet the high demand in the winter.

The boilers supply a hot water loop that runs throughout the building. The loop is connected to variable air volume (VAV) terminal boxes with reheat coils. The reheat coils, in conjunction with unit heaters and baseboard heaters provide heating to the rooms they serve.

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Leawood City Hall staff is considering a project to replace the boilers one at a time with higher efficiency boilers. The staff has requested GBA assess the areas served by this new equipment, determine if a higher efficiency system will operate properly, evaluate new system options, and provide energy and cost analyses of the options. In addition, GBA was instructed to include a new make-up water treatment system for the boilers.

Site Visit

GBA conducted a site visit of the Leawood City Hall. The purpose of the site visit was to gather information about the building's mechanical hot water and HVAC systems, construction details, and day to day operations. The team gathered information about the City Halls' boiler room as well as collected natural gas bills for the 2018 and 2019 years.

The team documented locations, sizes and manufacturers of the boilers, and the associated equipment. Key boiler parameters are as follows:

- Make and model: Burnham 4FW-63-40-G-PF
- natural gas fuel
- working pressure of 30 psi
- input of 659 MBH
- output of 527 MBH

The team observed the location of the makeup air duct, the location of the outside louver, and visually verified the location and access to the boiler flues.

During the pre-bid site visit, City staff noted they occasionally smelled natural gas in the boiler room and raised concerns the existing make-up air quantity could be inadequate. The City staff also let GBA know the outside air louver in the exterior pit had not been cleaned in a few years.

Figure 2, below, contains a photo of one of the existing boilers. Figure 3, below, is a photo of one of the existing make-up and combustion air ducts.

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Figure 2 One of the existing boilers.

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Figure 3 Existing Mechanical Room makeup and combustion air ducts.

Once the site visit was completed, GBA completed an energy analysis and determined mechanical system options summarized in the following sections.

Energy Analysis

GBA developed an energy analysis based on the monthly cost of natural gas for the 2018 and 2019 years provided to GBA by the City Hall staff. Since the bills did not include actual monthly natural gas usage with the associated monthly cost, GBA used average dollars per thousand cubic feet ($/MCF) for Kansas given for the 2018 and 2019 years per the U.S Energy Information website https://www.eia.gov/dnav/ng/hist/n3020ks3m.htm. From the average cost information, GBA estimated the amount of natural gas used for each month and the total for each of the years. The results of this energy analysis are summarized in Table 2.

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Table 2: Existing Boiler Energy Analysis Results for 2018 and 2019

	2018	2019
Annual Natural Gas Consumption (MCF)	1,328	1,377
Annual Operating Cost ($)	$11,919	$11,227
Average Operating Cost ($)	$11,592	
Average Natural Gas Consumption (MCF)	1,352	

The above table assumes the existing boilers were operating at a combined efficiency of 80% during the time frame considered and that the boilers consumed 95% of the natural gas brought to the building.

From the calculated monthly natural gas MCF usage rates and the average monthly temperature found in the *2017 ASHRAE Handbook – Fundamentals,* GBA calculated the average hot water return temperature. Utilizing this hot water return temperature and the manufacturer stated efficiency rates of each of the options, the monthly and annual cost for each option was determined.

Table 3: Summary of City Hall Energy Consumption for 2018 and 2019

Facility Historical Utility Records								
Utility Type:					Natural Gas			
Provider:								
	2018				2019			
	Rate* Average ($/Mcf)	Usage (Mcf)	Usage (MMbtu)	Monthly Cost ($)	Rate* Average ($/Mcf)	Usage (Mcf)	Usage (MMbtu)	Monthly Cost ($)
January	7.88	273	287	$2,154	7.65	296	311	$2,266
February	8.11	239	251	$1,942	7.08	291	305	$2,059
March	9.06	150	158	$1,363	7.15	206	216	$1,474
April	9.72	140	147	$1,360	7.29	85	90	$623
May	11.71	65	69	$766	10.24	72	76	$738
June	12.20	46	48	$563	11.28	46	48	$515
July	13.20	43	46	$573	12.21	51	54	$625
August	12.85	43	46	$557	13.01	37	39	$487
September	12.39	46	48	$564	11.90	42	44	$498
October	8.93	85	90	$763	7.99	65	68	$517
November	6.88	86	90	$590	6.48	108	113	$698
December	7.52	180	189	$1,352	8.79	150	157	1,317
Yearly Averages	8.55	116	122	$1,046	7.77	121	127	$985
Yearly Totals ***		1,398	1,468	$12,547		1,449	1522	$11,818

* Rates are an average value for each full month and include all monthly charges, surcharges, taxes, and fees.

** Usage and cost numbers shaded in light-red were not reported on utility bill information and were approximated utilizing the average rate from the prior three months of known usage.

*** Yearly totals shaded in light-red are approximations based on EIA gas pricing.

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Boiler Sizing

City of Leawood staff provided GBA with a data log of the existing boiler system temperature profile for several days. The coldest outside air temperature recorded was 20°F. At that minimum temperature, the boilers operated approximately 80% of the time. Extending this analysis to determine if adequate boiler capacity exists for lower outside air temperatures which will likely occur during most winters (the ASHRAE 99% design temperature of 9°F), GBA's analysis found the boilers are sized adequately with little excess capacity remaining. GBA therefore recommends boilers of the same or similar capacity to be installed.

Outside Air (Combustion Air) Analysis

Due to the City staff concerns regarding the occasional smell of natural gas in the mechanical room, GBA analyzed the combustion air requirements for the boilers by reviewing the minimum outside air opening size requirements for the City of Leawood boiler room:

2015 International Fuel and Gas Code (IFGC) *Section 304.6.2 One-permanent-opening method* states *"...the opening shall directly communicate with the outdoors, or spaces that freely communicate with the outdoors and shall have a minimum free area of 1 square inch per 3,000 Btu/h (734mm^2/kW) of the total input rating of all appliances located in the enclosure."*

Given that each of the existing boilers have an input of 659 MBH of input and the hot water heater has an input of 80 MBH, the total input MBH for the boiler room is 1,398 MBH.

Based on the 1 square inch / 3 MBH requirement from the Code and the total heating input of 1,398 MBH in the room, GBA calculated that a total of 466 square inches (3.2 square feet) of free area is required by Code for the outdoor louver sizing. GBA was not able to directly measure the area of the existing louver since it is located in a pit below grade. Based on visual observation, GBA is estimating the louver sizing is equal to or larger than 2ft x 2ft. In addition, GBA measured the existing outside air duct at 48" x 10" which is 480 square inches of free area. Both the visual observation of the louver and the resulting duct sizing indicates the outside air system is properly sized.

Since GBA was informed the louver in the pit had not been cleaned in a few years, GBA recommends the City inspect and clean the louver to ensure proper airflow that may help mitigate the natural gas smell.

Another option if the smell of gas persists is to install a forced draft fan in the ductwork interlocked to the boilers to provided additional airflow.

Summary of Option Systems

GBA examined three different types of boilers replacing the existing boilers that met the buildings heating requirements:

- standard efficiency non-condensing boilers (81% maximum)
- premium efficiency non-condensing boilers (85% maximum)
- condensing boilers (91% maximum).

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To determine how each option would perform, GBA conducted an energy analysis of all three options. Using this analysis, an annual operating cost, annual energy consumption and simple payback were calculated. A brief summary of each of the considered systems is provided below.

Option 1: Non-Condensing 81% Standard Efficiency Boilers

A new standard efficiency boiler is 81% efficient, which is an improvement from the 80% efficient boilers currently installed. For this analysis, GBA utilized a copper fin Lochinvar CBN boiler. A summary of the energy analysis is as follows:

- annual fuel cost = $11,448
- annual fuel cost savings = $144
- construction installation cost (first cost) = $75,500
- payback period = Base Option

This option is a like-for-like replacement but with a slightly lower annual cost. The new boiler will fit through the existing man door to the mechanical room. The new boilers are longer than the original and will require the existing equipment pad to be extended length wise.

Option 2: Non-Condensing 85% Premium Efficiency Boilers

This option increases the efficiency of the boilers but results in a higher initial cost. For this analysis, GBA utilized a copper fin Lochinvar CHN boiler. A summary of the energy analysis is as follows:

- annual fuel cost = $10,910
- annual fuel cost savings = $682
- construction installation cost (first cost) = $81,100
- payback period = 8 years

The new unit fits through the existing man door but like the 81% option, above, requires the existing equipment pad to be extended length wise.

Option 3: Condensing Boilers

This option maximizes the natural gas consumption savings but results in the highest initial cost. The efficiency of this unit approaches 91% at 120F hot water return, but the efficiency depends on the hot water reset temperature schedule. The efficiency of condensing boilers increases as the hot water return temperature to the boiler decreases. Condensing boilers have the best efficiency in the summer when the boiler is used only for reheat purposes, when the building is in cooling mode. For this analysis, GBA utilized a fire tube Lochinvar FTX boiler. A summary of the energy analysis is as follows:

- annual fuel cost = $10,502
- annual fuel cost savings = $1,090
- construction installation cost (first cost) = $120,400
- payback period = 41 years

The new unit from Option 3 fits through the mechanical room door and does not require any modification to the existing equipment pad. This option will require the existing metal boiler flue to be removed and replaced with a new flue designed for the higher corrosion resulting from the lower flue temperatures of the condensing boiler. Replacing the metal boiler flue may require removal of the existing shaft enclosure walls and reconstructing the shaft enclosure with new, 2-hour rated walls to maintain the rating required by the current building code. If the existing shaft enclosure must be removed and reconstructed the construction installation cost will be $30,000 to $40,000 more than the

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$120,400 amount above. The $120,400 amount assumes the new boiler flue can be installed without removal of the existing shaft enclosure. The boiler flue termination through the roof will also require removal and replacement to match the new flue type.

The results of the energy analysis are summarized in Table 4 and Figures 4 through 6, below. The table and figures provide the annual gas consumption as well as the annual operating costs for each of the three options.

Table 4: Energy Analysis Results for Each System Option

	Existing Boilers	Option 1: 81% Eff.	Option 2: 85% Eff.	Option 3: Cond. 91% Eff.
Annual Natural Gas Consumption (MCF)	1,352*	1,336	1,273	1,229
Annual Operating Cost	$11,592*	$11,448	$10,910	$10,502

*Averages taken between 2018 and 2019 years.
**All natural gas rates ($/MCF) and usage (MCF) calculated from the U.S Energy information administration and 2018 the 2019 monthly natural gas bills.

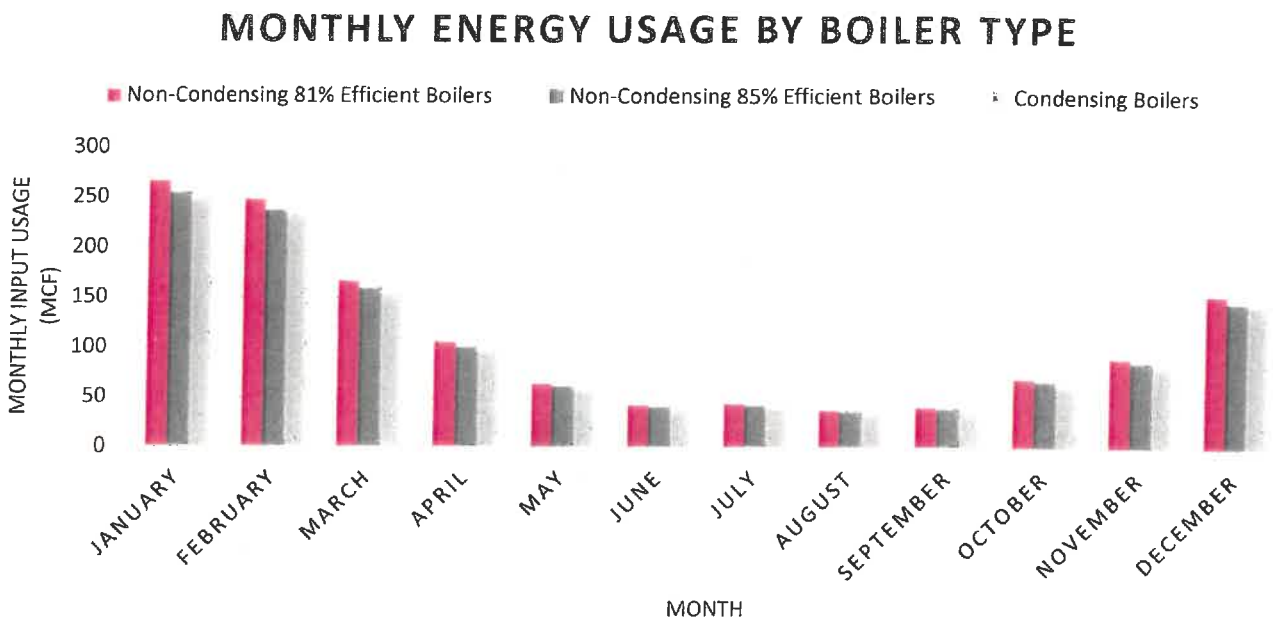

Figure 4: Graph of the Monthly Energy Usage by Each Boiler Type.

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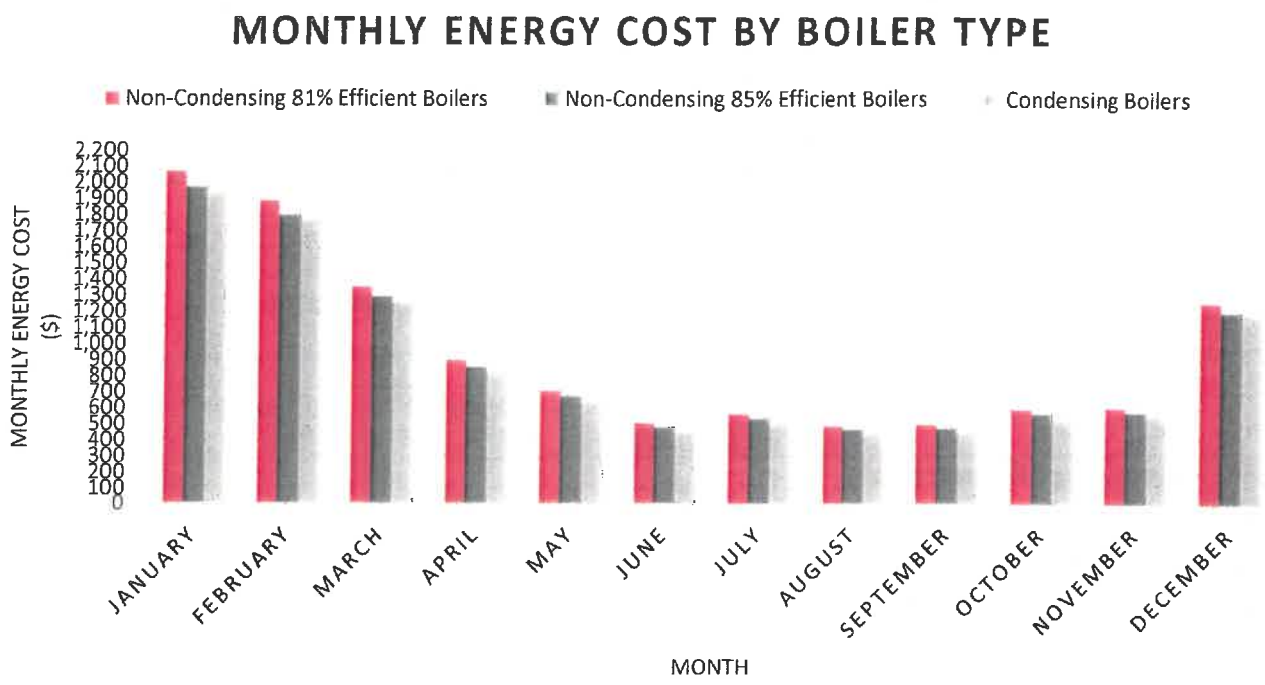

Figure 5: Graph of the Monthly Energy Cost For Each Boiler Type.

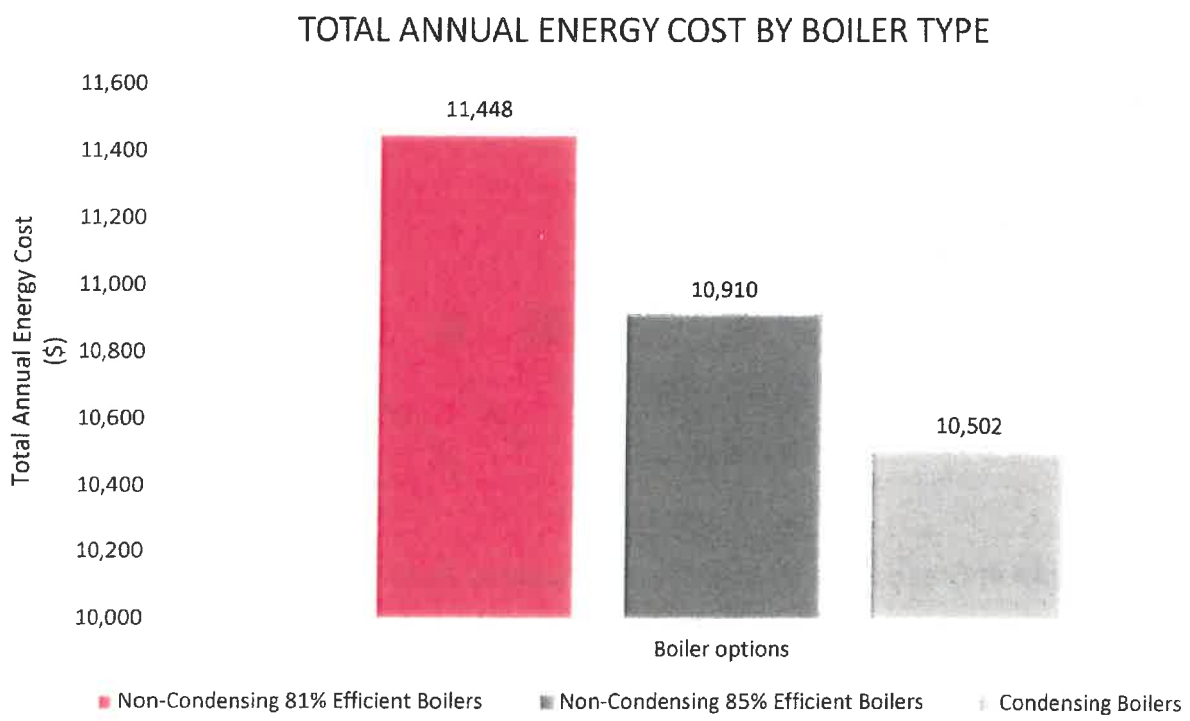

Figure 6: Graph of the Total Annual Energy Cost For Each Boiler Type.

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The cost of each option and the simple payback analysis for each option is summarized in Table 5. Current utility prices were utilized for the analysis.

Table 5 Simple Payback Calculation for the Options

Payback Summary Table			
	Option 1: 81% Eff.	Option 2: 85% Eff.	Option 3: Cond. 91% Eff.
Total Installed Cost	$75,500	$81,100	$120,400
Annual Fuel Cost	$11,448	$10,910	$10,502
Simple Payback Period Compared to Option 1	BASE	8	41

Conclusion

The calculated annual operating costs show that Option 3 is the least expensive to operate but has the highest installed cost and corresponding payback period. The payback period of Option 3 is significantly higher than the other options due to the required replacement of the existing flues and the potential necessity to remove and reinstall the fire rated shaft enclosure.

The high efficiency non-condensing boiler has a payback of 8 years. While this may not be a desirable payback period for investment, internal initiatives by the City to reduce energy consumption and increase sustainability may justify the investment.

Advancements in boiler technology has incrementally improved the efficiency of the base boiler option. While the estimate shows a small increase in efficiency, the actual gains may be higher than anticipated as the existing boilers are likely covered in debris and internal scale, reducing the assumed efficiency in this report.

Staff Review

Fact Sheet

SUBJECT: **APPROVE AN INDEPENDENT CONTRACTOR AGREEMENT WITH KOHLER POWER SYSTEMS FOR GENERATOR REPLACEMENT PUBLIC WORKS FACILITY**
MAY 18, 2020

DISCUSSION

The Public Works Department is requesting approval of an Independent Contractor Agreement with Kohler Power Systems for a generator replacement at the Public Works Facility.

The current generator has fuel injectors that are not working properly causing it to fail. Many times the unit smokes and is not operating safely.

Upon checking to repair parts for the unit, the pieces are so expensive that the cost to repair is not a good option as the generator is 20 years old. Staff is recommending to replace the unit to provide better quality service and less cost in the long run.

Sourcewell provided co-op pricing from Kohler Power Systems who can install a unit for $63,274.88. This new unit will also run quieter making it more friendly to the neighborhood.

The Department requests the authorization of this emergency purchase from Kohler Power Systems for the Generator Replacement at the Public Works Facility for the price of $63,274.88, authorizing the Mayor to sign the Agreement.

David Ley. P.E.
Director of Public Works

COUNCIL ACTION TO BE TAKEN

Approve Resolution and authorize Agreement to purchase generator

STAFF RECOMMENDATION

☑ For

☐ Against

☐ No position

COMMITTEE RECOMMENDATION

☐ For

☐ Against

☐ No position ☑ No Assignment

POLICY OR PROGRAM CHANGE

☑ No ☐Yes

OPERATIONAL IMPACT

COSTS & FUND SOURCES

$63,274.88

Capital Program Fund

7E.

RESOLUTION NO. _____

RESOLUTION APPROVING AND AUTHORIZING THE MAYOR TO EXECUTE AN INDEPENDENT CONTRACTOR AGREEMENT IN THE AMOUNT OF $63,274.88 BETWEEN THE CITY AND KOHLER POWER SYSTEMS FOR THE GENERATOR REPLACEMENT AT THE PUBLIC WORKS FACILITY, LOCATED AT 14303 OVERBROOK

WHEREAS, the City is in need of services pertaining to generator replacement at the Public Works Facility;

WHEREAS, Kohler Power Systems ["Kohler"] provides such services; and

WHEREAS, the parties desire to execute an Independent Contractor Agreement regarding such services.

NOW THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF LEAWOOD, KANSAS:

SECTION ONE: That the Governing Body hereby authorizes the Mayor to execute an Independent Contractor Agreement between the City and Kohler, in the amount of $63,274.88, attached hereto as Exhibit "A," and incorporated herein by reference as if fully set out.

SECTION TWO: This resolution shall become effective upon passage.

PASSED by the Governing Body this 18th day of May, 2020.

APPROVED by the Mayor this 18th day of May, 2020.

[SEAL]

_____
Peggy J. Dunn, Mayor

ATTEST:

_____
Kelly Varner, City Clerk

APPROVED AS TO FORM:

_____
Patricia A. Bennett, City Attorney

CITY OF LEAWOOD

Independent Contractor Agreement

AGREEMENT BETWEEN the City of Leawood, Kansas ("City"), a Kansas Municipal

Corporation located at 4800 Town Center Drive, Leawood, Kansas, and **Kohler Power Systems**

("Independent Contractor"), dated _____.

The Independent Contractor is a (n):
__Individual
__Sole proprietorship
__Partnership
__Corporation

The Independent Contractor is located at:

Address:	**9910 Lakeview Avenue**
City/State/ZIP:	**Lenexa, Ks. 66219**
Business Telephone:	**913)213-5600 (after hours: 913)232-2678)**
Email:	jmorton@ckpower.com

The Independent Contractor's Social Security or Employer Identification Number is:

_____ or ON FILE

IN CONSIDERATION of the promises and mutual covenants and agreements contained herein, the parties agree as follows:

A. Work to Be Performed
City desires that the Independent Contractor perform, and the Independent Contractor agrees to perform, the following work:

Provide and install diesel generator set including remote annunciator panel in the fire alarm room at the Leawood Maintenance Facility located at 14303 Overbrook Road, Leawood, Ks. 66224 as listed on the attached "Exhibit A".

Independent Contractor warrants to City that the materials and workmanship provided hereunder shall be free from defect for a period of one year from completion.

Independent Contractor shall provide copies of manufacturers' warranties on all equipment installed and supplied by the Contractor under this agreement.

B. Term of Agreement

The services called for under this Agreement shall commence on _____, and shall be concluded on or before _____. All work shall be coordinated with City representative: **Bill Chance, Facilities Supervisor**, at times approved in advance.

C. Terms of Payment

The City shall pay Independent Contractor, **SIXTY-THREE THOUSAND, TWO HUNDRED SEVENTY-FOUR DOLLARS AND EIGHTY-EIGHT CENTS ($63,274.88)** City agrees to remit such payment to Independent Contractor within 30 days of receipt of an invoice.

☐ Check if tax exemption is requested. Tax exemption is applicable in State of Kansas for goods only on this project.

D. Reimbursement of Expenses

City shall not be liable to the Independent Contractor for any expenses paid or incurred by the Independent Contractor unless otherwise agreed to in writing.

E. Federal, State, and Local Payroll Taxes

Federal, state, and local income tax and payroll tax of any kind shall not be withheld or paid by the City on behalf of the Independent Contractor or the employees of the Independent Contractor. The Independent Contractor is not an employee and shall not be treated as an employee with respect to the services performed hereunder for federal, state, or local tax purposes.

F. Responsibility for Workers' Compensation and other Insurance

The City will not obtain workers' compensation insurance covering the Independent Contractor or employees of the Independent Contractor. The Independent Contractor shall comply with the workers' compensation law concerning the Independent Contractor and the employees of the Independent Contractor. Independent Contractor shall also procure sufficient insurance to cover general liability, personal injury and property damage.

Independent Contractor shall maintain throughout the duration of this Agreement, insurance in, at a minimum, the amounts specified below, unless waived in writing by the City. The City will only accept coverage from an insurance carrier offering proof that the carrier is authorized to do business in Kansas; carries a Best's Policyholder rating of A-:VII or better or is otherwise approved by the City. The Independent Contractor is required to carry insurance while performing the proposed work for the City. The Independent Contractor will furnish a Certificate of Insurance to the City as part of their proposal.

All general and automobile liability insurance shall be written on an occurrence basis unless otherwise agreed to in writing by the City. The Independent Contractor shall name the City as an additional insured in the amount of $500,000 for all claims determined to be subject to the Kansas Tort Claims Act. The Contractor shall name the City as an additional insured for all other claims set forth below:

1. Commercial General Liability

(a) General Aggregate..... $2,000,000.00

(b) Products / Completed Operations Aggregate..... $2,000,000.00

(c) Personal and Advertising Injury (Each Person)..... $1,000,000.00
(d) Each Occurrence..... $1,000,000.00

2. *Automobile Liability*

Policy shall protect the Contractor against claims for bodily injury and/or property damage arising out of the ownership or use of any owned, hired and/or non-owned vehicle and must include protection for either (a) Any Auto; or (b) All Owned Autos, Hired Autos, and Non-Owned Autos.

(a) All autos Combined Single Limits (CSL).....$1,000,000.00
(b) Uninsured motorists..... $1,000,000.00

3. Umbrella policy may be used to meet coverage limits. An umbrella or excess liability policy in the minimum amount of $2,000,000, each occurrence $2,000,000 aggregate is required. The umbrella or excess policy must be at least as broad as the underlying policies and include the following protection.

1.) *General Liability;*

2.) *Automobile Liability; and*

3.) *Employers' Liability.*

4. *Workers Compensation (includes "all states" insurance)*

(a) Workers Compensation.....Statutory
(b) Contractor shall also be protected against claims for disease, injury, or death of employees, which, for any reason, may not fall within the provisions of a Workers Compensation Law.
(c) Employer's Liability:

Bodily Injury by Accident	$500,000 each accident
Bodily Injury by Disease	$500,000 policy limit
Bodily Injury by Disease	$500,000 each employee

5. *Subcontractor's Insurance.*

If any part of this Agreement is to be sublet, the Contractor shall either:

(a) Cover all subcontractors under its insurance policies; or
(b) Require each subcontractor not so covered to secure insurance which will protect against applicable hazards or risks of loss as and in the minimum amounts designated herein, unless waived by the City.

6. *Notice of Claim Reduction of Policy Limits*

The Contractor, upon receipt of notice of any claim in connection with the Proposal, shall promptly notify the City, providing full details thereof, including an estimate of the amount of loss or liability.

The Contractor shall promptly notify the City of any reduction in limits of protection afforded under any policy listed in the Certificate in excess of $100,000.00, whether or not such impairment came about as a result of this Contract.

G. Termination of Agreement

City may terminate this Agreement at any time. Independent Contractor may terminate this Agreement upon 30 days written notice to the City. Notice shall be sufficient either when served personally or when sent by first-class mail addressed to the City at the address set forth in this Agreement. Generator, ATS, and accessories are custom with no cancellation. Payment in full for goods if agreement is cancelled

H. Independent Contractor Status

The Independent Contractor expressly represents and warrants to City that (1) he/she/it is not and shall not be construed to be an employee of City and that his/her/its status shall be that of an independent contractor for which he/she/it is solely responsible for his/her/its actions and inactions; and (2) the Independent Contractor shall act solely as an Independent Contractor, not as an employee or agent of City; and (3) the Independent Contractor is not authorized to enter into contracts or agreements on behalf of City or to otherwise create obligations of City to third parties.

I. Equal Opportunity

Independent Contractor shall observe the provisions of the Kansas Act Against Discrimination and shall not discriminate against any person in the performance of work under this Agreement because of race, religion, color, sex, sexual orientation, gender identity, disability, national origin or ancestry; in all solicitations Independent Contractor shall include the phrase, "equal opportunity employer"; if Independent Contractor fails to comply with the manner in which Independent Contractor reports to the commission in accordance with the provisions of K.S.A. 44-1031 and amendments thereto, Independent Contractor shall be deemed to have breached this Agreement and it may be canceled, terminated or suspended, in whole or in part, by City; if Independent Contractor is found guilty of a violation of the Kansas Act Against Discrimination or any other act banning discrimination or retaliation, under a decision or order of the commission which has become final, Independent Contractor shall be deemed to have breached this Agreement and it may be canceled, terminated or suspended, in whole or in part, by City; and Independent Contractor shall include the provisions of this paragraph in every subcontract or purchase order so that such provisions will be binding upon such subcontractor or vendor.

J. Assignability

This Agreement shall not be transferred or assigned, in whole or in part, by the Independent Contractor without the prior written consent of City.

K. Choice of Law

Any dispute under this Agreement, or related to this Agreement, shall be decided in accordance with the laws of the state of Kansas.

L. Agreement

This Agreement supersedes all prior oral or written agreements, if any, between the parties and constitutes the entire agreement between the parties. The Agreement cannot be changed or modified orally. This Agreement may be supplemented, amended, or revised only in writing by agreement of the parties.

M. Title to Works, Trademarks, and Inventions Produced.

Independent Contractor has acquired or shall acquire from each of his/her/its employees, consultants, and subcontractors, if any, the necessary rights to all works, trademarks, copyrights and inventions utilized in the performance of this Agreement.

N. Hold Harmless

Independent Contractor shall indemnify and hold the City harmless from and against any claims, allegations, charges, damages, costs, attorneys' fees or other expenses incurred due to the actions, inactions, fault or negligence, or the claimed actions, inactions, fault or negligence of Independent Contractor or its agents or employees.

O. Lien Waivers

The Independent Contractor will provide the City with a list of any subcontractors or others performing work on this project and the Independent Contractor will not use any other subcontractors or others on the project. The Independent Contractor will provide a lien waiver from any such subcontractor. Such waivers will hold the City free from any liens for work or materials and must be received by the city prior to final payment to the Independent Contractor.

CITY OF LEAWOOD, KANSAS

_____

Peggy J. Dunn, City Administrator

Date: _____

ATTEST

_____

Kelly L. Varner, City Clerk

AS TO FORM

_____

Patricia A. Bennett, City Attorney

INDEPENDENT CONTRACTOR

_____

By: _____

Title: _____

Address: _____

Email_____

Date: _____

KOHLER.
Power Systems
444 Highland Drive, MS 072, Kohler, WI 53044
Phone: 920-457-4441
Visit us at KohlerPower.com
www.kohlerpower.com

Job Name: Leawood KS
Quote Number: 0026616801
Version 1.0
02/18/2020

To: Bill Chance

From: Jeff Morton
Sales
CK Power
9910 Lakeview Ave.
Lenexa, KS 66219
P: 816-509-6616
jmorton@ckpower.com

Generator

Kohler Model: 150REOZJF

This diesel generator set equipped with a 4S13X alternator operating at 120/208 volts is rated for 154 kW/193 kVA. Output amperage: 534.

Qty	Description
	150REOZJF Generator System
1	150REOZJF Generator Set

Includes the following:

Literature Languages	English
Approvals and Listings	UL2200 Listing
Engine	150REOZJF, 12V, 60Hz
Nameplate Rating	Standby 130C Rise
Voltage	60Hz, 120/208V, Wye, 3Ph, 4W
Alternator	4S13X
Cooling System	Unit Mounted Radiator, 50C
Skid and Mounting	Skid, 44"
Air Intake	Standard Duty
Controller	APM402
Enclosure Type	Sound
Enclosure Material	Steel

KOHLER.
Power Systems
444 Highland Drive, MS 072, Kohler, WI 53044
Phone: 920-457-4441
Visit us at KohlerPower.com
www.kohlerpower.com

	Enclosure Silencer	Internal Silencer
	Fuel Tank Type	Standard
	Fuel Runtime (Approx.)	24 Hours
	Subbase Fuel Tank Capacity	298 Gallons
	Starting Aids, Installed	1800W,110-120V
	Electrical Accy.,Installed	Battery, 1/12V, Wet
	Electrical Accy.,Installed	Battery Charger, 10A
	Electrical Accy.,Installed	Run Relay
	Electrical Accy.,Installed	2 Input/5 OutputModule
	Electrical Accy.,Installed	Manual Speed Adjust
	Rating, LCB 1	100% Rated
	Amps, LCB 1	600
	Trip Type, LCB 1	Electronic, LSI
	Interrupt Rating LCB 1	35kA at 480V
	Fuel Lines, Installed	Flexible Fuel Lines
	Miscellaneous Accy,Installed	Coolant in Genset
	Miscellaneous Accy,Installed	Rodent Guards
	Miscellaneous Accy,Installed	Skid Extension & Caps
	Warranty	Standard
	Testing, Additional	Power Factor Test,0.8,3Ph Only
1	Lit Kit, 150REOZJF,General Maintenance	

KOHLER.
Power Systems
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Phone: 920-457-4441
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www.kohlerpower.com

Automatic Transfer Switch

Kohler Model: KSS-ACTA-0800S

3 Pole, 4 Wire, Solid Neutral, 800 amp, Kohler Specific Breaker rated Standard automatic transfer switch, Model KSS-ACTA-0800S , rated 208V, 60 Hz complete with all standard equipment and housed in a NEMA Type 1 enclosure.

Qty	Description	
	ATS 1200 Transfer Switch System	
1	KSS-ACTA-0800S	
	Includes the following:	
	Literature Languages	English
	Mechanism	Specific Breaker
	Transition	Standard
	Logic	1200
	Voltage	208 V / 60 Hz
	Poles & Wires	3 Pole/4 Wire, Solid Neutral
	Enclosure	Nema 1
	Amps	800 Amps
	Connection	Standard
	Warranty	1-YR STANDARD
1	Lit Kit, ATS Production, KSS/KSP	

KOHLER.
Power Systems
444 Highland Drive, MS 072, Kohler, WI 53044
Phone: 920-457-4441
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www.kohlerpower.com

Pricing

Equipment Pricing:

Sourcewell Pricing											
KOHLER Awarded Contract: 120617-KOH				**KOHLER Contract Maturity Date:** 01/29/2022							
Model	**Kohler List Price (Each)**			**Sourcewell Member Discount (% = $)**				**Sourcewell Member Total Price FOB Factory**			**Qty.**
150REOZJF	$	58,742.00		36	%	$	21,147.12	$	37,594.88		1

Sourcewell Pricing											
KOHLER Awarded Contract: 120617-KOH				**KOHLER Contract Maturity Date:** 01/29/2022							
Model	**Kohler List Price (Each)**			**Sourcewell Member Discount (% = $)**				**Sourcewell Member Total Price FOB Factory**			**Qty.**
KSS-ACTA-0800S	$	9,050.00		36	%	$	3,258.00	$	5,792.00		1

Adders:

Freight to the building for the equipment - $1,843.00
Provide and install a remote annunciator panel in the fire alarm room - $1,400.00
Installation, start up, and diesel fuel for the generator set - $7,750.00
Installation, start up, and a rental generator for the Transfer Switch - $8,895.00

Prices does not include any applicable taxes.

We have ***included*** the following in our quote:

1. Labor and Materials
2. Permits and Engineered Drawings
3. Diesel Fuel, Hauling and Setting Equipment
4. SEC warranty is the same as the manufactures – 1 Year
5. Quote is based on information received from Owner's Representative
6. Work will be completed during normal working hours

We have ***excluded*** the following from our quote:

1. Taxes, Bonds, Fee's and City Approvals

2. Grading, Landscape, Fencing and Barriers
3. Warranty on repairs or installations not done by SEC

OFFER ACCEPTANCE

I hereby authorize CK Power to use this form as a bona fide purchase order of the equipment shown on Offer Number: 0026616801, which clearly establishes definite price and specifications of material ordered. The person signing is doing so according to the terms and conditions.

Proposed by:		**Accepted by:**	
Company:	CK Power	Company:	_____
Print Name:	Jeff Morton	Print Name:	_____
Title:	Sales	Title:	_____
Signature:	_____	Signature:	_____
Date:	_____	Date:	_____
		PO Number:	_____

Staff Review

Fact Sheet

SUBJECT: **APPROVE THE PURCHASE OF CITY EQUIPMENT FROM LANDMARK DODGE CHRYSLER JEEP MAY 18, 2020**

DISCUSSION

The Police and Public Works Departments are requesting approval to purchase from Landmark Dodge Chrysler Jeep four (4) non-patrol vehicles in 2020.

The City received pricing from the Mid America Regional Council Co-op Bids and is requesting the approval of purchase from Landmark Dodge in the total amount of $114,460.00.

The Units are:

One (1) 2020 Dodge Charger-quoted price $29,584.00
(Police Unit 100)-replacing a 2016 Dodge Charger

One (1) 2020 Dodge Ram 1500 SSV-quoted price $27,643.00
(Police Unit 104)-replacing a 2010 Dodge Caravan

One (1) 2020 Chrysler 300-quoted price $27,649.00
(Police Unit 160)-replacing a 2014 Ford Fusion

One (1) 2020 Dodge Charger-quoted price $29,584.00
(Police Unit 163)-replacing a 2016 Ford Taurus

The Departments are requesting the authorization of this purchase from Landmark Dodge Chrysler Jeep for a total amount of $114,460.00 and authorize the Mayor to sign same.

David Ley. P.E.
Director of Public Works

COUNCIL ACTION TO BE TAKEN

Approve purchase of vehicles

STAFF RECOMMENDATION

☑ For
☐ Against
☐ No position

COMMITTEE RECOMMENDATION

☐ For
☐ Against
☐ No position ☑ No Assignment

POLICY OR PROGRAM CHANGE

☑ No ☐Yes

OPERATIONAL IMPACT

COSTS

$114,460.00

FUND SOURCES

Capital Equipment Fund
Units 100 and 104 (13010.22110.812000) = $57,227.00
Unit 100 = $29,584.00
Unit 104 = $27,643.00

Units 160 and 163 (13010.22120.812000) = $57,233.00
Unit 160 = $27,649.00
Unit 163 = $29,584.00

LANDMARK DODGE CHRYSLER JEEP
1900 S NOLAND RD
INDEPENDENCE, MO 640551316

Configuration Preview

Date Printed: 2020-04-28 10:59 AM
Estimated Ship Date:

VIN:
VON:

Quantity: 1
Status: BA - Pending order
FAN 1:
FAN 2:
Client Code:
Bid Number:
PO Number:

Sold to:
LANDMARK DODGE CHRYSLER JEEP (44378)
1900 S NOLAND RD
INDEPENDENCE, MO 640551316

Ship to:
LANDMARK DODGE CHRYSLER JEEP (44378)
1900 S NOLAND RD
INDEPENDENCE, MO 640551316

Vehicle:

2020 CHARGER SXT AWD (LDES48)

	Sales Code	Description	MSRP(USD)	FWP(USD)
Model:	LDES48	CHARGER SXT AWD	33,595	32,733
Package:	28H	Customer Preferred Package 28H	0	0
	ERB	3.6L V6 24V VVT Engine	0	0
	DFT	8-Spd Auto 850RE Trans (Make)	0	0
Paint/Seat/Trim:	PW7	White Knuckle Clear Coat	0	0
	APA	Monotone Paint	0	0
	*AP	Nappa Leather Sport Seat	0	0
	-X9	Black	0	0
Options:	AAY	Plus Group	2,695	2,426
	AJV	Driver Confidence Group	795	716
	ADX	Blacktop Package	1,095	986
	5N6	Easy Order	0	0
	4FM	Fleet Option Editor	0	0
	4FT	Fleet Sales Order	0	0
	174	Zone 74-Denver	0	0
	4EA	Sold Vehicle	0	0
Non Equipment:	4WA	Misc Commercial Account	0	0
Discounts:	YGF	8 Additional Gallons of Gas	0	21
Destination Fees:			1,495	1,495
		Total Price:	39,675	38,377

Order Type: Fleet
Scheduling Priority: 1-Sold Order
Salesperson:
Customer Name:
Customer Address:
USA
Instructions:

PSP Month/Week:
Build Priority: 99

YOUR COST
$29,524.00
THANKS

Note: This is not an invoice. The prices and equipment shown on this priced order confirmation are tentative and subject to change or correction without prior notice. No claims against the content listed or prices quoted will be accepted. Refer to the vehicle invoice for final vehicle content and pricing. Orders are accepted only when the vehicle is shipped by the factory.

LANDMARK DODGE CHRYSLER JEEP
1900 S NOLAND RD
INDEPENDENCE, MO 640551316

Configuration Preview

Date Printed: 2020-04-28 12:23 PM
Estimated Ship Date:

VIN:
VON

Quantity: 1
Status: BA - Pending order
FAN 1:
FAN 2:
Client Code:
Bid Number:
PO Number:

Sold to:
LANDMARK DODGE CHRYSLER JEEP (44378)
1900 S NOLAND RD
INDEPENDENCE, MO 640551316

Ship to:
LANDMARK DODGE CHRYSLER JEEP (44378)
1900 S NOLAND RD
INDEPENDENCE, MO 640551316

Vehicle:

2020 1500 SSV CREW CAB 4X4 (DS6T98)

	Sales Code	Description	MSRP(USD)	FWP(USD)
Model:	DS6T98	1500 SSV CREW CAB 4X4	41,375	38,947
Package:	26D	Customer Preferred Package 26D	0	0
	EZH	5.7L V8 HEMI MDS VVT Engine	0	0
	DFK	8-Spd Auto 8HP70 Trans (Buy-US)	0	0
Paint/Seat/Trim:	PAU	Granite Crystal Met. Clear Coat	200	184
	APA	Monotone Paint	0	0
	*D5	Cloth Front/Vinyl Rear Seats	0	0
	-X8	Black/Diesel Gray	0	0
Options:	AED	Chrome Appearance Group	695	639
	CKE	Carpet Floor Covering	110	101
	CS7	Tri-Fold Tonneau Cover	595	547
	DSA	Anti-Spin Differential Rear Axle	495	455
	5N6	Easy Order	0	0
	4FM	Fleet Option Editor	0	0
	4FT	Fleet Sales Order	0	0
	174	Zone 74-Denver	0	0
	4EA	Sold Vehicle	0	0
Non Equipment:	4WA	Misc Commercial Account	0	0
Discounts:	YGE	5 Additional Gallons of Gas	0	13
Destination Fees:			1,695	1,695
		Total Price:	45,165	42,581

Order Type: Fleet
Scheduling Priority: 1-Sold Order
Salesperson:
Customer Name:
Customer Address:
USA
Instructions:

PSP Month/Week:
Build Priority: 99

YOUR COST
$ 27,643.00

Note: This is not an invoice. The prices and equipment shown on this priced order confirmation are tentative and subject to change or correction without prior notice. No claims against the content listed or prices quoted will be accepted. Refer to the vehicle invoice for final vehicle content and pricing. Orders are accepted only when the vehicle is shipped by the factory.

LANDMARK DODGE CHRYSLER JEEP
1900 S NOLAND RD
INDEPENDENCE, MO 640551316

Configuration Preview

Date Printed:	2020-04-28 11:24 AM	**VIN:**		**Quantity:**	1
Estimated Ship Date:		**VON:**		**Status:**	BA - Pending order
				FAN 1:	
				FAN 2:	
				Client Code:	
				Bid Number:	
Sold to:		**Ship to:**		**PO Number:**	

LANDMARK DODGE CHRYSLER JEEP (44378)
1900 S NOLAND RD
INDEPENDENCE, MO 640551316

LANDMARK DODGE CHRYSLER JEEP (44378)
1900 S NOLAND RD
INDEPENDENCE, MO 640551316

Vehicle: **2020 300 TOURING AWD (LXFH48)**

	Sales Code	Description	MSRP(USD)	FWP(USD)
Model:	LXFH48	300 TOURING AWD	32,790	32,176
Package:	22E	Customer Preferred Package 22E	0	0
	ERB	3.6L V6 24V VVT Engine	0	0
	DFT	8-Spd Auto 850RE Trans (Make)	0	0
Paint/Seat/Trim:	PAU	Granite Crystal Met. Clear Coat	0	0
	APA	Monotone Paint	0	0
	*A8	Cloth Bucket Seats	0	0
	-X9	Black	0	0
Options:	5N6	Easy Order	0	0
	4FM	Fleet Option Editor	0	0
	4FT	Fleet Sales Order	0	0
	174	Zone 74-Denver	0	0
	4EA	Sold Vehicle	0	0
Non Equipment:	4WA	Misc Commercial Account	0	0
Discounts:	YGF	8 Additional Gallons of Gas	0	21
Destination Fees:			1,495	1,495
		Total Price:	34,285	33,692

Order Type:	Fleet	**PSP Month/Week:**	
Scheduling Priority:	1-Sold Order	**Build Priority:**	99
Salesperson:			
Customer Name:			
Customer Address:			
	USA		
Instructions:			

YOUR COST
$27,649.00
THANKS

Note: This is not an invoice. The prices and equipment shown on this priced order confirmation are tentative and subject to change or correction without prior notice. No claims against the content listed or prices quoted will be accepted. Refer to the vehicle invoice for final vehicle content and pricing. Orders are accepted only when the vehicle is shipped by the factory.

7. G.

Staff Review

Fact Sheet

SUBJECT: **APPROVE 7th & FINAL PAYMENT FOR THE CITY PARK LAKE RESTORATION PROJECT**
Kissick Construction Company

May 16, 2020

DISCUSSION

Kissick Construction has completed all the flood repairs and improvements planned for the City Park Lake. The only item we needed to pay from the force account was to repair a broken stormwater outlet end section that we did not see until the lake was drained down. We did not need to use the Seepage Control product to seal the lake. Therefore, the project came in $31,618.50 less than the budgeted amount of $344,879.38 or $313,260.88.

Of this, $196,260.52 is the expected to be FEMA reimbursable for the project making the City's portion $117,000.36 in total.

The project has enhanced future flood resiliency of the lake and the new rock perimeter is aesthetically improved. There are also new aerators with improved efficiency, which will help improve the water quality.

Staff is requesting the final payment of $7,842.90 be made and the contract be closed.

Brian Anderson
Superintendent of Parks

SPONSOR

Parks & Recreation Department

COUNCIL ACTION TO BE TAKEN

Approve Final Payment and Close Contract.

STAFF RECOMMENDATION

- ☑ For
- ☐ Against
- ☐ No position

COMMITTEE RECOMMENDATION

- ☐ For
- ☐ Against
- ☐ No position
- ☑ No Assignment

POLICY OR PROGRAM CHANGE

- ☑ No
- ☐ Yes

OPERATIONAL IMPACT

COSTS

$7,842.90 (Final Payment)

FUND SOURCES

13030 Capital Improvements
74095.120.844000 Flood Damage Repairs

LEAWOOD POLICE

Integrity • Teamwork • Service • Fairness • Dedication

April 2020 Monthly Report

AREA OF CITY	CALLS	CODE 1	NON-EMERGENCY
North Zone	466	3:30	3:18
Center Zone	394	1:53	2:55
South Zone	508	3:03	4:36

CALLS FOR SERVICE	
Traffic Stops	235
Traffic Complaint Areas investigated	36
Medical Calls	112
Alarms	83
Arrests	44
Accidents (Injury)	18 (1)
Open Doors	102
Suspicious Activity calls	31
Check the Welfare	28
9-1-1 Calls Received	818 (Approx. 27 calls per day)
Administrative Calls Received	2894

MONTHLY HIGHLIGHTS

Traffic stop yields drugs, counterfeit bills

A proactive traffic stop on April 28th with a K9 sniff of the stopped vehicle led to the arrest of a 36-year-old Leawood resident for possession of methamphetamine, possession of ecstasy, several hundred dollars in counterfeit U.S. currency and more than 100 vehicle titles from Kansas and Missouri.

Two officers participate in CPR 'save'

On April 10th, Officers Cody Morse and John McLaughlin, who both joined the department Aug. 6, 2018, responded to a south Leawood address on a medical call. Morse found a male unresponsive and started CPR. McLaughlin arrived and delivered an AED shock. They continued to assist Leawood Fire and MedAct until the resident regained a heart beat and was transported to the hospital.

Frequent crash locations

INTERSECTION	April	2020
I-435 & State Line Road	2	15
State Line Rd/135th St.	2	6
Mission Rd/137th St.	0	4
Nall Ave./112th St.	2	4
Nall Ave./137th	0	4
119th St/Tomahawk Creek PKWY	0	3
135th/Nall Ave.	0	3
Town Center Dr/Roe	0	3

CRIME REPORT	This month*	Last month	Two months
Burglaries	3	5	4
Thefts from vehicles	14	10	7
Drug possession violations	7	16	5
Stolen autos	3	2	2
Agg. assault/batteries	2	0	1
Crim. Damage to Property/Vandalism	16	8	11
DUI	1	11	14
Shoplifting	1	10	9
Mental Health related calls	46	31	29

ENFORCEMENT REPORT					
	Dec. 2019	Jan. 2020	Feb. 2020	March 2020	April 2020
Arrests	90	108	88	78	44
Citations	604	835	1,011	912	196
Warnings	555	897	759	585	138
Crashes	68	34	39	32	10

LFD

April 2020 Report

Monthly Calls for Service	
Fire Responses	7
EMS Responses	133
HazMat Responses	11
Tech Rescue Responses	0
Other Calls for Service	51
Total Calls This Month	202
YTD Total Calls	1,004

Monthly Activity Hours

(Non-training - can include response, public education, public services, maintenance, etc)

Staff Activity Hours: 744

Monthly Training Hours

Training Hours: 1,797

Monthly Highlights

- 17 Public Relations Events / Birthday Parades
- LFD Promotional Process on April 20-22
- Promoted effective April 27th:
  - Battalion Chief Derek Boggs
  - Captain Aaron Kline
  - Lieutenant Tommy Basore

LFD Enjoys Great Community Support!

The last few months have been an interesting and challenging time for the Leawood Fire Department with upended schedules, canceled public education events, and enhanced protective measures for personnel. Emergency incident response continued however, with typical professionalism and compassion. One other thing that did not change is the completely awesome support enjoyed by the Department from the community. Homemade masks, catered meals and treats, and signs appearing in the yards all helped our personnel to feel loved and supported. Leawood is a truly special community.

Fire Department Incident Response Details

Monthly Fire Loss & Value Saved in Leawood

Number of incidents with fire related loss in Leawood for the month: 0

Pre-Incident Estimated Value:	N/A
Content Value Loss Estimate:	N/A
Property Value Loss Estimate:	N/A
Total Fire Value Loss Estimate:	N/A
Total Value Saved Estimate:	N/A

Incident Response Times

Emergency service performance standards are measured by 90-percentile performance to demonstrate credibility and reliability in service delivery. Percentile metrics demonstrate a better representation of response times than averages. Instead of displaying what the Department does half of the time, the Department observes what it does the majority of the time. Travel and total response times only include emergency responses within the City of Leawood and are included for both the first unit on scene as well as the Effective Response Force (ERF) which include all the units necessary to handle that risk type of emergency incident.

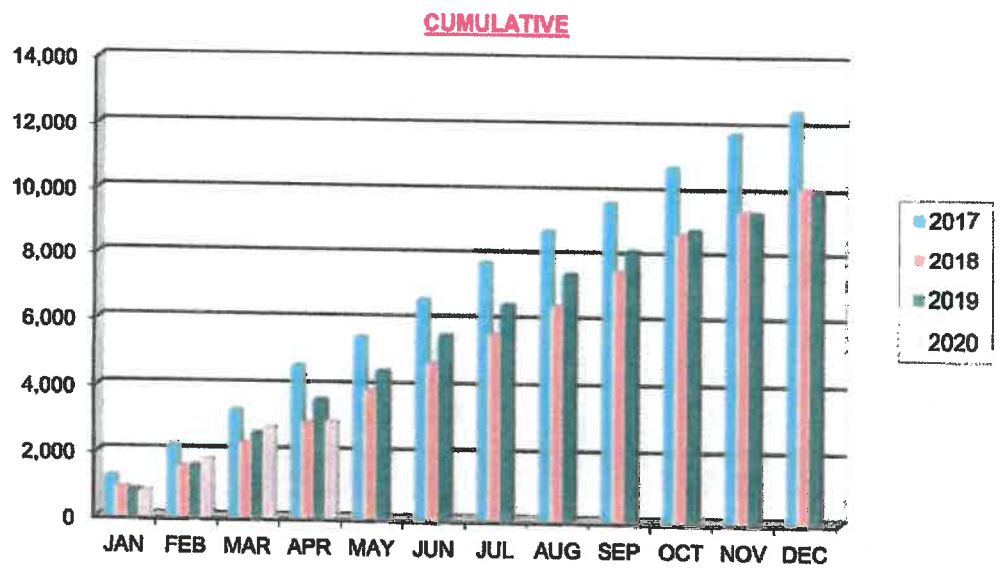
Summary of Monthly LFD Baseline Performance at the 90th Percentile

LFD - Baseline Performance 90th Percentile		All Calls	Fire	EMS	Tech Rescue	HazMat
Total Number of Incidents by Type		202	7	133	0	11
Alarm Handling	Call Pick-Up to Dispatch	2:32	1:42	2:37	N/A	2:02
Turnout Time	Dispatch to 1st Unit Enroute	1:10	:50	1:15	N/A	0:59
Travel Time 1st Unit	Enroute to Arrival Time 1st Unit on Scene Emergency Responses Only	5:20	5:20	5:25	N/A	N/A
Total Response Time - 1st Unit	Enroute to Arrival 1st Unit on Scene Emergency Responses Only	8:11	7:18	8:26	N/A	N/A
Travel Time ERF	Enroute to Arrival Time Effective Response Force Emergency Responses Only	9:58	N/A	10:05	N/A	N/A
Total Response Time - ERF	Enroute to Arrival Effective Response Force Emergency Responses Only	12:13	N/A	12:24	N/A	N/A

7J.

LEAWOOD MUNICIPAL COURT
CASELOAD

	CUMULATIVE				MONTHLY			
	2017	2018	2019	2020	2017	2018	2019	2020
JAN	1,246	890	820	785	1,246	890	820	785
FEB	2,201	1,537	1,559	1,763	955	647	739	978
MAR	3,253	2,280	2,595	2,759	1052	743	1,036	996
APR	4,615	2,907	3,597	2,962	912	627	1,002	203
MAY	5,483	3,900	4,481		1,318	993	884	
JUN	6,652	4,713	5,542		1,169	813	1,061	
JUL	7,783	5,607	6,496		1,131	894	954	
AUG	8,778	6,470	7,419		995	863	923	
SEP	9,677	7,527	8,194		899	1,057	775	
OCT	10,792	8,728	8,827		1,115	1,201	633	
NOV	11,812	9,420	9,374		1,020	692	547	
DEC	12,523	10,161	10,015		711	741	641	
					12,523	10,161	10,015	2,962



LEAWOOD MUNICIPAL COURT
RECEIPTS PROCESSED

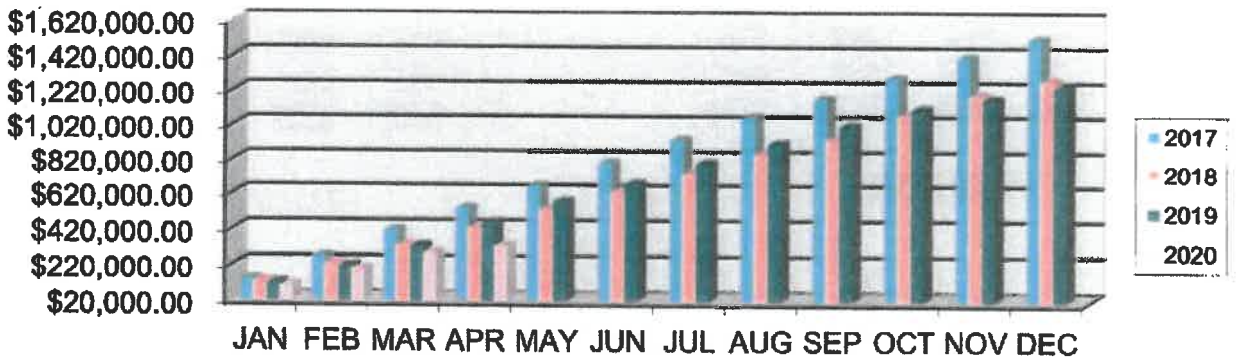
CUMULATIVE

	2017	2018	2019	2020
JAN	$ 135,897.50	$ 124,209.00	$ 112,615.50	$ 105,119.33
FEB	$ 271,140.75	$ 226,773.06	$ 214,571.00	$ 202,472.50
MAR	$ 417,435.75	$ 328,422.81	$ 327,949.25	$ 291,744.00
APR	$ 539,966.25	$ 430,749.06	$ 457,627.75	$ 329,641.00
MAY	$ 667,316.25	$ 532,916.01	$ 574,924.00	
JUN	$ 803,020.75	$ 632,601.01	$ 678,414.00	
JUL	$ 937,496.25	$ 740,497.51	$ 800,316.75	
AUG	$ 1,065,718.25	$ 853,735.81	$ 911,773.00	
SEP	$ 1,171,682.50	$ 939,594.81	$ 1,015,789.50	
OCT	$ 1,293,663.50	$ 1,078,242.81	$ 1,110,817.50	
NOV	$ 1,413,905.25	$ 1,193,133.81	$ 1,169,617.50	
DEC	$ 1,518,103.44	$ 1,281,212.81	$ 1,238,818.50	

MONTHLY

	2017	2018	2019	2020
JAN	$ 135,897.50	$ 124,209.00	$ 112,615.50	$ 105,119.33
FEB	$ 135,243.25	$ 102,564.06	$ 101,955.50	$ 97,353.17
MAR	$ 146,295.00	$ 101,649.75	$ 113,378.25	$ 89,271.50
APR	$ 122,530.50	$ 102,326.25	$ 129,678.50	$ 37,897.00
MAY	$ 127,350.00	$ 102,166.95	$ 117,296.25	
JUN	$ 135,704.50	$ 99,685.00	$ 103,490.00	
JUL	$ 134,475.50	$ 107,896.50	$ 121,902.75	
AUG	$ 128,222.00	$ 113,238.30	$ 111,456.25	
SEP	$ 105,964.25	$ 85,859.00	$ 104,016.50	
OCT	$ 121,981.00	$ 138,648.00	$ 95,028.00	
NOV	$ 120,241.75	$ 114,891.00	$ 58,800.00	
DEC	$ 104,198.19	$ 88,079.00	$ 69,201.00	
	$ 1,518,103.44	$ 1,281,212.81	$ 1,238,818.50	$ 329,641.00
	$ 1,500,000.00	$ 1,500,000.00	$ 1,500,000.00	$ 1,300,000.00

CUMULATIVE



City of Leawood
Planning Services

12A

Memo

To: Mayor and City Council

From: Ricky Sanchez, Planner II

CC: Scott Lambers, City Administrator
Richard Coleman, Director of Community Development
Mark Klein, Planning Official

Date of Meeting: May 18, 2020

Date of Memo: March 5, 2020

Re: The Planning Commission recommends approval unanimously (7-0) Case 20-20, Leawood Development Ordinance Amendment to Section 16-4-5.4, Required Parking Ratios, pertaining to enclosed parking spaces within areas zoned MXD.

The amendment proposes to clarify the number of totally enclosed parking spaces per residential unit within an MXD zoned development.

Currently, the Leawood Development Ordinance states that within an MXD zoned development, two parking spaces are required per residential unit, plus 3.0 to 3.5 parking spaces per 1,000 square feet of lease space.

The proposed amendment will clarify that two parking spaces are required per residential unit, one of which to be totally enclosed, and 3.0 to 3.5 parking spaces per 1,000 gross square feet.

CHANGES MADE BY PLANNING COMMISSION:

- The Planning Commission modified the ordinance to include the words "non-residential space" after "gross SF" to clarify that the required parking ratio of 3.0 to 3.5 parking spaces per 1,000 gross square feet applies to non-residential only.

From:

District	*Land Use Designation*	*Parking Requirements – Number of Spaces*
MXD	Mixed Use	2 per residential unit (1 totally enclosed) + 3.0 to 3.5 per 1,000 gross SF

To:

District	*Land Use Designation*	*Parking Requirements – Number of Spaces*
MXD	Mixed Use	2 per residential unit (1 totally enclosed) + 3.0 to 3.5 per 1,000 gross SF non-residential space.

16-4-5.4 Required Parking Ratios

A) The following table sets forth the minimum required parking ratios. Parking requirements may be modified on a project basis with supporting traffic engineering/ parking plan approved by the City.

PARKING RATIOS		
District	*Land Use Designation*	*Parking Requirements – Number of Spaces*
AG; RP-A5; R-1; RP-1; RP-2	Residential-Single Family	2 per unit (totally enclosed)
RP-3 RP-4	Residential-Multi-Family	2 per unit (totally enclosed) 2 per unit (1 totally enclosed)
MXD	Mixed Use ~~Residential and Commercial~~	2 per residential unit (1 totally enclosed) + 3.0 to 3.5 per 1,000 gross SF ~~lease space~~ non-residential space
SD-0	Commercial-Office	3.0 to 4.0 per 1,000 SF lease space
SD-NCR; SD-CR	Commercial-Retail	3.5 to 4.5 per 1,000 SF lease space
SD-NCR; SD-CR	Commercial-Service	3.5 to 4.5 per 1000 SF lease space, except food related - 1 per 2 seats, 2 per service bay, or alternative by parking study.
REC	Open/Civic Space	1 per 10 persons rated capacity

B) All land uses included herein shall provide 1 space/employee on the maximum shift. Additional spaces shall be provided for certain uses, as follows:

1) Art Gallery. 1 per 500 square feet gross area.
2) Auditorium. 1 for every 4 permanent seats plus 1 per 100 square feet area devoted to assembly use. Without permanent seating 1 per 50 square feet floor area devoted to assembly use.
3) Automobile Service Station. 3 spaces plus 1 space for each service bay.
4) Churches & Synagogues. 1 space for each 3 permanent seats.
5) Convenience Store. 5 per 1000 square feet gross area.
6) Convalescent & Nursing Homes. 1 space for each 2 beds.
7) Day Care Center. 1.5 per employee on maximum shift.
8) Elementary/Jr./High School. 1 space for each teacher and staff member.

9) Funeral Home. 1 per 100 square feet of viewing area or other public area.

10) Golf Course. 50 spaces for each 9 holes.

11) Health Club. 1 per 200 square feet plus 1 per employee on maximum shift.

12) Hospitals. 0.35 spaces per bed plus 0.95 spaces per doctor and 0.35 spaces per employee.

13) Hotels. 1 space per bedroom plus 1 space per employee. Restaurants & meeting rooms included in the hotel shall provide an additional parking space for each 4 seats of seating capacity.

14) Movie Theater. 1 for each 3 permanent seats plus 1 per employee on maximum shift.

15) Retirement Community. 0.27 per dwelling unit (weekday) and 1 per dwelling unit (Sunday).

16) Swim Club. 10 per employee (Saturday).

C) The following provisions shall govern the computation of required off-street parking and loading spaces:

1) Where computation of required off-street parking spaces results in a fractional number, the required spaces for the use shall be the next higher whole number.

2) Where more than one use is established on a single lot, the off-street parking and loading requirements for the lot shall be the sum of the separate requirements for each use established on the lot.

3) Where a lawful use exists at the time of adoption of this Ordinance that is deficient in the provision of required off-street parking, any new use hereafter established in its place shall conform to the parking requirements of this Ordinance.

D) A proposed parking area that exceeds the number of spaces required in the ordinance may not be permitted without approval of the City. For applications to exceed required parking ratios, applicant shall submit a detailed traffic/parking generation study prepared by a registered engineer.

E) Joint Use of Required Parking Spaces

1) One parking area may contain required spaces for several different uses, but except as otherwise provided herein, the required space assigned to one use may not be credited to any other use.

2) To the extent that developments that wish to make joint use of the same parking spaces operate at different times, the same spaces may be credited to both uses. For example, if a parking lot is used in connection with an office building on Monday through Friday but is generally 90% vacant on weekends, another development that operates only on weekends could be credited with 90% of the spaces on that lot. Or, if a church parking lot is generally occupied only to 50% of capacity on days other than Sunday, another development could make use of 50% of the church lot's spaces on those other days.

(Ord. 2001, 07-07-2003)
(Ord. 2745, 08-25-2015)

City of Leawood
Planning Commission Meeting
February 25, 2020
Dinner Session – 5:30 p.m. – No Discussion of Items
Leawood City Hall – Main Conference Room
Meeting - 6:00 p.m.
Leawood City Hall Council Chambers
4800 Town Center Drive
Leawood, KS 66211
913.339.6700 x 160

CALL TO ORDER/ROLL CALL: McGurren, Hunter, Belzer, Hoyt, Elkins, Coleman, Block, and Peterson. Absent: Stevens

APPROVAL OF THE AGENDA

A motion to approve the agenda was made by Coleman; seconded by Hoyt. Motion carried with a unanimous vote of 7-0. For: McGurren, Hunter, Belzer, Hoyt, Coleman, Block, Peterson.

APPROVAL OF MINUTES: Approval of the minutes from the January 28, 2020 Planning Commission meeting.

Comm. Coleman: On Page 19, under my comments, the sixth line down should read "grave" rather than "brave."

Comm. McGurren: On Page 19, under my comments, it should read "short-term."

Comm. Peterson: On Page 2, it should be "Peterson."

A motion to approve the corrected minutes from the January 28, 2020 Planning Commission meeting was made by Belzer; seconded by McGurren. Motion carried with a unanimous vote of 7-0. For: McGurren, Hunter, Belzer, Hoyt, Coleman, Block, Peterson.

CONTINUED TO THE MARCH 25, 2020 PLANNING COMMISSION MEETING: CASE 01-20 – CORNERSTONE OF LEAWOOD – ONSPRING HEADQUARTERS – Request for approval of a Preliminary Plan, located south of 135th Street and east of Nall Avenue. **PUBLIC HEARING**

CONSENT AGENDA:
None

NEW BUSINESS:

DRAFT

to everything except single-family, and the next section refers to everything allowed within single-family that has districts associated with it. In the first section that applies to allowed roofing material for non-single-family, it referred to single-family as a use. The second section referred to single-family districts. We've run into problems with that situation because in single-family districts, many other uses are allowed with a Special Use Permit, including schools, churches, independent living facilities, and assisted living facilities. Many of these wouldn't fit with the residential style. We would like to clarify the intent of the ordinance, which is to allow single-family homes to have asphalt shingles. The other uses would have to follow the guidelines for commercial buildings. That is typically how we have applied it; we are merely trying to correct the incongruence in the ordinance. Staff is recommending approval, and I'd be happy to answer any questions.

Chairman Elkins: Thank you. Questions for Mr. Klein? I was struggling a bit with this. Do we achieve all that you described simply by changing the caption for Section D? I haven't read it with great detail, but this surprises me.

Mr. Klein: In this case, we think it does. We looked at the rest of the ordinance. This would allow single-family homes in mixed-use districts to have asphalt shingles, which staff thinks is appropriate. We have incurred instances with an applicant wanting asphalt shingles on buildings that have parking lots and light fixtures and act more like a commercial building. That is the reason for the clarification.

Chairman Elkins: Thank you. Other questions? Because this is an amendment to the LDO, a Public Hearing is in order.

Public Hearing

As no one was present to speak, a motion to close the Public Hearing was made by Hoyt; seconded by Belzer. Motion carried with a unanimous vote of 7-0. For: McGurren, Hunter, Belzer, Hoyt, Coleman, Block, Peterson.

Chairman Elkins: That takes us to discussion. Are there comments? If not, is there a motion?

A motion to recommend approval of CASE 19-20 – LEAWOOD DEVELOPMENT ORDINANCE AMENDMENT TO SECTION 16-2-10.3, MATERIALS AND COLORS – Request for approval of an amendment to the Leawood Development Ordinance, pertaining to the use of asphalt shingles on non-residential buildings – was made by Hoyt; seconded by Belzer. Motion carried with a unanimous vote of 7-0. For: McGurren, Hunter, Belzer, Hoyt, Coleman, Block, Peterson.

CASE 20-20 – LEAWOOD DEVELOPMENT ORDINANCE AMENDMENT TO SECTION 16-4-5.4, REQUIRED PARKING RATIOS – Request for approval of an amendment to the Leawood Development Ordinance, pertaining to covered parking requirements in Mixed Use zoned areas. **PUBLIC HEARING**

Staff Presentation:
Assistant Director Mark Klein made the following presentation:

Mr. Klein: This is Case 20-20 – Leawood Development Ordinance Amendment to Section 16-4-5.4, Required Parking Ratios. This amendment deals with parking requirements within the MX-D district. Parking within an MX-D district includes all the uses, meaning MX-D allows all uses except Planned Business District (BP). When it came to parking, a multi-family building within an MX-D district had to meet the requirements of multi-family districts in RP-4, which has a requirement of two parking spaces per unit, one of which must be totally enclosed. This amendment clarifies that it does apply in MX-D. We've had questions about that. Again, the way it was interpreted was that all of the uses in the Table of Uses, along with all the regulations associated with those particular districts, would carry forward into the MX-D. This clarifies that a multi-family building requires two parking spaces per unit, one of which must be totally enclosed. The reason for that interpretation is we are trying to create a village-type setting with walkability in MX-D districts. When surface parking is increased, walkability is reduced significantly. Staff is recommending approval for this application, and I'm happy to answer any questions.

Comm. McGurren: Does the definition of "totally enclosed" include a single-space parking garage? Would it also include an open-air parking garage?

Mr. Klein: We have always included open-air parking garages.

Comm. McGurren: Does this include the top level of a parking garage with no enclosure over it?

Mr. Klein: Yes.

Comm. Block: I don't know if I understand the range in this table. It says 3.02-3.15 per 1,000. Can they not have four?

Mr. Klein: That is correct. Before this current ordinance, most uses had a parking minimum. For commercial, everything had a minimum of 5 per 1,000. If the developer wanted 12 per 1,000, nothing in the ordinance prevented it, and we noticed that many of these parking lots sat empty most of the time. When this ordinance was adopted back in 2002, we established a minimum and maximum in all the zoning districts. The parking ratio for the MX-D district is a little bit lower than commercial because of shared parking.

Comm. Block: The MX-D developments are Park Place and Mission Farms?

Mr. Klein: Parkway Plaza, too.

Comm. Block: How are those treated now? Do they all meet this proposal?

Mr. Klein: They all meet it.

Mr. Coleman: This is really a clarification. All of those already meet this requirement. In MX-D, parking studies are often submitted so the ratio of spaces is reduced.

Comm. Block: Can they get that in a variance?

Mr. Coleman: No, they can do that by submitting a study.

Chairman Elkins: On that point, the parking ratio is called a requirement, so it seems to mandate two per residential unit, one of which is totally enclosed. How would one get a variance away from that?

Mr. Coleman: In the parking study, it would still require one to be enclosed, but the surface parking could be reduced in order to use more land for structures or apartments. Instead of being two spaces per unit, a developer could do a study that shows one use versus another allows for shared parking.

Chairman Elkins: The narrative in Subsection A states that these are minimum required ratios and that the requirements may be modified on a project basis based on traffic engineering parking plan approval by the city.

Mr. Coleman: We've had people question it because the ordinance doesn't specifically require the two spaces in MX-D. This is meant to clarify that.

Chairman Elkins: This is a matter of semantics. It requires two per residential unit, one of which is totally enclosed, plus 3.0-3.5 per 1,000 gross square footage. Does the square footage of the residential unit count in that?

Mr. Coleman: No, it is referencing the other uses, including retail and office. That is what we would normally call for in those uses. It's up to 4 spaces in retail and 3.5 in office.

Chairman Elkins: Reading it literally, I see that it says 2 per residential unit plus 3.0-3.5 per 1,000. Maybe the right response for the drafting would be, "per 1,000 gross non-residential."

Mr. Coleman: Is there a reason we took out lease space?

Mr. Sanchez: Most of the time when we get plans, we don't know what the lease space is. They can break up the inside however they want to. Normally, all we get is the gross square footage of the building. That is why we entered gross square footage. We would be okay with inserting "non-residential."

DRAFT

Comm. Peterson: On Page 5, it discusses a retirement community. How does someone come up with 0.27 per dwelling unit on a weekday and 1 per dwelling unit on a Sunday?

Mr. Coleman: A lot of it is taken from studies of these apartment building uses. I think this came from the ITE (International Traffic Engineering) handbook. They have a list of different types of uses and the parking requirements for them. These are based on actual use counts.

Chairman Elkins: .27 seems like a precise number.

Mr. Coleman: Yes.

Chairman Elkins: It suggests that folks living in retirement communities don't have cars.

Mr. Coleman: They have fewer cars.

Chairman Elkins: Are there other questions? If not, this is another amendment to the LDO, and a Public Hearing is required.

Public Hearing

Kevin Jeffries, Leawood Chamber and Economic Development Council, 13451 Briar Drive, Suite 201, Leawood, appeared before the Planning Commission and made the following comments:

Mr. Jeffries: You mentioned some of the MX-D developments, but keep in mind that the entire 135th Street Corridor is set up as MX-D. We have been talking to a lot of apartment and multi-family developers. The trend is away from one enclosed unit per dwelling unit. Most of the other apartment complexes along 135th Street find that they cannot even lease if they have .6 per dwelling unit. It is not an industry trend, and it drives the cost of building apartments up substantially in Leawood. Mr. McGurren and I happened to have a conversation about what parking places cost. They are very expensive to add. As far as adding more surface area, it depends on how they are laid out. Car ports count in some cases. Do people want enclosed spaces to store their stuff, or do they want to keep a car out of the snow? A covered space would do that. I just think we, as a city, have been having these discussions thought our Economic Development Council, and we need to start thinking about being market friendly. Those of you who went to the joint meeting with the City Council and Planning Commission know that the cost of building housing in Leawood is quite a bit higher than the average values in Leawood because 70% of our housing is valued at under $625,000, and everything that is being built is over that. If we want people to stay in Leawood, by forcing that requirement of the parking garage on that, it pushes up the cost. One of my staff lived in Overland Park. She and her husband each paid $200 extra per month for an enclosed parking garage for their housing. I just wanted to bring that up as a practical piece of policy. We really need to start thinking about autonomous vehicles coming on more, which will lead to fewer cars. We just need to think about that as a community.

Chairman Elkins: You make good points there. You mentioned $200 per month, but can you give us a sense of the cost differential for an enclosed space versus a parking field?

Mr. Jeffries: I have not done any actual studies yet on that. I'm just stating what every apartment developer we've talked to has stated. They don't typically do that many. We've probably talked to 6-8 who are interested in various parts along the 135th Street Corridor. Many of them will not want to build here because of that requirement. There are others who think it's fine. It just depends on their mentality and how high they want their rents to be. There are some who will, and we've had them build here. I just know it's really limiting our market as far as monthly rents we'll have to charge for people to live in these complexes.

Chairman Elkins: You make a good point. You really raise two separate issues. I'd be curious for your thoughts on how they relate to each other. One is the question of the requirement of totally enclosed parking spaces. You mentioned autonomous cars and the potential for reduction in the need for parking altogether. Can you talk about how those issues relate to each other?

Mr. Jeffries: We've talked to Burns & McDonnell about autonomous vehicles. They say we'll have them prevalent in 20 years. If that is the case, we may have to change our policy later because we won't need as many spaces. The way that relates to the enclosed parking is it adds cost. My son lived by Top Golf and had enclosed parking, but there were parking garages separate from the apartment building that took up as much ground space. They would meet our requirements, though.

Chairman Elkins: In those conversations, I'm trying to understand the link between autonomous vehicles and the reduced need for parking. Is the assumption that we won't own our own vehicles?

Mr. Jeffries: Yes. Uber will be autonomous vehicles, so we will need fewer tires per household. Who knows how long that will be? We just don't know for sure; it's just something to think about as we plan for the future of our community.

Chairman Elkins: Other questions for Mr. Jeffries? Thank you. Is there a motion to close the Public Hearing?

A motion to close the Public Hearing was made by Hoyt; seconded by Belzer. Motion carried with a unanimous vote of 7-0. For: McGurren, Hunter, Belzer, Hoyt, Coleman, Block, Peterson.

Chairman Elkins: That brings us to a discussion of the proposed amendment, especially in light of the comments made by Mr. Jeffries.

Comm. Coleman: I was looking at Mr. Klein during Mr. Jeffries's comments. I went two years ago to the National Planning Conference annual meeting. There were several

different seminars on autonomous vehicles. Like Mr. Jeffries mentioned, it's not if they're coming; it's when. A lot of those seminars discussed what we need to do to change our regulations going forward and that they would be so prevalent that it would be like the rollout of cell phones. With that being said, I don't see where we're at a point to change our regulations, thinking that might come. I think that it's something we consider for the future, but right now, I think we have to still assume the current regulations and assume the current ratios with enclosed spots.

Comm. Block: I agree with Mr. Jeffries and what he said about detaching these. I think the idea is that they're tucked within the building, and the building goes up instead of out. To his point, do any of our current MX-D developments have detached, covered parking?

Mr. Klein: Currently, we don't. It's something we've addressed as it's been proposed. It's not that they don't technically meet the enclosed parking space requirement; the problem is that it also causes a visual blockage. We're talking about MX-D developments here, and we want to try to maintain as few barriers as possible. Mr. Jeffries indicated it would be more parking but that it is a matter of designing it, but often, we get into other restrictions. For instance, we have the 60/40 rule makes the buildings closer. We think it's a good thing that provides more presence on the public right-of-way. It allows parking to be hidden behind. That means parking areas are limited. Creating the additional parking has a tendency to push buildings apart, which is not what this type of development is meant to do.

Comm. Block: I appreciate Mr. Jeffries's comments, but for my vote, we've required all these other developments to put their parking in as described in as this change, and I think it should stay that way. I concur with Commissioner Coleman. It only takes a month or less than a month to change our ordinance. When that day comes, we can make the change. There is no need to account for that today in our ordinance.

Chairman Elkins: I would note that one of the things I see in the LDO as it stands right now is that it does present flexibility. This isn't an absolute mandate of either the covered spaces or the density parking spots. Those parking spaces may be modified on a project-by-project basis, depending on what the traffic study says. I would encourage Mr. Jeffries, when talking with the various developers, while there are certainly no promises, to make sure they understand that flexibility. Other comments? If not, is there a motion?

A motion to recommend approval of CASE 20-20 – LEAWOOD DEVELOPMENT ORDINANCE AMENDMENT TO SECTION 16-4-5.4, REQUIRED PARKING RATIOS – Request for approval of an amendment to the Leawood Development Ordinance, pertaining to covered parking requirements in Mixed Use zoned areas – including the addition of the words, "non-residential space" after "gross square footage" on Page 4 - was made by Coleman; seconded by Hoyt. Motion carried with a unanimous vote of 7-0. For: McGurren, Hunter, Belzer, Hoyt, Coleman, Block, Peterson.

MEETING ADJOURNED

Ordinance Published on ____/____/____

ORDINANCE NO. _____

ORDINANCE AMENDING SECTION 16-4-5.4 OF THE LEAWOOD DEVELOPMENT ORDINANCE ENTITLED "REQUIRED PARKING RATIOS" AND REPEALING EXISTING SECTION 16-4-5.4 AND OTHER SECTIONS IN CONFLICT HEREWITH. (PC 20-20)

NOW, THEREFORE, BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF LEAWOOD, KANSAS:

SECTION ONE: Section 16-4-5.4 of the Leawood Development Ordinance is hereby amended to read as follows:

16-4-5.4 Required Parking Ratios

A) The following table sets forth the minimum required parking ratios. Parking requirements may be modified on a project basis with supporting traffic engineering/ parking plan approved by the City.

PARKING RATIOS		
District	***Land Use Designation***	***Parking Requirements – Number of Spaces***
AG; RP-A5; R-1; RP-1; RP-2	Residential-Single Family	2 per unit (totally enclosed)
RP-3 **RP-4**	Residential-Multi-Family	2 per unit (totally enclosed) 2 per unit (1 totally enclosed)
MXD	Mixed Use	2 per residential unit (1 totally enclosed) + 3.0 to 3.5 per 1,000 gross SF non-residential space
SD-0	Commercial-Office	3.0 to 4.0 per 1,000 SF lease space
SD-NCR; SD-CR	Commercial-Retail	3.5 to 4.5 per 1,000 SF lease space
SD-NCR; SD-CR	Commercial-Service	3.5 to 4.5 per 1000 SF lease space, except food related - 1 per 2 seats, 2 per service bay, or alternative by parking study.
REC	Open/Civic Space	1 per 10 persons rated capacity

B) All land uses included herein shall provide 1 space/employee on the maximum shift. Additional spaces shall be provided for certain uses, as follows:

1) Art Gallery. 1 per 500 square feet gross area.
2) Auditorium. 1 for every 4 permanent seats plus 1 per 100 square feet area devoted to assembly use. Without permanent seating 1 per 50 square feet floor area devoted to assembly use.

3) Automobile Service Station. 3 spaces plus 1 space for each service bay.
4) Churches & Synagogues. 1 space for each 3 permanent seats.
5) Convenience Store. 5 per 1000 square feet gross area.
6) Convalescent & Nursing Homes. 1 space for each 2 beds.
7) Day Care Center. 1.5 per employee on maximum shift.
8) Elementary/Jr./High School. 1 space for each teacher and staff member.
9) Funeral Home. 1 per 100 square feet of viewing area or other public area.
10) Golf Course. 50 spaces for each 9 holes.
11) Health Club. 1 per 200 square feet plus 1 per employee on maximum shift.
12) Hospitals. 0.35 spaces per bed plus 0.95 spaces per doctor and 0.35 spaces per employee.
13) Hotels. 1 space per bedroom plus 1 space per employee. Restaurants & meeting rooms included in the hotel shall provide an additional parking space for each 4 seats of seating capacity.
14) Movie Theater. 1 for each 3 permanent seats plus 1 per employee on maximum shift.
15) Retirement Community. 0.27 per dwelling unit (weekday) and 1 per dwelling unit (Sunday).
16) Swim Club. 10 per employee (Saturday).

C) The following provisions shall govern the computation of required off-street parking and loading spaces:

1) Where computation of required off-street parking spaces results in a fractional number, the required spaces for the use shall be the next higher whole number.

2) Where more than one use is established on a single lot, the off-street parking and loading requirements for the lot shall be the sum of the separate requirements for each use established on the lot.

3) Where a lawful use exists at the time of adoption of this Ordinance that is deficient in the provision of required off-street parking, any new use hereafter established in its place shall conform to the parking requirements of this Ordinance.

D) A proposed parking area that exceeds the number of spaces required in the ordinance may not be permitted without approval of the City. For applications to exceed required parking ratios, applicant shall submit a detailed traffic/parking generation study prepared by a registered engineer.

E) Joint Use of Required Parking Spaces

1) One parking area may contain required spaces for several different uses, but except as otherwise provided herein, the required space assigned to one use may not be credited to any other use.

2) To the extent that developments that wish to make joint use of the same parking spaces operate at different times, the same spaces may be credited to both uses. For example, if a parking lot is used in connection with an office building on Monday through Friday but is generally 90% vacant on weekends, another development that operates only on weekends could be credited with 90% of the spaces on that lot. Or, if a church parking lot is generally occupied only to 50% of capacity on days other than Sunday, another development could make use of 50% of the church lot's spaces on those other days.

(Ord. 2001, 07-07-2003)
(Ord. 2745, 08-25-2015)

SECTION TWO: This ordinance shall be construed as follows:

A. Liberal Construction. The provisions of this Ordinance shall be liberally construed to effectively carry out its purposes which are hereby found and declared to be in furtherance of the public health, safety, welfare, and convenience.

B. Savings Clause. The repeal of Ordinance sections, as provided herein below shall not affect any rights acquired, fees, fines, penalties, forfeitures or liabilities incurred there under, or actions involving any of the provisions of said Ordinances or parts thereof. Said Ordinance repealed is hereby continued in force and effect after the passage, approval, and publications of this Ordinance for the purposes of such rights, fees, fines, penalties, forfeitures, liabilities and actions therefore.

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

SECTION THREE: That existing LDO Section 16-4-5.4 and other provisions in conflict herewith are hereby repealed.

SECTION FOUR: This ordinance shall take effect and be in force from and after publication in accordance with law.

PASSED by the Governing Body this 18th day of May, 2020.

APPROVED by the Mayor this 18th day of May, 2020.

[SEAL]

_____
Peggy J. Dunn, Mayor

ATTEST:

_____
Kelly L. Varner, City Clerk

APPROVED AS TO FORM:

_____
Marcia L. Knight, Assistant City Attorney

City of Leawood Governing Body Staff Report

MEETING DATE: **May 18, 2020**
REPORT WRITTEN: **February 26, 2020**

CAMELOT COURT – WATERWAY GAS AND WASH COMPANY – REQUEST FOR APPROVAL OF A REVISED FINAL PLAN FOR CHANGES TO THE EXTERIOR WASHING AND DRYING STATIONS – Located north of 119th Street and west of Tomahawk Creek Parkway – Case 11-20

Following the Planning Commission Meeting, the property owner notified the applicant that they were not supportive of new parking lot light fixtures within the washing and drying stations, but want to keep the existing light fixtures in their current locations. The property owner is supportive the existing light fixture within the parking lot island to be moved with the island. The lighting plan that was approved by the Planning Commission (Exhibit A) is included along with the lighting plan that is now proposed (Exhibit B).

A Revised Plan has also been provided showing vehicle circulation. (Exhibit C).

PLANNING COMMISSION RECOMMENDATION:

The Planning Commission recommends approval (6-1) of Case 11-20, Camelot Court – Waterway Gas and Wash Company – request for approval of a Revised Final Plan for changes to the washing and drying stations, with the stipulations listed below:

1. The project is limited to changes to the exterior washing and drying stations and the shifting of the parking lot island.
2. The project shall comply with the design guidelines for Camelot Court.
3. A building permit is required prior to demolition and installation.
4. Prior to review by the Governing Body, the applicant shall provide an updated photometric study meeting the requirements of the Leawood Development Ordinance.
5. The proposed light poles and light fixtures shall match the poles and color temperature existing on the site and within the Camelot Court development.
6. Per the Leawood Development Ordinance, all parking lot light fixtures associated with this project shall be a maximum of 18' in height.
7. Per the Leawood Development Ordinance, the source of illumination of all proposed light fixtures shall not be visible.
8. Per the Leawood Development Ordinance, all landscaped areas shall be irrigated.
9. Per the Leawood Development Ordinance, all shrubs shall be a 24" in height at the time of planting.
10. The approved final landscape plan shall contain the following statements:
    a) All trees shall be callipered and undersized trees shall be rejected.
    b) All parking lot islands shall be bermed to discourage foot traffic.
    c) All hedges shall be trimmed to maintain a solid hedge appearance.
    d) All plant identification tags shall remain until issuance of a Final Certificate of Occupancy.
    e) Any deviation to the approved final landscape plan shall require the written approval of the landscape architect and the City of Leawood, prior to installation.
    f) All landscaped open space shall consist of a minimum of 60% living materials.

11. A letter, signed and sealed by a Kansas registered Landscape Architect, shall be submitted prior to final occupancy that states that all landscaping has been installed per the approved landscape plan and all plant material used is to the highest standards of the nursery industry.
12. Development rights under this approval shall vest in accordance with K.S.A. 12-764.
13. The applicant shall provide an updated vehicle circulation study to address the circulation between the new parking lot island and the first row of gas pumps prior to Governing Body Consideration.
14. In addition to the stipulations listed in this report, the developer/property owner agrees to abide by all ordinances of the City of Leawood including the Leawood Development Ordinance, unless a deviation has been granted, and to execute a statement acknowledging in writing that they agree to stipulations one through fourteen.

PLANNING COMMISSION CHANGES TO STIPULATIONS:

- **Stipulation 13 Added**
  The applicant shall provide an updated vehicle circulation study to address the circulation between the new parking lot island and the first row of gas pumps prior to Governing Body Consideration.

- **Stipulation 14 (Previously Stipulation 13)**
  From:
  In addition to the stipulations listed in this report, the developer/property owner agrees to abide by all ordinances of the City of Leawood including the Leawood Development Ordinance, unless a deviation has been granted, and to execute a statement acknowledging in writing that they agree to stipulations one through thirteen.
  To:
  In addition to the stipulations listed in this report, the developer/property owner agrees to abide by all ordinances of the City of Leawood including the Leawood Development Ordinance, unless a deviation has been granted, and to execute a statement acknowledging in writing that they agree to stipulations one through fourteen.

APPLICANT:

- The applicant is Mike Goldman with Waterway Gas and Wash
- The property is owned by MD Management, Inc.
- The engineer is Matt Eblen with McClure Engineering

REQUEST:

- The applicant is requesting approval of a Revised Final Plan to expand the washing and drying stations on the exterior of the building by adding an additional bay.
- The addition of an additional bay will require that the existing island separating the washing/drying stations and the gas station, be shifted to the east.

ZONING:

- The property is currently zoned SD-CR (Planned General Retail).

COMPREHENSIVE PLAN:

- The Comprehensive Plan designates this property as Retail.

SURROUNDING ZONING:

- North — To the north of the property is a vacant lot owned by the City of Leawood zoned SD-CR. North of the vacant property is the City of Leawood Justice Center also zoned SD-CR
- South — Directly south of the property, across from 119th Street, is the Trader Joe's Grocery Store located within the Town Center Crossing Retail Development, zoned SD-CR.
- East — Directly east of the property, across Tomahawk Creek Parkway, is park property owned by the City of Leawood, zoned REC (Planned Recreation)
- West — West of the property is a multi-tenant retail building within the Camelot Court retail development, zoned SD-CR.

LOCATION:

SITE PLAN:

- The applicant is proposing to add an additional bay for vehicle washing and drying. The additional space will be placed to the east of the existing vehicle washing and drying bays.
- To accommodate the additional bay, the existing island will have to be shifted approximately 14' to the east, closer to the gas station.
- There are two existing light fixtures currently located within the vehicle washing and drying bays. The applicant is proposing to replace the existing light poles with four new poles within the vehicle washing and drying bays. An additional light pole is proposed to be at the southern point of the shifted island.
- The new island will be constructed of reinforced concrete pavement and will have a new prefinished aluminum handrail on the west side of the island to be grey in color.
- An existing landscaped area is located within the island which is proposed to be removed. The existing plantings will be substituted for other plant material within the property.
- Three new vacuum cleaners will be installed (two being replaced) for the new vehicle washing and drying bay.

SIGNAGE:

- No signage is proposed with this application.
- Camelot Court has sign criteria recommended by the Planning Commission and approved by the Governing Body.

LANDSCAPING

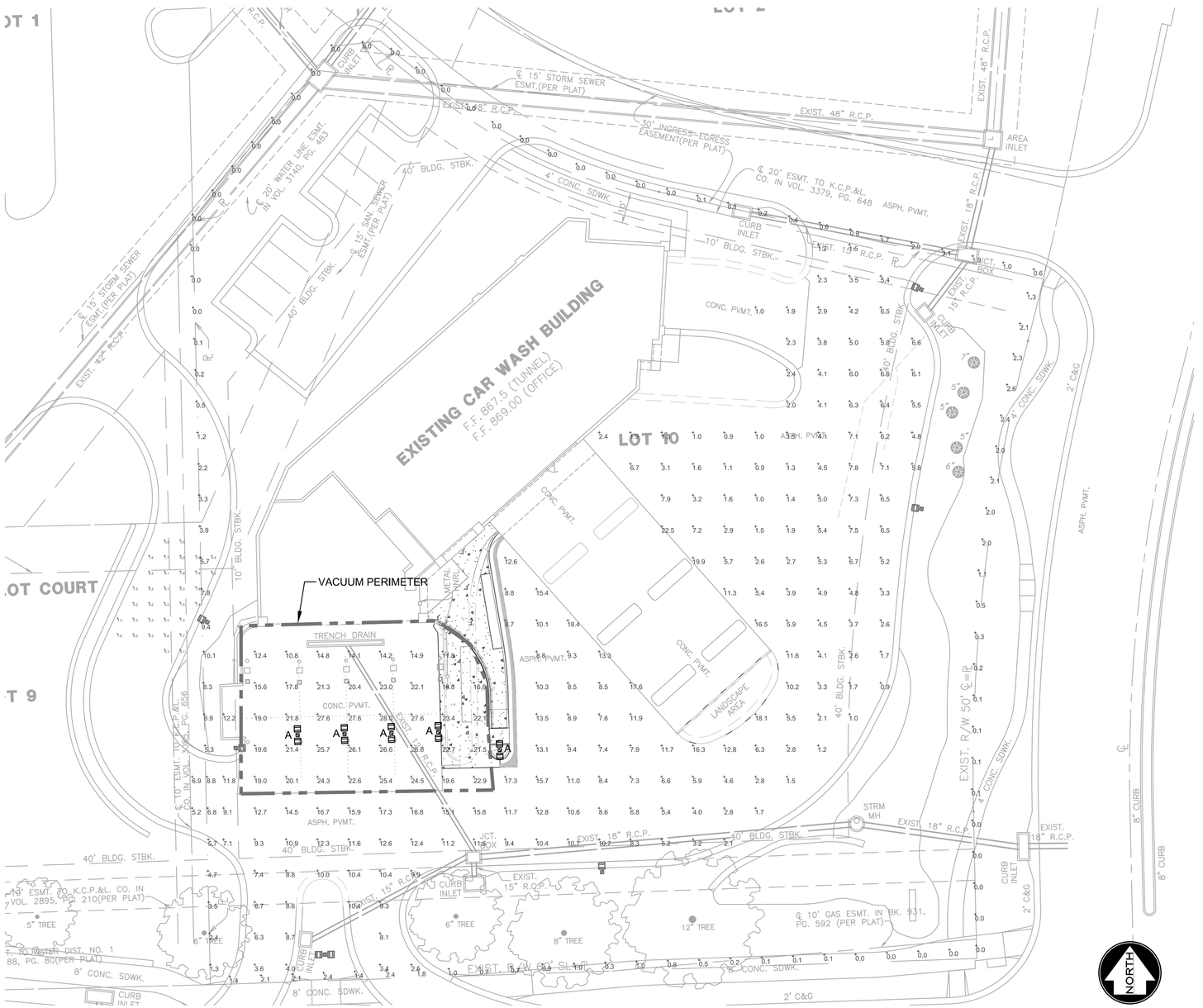
- With the parking lot island being shifted to the east, the existing landscape bed will be removed. The site still meets the requirement of 30% greenspace for the property.
- The applicant will be extending an existing landscape bed to allow for the same number of plant materials which were existing in the parking lot island to remain on the property.
- The applicant is proposing Sea Green Junipers and Tiger Eye Sumac shrubs.
- No additional landscaping changes have been proposed on the site

LIGHTING:

- The applicant is not proposing any new parking lot light fixtures with this application, but will move the existing parking lot light fixture in the island with the relocation of the island. This is a change from the plans approved by the Planning Commission, which proposed to replace the two existing light poles in the car drying and washing stations with four new light poles in that same area, and an additional light pole at the southern end of the shifted parking lot island.
- Per the Leawood Development Ordinance 16-2-9.2, the parking lot lighting shall have an initial average uniformity ratio of 4 to 1 (average foot candle over minimum foot candle). The applicant has provided a photometric study that shows an average uniformity ratio of 10.61 over 1. Staff has included a stipulation stating that the applicant shall provide an updated photometric study that shows they are in conformance with the Leawood Development Ordinance prior to review by the Governing Body.
- No additional lighting changes have been proposed on the site.

STAFF COMMENTS:

- The current photometric study shows that the site is not meeting the requirements of the Leawood Development Ordinance. The applicant shall provide an updated photometric study prior to evaluation by the Governing Body, showing that the site meets the lighting requirements of the Leawood Development Ordinance or what is being proposed is less of a non-conformity than the current lighting on the site **(Stipulation 4).**
- The light poles and light fixtures proposed with this application shall match the existing poles and color temperature within the site, and those within the Camelot Court retail development **(Stipulation 5). The applicant is not proposing any new parking lot light fixtures with this application, but will move the existing parking lot light fixture in the island with the relocation of the island. This is a change from the plans approved by the Planning Commission, which proposed to replace the two existing light poles in the car drying and washing stations with four new light poles in that same area, and an additional light pole at the southern end of the shifted parking lot island.**
- The new extension to the landscape bed shall meet the requirement of the Leawood Development Ordinance stating that all shrubs shall be 24" at the time of planting **(Stipulation 9).**



PHOTOMETRIC SITE PLAN

Exhibit A - Previously Proposed Photometric Study

Catalog # :	Project :
Prepared By :	Date :

Mirada Medium - MRM Outdoor LED Area Light

The Mirada's sleek design makes it perfectly-suited for architectural & commercial applications, while its cost-effective die-cast aluminum housing makes its acquisition cost very competitive. The Mirada offers high performance factory-rotatable silicone optics, 5 standard CCTs, 42,000+ delivered lumens, and is available with integral Airlink™ Wireless Controls.

Features & Specifications

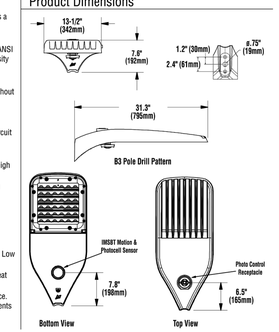
Optical System

- State-of-the-Art one piece silicone optic sheet delivers industry leading optical control with an integrated gasket to provide IP66 rated sealed optical chamber in 1 component.
- Proprietary silicone refractor optics provide exceptional coverage and uniformity in IES Types 2, 3, 5W, FT and FTA.
- Silicone optical material does not yellow or crack with age and provides a typical light transmittance of 93%.
- Zero uplight.
- Available in 5000K, 4000K, 3000K, and 2700K color temperatures per ANSI C78.377. Also Available in Phosphor Converted Amber with Peak intensity at 610nm.
- Minimum CRI of 70.
- Integral Louver (IL) option available for improved back-light control without sacrificing street side performance. See page 5 for more details.

Electrical

- High-performance driver features over-voltage, under-voltage, short-circuit and over temperature protection.
- 0-10V dimming (10% - 100%) standard.
- Standard Universal Voltage (120-277 Vac) Input 50/60 Hz or optional High Voltage (347-480 Vac).
- L80 Calculated Life: >100k Hours (See Lumen Maintenance on Page 2)
- Total harmonic distortion: <20%
- Operating temperature: -40°C to +50°C (-40°F to +122°F). 42L lumen package rated to +40°C.
- Power factor: > 90
- Input power stays constant over life.
- Field replaceable surge protection device meets a minimum Category C Low operation (per ANSI/IEEE C62.41.2).
- High-efficacy LEDs mounted to metal-core circuit board to maximize heat dissipation
- Components are fully encased in potting material for moisture resistance. Driver complies with FCC standards. Driver and key electronic components can easily be accessed.

Product Dimensions



LSI Industries Inc. 10000 Alliance Rd. Cincinnati, OH 45242 • www.lsi-industries.com • (513) 372-3200 • ©LSI Industries Inc. All Rights Reserved.

NEW A FIXTURE

GENERAL NOTES:

1. DRAWING FOR PHOTOMETRIC PURPOSES ONLY.
2. LIGHTING LAYOUT WAS BASED ON LSI MIRADA MEDIUM MRM. EACH LUMINARE SHALL BE ADJUSTED AND LEVELED TO MATCH THE ELEVATION OF THE PAVEMENT.
3. NEW FIXTURES AND POLES SHALL MATCH MANUFACTURER AND COLOR SELECTION PREVIOUSLY USED WATERWAY LOCATION.
4. CONTRACTOR SHALL VERIFY VOLTAGE PRIOR TO ORDERING FIXTURES.
5. MOUNTING HEIGHT OF FIXTURES SHALL BE 18'.

Luminaire Schedule				
Symbol	Tag	Qty	LLF	Description
	A	5	0.900	MRM-LED-18L-SIL-5W-40-70CRI

Calculation Summary						
Label	Units	Avg	Max	Min	Avg/Min	Max/Min
property line	Fc	1.53	10.1	0.0	N.A.	N.A.
site	Fc	9.55	28.0	0.9	10.61	31.11

TABLE 1 – Recommended Level of Foot-Candles	Minimal Level Foot-Candles	Standard Level Foot-Candles	Brighter Level Foot Candle
Vacuum Bays and Arches	25	35	45
Wash Bays and Tunnels	35	45	55
Detail Shop	60	75	90

EXISTING VACUUM BAY AREA CALCULATIONS MEASURE AN AVERAGE OF 25 FOOTCANDLES. MINIMAL LEVEL FOOTCANDLES RECOMMENDED FOR VACUUM AREA IS 25 FC.
THE REQUIRED 4:1 AVERAGE TO MIN. PER 16-2-9.2 OF THE LEAWOOD DEVELOPMENT ORDINANCE CAN NOT BE ACHIEVED WITH VACUUM AREA INCLUDED IN OVERALL PARKING LOT CALCULATIONS DUE TO EXISTING EAST LIGHTING.

NEW ILLUMINANCE (FC) LEVELS FOR ONLY VACUUM AREA:
AVERAGE=20.67 MAXIMUM=28.5 MINIMUM=10.1 AVG/MIN=2.05
MAX/MIN=2.82

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WATERWAY GAS & WASH COMPANY
FINAL SITE DEVELOPMENT PLAN
4200 W. 119TH STREET
LEAWOOD, KANSAS

PHOTOMETRIC PLAN

DALE K. DICKSON
LICENSED
11051
KANSAS
PROFESSIONAL ENGINEER
02-18-2020

ISSUE DATE
2-18-2020
REVISIONS
CITY PHOTOMETRIC REVIEW

ENGINEER	DESIGNED BY
DKD	DKD
DRAWN BY	CHECKED BY
MLD	DKD

McCLURE PROJECT No.
190185-000
SHEET NO.
E101

K:\190860-000\06-Drawings\Civil\190860-000 SHT BLK.dwg 5/15/2019 10:33 AM

RELOCATED ISLAND FIXTURE-MT. HEIGHT 18'

Calculation Summary						
Label	Units	Avg	Max	Min	Avg/Min	Max/Min
property line	Fc	1.55	9.7	0.0	N.A.	N.A.
site	Fc	9.05	27.9	1	9.05	27.90

Exhibit B - Newly Proposed Photometric Study

NORTH

SCALE: 1"=20'

20 10 0 20

Wednesday, March 4, 2020 9:52:29 AM (MDOLLAR)
K:\190185-000\06-DRAWINGS\CIVIL\LTG-VERSIONS\EXIST RELOCATED ISLAND FIXTURE.DWG

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WATERWAY GAS & WASH COMPANY
FINAL SITE DEVELOPMENT PLAN
4200 W. 119TH STREET
LEAWOOD, KANSAS

PLAN WITH RELOCATED ISLAND FIXTURE

ISSUE DATE

REVISIONS

ENGINEER | DESIGNED BY

DRAWN BY | CHECKED BY

McCLURE PROJECT No.

SHEET NO.

E101

FINAL DEVELOPMENT PLANS

WATERWAY GAS & WASH COMPANY

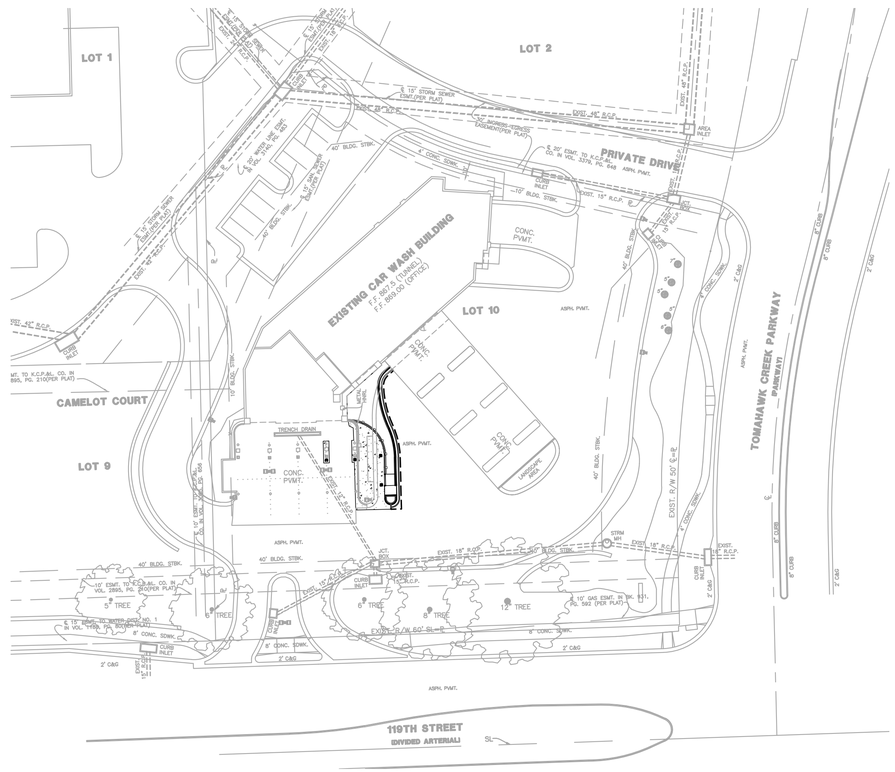
4200 W. 119TH STREET
CITY OF LEAWOOD, KANSAS

INDEX OF SHEETS

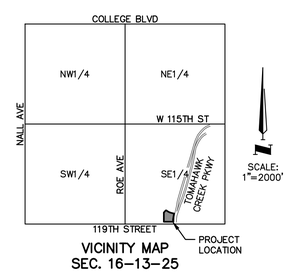
SHEET NO.	C000	COVER SHEET
SHEET NO.	C001	AERIAL PHOTOGRAPHY
SHEET NO.	C002	FINAL SITE GRADING PLAN
SHEET NO.	C100	EXISTING CONDITIONS PLAN
SHEET NO.	C101	SITE DEMOLITION PLAN
SHEET NO.	C102	EROSION CONTROL PLAN
SHEET NO.	C103	FINAL DEVELOPMENT SITE PLAN
SHEET NO.	C104-C106	DETAILS
SHEET NO.	C107	VEHICLE CIRCULATION PLAN
SHEET NO.	E101	PHOTOMETRIC PLAN
SHEET NO.	L101	OVERALL LANDSCAPE PLAN & DETAILS

GENERAL NOTES

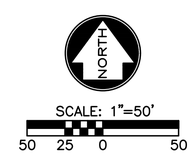
1. ALL WORKMANSHIP AND MATERIALS SHALL BE SUBJECT TO THE INSPECTION AND APPROVAL OF CITY OF LEAWOOD, KANSAS.
2. THE UTILITY LOCATIONS SHOWN ON THESE PLANS ARE TAKEN FROM UTILITY COMPANY RECORDS AND ARE APPROXIMATE ONLY. THEY DO NOT CONSTITUTE ACTUAL FIELD LOCATIONS. THE CONTRACTOR SHALL VERIFY THE LOCATION AND DEPTH OF ALL UTILITIES PRIOR TO CONSTRUCTION.
3. THE CONTRACTOR SHALL PROTECT ALL TREES FROM DAMAGE. NO TREE SHALL BE REMOVED WITHOUT PERMISSION OF THE OWNER, UNLESS SHOWN OTHERWISE.
4. CLEARING AND GRUBBING OPERATIONS AND DISPOSAL OF ALL DEBRIS SHALL BE PERFORMED BY THE CONTRACTOR IN STRICT ACCORDANCE WITH ALL LOCAL CODES AND ORDINANCES.
5. ALL MANHOLES, CATCH BASINS, UTILITY VALVES AND METER PITS TO BE ADJUSTED OR REBUILT TO GRADE AS REQUIRED. ALL EXISTING UTILITIES SHALL BE ADJUSTED AS REQUIRED
6. ALL EXCESS AND UNSUITABLE MATERIAL SHALL BE DISPOSED OF AT A LOCATION OFF SITE PROVIDED BY THE CONTRACTOR.



GENERAL LOCATION MAP



VICINITY MAP
SEC. 16–13–25



PROJECT BENCHMARKS

BENCHMARK ELEV.: 867.31
SQUARE CUT ON LIGHT POLE BASE LOCATED APPROX. 82 FEET NE OF CORNER OF CAR WASH BUILDING.

Know what's **below.** **Call** before you dig.

LEGAL DESCRIPTION

LOT 10 OF CAMELOT COURT SHOPPING CENTER, A SUBDIVISION OF LAND NOW IN THE CITY OF LEAWOOD, JOHNSON COUNTY, KANSAS.

PREPARED & SUBMITTED BY:

McCLURE
1700 SWIFT STREET, SUITE 100
NORTH KANSAS CITY, MISSOURI 64116

I HEREBY CERTIFY THAT THIS PROJECT HAS BEEN DESIGNED AND THESE PLANS WERE PREPARED TO MEET OR EXCEED THE DESIGN CRITERIA OF THE CITY OF LEAWOOD, KANSAS.

ENGINEER

DATE

REVIEWED FOR COMPLIANCE WITH THE CITY OF LEAWOOD'S DESIGN CRITERIA AND CONSTRUCTION STANDARDS.

DAVID LEY, ENGINEER — DATE

APPROVED FOR ONE YEAR FROM THE ABOVE DATE.

OWNER

WATERWAY GAS & WASH CO.
727 GODDARD AVENUE
CHESTERFIELD, MO 63005

UTILITY NOTES

1. VISUAL INDICATIONS OF UTILITIES ARE AS SHOWN. UNDERGROUND LOCATIONS SHOWN, AS FURNISHED BY THE RESPECTIVE UTILITY COMPANIES, ARE APPROXIMATE AND SHALL BE VERIFIED IN THE FIELD AT THE TIME OF CONSTRUCTION. FOR ACTUAL FIELD LOCATIONS OF UNDERGROUND UTILITIES, CALL 811 FOR KANSAS AND MISSOURI.
2. THE NAME AND TELEPHONE NUMBER OF UTILITY COMPANIES, EVEN IF REMOTELY INVOLVED WITH THIS PROJECT ARE AS FOLLOWS:

POWER : KANSAS CITY POWER & LIGHT
816-471-5275
ENGINEERING CONTACT:
ERIC BOWEN
16215 W. 108TH ST.
LENEXA, KS 66219
913-894-3082
EMAIL: eric.bowen@kcpl.com

CABLE TV : TIME WARNER CABLE
816-353-7788
ENGINEERING CONTACT:
GREG THOMAS
8221 W. 119TH ST.
OVERLAND PARK, KS 66213
913-643-1950
EMAIL: greg.thomas@twcable.com

GAS : KANSAS GAS SERVICE
1-888-482-4950
ENGINEERING CONTACT:
TONY CELLITTI
11401 W. 89TH STREET
OVERLAND PARK, KS 66214
913-599-8981
EMAIL: tony.cellitti@oneok.com

TELEPHONE : AT&T
1-800-246-8464
ENGINEERING CONTACT:
BRUCE UNDERWOOD
9444 NALL
OVERLAND PARK, KS 66207
913-383-4919
EMAIL: bu3084@att.com

WATER : WATERONE
913-895-1800
ENGINEERING CONTACT:
JAN HARDIE
10747 RENNER BLVD
LENEXA, KS 66219
913-895-5726
EMAIL: jhardie@waterone.org

SEWER : JOHNSON COUNTY WASTEWATER
11811 S. SUNSET DR, SUITE 2500
OLATHE, KANSAS 66061-7061
913-715-8500/913-715-8501 (FAX)
JENNIFER HARDER P.E., ENGINEERING
LONNIE PONDER, SENIOR INSPECTOR,
EMAIL: lponder@jcw.org (913)207-5232

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WATERWAY GAS & WASH COMPANY
FINAL SITE DEVELOPMENT PLAN
4200 W. 119TH STREET
LEAWOOD, KANSAS

COVER SHEET

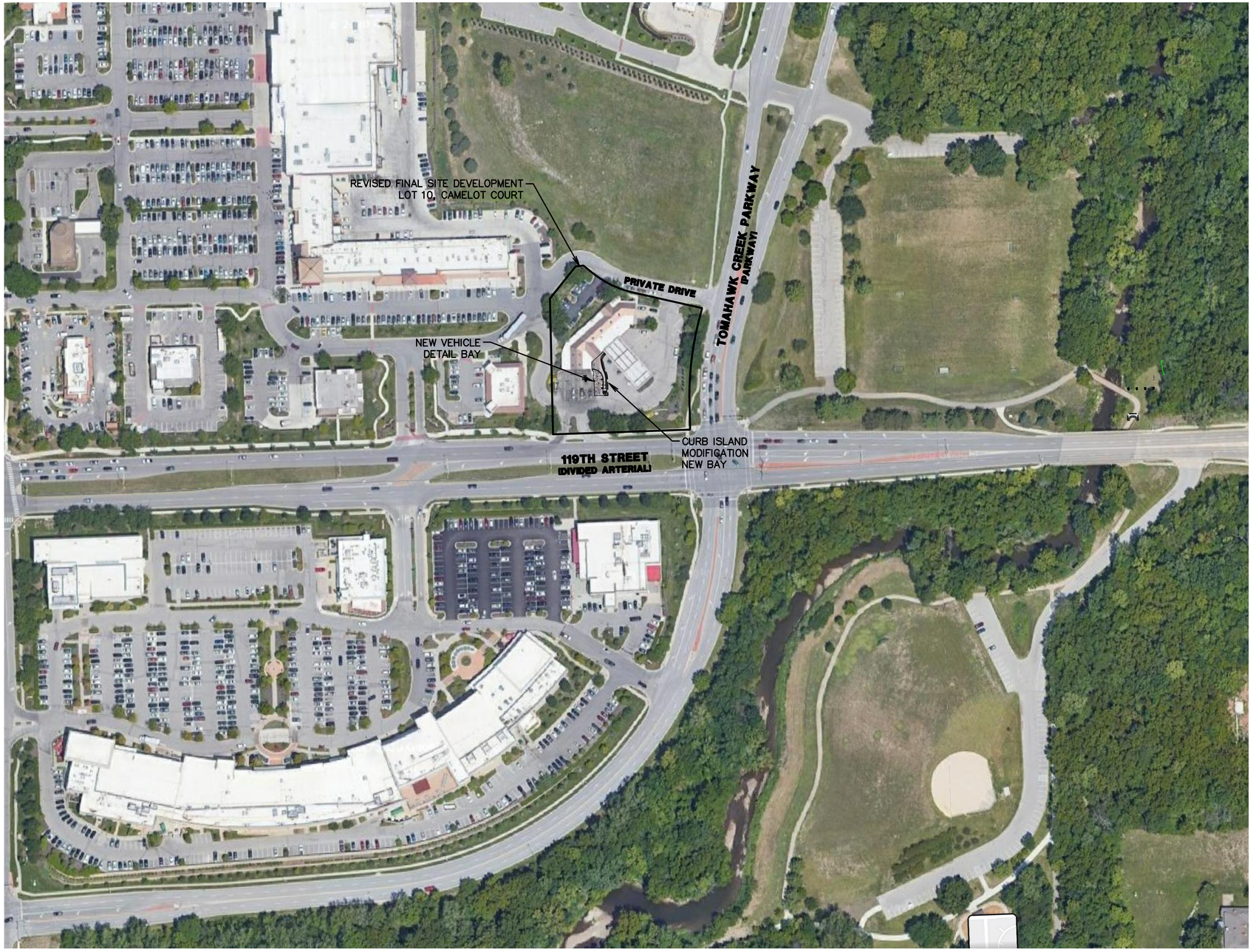
ISSUE DATE

REVISIONS

ENGINEER: MVE	DESIGNED BY: AD
DRAWN BY: ELM	CHECKED BY:

McCLURE PROJECT No. 190185-000

SHEET NO. C000



NORTH

SCALE: 1"=100'

100 50 0 100

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WATERWAY GAS & WASH COMPANY
FINAL SITE DEVELOPMENT PLAN
4200 W. 119TH STREET
LEAWOOD, KANSAS

SITE AERIAL PHOTOGRAPHY PLAN

MATTHEW VAUGHN EDWARDS
LICENSED
15823
KANSAS
PROFESSIONAL ENGINEER

03/06/2020

ISSUE DATE

REVISIONS

ENGINEER	DESIGNED BY
MVE	AD
DRAWN BY	CHECKED BY
ELM	

McCLURE PROJECT No.
190185-000

SHEET NO.
C001

Friday, March 6, 2020 8:22:59 AM (EMCQUEEN)
K:\190185-000\06-DRAWINGS\CIVIL\190185-000 AERIAL.DWG

SITE GRADING GENERAL NOTES

1. IT IS THE INTENT OF THIS GRADING PLAN TO USE ON-SITE AND IMPORTED SOILS.
2. ALL FILL MATERIAL SHALL BE FREE OF DEBRIS AND ORGANIC MATERIAL.
3. CONTRACTOR SHALL BE RESPONSIBLE FOR ANY COSTS INCURRED FOR SOILS INSPECTION AND TESTING.
4. ALL GRADING OPERATIONS SHALL BE STAKED BY A REGISTERED CIVIL ENGINEER OR A LICENSED LAND SURVEYOR.

SCALE: 1"= 40'

40 20 0 40

NORTH

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FINAL SITE DEVELOPMENT PLAN
4200 W. 119TH STREET
LEAWOOD, KANSAS

OVERALL FINAL SITE GRADING PLAN

MATTHEW E. VAUGHN
LICENSED
15823
KANSAS
PROFESSIONAL ENGINEER

03/06/2020

ISSUE DATE

REVISIONS

ENGINEER	DESIGNED BY
MVE	AD
DRAWN BY	CHECKED BY
ELM	

McCLURE PROJECT No.
190185-000

SHEET NO.
C002

Friday, March 6, 2020 9:16:13 AM (ADEGONA)
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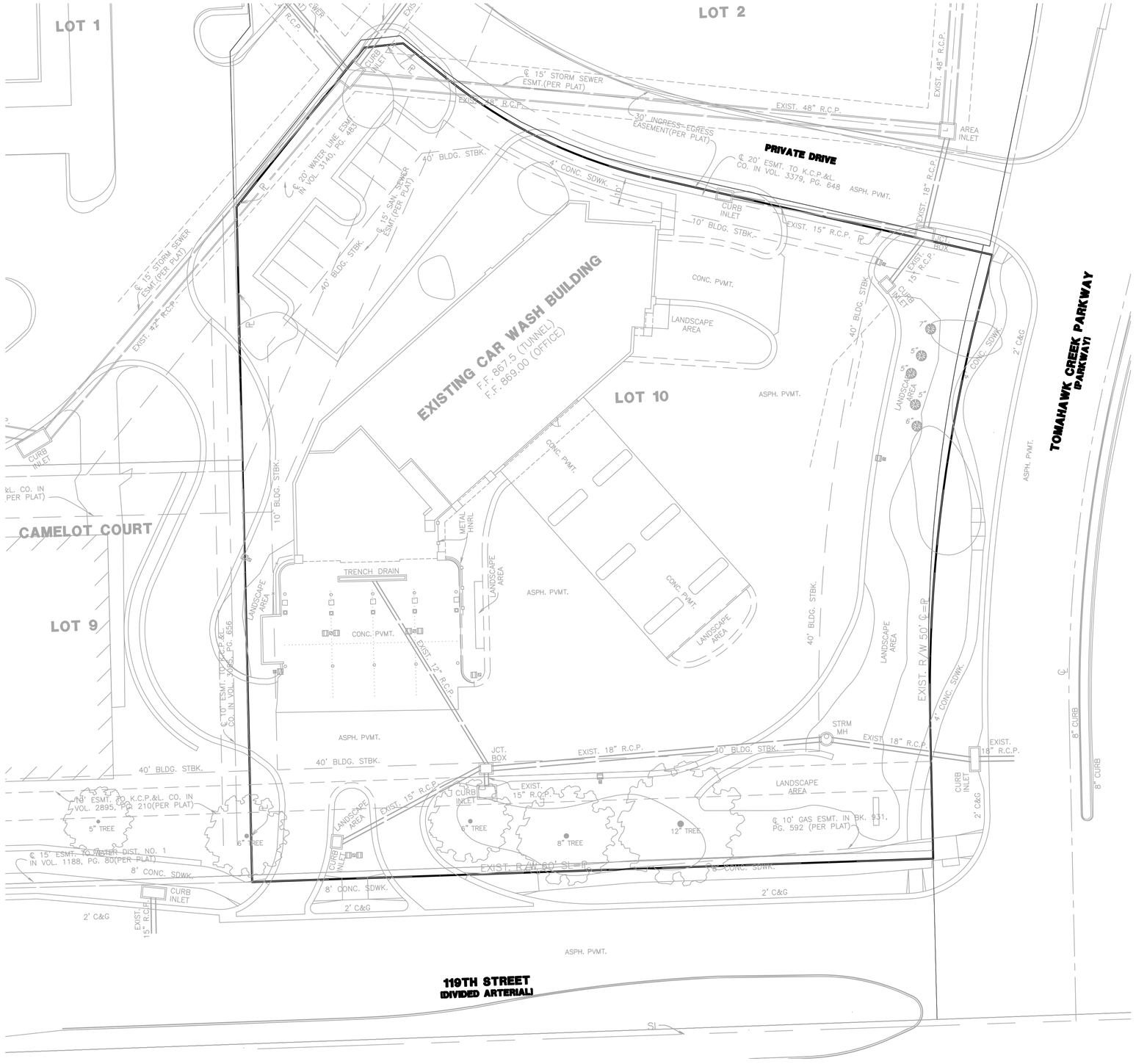

NOTE:

CONSTRUCTION DOCUMENTS ARE DESIGNED BASED UPON EXISTING AND DESIGNED CONDITIONS FROM THE ORIGINAL SUBMITTAL OF PLANS BY SKW. CONTRACTOR SHALL VERIFY EXISTING LOCATIONS OF CURBS, UTILITIES, ETC.

NORTH

SCALE: 1"=20'

20 10 0 20

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WATERWAY GAS & WASH COMPANY
FINAL SITE DEVELOPMENT PLAN
4200 W. 119TH STREET
LEAWOOD, KANSAS

EXISTING CONDITIONS PLAN

MATTHEW VAUGHN EDWARDS
LICENSED
15823
KANSAS
PROFESSIONAL ENGINEER

03/06/2020

ISSUE DATE

REVISIONS

ENGINEER	DESIGNED BY
MVE	AD
DRAWN BY	CHECKED BY
ELM	

McCLURE PROJECT No.
190185-000

SHEET NO.
C100

Friday, March 6, 2020 9:22:16 AM (ADEGONA)
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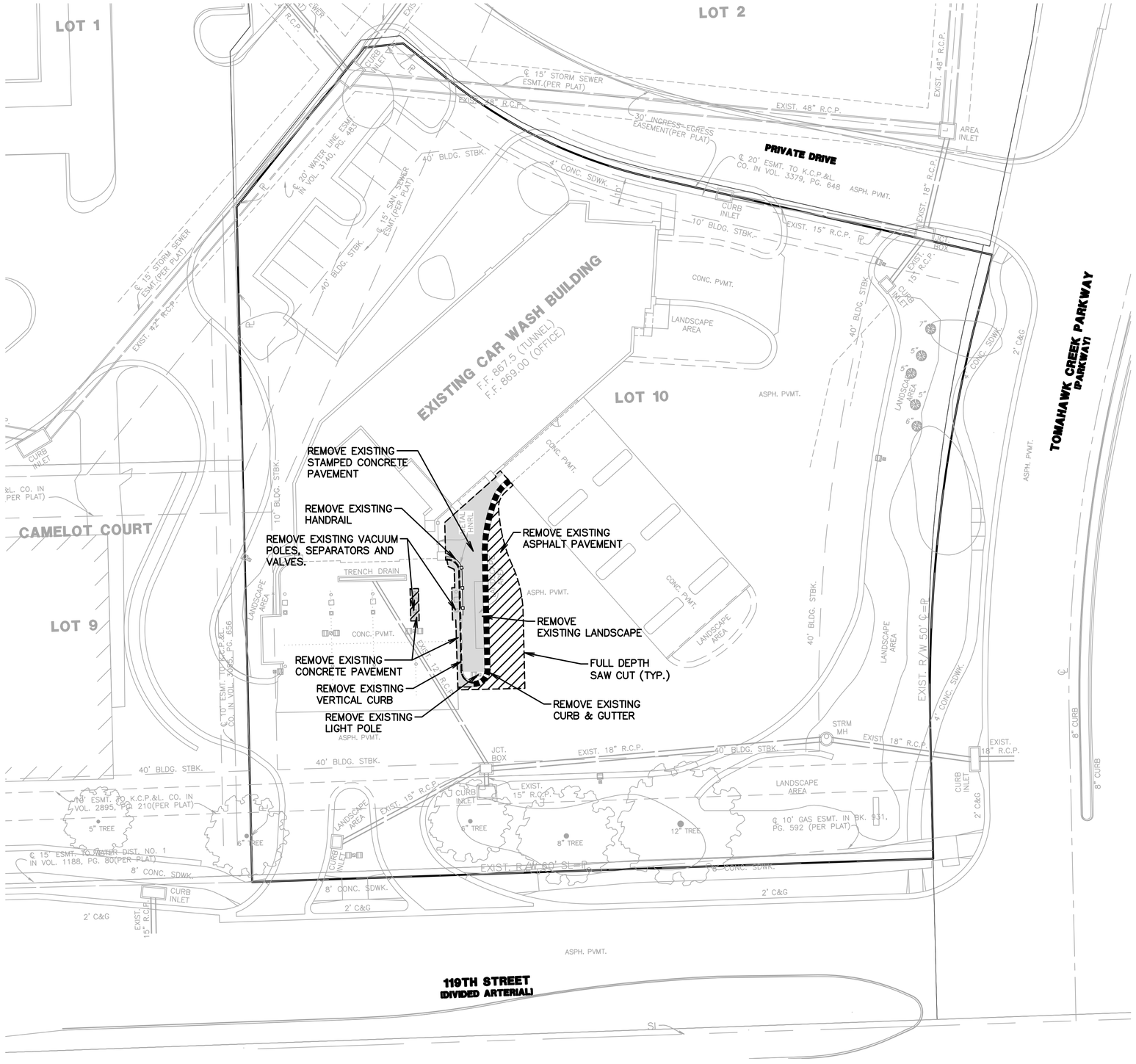

DEMOLITION GENERAL NOTES:

1. CONTRACTOR SHALL SUBMIT DEMOLITION REMOVAL PROCEDURES AND SCHEDULE TO THE OWNER PRIOR TO COMMENCING WORK.
2. THE EXISTING UTILITY INFORMATION DEPICTED ON THE SITE DEMOLITION PLAN IS BASED ON OFFICE RECORDS. THE CONTRACTOR IS RESPONSIBLE FOR CONFIRMING THE LOCATIONS OF ALL EXISTING UTILITIES PRIOR TO DEMOLITION. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING WITH THE UTILITY COMPANIES FOR SHUTOFF, DISCONNECTION, CAP, ETC.
3. THE CONTRACTOR SHALL VERIFY FIELD CONDITIONS PRIOR TO START OF DEMOLITION, AND NOTIFY THE ENGINEER OF ANY DISCREPANCIES.
4. THE CONTRACTOR SHALL IMPLEMENT THE STORMWATER POLLUTION PREVENTION MEASURES NECESSARY PRIOR TO START OF WORK TO ENSURE SEDIMENT DOES NOT LEAVE THE SITE. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING AND IMPLEMENTING EROSION CONTROL MEASURES AS NECESSARY TO ENSURE SEDIMENT DOES NOT LEAVE THE SITE THROUGHOUT THE DURATION OF THE PROJECT.
5. CONFORM TO ALL BUILDING CODES AND EXECUTE WORK ONLY WHICH IS IN CONFORMANCE.
6. ALL DEMOLISHED MATERIALS BECOME THE PROPERTY OF THE CONTRACTOR UNLESS OTHERWISE DESIGNATED.
7. KEEP CLEAN ALL EXISTING SPACES AND PROPERTIES ADJACENT TO DEMOLITION/CONSTRUCTION AREAS. ALL TRASH, DEBRIS AND RUBBISH SHALL BE REMOVED FROM WORK AREAS.
8. THE CONTRACTOR SHALL SAW CUT (FULL DEPTH) ALONG EXISTING PAVEMENT AND OTHER ADJOINING SURFACE TO REMAIN.
9. CONTRACTOR SHALL PROVIDE PROTECTION TO ALL STREETS, FENCES, TREES, UTILITIES AND STRUCTURES THAT ARE TO REMAIN. REPAIR CONTRACTOR-CAUSED DAMAGE AT NO ADDITIONAL COST TO THE OWNER.

DEMOLITION LEGEND

- DENOTES FULL DEPTH ASPHALT REMOVAL.
- DENOTES FULL DEPTH CONCRETE REMOVAL
- DENOTES CURB AND GUTTER REMOVAL
- DENOTES VERT. CURB REMOVAL
- DENOTES HANDRAIL REMOVAL

NORTH

SCALE: 1"=20'

20 10 0 20

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WATERWAY GAS & WASH COMPANY
FINAL SITE DEVELOPMENT PLAN
4200 W. 119TH STREET
LEAWOOD, KANSAS

SITE DEMOLITION PLAN

MATTHEW VAUGHN ELDRIDGE
LICENSED
15823
KANSAS
PROFESSIONAL ENGINEER
03/06/2020

ISSUE DATE

REVISIONS

ENGINEER	DESIGNED BY
MVE	AD
DRAWN BY	CHECKED BY
ELM	

McCLURE PROJECT No.
190185-000

SHEET NO.
C101

Friday, March 6, 2020 12:36:21 PM (ADEGONA)
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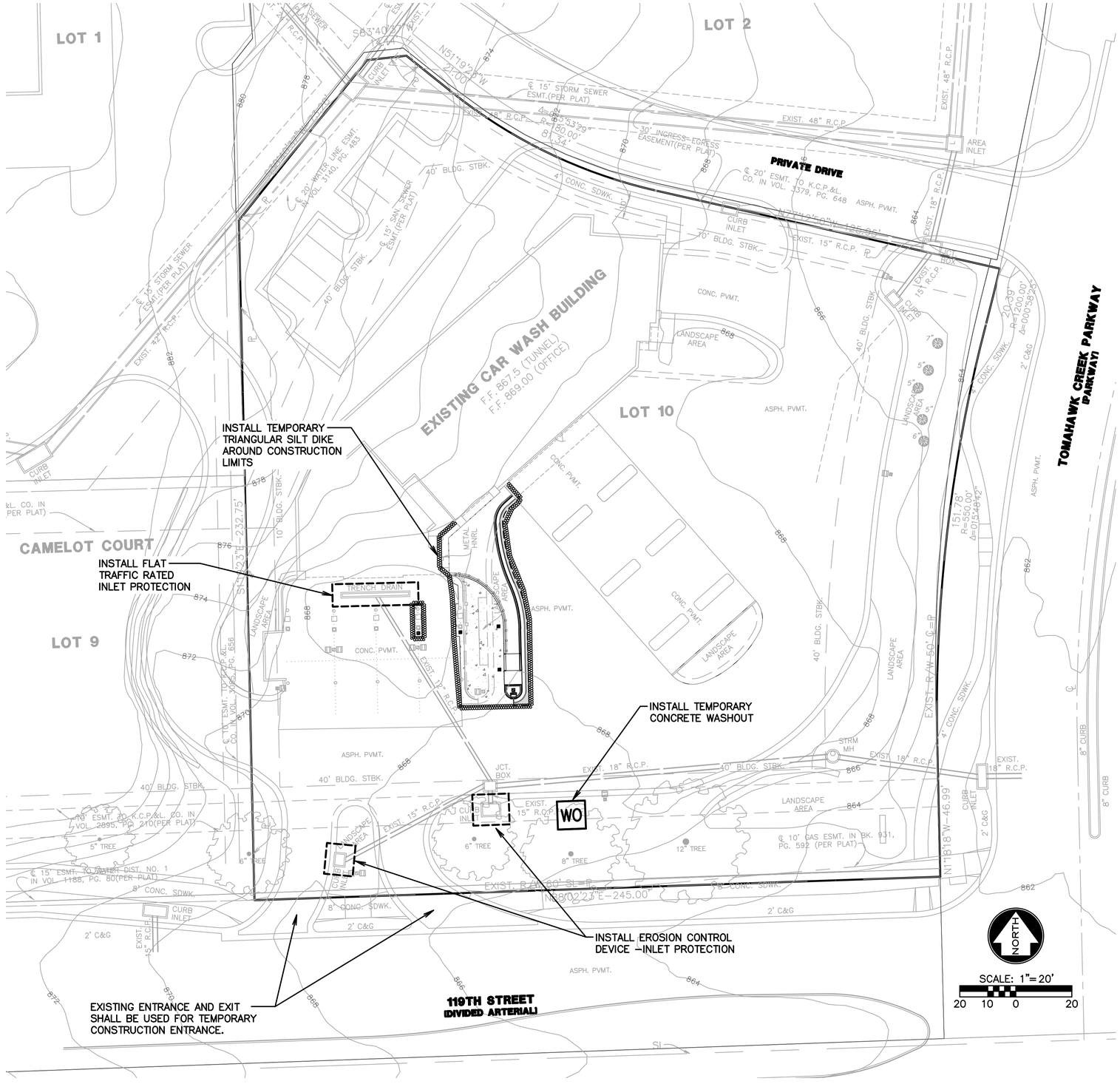
EROSION CONTROL NOTES

1. AT ANY TIME DURING CONSTRUCTION, THE CITY MAY REQUIRE ADDITIONAL EROSION/SILTATION CONTROL MEASURES TO BE INSTALLED IN ORDER TO ADDRESS PROBLEM SITUATIONS OBSERVED ON THE SITE. WHEN REQUIRED, SUCH MEASURES SHALL BE INSTALLED WITHIN 48 HOURS OF THE CITY STAFF'S VERBAL OR WRITTEN ORDER.
2. IT SHALL BE EACH CONTRACTOR'S RESPONSIBILITY TO CONTROL EROSION AND PREVENT POLLUTION FOR ALL WORK WHICH THEY ARE DIRECTLY INVOLVED.
3. EROSION CONTROL DEVICES ALONG THE DOWN SLOPE SIDE OF THE PROJECT SHALL BE IN PLACE PRIOR TO THE COMMENCEMENT OF ANY GRADING WORK.
4. WHEN POSSIBLE, WITHOUT ADVERSELY AFFECTING CONSTRUCTION OPERATIONS, THE CONTRACTOR SHALL: MINIMIZE THE AMOUNT OF SURFACE AREA WHICH IS EXPOSED AT ONE TIME, LEAVE GRADED AREAS WITH A ROUGH TEXTURE, CONSTRUCT TEMPORARY TERRACES DURING GRADING OPERATIONS, AND LIMIT UNNECESSARY VEHICLE TRAFFIC IN GRADED AREAS.
5. THE SPILLAGE OF DEBRIS, INCLUDING THE TRACKING OF SOIL, OUTSIDE OF THE CONSTRUCTION LIMITS SHALL BE AVOIDED. THEREFORE THE CONTRACTOR SHALL PROVIDE STABILIZED DRIVES AT ALL ACCESS LOCATIONS AS NECESSARY AND SHALL REMOVE PROMPTLY ANY MATERIAL WHICH FINDS ITS WAY INTO THE PUBLIC RIGHT-OF WAY.
6. SILT FENCES SHALL BE PLACED ON A CONTOUR ELEVATION ALONG THE DOWNHILL SIDE AND FOR THE FULL EXTENT OF THE DISTURBED AREAS WITHIN THE CONSTRUCTION LIMITS. THE LAST FIVE FEET ON EACH END OF RUN OF SILT FENCE/STRAW BALE DIKE SHALL BE PLACED FACING UPHILL AT 90 DEGREES TO THE CONTOUR LINE.
7. THE CONTRACTOR SHALL PREVENT SILT AND SEDIMENT FROM ENTERING THE STORM SEWER SYSTEM. STRAW BALE DIKES/SILT FENCE PLACED AROUND ALL STORM SEWER INLETS EXCEPT DURING CONSTRUCTION OPERATIONS WHICH REQUIRE THEIR REMOVAL IS ONE METHOD OF MEETING THE ABOVE REQUIREMENT.
8. EACH CONTRACTOR SHALL INSPECT THEIR EROSION CONTROL DEVICES EVERY 7 DAYS AND WITHIN 24 HOURS OF A STORM OF 0.5 INCHES OR MORE IN DEPTH. THE CONTRACTOR SHALL REPAIR DAMAGE, CLEAN OUT SEDIMENT AND ADD ADDITIONAL CONTROL DEVICES AS NEEDED AS SOON AS PRACTICABLE AFTER INSPECTION. DEFICIENCIES MUST BE CORRECTED WITHIN 7 DAYS OF INSPECTION.
9. REMOVE CONCRETE WASH OUT AREA AFTER ALL CONCRETE WORK IS COMPLETE. AFTER REMOVAL OF THE CONCRETE WASHOUT AREA THE CONTRACTOR SHALL ESTABLISH PERMANENT GROUND COVER (SEED) IN THE AREA WHERE THE WASH OUT WAS LOCATED.
10. CONTRACTOR SHALL INSTALL CONCRETE WASHOUT AREAS AT VARIOUS LOCATIONS AS REQUIRED TO FACILITATE CONSTRUCTION.
11. THE ENGINEERING AND GEOLOGICAL INFORMATION SHOWN ON THESE PLANS ARE FROM STUDIES MADE IN THE FIELD AND REPRESENTS THE BEST INFORMATION AVAILABLE TO SHAFER, KLINE & WARREN, INC., CONSULTING ENGINEERS.
12. ENCROACHMENTS SUCH AS TELEPHONE, TELEGRAPH, AND POWER LINES SHALL BE MOVED BY THE UTILITY.
13. THE LOCATIONS OF THE UTILITY LINES AS SHOWN ON THESE PLANS ARE APPROXIMATE. SERVICE LINES FROM THE MAINS ARE NOT SHOWN; HOWEVER, THE CONTRACTOR SHALL OBTAIN THESE LOCATIONS FROM THE UTILITY COMPANIES AND SHALL BE HELD RESPONSIBLE FOR ANY DAMAGE DONE TO THESE LINES DURING CONSTRUCTION.
14. ALL OTHER UNDERGROUND UTILITIES SHALL BE PLACED IN GOOD CONDITION AND ADJUSTED TO FIT THE NEW CONSTRUCTION BY THE CONTRACTOR UNLESS OTHERWISE NOTED ON THE PLANS.
15. ALL VALVES, METER BOXES, HYDRANTS, MANHOLES, ETC. SHALL BE MOVED OR ADJUSTED TO THE NEW CONSTRUCTION BY THE CONTRACTOR UNLESS OTHERWISE NOTED ON THE PLANS.
16. BY USE OF THESE PLANS THE CONTRACTOR AGREES THAT HE SHALL BE SOLELY RESPONSIBLE FOR THE SAFETY OF THE CONSTRUCTION WORKERS AND OF THE PUBLIC.
17. CONTRACTOR SHALL FURNISH EVIDENCE THAT THEIR INSURANCE MEET THE REQUIREMENTS OF THE CITY MUNICIPAL CODE.



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WATERWAY GAS & WASH COMPANY
FINAL SITE DEVELOPMENT PLAN
4200 W. 119TH STREET
LEAWOOD, KANSAS

EROSION CONTROL PLAN

MATTHEW VAUGHN ELLIS
LICENSED
15823
KANSAS
PROFESSIONAL ENGINEER
03/06/2020

ISSUE DATE

REVISIONS

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ELM	

McCLURE PROJECT No.
190185-000

SHEET NO.
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Friday, March 6, 2020 9:42:32 AM (ADEGONIA)
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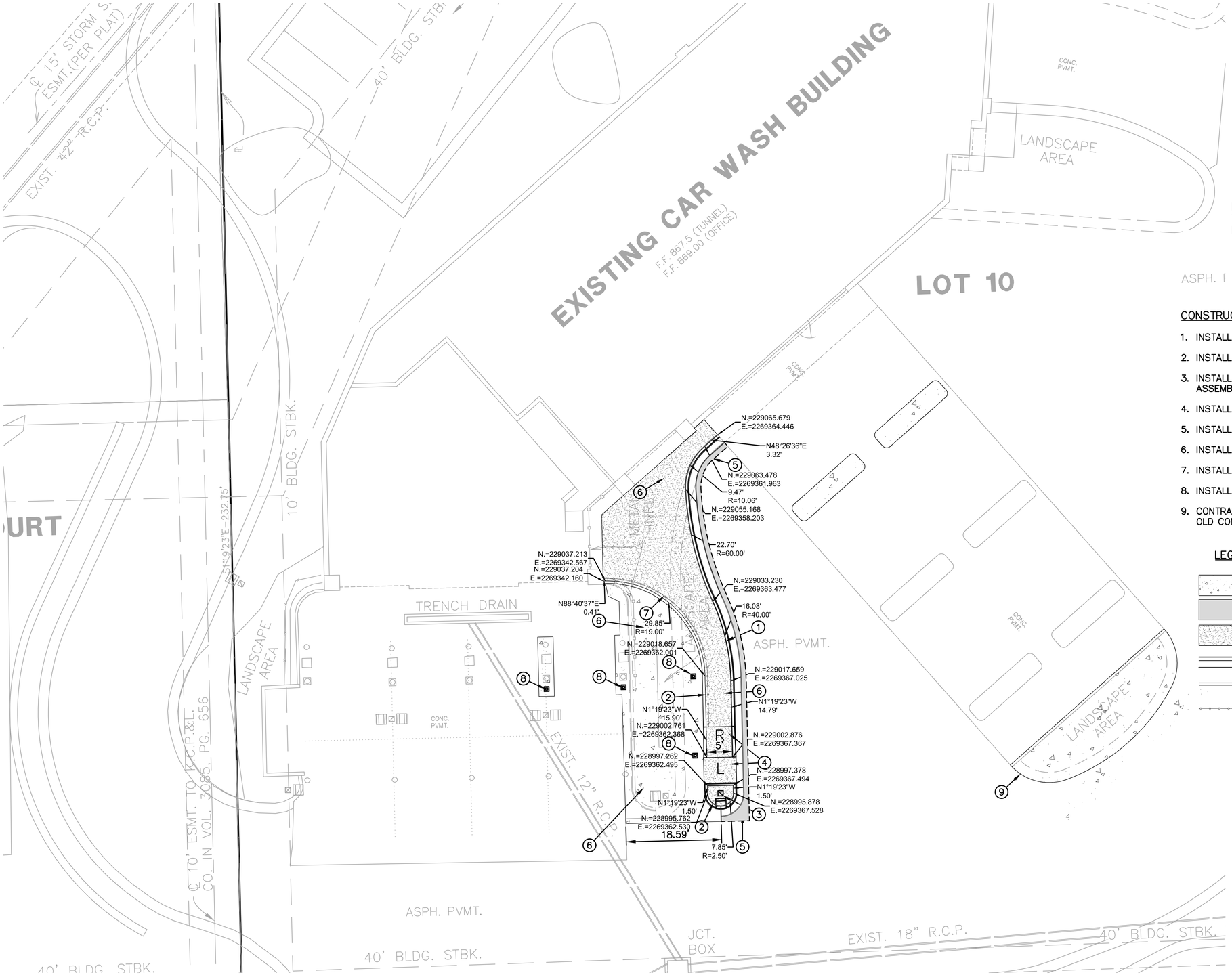

LOT AREA = 64,781 SQ.FT.
TOTAL GREEN SPACE = 20,454 SQ.FT.
PERCENTAGE = 31%

CONSTRUCTION KEY NOTES:

1. INSTALL NEW CURB AND GUTTER
2. INSTALL NEW VERTICAL CURB
3. INSTALL NEW LIGHT POLE FOOTING & RELOCATED ASSEMBLY
4. INSTALL NEW CURB RAMP AND LANDING
5. INSTALL NEW ASPHALT PAVEMENT
6. INSTALL NEW CONCRETE PAVEMENT
7. INSTALL NEW METAL HANDRAIL
8. INSTALL NEW VACUUM CLEANER
9. CONTRACTOR SHALL MATCH FROM NEW CONCRETE TO OLD CONCRETE

LEGEND

- CONCRETE PAVEMENT, SEE DETAIL SHEET
- ASPHALT PAVEMENT, SEE DETAIL SHEET
- SIDEWALK PAVEMENT, SEE DETAIL SHEET
- PROPOSED CURB AND GUTTER
- PROPOSED VERTICAL CURB
- PROPOSED METAL HANDRAIL

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WATERWAY GAS & WASH COMPANY
FINAL SITE DEVELOPMENT PLAN
4200 W. 119TH STREET
LEAWOOD, KANSAS

FINAL SITE DEVELOPMENT PLAN

MATTHEW VALDEZ ENGINEER 15823 KANSAS PROFESSIONAL ENGINEER
03/06/2020

ISSUE DATE

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SHEET NO.
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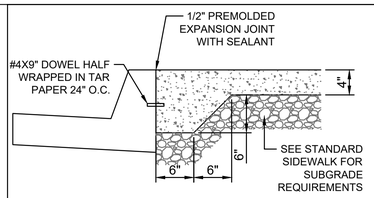
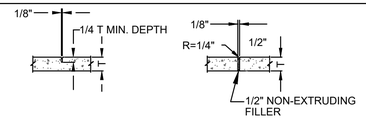
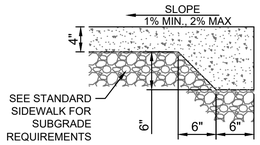


SECTION AT CURBS



CONTROL JOINT

EXPANSION JOINT



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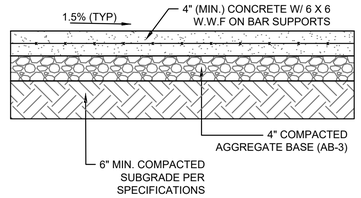
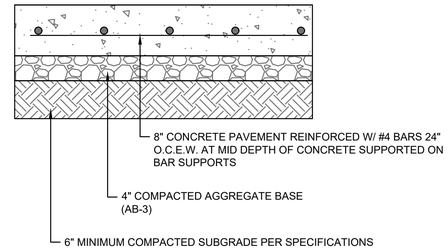


NOTES:

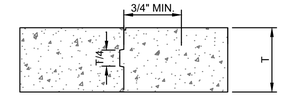
1. CONCRETE SHALL CONFORM TO SPECIFICATIONS. (KCMMB4K)
2. 1/2" RUBBER EXPANSION JOINTS SHALL BE PLACED WHERE WALK ABUTS JUNCTION OF EXISTING WALK, CONCRETE CURBS, DRIVEWAYS AND SIMILAR STRUCTURES, AND AS SHOWN IN THE DRAWINGS.
3. CONTROL JOINTS SHALL BE PLACED AS SHOWN ON THE DRAWINGS OR AT DISTANCE NOT EXCEEDING THE WIDTH OF THE SIDEWALK, IF NOT SHOWN.
4. SAWCUT ALL CONTROL JOINTS.
5. ALL JOINTS SHALL BE SEALED WITH VULCAN 45 OR DOW CORNING 888 SILICON JOINT SEALANT.

SIDEWALK DETAILS

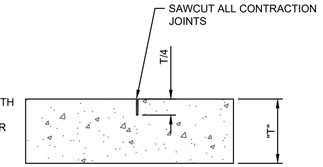


NOTE:

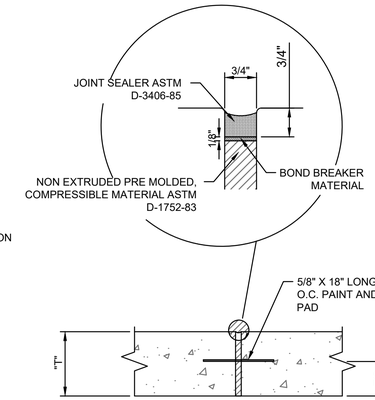
1. CONCRETE SHALL CONFORM TO SPECIFICATIONS. (KCMMB4K)
2. ALL IRREGULAR SLABS AND RECTANGULAR SLABS EXCEEDING LENGTH TO WIDTH RATIO OF 1.25 SHALL BE ADDITIONALLY REINFORCED WITH 6" X 6" W2.9WWF.
3. CONTROL JOINTS SHALL BE PLACED PER THE PLAN DRAWINGS. IF CONTRACTOR WISHES TO ADJUST THE JOINT LAYOUT, THEY SHALL SUBMIT IN WRITING FOR ENGINEER REVIEW/APPROVAL, PRIOR TO CONSTRUCTION.
4. SAWCUT ALL CONTROL JOINTS.
5. ALL JOINTS SHALL BE SEALED WITH VULCAN 45 OR DOW CORNING 888 SILICONE JOINT SEALANT.



CONSTRUCTION JOINT DETAIL

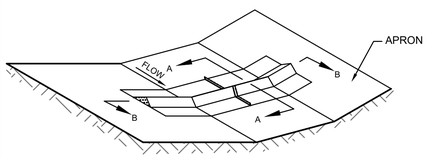


CONTROL JOINT DETAIL



EXPANSION JOINT DETAIL

FULL DEPTH CONCRETE PAVEMENT DETAILS

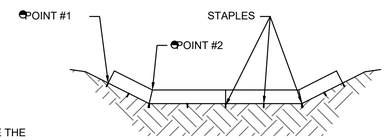


SILT DIKE UNIT CUT SECTION

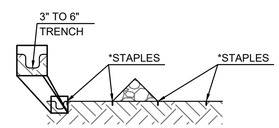
NOTES:

* STAPLES SHALL BE PLACED WHERE THE UNITS OVERLAP AND IN THE CENTER OF THE 7' UNIT AS SHOWN ON THE DIAGRAM.

◓ POINT 1 MUST BE HIGHER THAN POINT 2 TO ENSURE THAT WATER FLOWS OVER THE DIKE AND NOT AROUND THE ENDS.

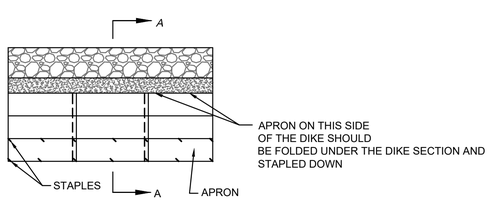


DIKE SECTION DETAIL B-B



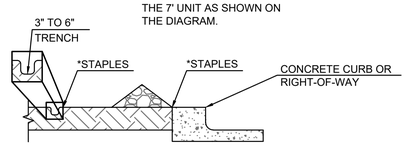
DETAIL A-A

DITCH CHECK



DIKE PLAN VIEW

* STAPLES SHALL BE PLACED WHERE THE UNITS OVERLAP AND IN THE CENTER OF THE 7' UNIT AS SHOWN ON THE DIAGRAM.



DETAIL A-A

CONTINUOUS BARRIER

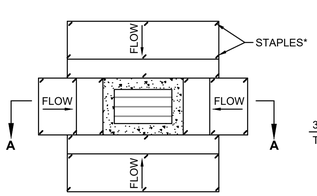
TRIANGULAR SILE DIKE NOTES:™

A) GENERAL NOTES:

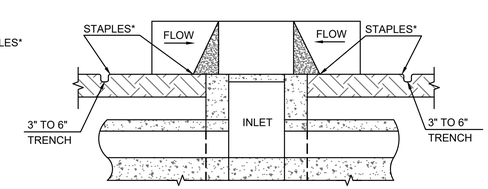
1. TRIANGULAR SILT DIKE SHALL BE TRIANGULAR SHAPED HAVING A HEIGHT OF AT LEAST EIGHT TO TEN INCHES IN THE CENTER WITH EQUAL SIDES AND A SIXTEEN- TO TWENTY- INCH BASE. THE TRIANGULAR SHAPED INNER MATERIAL SHALL BE URETHANE FOAM. THE OUTER COVER SHALL BE A WOVEN GEOTEXTILE FABRIC PLACED AROUND THE INNER MATERIAL AND ALLOWED TO EXTEND BEYOND BOTH SIDES OF THE TRIANGLE TWO TO THREE FEET.
2. LENGTH SHALL BE THREE TO SEVEN FEET. STANDARD LENGTH WILL BE SEVEN UNLESS OTHERWISE INDICATED ON THE PLANS.
3. THE DIKES SHALL BE ATTACHED TO THE GROUND WITH WIRE STAPLES. THE STAPLES SHALL BE NO. 11 GAUGE WIRE AND BE AT LEAST SIX TO EIGHT INCHES LONG. STAPLES SHALL BE PLACED AS SHOWN ON THE INSTALLATION DETAIL.

B) INSPECTION AND MAINTENANCE:

1. THE CONTRACTOR SHALL INSPECT ALL DIKES AFTER EACH RAINFALL EVENT OF 1/2 INCH OR GREATER. ANY DEFICIENCIES OR DAMAGE SHALL BE REPAIRED BY THE CONTRACTOR.
2. ACCUMULATED SEDIMENT OR DEBRIS SHALL BE REMOVED AND RELOCATED AS DIRECTED BY THE ENGINEER. IF THE DIKES ARE DAMAGED OR INADVERTENTLY MOVED DURING THE SEDIMENT REMOVAL PROCESS, THE CONTRACTOR SHALL RE-ESTABLISH CONTINUITY.



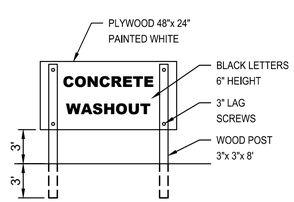
PLAN VIEW



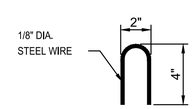
DETAIL A-A

DROP INLET

TRIANGULAR SILE DIKE™



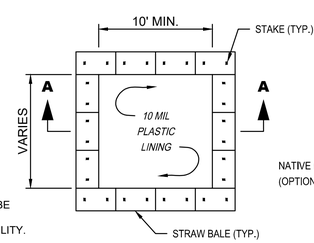
SIGN DETAIL



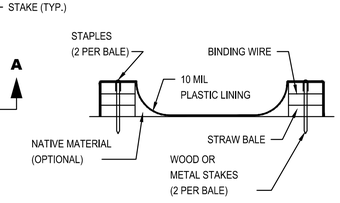
STAPLE DETAIL

NOTES:

1. ACTUAL LAYOUT DETERMINED IN FIELD.
2. THE CONCRETE WASHOUT SIGN SHALL BE INSTALLED WITHIN 30 FT. OF THE TEMPORARY CONCRETE WASHOUT FACILITY.



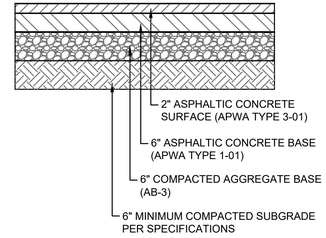
PLAN



SECTION A-A

TYPE "ABOVE GRADE" WITH STRAW BALES

CONCRETE WASHOUT DETAIL



STANDARD DUTY ASPHALT PAVEMENT DETAIL

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FINAL SITE DEVELOPMENT PLAN
4200 W. 119TH STREET
LEAWOOD, KANSAS

FINAL DEVELOPMENT DETAILS

03/06/2020

ISSUE DATE

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DRAWN BY	CHECKED BY
ELM	

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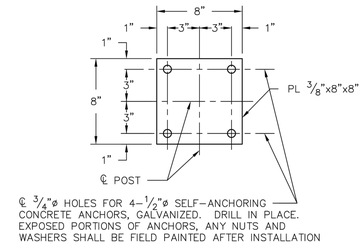
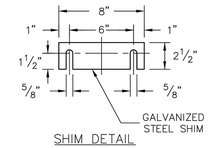
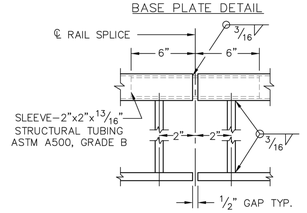


BASE PLATE DETAIL

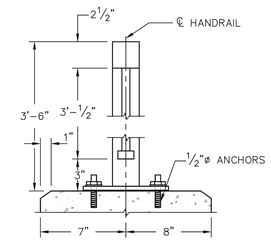


SHIM DETAIL

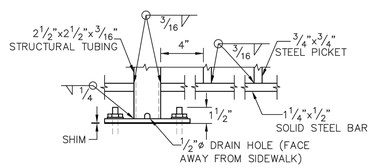
NOTE: CONTRACTOR SHALL PROVIDE 2-1/16" GALVANIZED STEEL SHIMS FOR EACH POST, TO BE USED AS REQUIRED



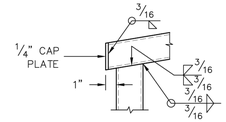
RAIL SPLICE DETAIL



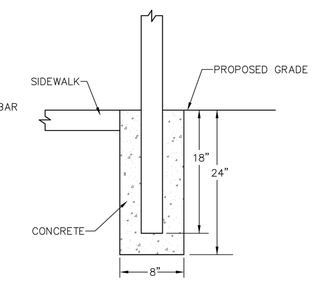
SECTION A-A



DETAIL C



DETAIL B



HANDRAIL DETAILS

HANDRAIL NOTES

TOP RAIL SHALL BE 2 1/2"x2 1/2"x3/16" STRUCTURAL TUBING. POSTS SHALL BE 2 1/2"x2 1/2"x3/16" STRUCTURAL TUBING. TUBING FOR TOP RAIL AND POSTS SHALL CONFORM TO ASTM A5000, GRADE B. BOTTOM RAIL, PICKETS AND BASE PLATES SHALL CONFORM TO ASTM A709 (GRADE 36).

ALL RAILS, POSTS, PICKETS, AND BASE PLATES SHALL BE GALVANIZED AND PAINTED (IF REQUIRED) AFTER FABRICATION. GALVANIZING SHALL BE DONE IN ACCORDANCE WITH THE REQUIREMENTS OF THE KDOT SPECIFICATIONS.

RAILS AND BASE PLATES SHALL BE SET PARALLEL TO THE TOP OF THE WALL. ALL POSTS AND PICKETS SHALL BE SET VERTICAL. SHIMS MAY BE USED BETWEEN CONCRETE AND BASE PLATE OF POST.

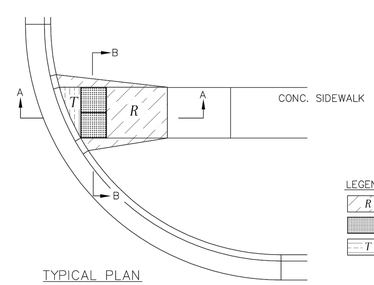
ALL TOP AND BOTTON RAIL-TO-POST WELD CONNECTIONS SHALL BE GROUND SMOOTH. NO FIELD WELDING WILL BE PERMITTED. THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS TO THE ENGINNER FOR APPROVAL PRIOR TO FABRICATION OF THE WALL HANDRAIL.

HANDRAIL SHALL BE FABRICATED IN LENGTHS TO INCLUDE A MINIMUM OF TWO AND A MAXIMUM OF THREE SECTIONS. TOP RAIL MEMBERS SHALL BE ATTACHED TO AT LEAST TWO POSTS. CENTER OF RAIL SPLICES SHALL BE LOCATED 1'-9" FROM CENTERLINE OF POSTS UNLESS SHOWN OTHERWISE.

ALL MATERIAL, LABOR, SPLICES, SHIMS, AND INSTALLATION SHALL BE PAID FOR UNDER THE BID ITEM "WALL HANDRAIL." THE WALL HANDRAIL IS TO BE BID ON A LINEAR FOOT BASIS MEASURED FROM END TO END OF TOP RAIL.

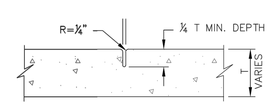
THE CONCRETE ANCHORS SHALL BE GALVANIZED AND HAVE A MINIMUM ULTIMATE PULLOUT STRENGTH OF 4,000 POUNDS BASED ON 4,000 PSI CONCRETE. LENGTH OF EMBEDMENT INTO CONCRETE SHALL CONFORM TO MANUFACTURER'S RECOMMENDATIONS.

SHALL BE INSTALLED ANYWHERE THERE IS A 30" OR MORE DROP ADJACENT TO THE WALKWAY.

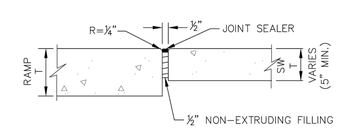


TYPICAL PLAN

NOT TO SCALE



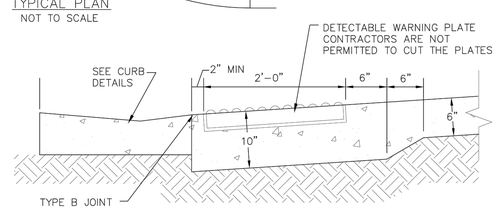
CONTRACTION JOINT



JOINT DETAILS

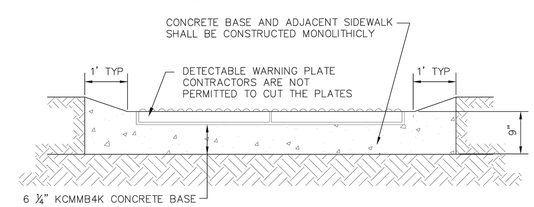
NOT TO SCALE

ISOLATION JOINT



SECTION A-A

NOT TO SCALE



SECTION B-B

NOT TO SCALE

SIDEWALK RAMP NOTES:

1. SIDEWALK RAMP LOCATION DETERMINED FROM THE INTERSECTION OF THE EXTENSION OF BACK OF SIDEWALK AND BACK OF CURB & GUTTER.
2. LONGITUDINAL JOINT SPACING TO MATCH WIDTH OF SIDEWALK.
3. ISOLATION JOINTS SHALL BE PLACED WHERE WALK ABUTS DRIVEWAYS AND SIMILAR STRUCTURES, AND 125' CENTERS MAX.
4. SIDEWALK RAMP SHALL BE LENGTHENED TO PROVIDE ADA COMPLIANCE SLOPE BUT NEED NOT EXCEED 15'.
5. ADA MAXIMUM RAMP SLOPE = 1"/FT. ADA MAXIMUM CROSS SLOPE = 2%.
6. SEE DETECTABLE WARNING DETAIL FOR THE INSTALLATION REQUIREMENTS.
7. DETECTABLE WARNING PLATES SHALL BE DURALAST CAST IRON (NATURAL FINISH)

City of Lenexa

CONSTRUCTION STANDARDS
HANDRAIL DETAILS

SHT 35 | SHTS 43

City of Lenexa

CONSTRUCTION STANDARDS
GENERAL SIDEWALK ADA RAMP DETAILS

SHT 28 | SHTS 43

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DEPARTMENT OF PUBLIC WORKS

DATE	BY	REVISIONS

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DATE: DECEMBER 2010
DESIGNED BY: EML
DRAWN BY: ELM
CHECKED BY: EML
SCALE: NONE
PROJECT NUMBER: N/A

WATERWAY GAS & WASH COMPANY
FINAL SITE DEVELOPMENT PLAN
4200 W. 119TH STREET
LEAWOOD, KANSAS

FINAL DEVELOPMENT DETAILS

03/06/2020

ISSUE DATE

REVISIONS

ENGINEER	DESIGNED BY
MVE	AD
DRAWN BY	CHECKED BY
ELM	

McCLURE PROJECT No.
190185-000

SHEET NO.
C105

Friday, March 6, 2020 12:52:59 PM (ADEGONA)
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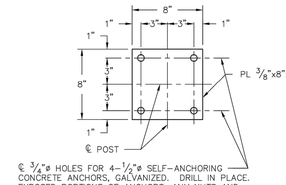
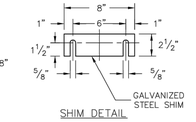
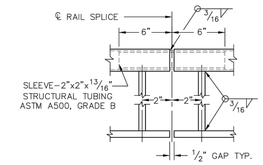


BASE PLATE DETAIL

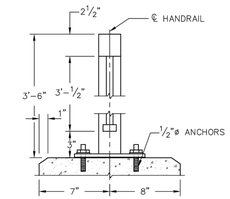


SHIM DETAIL

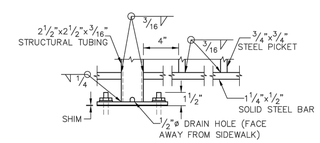
NOTE: CONTRACTOR SHALL PROVIDE 2-1/16" GALVANIZED STEEL SHIMS FOR EACH POST, TO BE USED AS REQUIRED



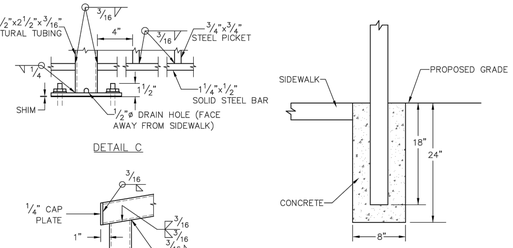
RAIL SPLICE DETAIL



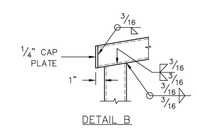
SECTION A-A



DETAIL C



HANDRAIL DETAILS



DETAIL B

HANDRAIL NOTES

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SHALL BE INSTALLED ANYWHERE THERE IS A 30" OR MORE DROP ADJACENT TO THE WALKWAY.

DRAWING: K:\LEAWOOD_STANDARDS\CONSTRUCTION\RESIDENTIAL DRS\RAILING

City of Leawood

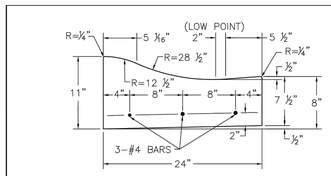
PROFESSIONAL SEAL/SIGN: DIVISION OF DESIGN, DIVISION OF PUBLIC WORKS, OPERATING BUDGET, DEPARTMENT OF PUBLIC WORKS

DATE | BY | REVISIONS

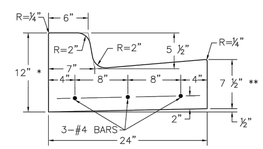
DATE: SEPTEMBER 2000
DESIGNED BY: TML
DRAWN BY: TML
CHECKED BY: TML
APPROVED BY: TML
PROJECT NUMBER: N/A

CONSTRUCTION STANDARDS
HANDRAIL DETAILS

SHT. 35 | DWG. 43

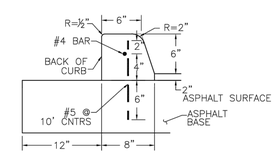


TYPE A CURB

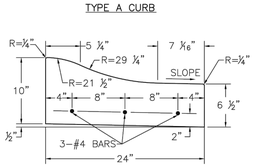


TYPE B CURB

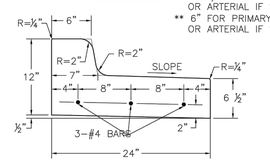
* 10-1/2" FOR PRIMARY COLLECTOR OR ARTERIAL IF SET ON ASPHALT BASE
** 6" FOR PRIMARY COLLECTOR OR ARTERIAL IF SET ON ASPHALT BASE



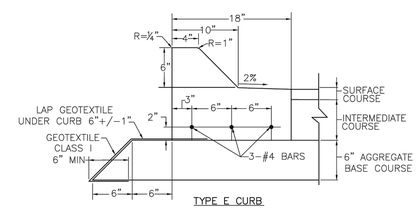
TYPE C CURB



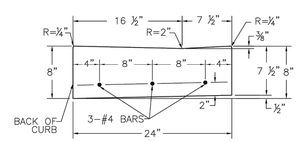
TYPE A DRY CURB



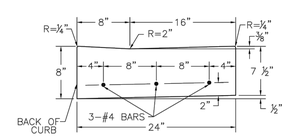
TYPE B DRY CURB



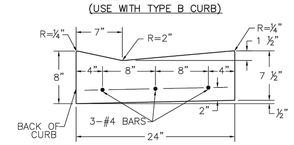
TYPE E CURB



SIDEWALK RAMP CURB
(USE WITH TYPE A CURB)

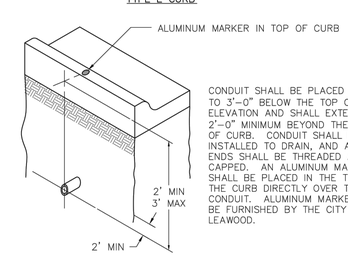


SIDEWALK RAMP CURB
(USE WITH TYPE B CURB)



TYPE D CURB

SHALL ONLY BE FOR USE ON STREETS WITH TYPE B CURB AND GUTTER. ON STREETS WITH TYPE A CURB AND GUTTER, THE TYPE A CURB AND GUTTER WILL BE MAINTAINED THROUGH THE DRIVEWAY.



CONDUIT MARKING DETAIL

CONDUIT SHALL BE PLACED 2'-0" TO 3'-0" BELOW THE TOP OF CURB ELEVATION AND SHALL EXTEND 2'-0" MINIMUM BEYOND THE BACK OF CURB. CONDUIT SHALL BE INSTALLED TO DRAIN, AND ALL ENDS SHALL BE THREADED AND CAPPED. AN ALUMINUM MARKER SHALL BE PLACED IN THE TOP OF THE CURB DIRECTLY OVER THE CONDUIT. ALUMINUM MARKERS WILL BE FURNISHED BY THE CITY OF LEAWOOD.

NOTES

1. 1/2" PREMOLDED EXPANSION JOINTS SHALL BE PLACED AT POINTS OF CURVATURE, CURB RETURNS, CURB INLETS, AND AT 250' CENTERS. CONTRACTION JOINTS SHALL BE 2" DEEP, AND PLACED AT 15' INTERVALS EQUALLY SPACED BETWEEN EXPANSION JOINTS. KCMMB APPROVED CONCRETE SHALL BE USED THROUGHOUT UNLESS OTHERWISE NOTED.
2. STEEL REINFORCEMENT MAY BE OMITTED FROM CURB PLACED ON A MINIMUM OF 4" BASE ASPHALT.
3. SEE SIDEWALK RAMP DETAILS FOR TYPICAL SIDEWALK RAMP CURB AND GUTTER SECTIONS.
4. ANY CURB LENGTH GREATER THAN 100' SHALL BE MACHINE PLACED, SHORTER SEGMENTS MAY BE HAND PLACED.
5. LAP SPLICE SHALL MATCH KDOT REQUIREMENTS.

DRAWING: K:\LEAWOOD_STANDARDS\CONSTRUCTION\RESIDENTIAL DRS\CURB

City of Leawood

PROFESSIONAL SEAL/SIGN: DIVISION OF DESIGN, DIVISION OF PUBLIC WORKS, OPERATING BUDGET, DEPARTMENT OF PUBLIC WORKS

DATE | BY | REVISIONS

DATE: SEPTEMBER 2000
DESIGNED BY: TML
DRAWN BY: TML
CHECKED BY: TML
APPROVED BY: TML
PROJECT NUMBER: N/A

CONSTRUCTION STANDARDS
CONCRETE CURB AND CONDUIT MARKER DETAILS

SHT. 08 | DWG. 43

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WATERWAY GAS & WASH COMPANY
FINAL SITE DEVELOPMENT PLAN
4200 W. 119TH STREET
LEAWOOD, KANSAS

FINAL DEVELOPMENT DETAILS

MATTHEW VALCHER LICENSED 15823 KANSAS PROFESSIONAL ENGINEER
03/06/2020

ISSUE DATE

REVISIONS

ENGINEER	DESIGNED BY
MVE	AD
DRAWN BY	CHECKED BY
ELM	

McCLURE PROJECT No.
190185-000

SHEET NO.
C106

Friday, March 6, 2020 12:52:59 PM (ADEGONA)
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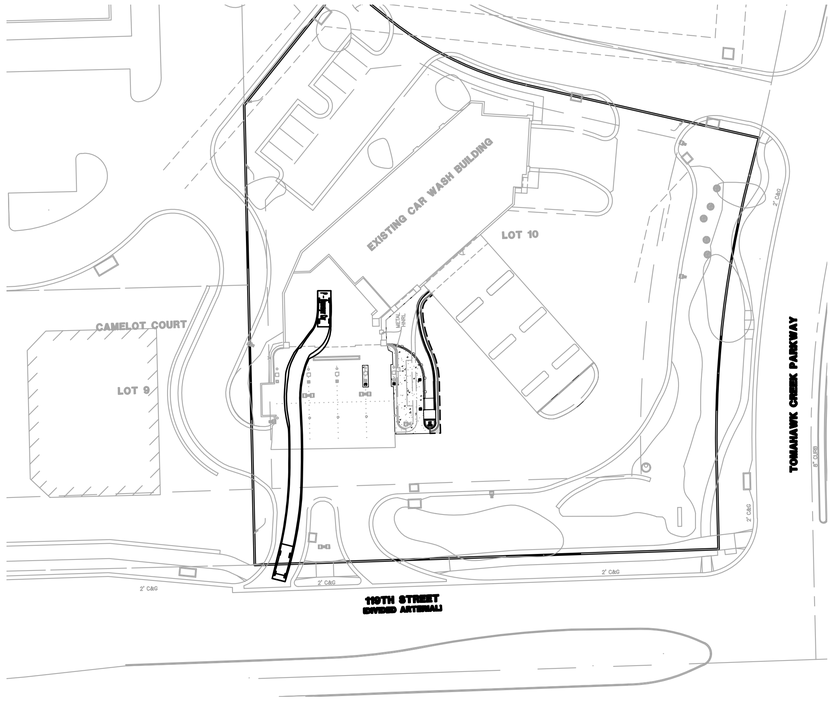
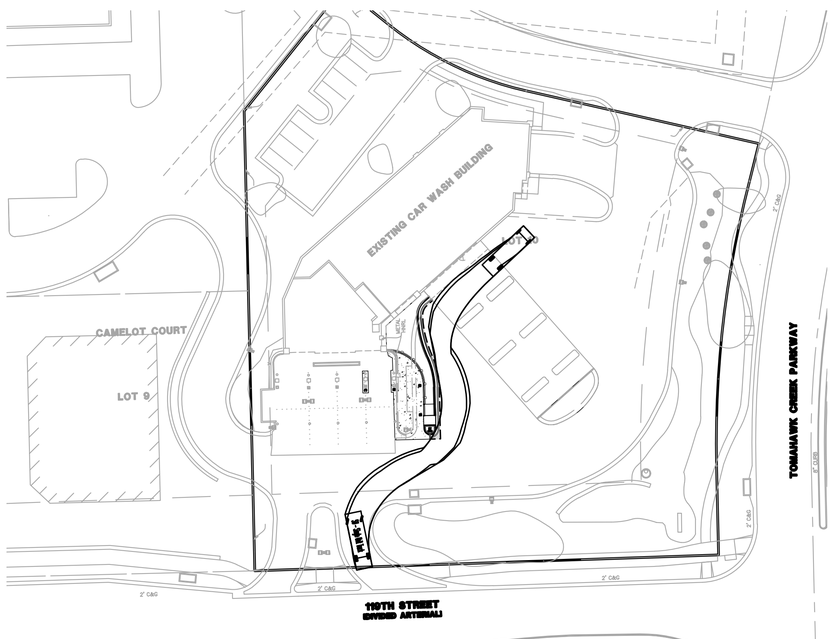


NORTH

SCALE: 1"=40'

40 20 0 40



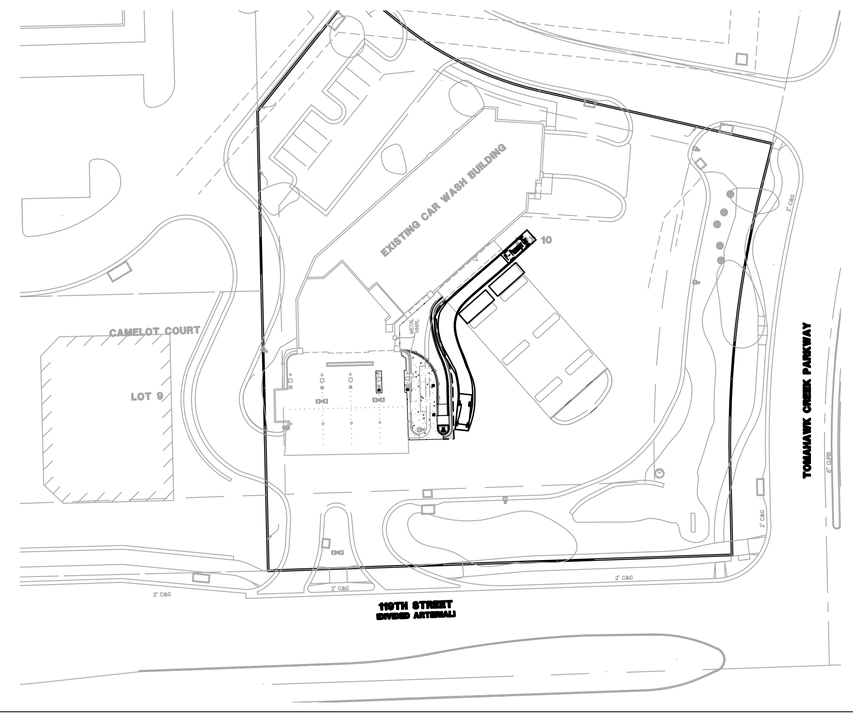


Exhibit C - Newly Proposed Photometric Study

Friday, March 6, 2020 11:28:01 AM (ADEGONA)
K:\190185-000\06-DRAWINGS\CIVIL\190185-000 ATRN.DWG

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WATERWAY GAS & WASH COMPANY
FINAL SITE DEVELOPMENT PLAN
4200 W. 119TH STREET
LEAWOOD, KANSAS

VEHICLE CIRCULATION PLAN

MATTHEW VAUGHN ELLIS
LICENSED
15823
KANSAS
PROFESSIONAL ENGINEER
03/06/2020

ISSUE DATE

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ENGINEER	DESIGNED BY
MVE	AD
DRAWN BY	CHECKED BY
ELM	

McCLURE PROJECT No.
190185-000

SHEET NO.
C107

RELOCATED ISLAND FIXTURE-MT. HEIGHT 18'

Calculation Summary						
Label	Units	Avg	Max	Min	Avg/Min	Max/Min
property line	Fc	1.55	9.7	0.0	N.A.	N.A.
site	Fc	9.05	27.9	1	9.05	27.90

NORTH

SCALE: 1"=20'

20 10 0 20

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WATERWAY GAS & WASH COMPANY
FINAL SITE DEVELOPMENT PLAN
4200 W. 119TH STREET
LEAWOOD, KANSAS

PLAN WITH RELOCATED ISLAND FIXTURE

DALE K. DICKSON
LICENSED
11051
KANSAS
PROFESSIONAL ENGINEER
03/06/2020

ISSUE DATE

REVISIONS

ENGINEER	DESIGNED BY
MVE	AD
DRAWN BY	CHECKED BY
ELM	

McCLURE PROJECT No.
190185-000

SHEET NO.
E101

Wednesday, March 4, 2020 1:09:51 PM (MDOLLAR)
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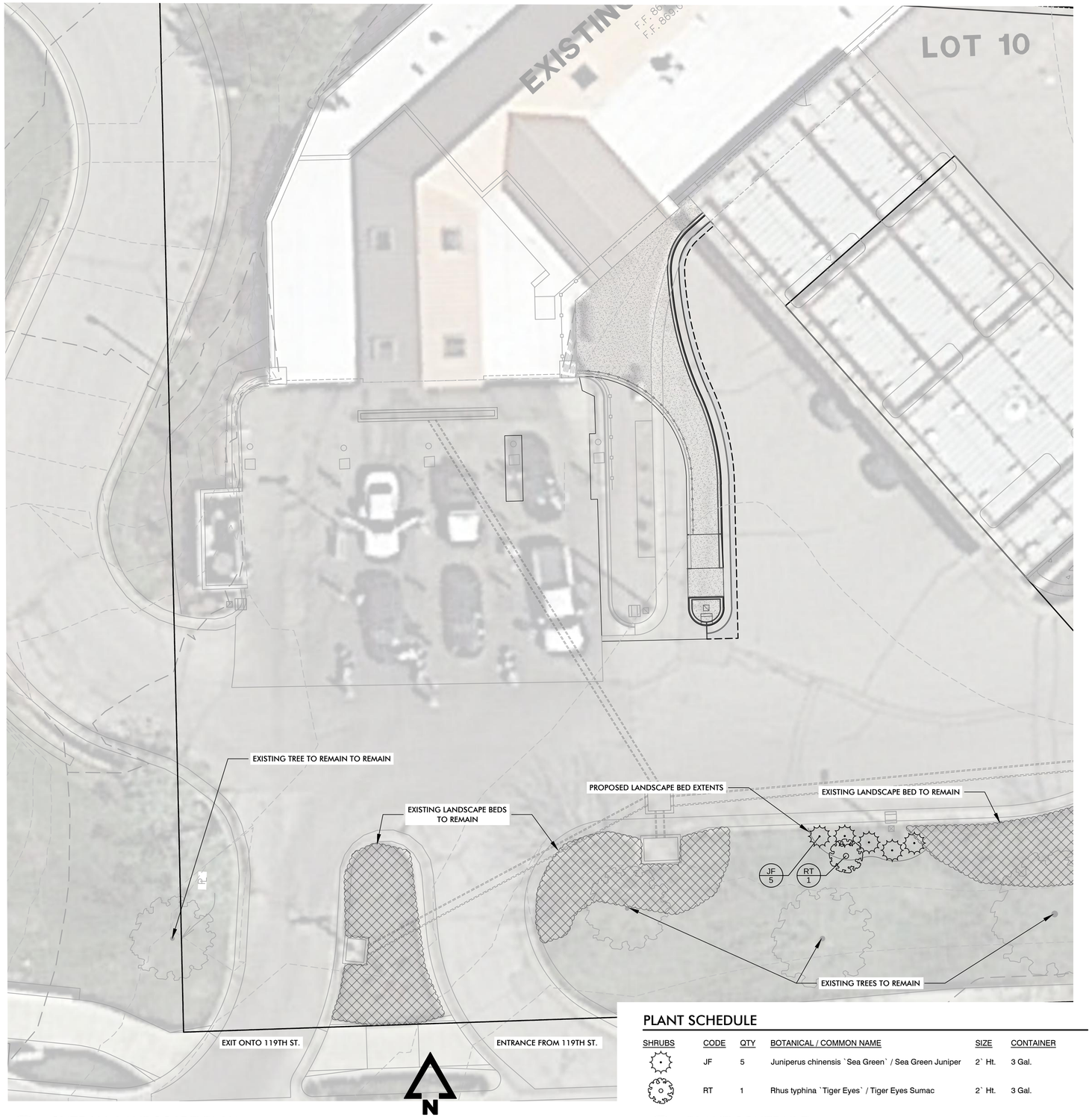
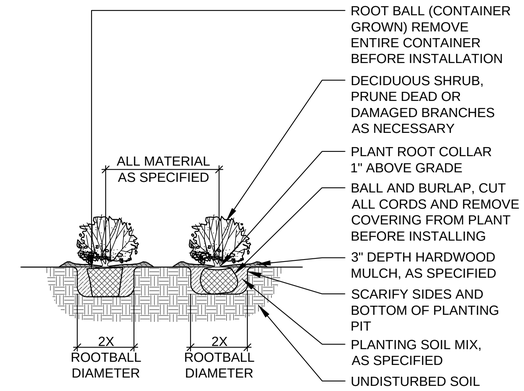


1 OVERALL LANDSCAPE PLAN

1" = 10'



4 SHRUB AND PERENNIAL PLANTING

1/2" = 1'-0" 329333-04

PLANT SCHEDULE

SHRUBS	CODE	QTY	BOTANICAL / COMMON NAME	SIZE	CONTAINER
	JF	5	Juniperus chinensis `Sea Green` / Sea Green Juniper	2` Ht.	3 Gal.
	RT	1	Rhus typhina `Tiger Eyes` / Tiger Eyes Sumac	2` Ht.	3 Gal.

2 PLANT SCHEDULE

NTS

LANDSCAPE PLAN NOTES:

1. EXISTING UNDERGROUND (U/G), OVERHEAD (O.H.) UTILITIES AND DRAINAGE STRUCTURES HAVE BEEN PLOTTED FROM AVAILABLE INFORMATION AND THEREFORE, THEIR LOCATIONS MUST BE CONSIDERED APPROXIMATE ONLY. IT IS THE RESPONSIBILITY OF THE INDIVIDUAL CONTRACTORS TO VERIFY EXISTENCE AND LOCATION OF ALL UTILITIES BEFORE STARTING ANY WORK.

2. PRIOR TO COMMENCEMENT OF WORK, THE CONTRACTOR SHALL GIVE 72 HOURS ADVANCED NOTICE TO ALL THOSE COMPANIES/UTILITIES WHICH HAVE FACILITIES IN THE NEAR VICINITY OF THE CONSTRUCTION SITE.

3. CONTRACTOR SHALL VERIFY ALL LANDSCAPE MATERIAL QUANTITIES AND SHALL REPORT ANY DISCREPANCIES IMMEDIATELY TO THE LANDSCAPE ARCHITECT.

4. CONTRACTOR SHALL STAKE/LAYOUT PLANT LOCATIONS IN THE FIELD & HAVE APPROVAL BY LANDSCAPE ARCHITECT BEFORE PROCEEDING WITH INSTALLATION.

5. NO SUBSTITUTIONS (INCL. CULTIVARS) SHALL BE ACCEPTED WITHOUT WRITTEN APPROVAL PER SPECIFICATIONS. PROPOSED PLANT SUBSTITUTIONS REQUIRE APPROVAL OF THE LANDSCAPE ARCHITECT, CITY OF LEAWOOD, KANSAS & THE OWNER'S REPRESENTATIVE.

6. ALL PLANT MATERIAL SHALL BE OF EXCELLENT QUALITY, FREE OF DISEASE & INFESTATION-TRUE TO TYPE, VARIETY, SIZE SPECIFIED, & FORM PER ANSA STANDARDS.

7. ALL PROPOSED TREES AND SHRUBS SHALL BE LAID OUT IN A UNIFORM AND CONSISTENT PATTERN, FOLLOWING THE LANDSCAPE PLAN ACCURATELY. INSTALL ALL PLANTS PER PLANTING DETAILS.

8. ALL TREES & MULCH BEDS (UNLESS ROCK MULCH) SHALL RECEIVE 3" MIN. OF SHREDDED DARK PREMIUM HARDWOOD MULCH, TO MATCH EXISTING. ADD PREEN OR SNAPSHOT TO BEDS BEFORE & AFTER MULCHING FROM MARCH 1 TO OCTOBER 1. IF WINTER INSTALLATION, RETURN NEXT SPRING & INSTALL PREEN/SNAPSHOT WITH NEW MULCH.

9. CONTRACTOR SHALL THOROUGHLY WATER-IN EACH PLANT IMMEDIATELY FOLLOWING INSTALLATION AND CONTINUE WATERING UNTIL SUBSTANTIAL COMPLETION. CONTRACTOR REQUIRED TO COORDINATE WATERING WITH THE OWNER AFTER SUBSTANTIAL COMPLETION. PROVIDE HOURLY RATE TO WATER THE SITE, IF IRRIGATION NOT INSTALLED OR NOT WORKING.

10. ALL AREAS OF THE SITE DISTURBED DURING CONSTRUCTION THAT ARE NOT DESIGNATED AS BEDS / PAVEMENT AREAS SHALL BE SODDED WITH 90% TURF-TYPE TALL FESCUE AND 10% BLUEGRASS MIX SOD.

11. CONTRACTOR SHALL BE RESPONSIBLE FOR CALCULATING ALL AREAS OF SOD, ROCK & MULCH AND THE AMOUNTS OF EACH NEEDED FOR OPTIMUM COVERAGE.

12. ALL LANDSCAPED AND TURF AREAS SHALL BE IRRIGATED WITH AN AUTOMATED SYSTEM. THE CONTRACTOR SHALL PROVIDE A DESIGN TO COVER THE NEW LANDSCAPE AREAS WITH HEAD TO HEAD COVERAGE. ONLY RAINBIRD OR HUNTER IRRIGATION PARTS & EQUIPMENT ARE TO BE USED. DRIP IS PERMITTED. THE DESIGN SHALL PROVIDE ALL PIPES, HEADS, VALVES, CONTROLLER, WIRE, AND SLEEVES. SLEEVES SHALL BE INSTALLED BY THE GENERAL CONTRACTOR AND COORDINATED WITH THE LANDSCAPE / IRRIGATION CONTRACTOR. 4" PVC SLEEVES RECOMMENDED. PLACE SLEEVES AND MARK CLEARLY ABOVE GROUND FOR EASE OF FINDING. COORDINATE BACKFLOW, TAP & METER WITH THE GENERAL CONTRACTOR (GC) AND THE GC'S LICENSED PLUMBER. THE IRRIGATION DESIGN / SUBMITTALS SHALL BE SUBMITTED TO THE OWNER AND OWNER'S REPRESENTATIVE & LA FOR APPROVAL PRIOR TO ORDERING OR INSTALLING ANY MATERIALS FOR THE IRRIGATION SYSTEM. GC SHALL MAKE SURE THAT THE METER & BACKFLOW ARE COVERED IN THE BID, AS THE IRRIGATION CONTRACTOR IS LIKELY TO EXCLUDE THESE ITEMS FROM THE IRRIGATION BID. COORDINATE THESE ITEMS AND SLEEVES.

13. ALL PLANT MATERIALS AND IRRIGATION SYSTEM SHALL BE GUARANTEED FOR 1 YEAR FROM DATE OF SUBSTANTIAL COMPLETION. PLANT MATERIALS WILL BE ONE TIME REPLACEMENT AND RECORDS KEPT BY THE LANDSCAPE CONTRACTOR FOR ALL REPLACEMENTS.

14. THIS LANDSCAPE PLAN IS DESIGNED TO BE IN CONFORMANCE WITH THE LEAWOOD, KANSAS UNIFIED DEVELOPMENT CODE. THE LANDSCAPE ARCHITECT WILL COORDINATE CLOSELY WITH THE CITY OF LEAWOOD, KANSAS TO MAKE SURE FINAL DEVELOPMENT AND PERMIT PLANS ARE IN CONFORMANCE WITH THIS CODE.

3 LANDSCAPE NOTES

NTS

McCLURE™
making lives better.
1700 Swift Street, Suite 100
North Kansas City, Missouri 64116
816-756-0444

NOTICE:
McClure Engineering Company waives any and all responsibility and liability for problems which arise from failure to follow these Plans, Specifications, and the engineering intent they convey, or for problems which arise from failure to obtain and/or follow the engineers guidance with respect to any errors, omissions, inconsistencies, ambiguities, or conflicts which are alleged.

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WATERWAY GAS & WASH COMPANY
FINAL SITE DEVELOPMENT PLAN
4200 W. 119TH STREET
LEAWOOD, KANSAS

OVERALL LANDSCAPE PLAN AND DETAILS

GREGORY P. AUM LICENSED 836 KANSAS LANDSCAPE ARCHITECT
03/06/2020

ISSUE DATE
2020-02-07

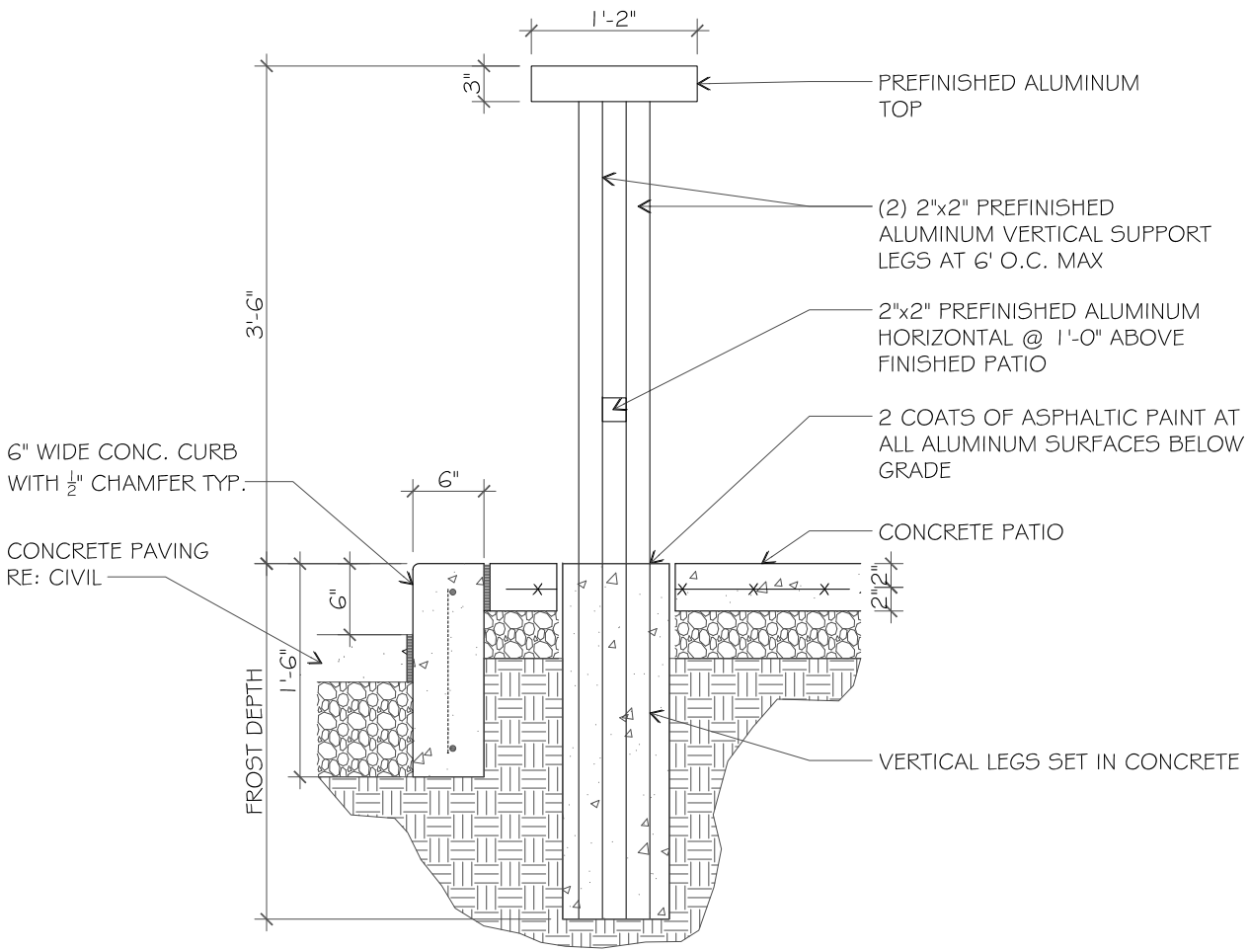
REVISIONS
CITY COMMENTS

ENGINEER
DESIGNED BY AJD
DRAWN BY AJD
CHECKED BY GMP

McCLURE PROJECT No.
190185-000

SHEET NO.
L101

Friday, March 6, 2020 10:30:50 AM (ADEPREST)
K:\190185-000\06-DRAWINGS\LANDSCAPE\190185-000 LS.DWG



RAIL SECTION

3/4" = 1'-0"

car
SIT
WE

City of Leawood
Planning Commission Meeting
February 25, 2020
Dinner Session – 5:30 p.m. – No Discussion of Items
Leawood City Hall – Main Conference Room
Meeting - 6:00 p.m.
Leawood City Hall Council Chambers
4800 Town Center Drive
Leawood, KS 66211
913.339.6700 x 160

CALL TO ORDER/ROLL CALL: McGurren, Hunter, Belzer, Hoyt, Elkins, Coleman, Block, and Peterson. Absent: Stevens

APPROVAL OF THE AGENDA

A motion to approve the agenda was made by Coleman; seconded by Hoyt. Motion carried with a unanimous vote of 7-0. For: McGurren, Hunter, Belzer, Hoyt, Coleman, Block, Peterson.

APPROVAL OF MINUTES: Approval of the minutes from the January 28, 2020 Planning Commission meeting.

Comm. Coleman: On Page 19, under my comments, the sixth line down should read "grave" rather than "brave."

Comm. McGurren: On Page 19, under my comments, it should read "short-term."

Comm. Peterson: On Page 2, it should be "Peterson."

A motion to approve the corrected minutes from the January 28, 2020 Planning Commission meeting was made by Belzer; seconded by McGurren. Motion carried with a unanimous vote of 7-0. For: McGurren, Hunter, Belzer, Hoyt, Coleman, Block, Peterson.

CONTINUED TO THE MARCH 25, 2020 PLANNING COMMISSION MEETING: CASE 01-20 – CORNERSTONE OF LEAWOOD – ONSPRING HEADQUARTERS – Request for approval of a Preliminary Plan, located south of 135th Street and east of Nall Avenue. **PUBLIC HEARING**

CONSENT AGENDA:
None

NEW BUSINESS:

DRAFT

CASE 11-20 – CAMELOT COURT – WATERWAY GAS AND WASH COMPANY - Request for approval of a Revised Final Plan, located north of 119th Street and west of Tomahawk Creek Parkway.

Staff Presentation:
City Planner Ricky Sanchez made the following presentation:

Mr. Sanchez: This is Case 11-20 – Camelot Court – Waterway Gas and Wash Company – Request for approval of a Revised Final Plan. The applicant would like to expand the washing and drying stations to add an additional bay for washing and drying vehicles. There are two existing light fixtures within the station. The applicant is proposing to expand this car washing and drying area, removing the two existing light fixtures and adding four more. New vacuums will also be installed, two of which will replace existing vacuums. A new vacuum will be installed for the new bay. One additional light pole will be placed at the most southern point of the new parking lot island. The applicant has provided staff with a photometric study that does not comply with the Leawood Development Ordinance (LDO). Per the ordinance, the parking lot shall have an average uniformity ratio of 4:1. The photometric study provided a uniformity ratio of 10.6:1. Staff has stipulated that, prior to Governing Body review, the applicant shall provide staff with an updated photometric study that meets the requirements of the LDO. This can be met by providing information showing they will be less nonconforming than the existing site, or by meeting the ratio. Staff will work with the applicant to ensure they meet the LDO in some way. The applicant meets the requirements per the LDO with the stipulations listed in the Staff Report. Staff recommends approval of Case 11-20 with the stipulations.

Comm. Coleman: There is a lot of traffic between the gas station and the parking lot. Is there any concern on narrowing the driveway area?

Mr. Sanchez: We had the applicant submit a vehicle circulation study showing that a large vehicle could make the turns, and it showed that it could.

Comm. Coleman: Is the car wash facility going to remain open during construction?

Mr. Sanchez: That would be a better question for the applicant.

Comm. Coleman: I also noticed that they will do additional drainage/runoff work at the same time.

Mr. Sanchez: I believe it already exists, so this may be a better question for the applicant as well; however, they may have to do construction around it or to it while moving the parking lot island over.

Chairman Elkins: Thank you. Other questions for Mr. Sanchez? If not, I would invite the applicant to step forward.

Applicant Presentation:

DRAFT

Mike Goldman, Vice President and General Counsel, Gas and Waterway Gas and Wash, 727 Goddard Avenue, Chesterfield, MO, 63005, appeared before the Planning Commission and made the following comments:

Mr. Goldman: Thank you for getting us on the agenda. I'd like to quickly address those questions. We tend to move heaven and earth not to shut down the car wash during construction. I would suspect that we may be down for half a day for this. We'll have to skinny up some lanes and throw more people on vacuums at different areas, but we won't intend to be down any significant time. Regarding the light fixtures, we will certainly work with staff, and we may have actually made a mistake on the plan. We'll resubmit and ensure we meet the standards of the LDO.

Comm. Coleman: On one of the drawings, it talked about an erosion-control device at three different locations. Is that part of this project as well?

Mr. Goldman: Our civil engineer might be better able to answer that, but I believe it is for when we are doing the actual construction. We want to make sure nothing flows into the street.

Comm. Coleman: I see him nodding. With regard to the plantings, greenery is being moved from the islands to another part of the lot. Where is that going? I noted something toward the front along 119th street.

Mr. Goldman: That is exactly where they will go. We've got very full plantings, and that is important to our site.

Comm. Coleman: I think it is five Sea Green Junipers and a Tiger Iris Sumac that will be in front.

Mr. Goldman: Yes.

Comm. McGurren: What is noted in C101, which happens to be a view of the entire facility, gas pumps are located near the building. If a car were to have parked in the pump that is closest to 119th Street and closest to the building and another one pulls in, coming the same direction toward the south, is there room for a car to go around and exit between the pumping station and the new section being redone?

Mr. Goldman: C106 shows some of the car movements. It's a little tighter than we'd like, but it's doable. We certainly have other locations with similar layouts. Short of getting rid of pumps, which doesn't make sense, this is the best solution.

Comm. McGurren: Just to confirm, if two cars are side by side, one can exit past the other and not be on the island and not be precluded from moving through by the other car?

Mr. Goldman: It will be tight, but yes.

Chairman Elkins: Thank you. Other questions? Mr. Goldman, do I understand that, with respect to the rest of the stipulations, you have no objection?

Mr. Goldman: No objections.

Chairman Elkins: With that, do any commissioners wish to be heard on the application?

Comm. Coleman: I do have concerns with that area by the first pump, but the applicant says that it can be done and we have a study saying that cars and trucks can move through there. I agree with Commissioner McGurren that it is tight now. Pushing that island out is going to make it even tighter. I can see a car getting caught in there and not being able to get out until someone leaves that first pump. That's my only concern with this, but it seems that the applicant is comfortable with it.

Mr. Sanchez: Since they are going to be providing staff with a different photometric study, it is possible to add a stipulation to have them provide an additional vehicle circulation study that can show two cars moving past each other.

Comm. Coleman: I think that would be a good idea, just to give Governing Body more information before they approve the project.

Mr. Goldman: That would be fine.

Chairman Elkins: Other comments? Mr. Coleman, would you like to make a motion?

A motion to recommend approval of CASE 11-20 – CAMELOT COURT – WATERWAY GAS AND WASH COMPANY - Request for approval of a Revised Final Plan, located north of 119th Street and west of Tomahawk Creek Parkway – with the addition of Stipulation No. 14, requiring the applicant to provide an updated vehicle circulation study to address the circulation between the new island and the first row of pumps – was made by Coleman; seconded by McGurren. Motion carried with a unanimous vote of 6-1. For: McGurren, Belzer, Hoyt, Coleman, Block, Peterson. Opposed: Hunter.

CASE 19-20 – LEAWOOD DEVELOPMENT ORDINANCE AMENDMENT TO SECTION 16-2-10.3, MATERIALS AND COLORS – Request for approval of an amendment to the Leawood Development Ordinance, pertaining to the use of asphalt shingles on non-residential buildings. **PUBLIC HEARING**

Staff Presentation:
Assistant Director Mark Klein made the following presentation:

Mr. Klein: This is Case 19-20 – Leawood Development Ordinance Amendment to Section 16-2-10.3, Materials and Colors. This amendment specifically addresses an incongruence between two sections that talked about roofing material. One section refers

RESOLUTION NO. _____

RESOLUTION APPROVING A REVISED FINAL PLAN FOR CAMELOT COURT – WATERWAY GAS AND WASH COMPANY – LOCATED NORTH OF 119TH STREET AND WEST OF TOMAHAWK CREEK PARKWAY. (PC CASE 11-20)

WHEREAS, the applicant submitted a request for approval of a Revised Final Plan for Camelot Court – Waterway Gas and Wash Company;

WHEREAS, such request for approval was presented to the Planning Commission on February 25, 2020; and

WHEREAS, the Planning Commission reviewed the application and recommended approval with certain stipulations.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF LEAWOOD, KANSAS:

SECTION ONE: The Governing Body hereby approves the applicant's request and the Planning Commission's recommendation of approval for said Revised Final Plan subject to the following stipulations:

1. The project is limited to changes to the exterior washing and drying stations and the shifting of the parking lot island.
2. The project shall comply with the design guidelines for Camelot Court.
3. A building permit is required prior to demolition and installation.
4. Prior to review by the Governing Body, the applicant shall provide an updated photometric study meeting the requirements of the Leawood Development Ordinance.
5. The proposed light poles and light fixtures shall match the poles and color temperature existing on the site and within the Camelot Court development.
6. Per the Leawood Development Ordinance, all parking lot light fixtures associated with this project shall be a maximum of 18' in height.
7. Per the Leawood Development Ordinance, the source of illumination of all proposed light fixtures shall not be visible.
8. Per the Leawood Development Ordinance, all landscaped areas shall be irrigated.
9. Per the Leawood Development Ordinance, all shrubs shall be a 24" in height at the time of planting.
10. The approved final landscape plan shall contain the following statements:
    a) All trees shall be callipered and undersized trees shall be rejected.
    b) All parking lot islands shall be bermed to discourage foot traffic.
    c) All hedges shall be trimmed to maintain a solid hedge appearance.
    d) All plant identification tags shall remain until issuance of a Final Certificate of Occupancy.
    e) Any deviation to the approved final landscape plan shall require the written approval of the landscape architect and the City of Leawood, prior to installation.

f) All landscaped open space shall consist of a minimum of 60% living materials.

11. A letter, signed and sealed by a Kansas registered Landscape Architect, shall be submitted prior to final occupancy that states that all landscaping has been installed per the approved landscape plan and all plant material used is to the highest standards of the nursery industry.
12. Development rights under this approval shall vest in accordance with K.S.A. 12-764.
13. The applicant shall provide an updated vehicle circulation study to address the circulation between the new parking lot island and the first row of gas pumps prior to Governing Body consideration.
14. In addition to the stipulations listed in this report, the developer/property owner agrees to abide by all ordinances of the City of Leawood including the Leawood Development Ordinance, unless a deviation has been granted, and to execute a statement acknowledging in writing that they agree to stipulations one through fourteen.

SECTION TWO: This resolution shall become effective upon passage.

PASSED by the Governing Body this 18th day of May, 2020.

APPROVED by the Mayor this 18th day of May, 2020.

[SEAL]

_____
Peggy J. Dunn, Mayor

ATTEST:

_____
Kelly L. Varner, City Clerk

APPROVED AS TO FORM:

_____
Marcia L. Knight, Assistant City Attorney

City of Leawood Governing Body Staff Report

MEETING DATE: **May 18, 2020**
REPORT WRITTEN: **January 31, 2020**

135th STREET AND KENNETH ROAD – MIXED USE AND MEDIUM DENSITY RESIDENTIAL – REQUEST FOR APPROVAL OF A REVISED PRELIMINARY PLAN – Located south of 135th Street and west of Kenneth Road – Case 04-20

PLANNING COMMISSION RECOMMENDATION:
The Planning Commission recommends denial (7-1) of Case 04-20 135th Street and Kenneth Road – Mixed Use and Medium Density Residential – request for approval of a Revised Preliminary Plan for the reasons stated in the Planning Commission minutes.

Staff provided the previous stipulations from the accepted Preliminary Plan which were approved with the prior preliminary plan with slight modifications/updates, should the Governing Body approve the application:

1. The project shall be limited to the following:
   a. 410,200 sq. ft. of construction on 18.25 acres for an FAR or 0.43, with a 25% discount for residential within the MXD zoned portion of the development that shall meet all requirements of the Leawood Development Ordinance, including FAR density bonuses, and the City of Leawood's Comprehensive Plan.
   b. 54 duplexes and 3 triplexes on 38.09 acres for a density of 3.07 dwelling units per acre.
2. Prior to the Final Plan submittal, the applicant shall work with city staff to make the following revisions to the RP-3 portion of the plan:
   a) Provide revised elevation drawings for the duplex and triplex units that meet the material requirements of the Leawood Development Ordinance, including roofing material.
3. The applicant/owner shall be responsible for the following impact fees:
   a) A 135th Street Impact Fee in the amount of $0.58 per square foot of office, $1.95 per square foot of retail, and $389.40 per residential unit for areas north of 137th Street. This amount is subject to change by Ordinance.
   b) A Public Art Impact Fee in the or a piece of public art is required prior to the issuance of a building permit in the amount of $0.15 per square foot of finished floor area for nonresidential development. This amount is subject to change by Ordinance.
   c) A Park Impact Fee in the amount of $300 per residential unit is required prior to issuance of a building permit. This amount is subject to change by Ordinance.
   d) A South Leawood Transportation Impact Fee, due prior to recording of the Final Plat. This amount is subject to change by Ordinance.
4. The applicant/owner shall be responsible for the construction of an additional lane and other improvements on 135th Street prior to issuance of a Certificate of Occupancy for any building within either the MXD or RP-3 zoned portions of the development, per Public Works Department.
5. The right-of-way for 137th Street shall be shifted to the north, to provide a tract of open space to act as a buffer between the street and the existing residential development to the south, as it is extended to the west beyond the current dedicated right-of-way.
6. The applicant/owner shall be responsible for the construction of 137th Street within the proposed development.

7. The completion of the design and construction of all public streets for the full width of the property shall be under a single set of construction plans.
8. All power lines, utility lines, etc. (both existing and proposed, including utilities and power lines adjacent to and within abutting right-of-way) are required to be placed underground. This must be done prior to final occupancy of any building within the project.
9. Within the RP-3 portion of the development, all above ground facilities shall be placed in the rear yard wherever practical. If locating these facilities in the rear yard is not practical or appropriate, as determined by the City Engineer, then such facilities shall be at least 25' behind the right-of-way.
10. The term of the Special Use Permit for the assisted living facility shall be limited to twenty years from the Governing Body approval.
11. A Special Use Permit for an assisted living facility shall be issued to Vick Regnier Builders, Inc.
12. All utility boxes, not otherwise approved with the final development plan, with a height of less than 55 inches, a footprint of 15 sq.ft. in area or less, or a pad footprint of 15 sq.ft. in area or less, shall be installed only with the prior approval of the Director of Community Development as being in compliance with the Leawood Development Ordinance.
13. Within the MXD portion of the development, all utility boxes, not otherwise approved with the final development plan, with a height of 56 inches or greater, a footprint greater than 15 sq.ft. in area, or a pad footprint greater than 15 sq.ft. in area, shall be installed only with the prior recommendation of the Planning Commission as being in compliance with the Leawood Development Ordinance based on review of a site plan containing such final development plan information as may be required by the City, and approved by the Governing Body. The City may impose conditions on approval, including but not limited to duration or renewal requirements, where the circumstances are sufficiently unusual to warrant the conditions.
14. Within the RP-3 portion of the development, all new utility boxes with a height of 55 inches or greater, a footprint greater than 15 square feet in area, or a pad footprint greater than 15 square feet in area, shall be authorized only by approval of a special use permit prior to construction.
15. The following deviations are hereby granted:
    a) 15% increase in the applicable maximum FAR based on not less than a 1:1 ratio of increase floor area to increased open space being a benefit to the community as passive recreational potential for the public.
    b) 15% increase in the applicable maximum FAR based on a 1:1 ratio of additional open space to additional allowable floor area for incorporation underground parking.
    c) Allow a 30 foot building setback from 137th Street and High Drive within the MXD portion of the development based on compensating common open space (not less than 1:1 ratio) is provided elsewhere in the project.
    d) Subject to meeting the City's adopted Building Code, allow a minimum side yard setback for the Villas of 15 feet from vertical wall to vertical wall within the RP-3 portion of the development.
16. Per the Leawood Development Ordinance, within the MXD portion of the development buildings shall be required to have a buffer a minimum of 10' deep adjacent to buildings.
17. Where head-in parking overhangs sidewalks, sidewalks must provide for a minimum of 2' of additional width to accommodate the overhang of cars.
18. Along all public streets, a minimum of a 10' tree lawn shall be provided between back of curb and adjacent sidewalks.
19. Sidewalks shall be 6' in width along 135th Street, both sides of High Drive, and on the north side of 137th Street. A 10' asphalt hike/bike trail shall be required along the south side of 137th Street and west side of Kenneth Road. All other sidewalks shall be a minimum of 5' in width.

20. Within the MXD portion of the development and per the Leawood Development Ordinance, where pedestrian routes intersect vehicular access routes, the material of the pedestrian route shall be enhanced and differentiated from the vehicular paving material.
21. All buildings within this development shall conform to the architectural type, style, and scale of the buildings approved by the Governing Body at Final Plan.
22. All downspouts shall be enclosed.
23. In accordance with the Leawood Development Ordinance, all trash enclosures shall be screened from public view with a 6 foot solid masonry structure to match the materials used in the buildings and shall be architecturally attached to the individual buildings and accented with appropriate landscaping. The gates of the trash enclosures shall be painted, sight obscuring, decorative steel.
24. All rooftop equipment shall be screened from the public view with an architectural treatment, which is compatible with the building architecture. The height of the screen must be at least as tall as the utilities being screened.
25. Per the Leawood Development Ordinance, all parking lot light fixtures associated with this project shall be a maximum of 18' in height.
26. Lighting fixtures along 137th Street, High Drive, and Kenneth Road between 135th Street and 137th Street shall be of a special design that matches the existing light fixtures on 137th Street.
27. At the time of Final Plan a landscape plan shall be submitted that meets all requirements of the Leawood Development Ordinance.
28. Lighting plans, photometric studies that meet the Leawood Development Ordinance, along with specific light fixtures, shall be required at the time of Final Plan.
29. Materials boards shall be submitted at the time of Final Plan application.
30. A model shall be submitted at the time of final plan application.
31. Sign design and calculations shall be required at Final Plan.
32. The applicant shall obtain all approvals and permits from the Public Works Department, per the public works memo dated January 23, 2020, on file with the City of Leawood Planning and Development Department, prior to recording the final plat.
33. The applicant shall obtain all approvals from the City of Leawood Fire Department, per the Fire Marshal's memo dated November 7, 2018, on file with the City of Leawood Planning and Development Department, prior to issuance of a building permit.
34. A statement shall be included on the final plat for the RP-3 portion of the development that states that there shall be no ingress or egress within the rear yard, or street-side side yard to 137th Street for those lots that are adjacent to 137th Street.
35. All streets within the RP-3 portion of the development shall be public. The developer or Homes Association will maintain any planting or statuary within the street right-of-way. The developer shall execute a right-of-way maintenance agreement with the Public Works Department for any planting or statuary improvements within the public right-of-way.
36. For the MXD portion of the development, a cross access/parking easement for the entire development shall be recorded with the final plat at the Johnson County Registrar of Deeds prior to issuance of a building permit.
37. The developer will continue to work with City staff on the proposed detention areas to determine if any of those areas could be converted to retention ponds to also serve as amenity areas for the development and will bring in detailed plans at the time of final plan application.
38. The Owner/Applicant must establish a funding mechanism to maintain, repair and/or replace all common areas and common area improvements including, but not limited to, streets, walls, and storm water system improvements. The mechanism will include a deed restriction running with each lot in the development that will mandate that each owner must contribute to the funding for such maintenance,

repair and/or replacement and that each lot owner is jointly and severally liable for such maintenance, repair and/or replacement, and that the failure to maintain, repair or replace such common areas or common area improvements may result in the City of Leawood maintaining, repairing and replacing said common areas and/or improvements, and the cost incurred by the City of Leawood will be jointly and severally assessed against each lot, and will be the responsibility of the owner(s) of such lot.

39. This preliminary plan approval shall lapse in two years, if construction on the project has not begun or if such construction is not being diligently pursued; provided, however, that the developer may request a hearing before the City Council to request an extension of this time period. The City Council may grant one such extension for a maximum of 12 months for good cause shown by the developer.
40. In addition to the stipulations listed in this report, the developer/property owner agrees to abide by all ordinances of the City of Leawood including the Leawood Development Ordinance, unless a deviation has been granted, and to execute a statement acknowledging in writing that they agree to stipulations one through forty.

PLANNING COMMISSION CHANGES TO STIPULATIONS:

- None

APPLICANT:

- The property is owned by Vic Regnier Builders, Inc.
- The developer is Rick Lashbrook with Leawood 135, LLC
- The engineer is Tim Tucker with Phelps Engineering.
- The landscape architect is Jason Meier with Meier Consulting.

HISTORY:

- A Preliminary Plat, Preliminary Plan, Special Use Permit, and Rezoning for the 135th and Kenneth Development was approved by the Governing Body with case 71-18 (Ordinance #2919) on December 3, 2018. The following was approved with that application.
  - Rezoning of 18.25 acres to MXD (Mixed Use Development District) and 38.09 acres to RP-3 (Planned Cluster Attached Residential). The MXD zoned land was located on the north side of future 137th Street, and the RP-3 zoned land was located both on the north and south sides of future 137th Street.
  - The mixed use portion of the development was approved for a total of 410,200 sq.ft. of construction on 18.25 acres for an FAR of 0.43, which included a 25% discount on residential space per the Leawood Development Ordinance. The MXD part of the development contained the following use percentages.
    - 41,000 sq.ft. of retail/restaurant space - (10.0%)
    - 82,000 sq.ft. of office space - (20.0%)
    - 287,200 sq.ft. of residential apartments (182 units for a density of 9.97 du/ac) – (70.0%)
    - 67,200 sq.ft. for an assisted living facility (84 beds)
  - The RP-3 portion (named Regents Park with this application) of the development consisted of 54 duplexes and 3 triplexes (117 units) on 38.28 acres for a residential density of 3.06 units/acre. Eighteen duplexes (36 units) were approved on the north side of future 137th Street and 36 duplexes and 3 triplexes (81 units) were approved on the south side.
- A Final Plat and Final Plan for the Regents Park Multi-Family development was approved by the Governing Body with case 33-19 (Resolution #5245) on July 15, 2019 which consisted of public infrastructure and the RP-3 portion of the development.

REQUEST:

- The applicant is requesting approval of a Revised Preliminary Plan alter the proposed phasing of the RP-3 portion of the development and to remove/alter the stipulations of the approved Preliminary Plan related to public improvements on 135th Street and Kenneth Road.

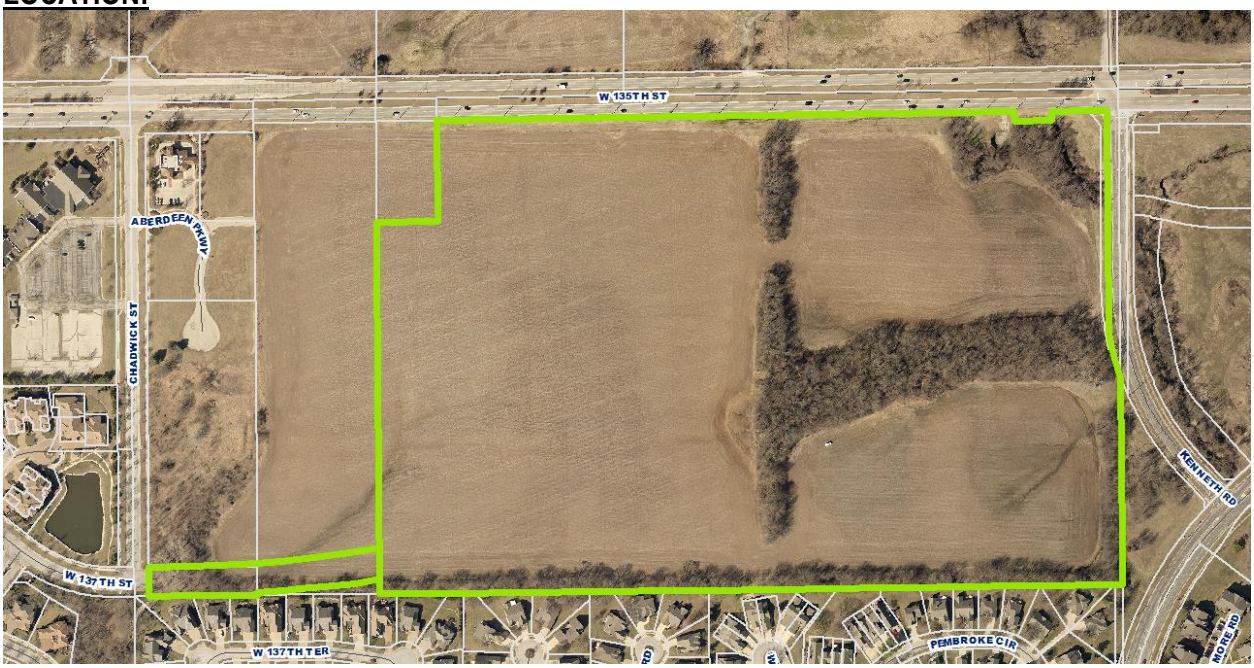
ZONING:

- The property is currently zoned RP-3 (Planned Cluster Attached Residential) and MXD (Mixed Use).

COMPREHENSIVE PLAN:

- The Comprehensive Plan designates the portion of property north of the future 137th Street as Mixed Use, and the area south of the future 137th Street as Medium Density Residential.

LOCATION:



SURROUNDING ZONING:

- North — Directly to the north of the property is 135th Street, an arterial roadway, and undeveloped property zoned AG, on the north side of 135th Street.
- South — Directly to the south of the property is the Leawood Falls Subdivision, zoned RP-4 (Planned Cluster Residential District under a previous version of the Leawood Development Ordinance), and the Villas of Highlands Ranch, zoned RP-2 (Planned Cluster Detached Residential District).
- East — Directly to the east of the property is Kenneth Road and undeveloped land, zoned SD-CR (Planned General Retail).
- West — West of the property is undeveloped land, zoned AG, followed by Chadwick Place, a commercial development zoned SD-NCR (Planned Neighborhood Retail) and SD-O (Planned Office).

CHANGES FROM THE APPROVED PRELIMINARY PLAN:

- With this application, the applicant is proposing two (2) separate changes to be made to the previously approved Preliminary Plan for this project. The first change would be to make changes to stipulations in the Planning Staff Report as well as the Public Works Staff Report. The second change is to alter the Phasing plan.
- The applicant is requesting the following stipulations be removed/altered:

STIPULATION NUMBER	CURRENT STIPULATION	APPLICANT REQUEST
Stipulations Listed in the Planning Staff Report		
4	The applicant/owner shall be responsible for the construction of an additional lane and other improvements on 135th Street prior to issuance of a Certificate of Occupancy for any building within either the MXD or RP-3 zoned portions of the development, per the Public Works Department.	**Delete**
7	The completion of the design and construction of all public streets for the full width of the property shall be under a single set of construction plans.	**Modify to read:** The design and construction of the public streets will be under separate sets of construction plans in accordance with the project phasing.
8	All power lines, utility lines, etc. (both existing and proposed, including utilities and power lines adjacent to and within abutting right-of-way) are required to be placed underground. This must be done prior to final occupancy of any building within the project.	**Modify to read:** The applicant shall not be required to place existing power/utility lines along 135th Street frontage underground.
32	The applicant shall obtain all approvals and permits from the Public Works Department, per the public works memo dated November 13, 2018 on file with the City of Leawood Planning and Development Department, prior to recording the final plat.	**Refers to stipulations listed in the Public Works Memo. The Public Works stipulation that the applicant is requesting to be either deleted or modified are listed below under "Public Works Memo"**
Stipulations Listed in the Public Works Memo		
2-c-i,ii,iii	The developer shall construct the following public improvements prior to issuance of Certificate of Occupancy	
	i. Construct an additional lane for eastbound 135th Street along the frontage of this development. This section of roadway shall be constructed in accordance with the 135th Street construction plans dated 1995 and the lane widening must be as smooth as the existing pavement section. This shall be determined by Profilograph machine. If the new pavement section is not as smooth as the existing lanes, the developer shall diamond grind the new pavement to meet the smoothness of the existing lanes.	**Delete**

STIPULATION NUMBER	CURRENT STIPULATION	APPLICANT REQUEST
	ii. The developer shall construct eastbound right turn lanes and each access to 135th Street and at Kenneth Road. The length of the right turn lane shall be two hundred fifty (250) feet long plus taper at existing/proposed signalized intersection. The length of the right turn lane shall be one hundred fifty (150) feet long plus taper at the Right-in/Right-out.	**Modify to read:** The Developer shall construct an eastbound right turn lanes at High Drive with the construction of the Phase I. The length of the right turn lane at High Drive shall be two hundred fifty (250) feet long plus taper at existing/proposed signalized intersections. The Developer shall construct an eastbound right turn lane at the right-in/right out drive with the construction of Phase 5. The length of the right turn lane shall be one hundred fifty (150) feet long plus taper at the right-in/right-out drive.
	iii. The Developer shall install the traffic signal at 135th Street and High Drive and the left turn lanes for eastbound and westbound.	**Modify to read:** Prior to the issuance of a building permit for any building within the MXD portion of the project, the owner and/or developer shall deposit (either) $300,000 cash or an irrevocable Letter of Credit with the Chief Financial Officer for the City of Leawood. The funds collected shall be placed in an escrow account set aside for a future traffic signal, including any required interconnections, at the intersection of 135th Street and High Drive. The signalization will be considered by the City when and if a warrant is met in accordance with the "Manual on Uniform Traffic Control Devices". In the event the actual total signalization costs are less than the funds available from the escrow account at the time of contract closing out, the difference shall be refunded to the owner and/or developer, or the successor in interest.
6	Developments shall have all utilities relocated underground. This includes private property and utilities in the Right-of-way between the curb and property line.	**Delete**
13	Certificates of Occupancy shall not be issued for any building until all public improvements, including payments to escrow accounts, have been completed.	**Modify to read:** Certificates of Occupancy may be issued upon completion of all public improvements as planned with each phase of the development.

PROPOSED CHANGES TO PHASING:

- Currently Approved Phasing Plan:
    - The currently approved phasing plan includes all duplex and triplex residential buildings to be constructed within the first phase along with 137th Street from Kenneth Road to Chadwick Street.
    - The amenity area at the intersection of 137th Street and High Drive would be included as part of the second phase.
    - The third and fourth phases would include the Mixed Use portion of the development on the east and west sides of High Drive.
- Proposed Phasing Plan:
    - The first phase of the development would include the duplex and triplex residential buildings located south of 137th Street, including the construction of 137th Street from Kenneth Road to Chadwick Street.
    - The second phase of the development would include the amenity area at the intersection of 137th Street and High Drive.
    - The third phase would include the duplex residential buildings north of 137th Street.
    - The fourth and fifth phases would include the Mixed Use portion of the development on the east and west sides of High Drive.
- With regards to the phasing of the project, the applicant is proposing to construct the duplex units, north of 137th Street, in a third phase. This will affect 18 Duplex building (36 Dwelling Units). The construction for the street off of 137th Street for the duplex buildings north of 137th Street would also be moved to the 3rd Phase.

SITE PLAN COMMENTS:

- The applicant has confirmed that no other changes to the site have been proposed with this application from the previously approved Preliminary Plan.
- The previous preliminary plan included the following:
    - The Regents Park subdivision with a total of 54 duplexes and 3 triplexes (117 units), 18 duplexes (36 units) north of 137th Street adjacent to the mixed use portion of the development, and 36 duplexes and 3 triplexes (81 units) proposed to the south of 137th Street.
    - The mixed use portion of the development proposes a total of 410,200 sq.ft. of construction on 18.25 acres for an FAR of 0.43, which includes a 25% discount on residential space per the Leawood Development Ordinance. The MXD part of the development consists of the following uses:
        - 41,000 sq.ft. of retail/restaurant space - (10.0%)
        - 82,000 sq.ft. of office space - (20.0%)
        - 287,200 sq.ft. of residential apartments (182 units for a density of 9.97 du/ac) – (70.0%)
        - 67,200 sq.ft. for an assisted living facility (84 beds)

BULK REGULATIONS:

- The following table outlines the required and provided regulations for the 135th Leawood Development:

Mixed Use Bulk Regulations

Criteria	Required	Provided	Criteria
Exterior Structure Setback	40'	30' - 137th Street and High Drive 40' – 135th Street	Deviation Granted - adjacent to 137th Street and High Drive only

Criteria	Required	Provided	Criteria
Interior Structure Setback	10'	10'	Complies
Single Family Residential Structure Setback	75'	850' approx.	Complies
Exterior Parking Setback	25'	25'	Complies
Interior Parking Setback	10'	10'	Complies
Minimum Open Space %	30%	44.9%	Complies
Minimum Interior Open Space %	10%	15%	Complies
Minimum Acres	10	18.25	Complies
Maximum Floor Area Ratio (F.A.R.)	0.25 198,718 SQ.FT.	0.43 410,200 SQ.FT.	F.A.R. Bonuses Granted
Required Use Ratios	≥ 20% - Residential ≥ 20% - Office ≥ 10% - Retail	70.0% 20.0% 10.0%	Complies
Residential Density	≤ 15 DU / acre	9.97 DU /acre	Complies
Minimum Residential Unit Size	80% - ≥900 sq.ft. 20% - ≥750 sq.ft.	Not provided	Applicant acknowledged, but not provided
Height Limit	90'	71'	Complies

Planned Cluster Attached Residential District (RP-3)

Criteria	Required	Provided	Criteria
Front Setback	30'	30'	Complies
Side Setback	30*'	15'	Deviation Granted
Side Lot Corner Setback	30'	30'	Complies
Rear Setback	30'	30'	Complies
Density	7.26 du/ac. 6,000 sq.ft./dwelling	3.07 du/ac,	Complies
Maximum No. of Attached Units	≤ 4 per building	3 per building	Complies
Open Space	30% of lot area	66.0%	Complies

* Measured from building lines and building clusters

LANDSCAPING:

- No changes have been made to the previous landscaping plan that was approved with the Final Plan application.
- The applicant is not proposing any changes to the Mixed Use portion of the development reflected on the currently approved Preliminary Plan. The Final Landscape Plan which was approved with the Regents Park final Plan included the RP-3 portion of the development, which is not being changed with this application.
- Landscaping will be reviewed at the time of Final Plan for the area zoned MXD.

TRAFFIC:

- The applicant provided a traffic study completed in March, 2019 and has been reviewed and approved by the Public Works Department.

SIGNAGE:

- No signage is proposed with this application. Signage will be reviewed under a separate Final Plan at a later date.

DEVIATIONS PREVIOUSLY GRANTED:

- 15% increase in the applicable maximum FAR based on not less than a 1:1 ratio of increase floor area to increased open space being a benefit to the community as passive recreational potential for the public.
- 15% increase in the applicable maximum FAR based on a 1:1 ratio of additional open space to additional allowable floor area for incorporation underground parking.
- Allow a 30 foot building setback from 137th Street and High Drive within the MXD portion of the development based on compensating common open space (not less than 1:1 ratio) is provided elsewhere in the project.
- Subject to meeting the City's adopted Building Code, allow a minimum side yard setback for the Villas of 15 feet from vertical wall to vertical wall within the RP-3 portion of the development.

IMPACT FEES:

- **135TH STREET CORRIDOR IMPACT FEE:** The applicant/owner shall be responsible for the 135th Street Impact fee in the amount of $0.58 per square foot for office, $1.95 per square foot for retail, and $389.40 per residential unit for areas north of 137th Street, which is due prior to issuance of building permit. This amount is subject to change by Ordinance.
- **PUBLIC ART IMPACT FEE:** A public art impact fee or a piece of public art shall be required. Approval of the design and location of the art will need to go before the Arts Council, Planning Commission, and be approved by the Governing Body at a later date. In Lieu of that, the applicant may pay a public art impact fee in the amount of $0.15 per square foot of finished floor area for nonresidential development prior to issuance of a building permit. This amount is subject to change by Ordinance.
- **PARK IMPACT FEE:** The applicant/owner shall be responsible for a Park Impact Fee in the amount of $0.15 per square foot of finished floor area and $300 per residential unit is required prior to issuance of building permit. This amount is subject to change by Ordinance.
- **SOUTH LEAWOOD TRANSPORTATION IMPACT FEE:** The applicant shall be responsible for a South Leawood Transportation Impact Fee prior to recording of the Final Plat.

STAFF COMMENTS:

- The applicant is requesting not to pay for some public improvements associated with the project now or in the future, including the construction of a third lane on 135th Street and the undergrounding of power/utility lines.
- In previous developments along 135th Street, improvements are generally constructed with the development or paid into escrow to have the project done in the future, when the city deems it necessary for proper facilities to be constructed.
- It is the position of city staff that the application request be denied and that the currently approved Preliminary Plan stay in effect.

City of Leawood
4800 Town Center Drive • Leawood, Kansas 66211
Public Works Department • (913) 339-6700 x 130 • (913) 339-9374 Fax

MEMO

DATE: January 23, 2020

TO: Richard Coleman, Director of Community Development

FROM: Brian Scovill, P.E., City Engineer
Department of Public Works

SUBJECT: 135th and Kenneth Road Revised Preliminary
Case Number: 4-20

The Department of Public Works has reviewed the aforementioned project. Based on the approved 135th Street Community Plan and past development requirements implemented along this corridor, the Public Works Department recommends carrying forward the previously approved preliminary plan stipulations with some modifications based on the previously approved final plan stipulations. The recommended stipulations are listed below with revisions and additional language from the previously approved preliminary stipulations highlighted with bold print:

1) Plat:
   a) Along 135th Street the developer shall provide eighty-five (85) feet of Right-of-Way from the section line and provide a ten (10) foot Utility Easement abutting the Right-of-Way.
   b) Along 137th Street provide eighty (80) feet of Right-of-Way, provide a five (5) foot Sidewalk Easement abutting the south Right-of-Way line and provide a ten (10) foot Utility Easement abutting both sides of the Right-of-Way.
   c) Along High Drive provide ninety (90) feet of Right-of-Way and provide a ten (10) foot Utility and Sidewalk Easement abutting both sides of the Right-of-Way.
2) Traffic Impact Analysis:
   a) The submitted Traffic Study was reviewed by Olsson. The developer modified their original plan and relocated the full access intersection at 135th St & High Drive approximately 170 feet west. This proposed location is 200 feet east of the ¼ mile spacing that staff had requested. After review of the developer's traffic study it was determined that the proposed location 200 feet east of the section line does not increase queue lengths and/or delays along the 135th St corridor.

b) The Developer shall provide fifty (50) foot curb return radius at the intersections along 135th Street and at 137th Street and Kenneth Road. All other intersections and drive entrances shall have a thirty (30) foot curb return radius.

c) The Developer shall construct the following public improvements prior to issuance of Certificate of Occupancy:

i) Construct an additional lane for eastbound 135th Street along the frontage of this development. This section of roadway shall be constructed in accordance with the 135th Street construction plans dated 1995 AND the lane widening must be as smooth as the existing pavement section. This shall be determined by a Profilograph machine. If the new pavement section is not as smooth as the existing lanes, the developer shall diamond grind the new pavement to meet the smoothness of the existing lanes.

ii) The Developer shall construct the 135th Street eastbound right turn lanes at High Drive and at Kenneth Road. The future eastbound right turn serving Tract H will be constructed with the development of tract H. The length of the right turn lane at existing/proposed signalized intersections shall be two hundred fifty (250) feet long plus taper. The length of the right turn lane at the Right-In/Right-Out shall be one hundred fifty (150) feet long plus taper.

iii) The developer shall pay into escrow One Hundred Sixty-Five thousand ($165,000) dollars for traffic signals at 135th Street and High Drive. This amount is fifty (50) percent of the estimated cost for traffic signal design, construction and inspection. This fee shall be paid prior to the City releasing the plat.

iv) The pavement at the intersection of 136th St and High Drive between the crosswalks and within the Right-of-Way shall be concrete.

v) If 137th Street is not constructed to Chadwick with the first phase of this project the developer shall construct a temporary cul-de-sac on the west end of their project and provide escrow for future removal of the cul-de-sac and construction of the permanent 137th Street through their property. The temporary cul-de-sac can be constructed within the 80 feet of Right-of-Way.

3) Storm Water Study:

a) The Storm Water Study has been submitted and the developer will be required to detain their storm water runoff in accordance with current APWA Standards.

i) There are two bio-retention basin and a detention basin on the southwest corner of the development, four bio-retention basin and detention basin on the east side of the development south of 137th Street and additional BMPS to maintain the existing peak flow from this site and to meet the stormwater treatment requirement..

ii) The developer shall update the stormwater study if changes are made to the BMP or detention plans.

iii) The developer is providing a 100 foot stream buffer on the existing creek at the northeast corner of the larger development.

b) The location, size, plant material list, etc of the BMP's will be verified on the engineering plan submittal.

c) Provide detailed worksheets sizing each bio-retention basin at final engineering plan stage.

4) The Developer shall make every effort to confine the construction of 137th Street to the right-of-way or existing easements. If this is not possible, the City will acquire temporary construction easements.

5) Prior to any construction permits, the Developer shall enter into a City right of way maintenance agreement to ensure any landscaping or irrigation within the right-of-way or crosswalks crossing public streets are properly maintained by the adjacent property owners.

6) The 10 foot wide shared use path shall be constructed on the south side of 137th Street and along the west side of Kenneth Road.

7) Developments shall have all utilities relocated underground. This includes private property and utilities in the Right-of-Way between the curb and property line.

8) Developments on or between 133rd Street to 137th Street shall have six (6) foot sidewalks within the Right-of-Way, except with residential areas and where the ten (10) foot bike/hike trail is located. The sidewalks and bike/hike trail shall be located within the Right of Way or a Sidewalk Easement.

9) Developments on or between 133rd Street to 137th Street shall use the City of Leawood's Special Street Light for all public roadway lighting. To maintain a uniform look of the residential development, Norwood Road north of 137th shall use the City of Leawood standard street light.

10) The parking lot pavement shall be constructed in accordance to the Leawood Development Ordinance.

11) Permanent structures, including monument signs, shall not be placed within the Right-of-Way and Public Easements.

12) All public improvements shall be designed and constructed in accordance with the City of Leawood Public Improvement Construction Standards as developed by the Department of Public Works (latest revision).

13) The developer shall obtain and submit to the Department of Public Works and the Building Official a copy of the NPDES Land Disturbance Permit issued by the Kansas Department of Health and Environment prior to any grading work at the site.

14) The permit fee for plan review and construction observation shall be five (5) percent of the construction cost for all improvements within the Right-of-Way or Public Easement(s) granted to the City of Leawood. The fee will be charged and collected from the Contractor prior to issuance of the permit from the Department of Public Works.

15) Construction vehicles, including vehicles of construction personnel, shall not be parked within the Right-of-Way. All staging and storage of equipment and/or materials for private improvements shall be contained on the proposed development unless an Access Easement has been granted by the adjacent property owner.

16) The Developer shall repair and restore all damaged areas between the back of curb and the Right-of-Way abutting this lot including any existing damage. This shall include but is not limited to street lighting equipment, traffic signal equipment, sidewalk, storm sewers, grass, etc.

17) The Developer shall provide documentation by a licensed professional engineer certifying on City forms the BMPs have been constructed in accordance with City standards and the approved plans.

18) The developer shall provide as-built storm sewer information in accordance with City standards. This includes, but is not limited to, vertical and horizontal coordinates of all structures constructed or modified, flow line information at each structure, pipe size information, downstream structure numbers and type of structure. This information shall be provided to us on the Johnson County AIMS coordinate system. The spreadsheet for the data will be provided to the developer after the storm sewer improvements have been completed.

19) The plat shall not be released for recording until all public permits have been obtained by the Contractor(s) and all other requirements have been met.

20) Certificates of Occupancy shall not be issued for any building until all public improvements, including payments to escrow accounts, have been completed.

If you have any questions, please call me at (913) 339-6700, extension 134.

Copy: Project File

From: Gene Hunter
Sent: Wednesday, November 7, 2018 10:01 AM
To: Mark Klein <markk@leawood.org>
Subject: RE: Case 71-18, 135th Street and Kenneth - Memo from Fire Marshal

This plan as reviewed provides adequate access for fire apparatus.

Gene Hunter, Leawood Fire Marshal

135TH & KENNETH MIXED USE DEVELOPMENT
REZONING AND PRELIMINARY PLAN

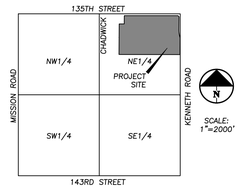
INDEX

1	AERIAL PLAN
2	EXISTING CONDITIONS PLAN
3	PROPOSED PRELIMINARY PLAN
4	DETAILED PRELIMINARY PLAN
5–6	GRADING PLANS
7	PHASING PLAN
8	PEDESTRIAN ACCESS PLAN
9	VEHICLE ACCESS PLAN
10	135TH ST IMPROVEMENT PLAN
AS100	ARCHITECTURAL SITE PLAN
AS200–201	ARCHITECTURAL ELEVATIONS
L1–L4	LANDSCAPE PLANS

N

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

BEARING BASIS: U.S. STATE PLANE 1983
KANSAS NORTH ZONE #1501



VICINITY MAP
SEC. 34–T13S–R25E

FLOOD NOTE:

A PORTION OF THIS PROPERTY LIES WITHIN ZONE AE(SHADED), DEFINED AS SPECIAL FLOOD HAZARD AREAS (SFHAs) SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD AS SHOWN HEREON.

A PORTION OF THIS PROPERTY LIES WITHIN FLOODWAY ZONE AE(HATCHED) AS SHOWN HEREON.

THE REMAINDER OF THE PROPERTY LIES WITHIN ZONE X, DEFINED AS AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN, AS SHOWN ON THE FLOOD INSURANCE RATE MAP PREPARED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY FOR THE CITY OF LEAWOOD, COMMUNITY NO. 200167, JOHNSON COUNTY, KANSAS, MAP NO. 20091C0085G, AND DATED AUGUST 3, 2009.

LANDSCAPE ARCHITECT
MEIER CONSULTING
3692 W. 179TH TERRACE
STILWELL, KS 66085
(913) 787–2817

ARCHITECT
KLOVER ARCHITECTS, INC.
10955 LOWELL AVE., SUITE 700
OVERLAND PARK, KS 66210
(913) 649–8181

OWNER: (CONTRACT OWNER:)
LASHBROOK COMPANY
ATTN: RICK AND RICHARD LASHBROOK
P.O. 26170
OVERLAND PARK, KS 66225
913–735–9977

ENGINEER/APPLICANT:
PHELPS ENGINEERING, INC.
1270 N. WINCHESTER
OLATHE, KS. 66061
(913) 393–1155
(913) 393–1166 FAX

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

PLANNING
ENGINEERING
IMPLEMENTATION

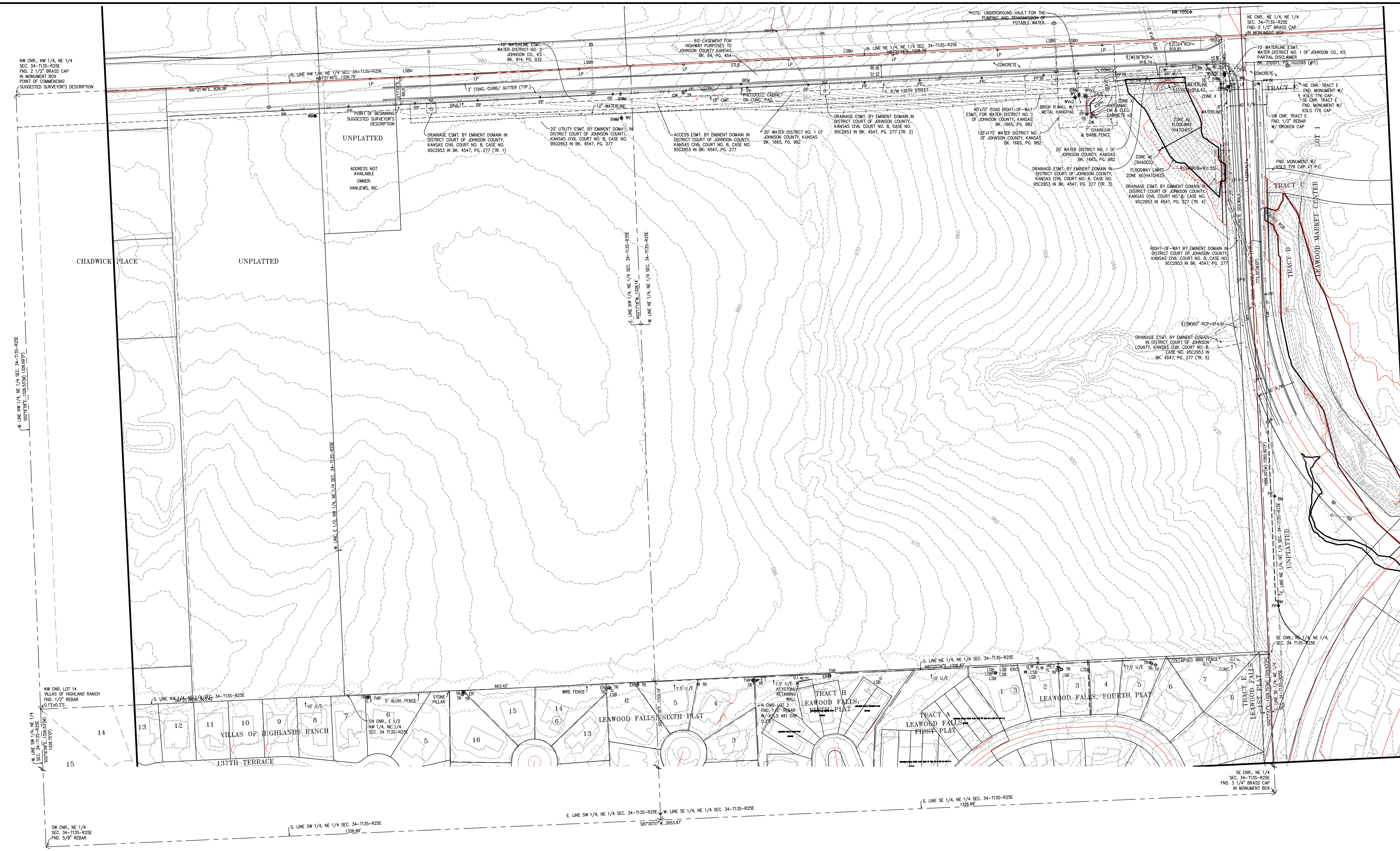
AERIAL SITE PLAN
135TH & KENNETH MIXED USE DEVELOPMENT REZONING & PRELIMINARY PLAN
PART OF THE NORTHEAST QUARTER SECTION 34 T13S – R25E
CITY OF LEAWOOD, JOHNSON COUNTY, KANSAS
13500 KENNETH ROAD

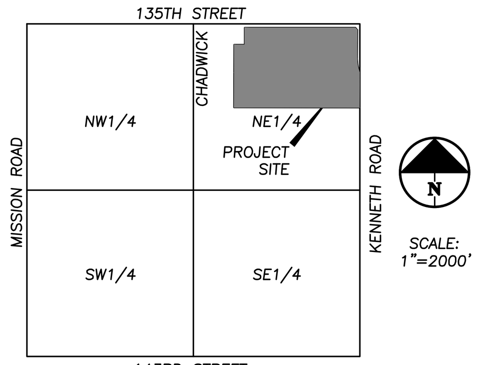
No.	Date	Revisions:	By	App.
1	6/13/2018	REVISIONS BASED ON CITY COMMENTS	JWB	TJT
2	8/15/2018	REVISIONS BASED ON CITY COMMENTS	JWB	TJT
3	11/1/2018	REVISED LAYOUT	JWB	TJT

PROJECT NO. 180350
DATE: 4–18–18
DRAWN: DAG
CERTIFICATE OF AUTHORIZATION LANDSCAPE ARCHITECTURAL: LA-62
CERTIFICATE OF AUTHORIZATION ARCHITECTURAL: PA-0000128
PHELPS ENGINEERING: 200700128

SHEET
1
OF 10

\\PEI-SERVER\Projects\P\180350\DWG\AERIAL.dwg Layout:AERIAL Oct 31, 2018 – 3:51pm Jeff Bartz





VICINITY MAP
SEC. 34-T13S-R25E

LEGEND

Symbol	Description
●	= FOUND SURVEY MONUMENT (ORIGIN UNKNOWN UNLESS DESCRIBED)
○	= SET 1/2"x24" REBAR WITH "PHELPS CLS-82" PLASTIC CAP
BEM	= BURIED ELECTRIC MARKER
BM#	= BENCHMARK
BWM	= BURIED WATER MARKER
ER	= ELECTRIC RISER
ES	= ELECTRIC SECTIONALIZER
ET	= ELECTRIC TRANSFORMER
FH	= FIRE HYDRANT
GW	= GUY WIRE
LP	= LIGHT POLE
LSB	= LAWN SPRINKLER BOX
PP	= POWER POLE
PPTR	= POWER POLE WITH TRANSFORMER(S)
PVCR	= PVC RISER
SS	= STREET SIGN
SSMH	= SANITARY SEWER MANHOLE
STMH	= STORM SEWER MANHOLE
TCB	= TRAFFIC CONTROL BOX
TP	= TELEPHONE POLE
TR	= TELEPHONE RISER
TSL	= TRAFFIC SIGNAL LIGHT
TSLB	= TRAFFIC SIGNAL LIGHT BOX
TSLP	= TRAFFIC SIGNAL LIGHT POLE
TSMH	= TRAFFIC SIGNAL MANHOLE
TVR	= TELEVISION RISER
WM	= WATER METER
WV	= WATER VALVE
YL	= YARD LIGHT
	= CEDAR OR EVERGREEN TREE
	= DECIDUOUS TREE
G.I.	= GRATE INLET
C.I.	= CURB INLET
J.B.	= JUNCTION BOX
U/E	= UTILITY EASEMENT
S/E	= SANITARY SEWER EASEMENT
(P)	= PLATTED
(D)	= DEEDED
(M)	= MEASURED
—OHP—	= OVERHEAD POWER LINE
—W—	= WATER LINE
	= PROPERTY LINE
	= RIGHT-OF-WAY LINE (R/W)
—SS—	= SANITARY SEWER LINE
	= STORM SEWER LINE
—x—x—	= FENCE LINE
	= HAND RAIL

SITE DATA TABLE:

GROSS AREA	56.3398 ACRES
RETAIL/APARTMENTS/OFFICE	9.0143 ACRES
HIGH DENSITY MULTI-FAMILY	8.4163 ACRES
RP-3 AREA	38.9093 ACRES
EXISTING ZONING	AG
PROPOSED ZONING	RP-3
PROPOSED NUMBER OF TRACTS	5
PROPOSED TWIN VILLAS	120 UNITS
PROPOSED HD MULTI-FAMILY (10 UNITS PER ACRE)	99 UNITS
PROPOSED LAND USE	MIXED USES
DENSITY (TRACTS A-F)	38.91 ACRES
30% REQUIRED OPEN SPACE	11.67 ACRES
TOTAL BUILDING FOOTPRINT, SIDEWALK, DRIVEWAYS	10.85 ACRES
REMAINING AREA	28.06 ACRES
OPEN SPACE	72.1%

TITLE NOTE:

TITLE INFORMATION SHOWN HEREON WAS TAKEN FROM FIRST AMERICAN TITLE INSURANCE COMPANY COMMITMENT FOR TITLE INSURANCE NO. 1483708 AND WITH AN EFFECTIVE DATE OF JANUARY 24TH, 2018 AT 7:30 A.M.

FLOOD NOTE:

A PORTION OF THIS PROPERTY LIES WITHIN ZONE AE(SHADED), DEFINED AS SPECIAL FLOOD HAZARD AREAS (SFHAs) SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD AS SHOWN HEREON.

A PORTION OF THIS PROPERTY LIES WITHIN FLOODWAY ZONE AE(HATCHED) AS SHOWN HEREON.

THE REMAINDER OF THE PROPERTY LIES WITHIN ZONE X, DEFINED AS AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN, AS SHOWN ON THE FLOOD INSURANCE RATE MAP PREPARED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY FOR THE CITY OF LEAWOOD, COMMUNITY NO. 200167, JOHNSON COUNTY, KANSAS, MAP NO. 20091C0085G, AND DATED AUGUST 3, 2009.

LEGAL DESCRIPTION:

ALL THAT PART OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER AND THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 34, TOWNSHIP 13 SOUTH, RANGE 25 EAST, IN THE CITY OF LEAWOOD, JOHNSON COUNTY, KANSAS, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF SAID SECTION 34; THENCE N 87°21'46"E, ALONG THE NORTH LINE OF THE NORTHWEST QUARTER OF SAID NORTHEAST QUARTER OF SECTION 34, A DISTANCE OF 828.38 FEET; THENCE S 2°17'08"E; A DISTANCE OF 60.00 FEET TO THE POINT OF BEGINNING, ALSO BEING A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF 135TH STREET, AS NOW ESTABLISHED; THENCE N 87°21'46" E ALONG SAID SOUTH RIGHT-OF-WAY LINE OF 135TH STREET, A DISTANCE OF 1754.39 FEET; THENCE S 40°54'08" E ALONG THE WEST RIGHT-OF-WAY OF KENNETH ROAD, AS NOW ESTABLISHED, A DISTANCE OF 49.26 FEET; THENCE S 2°17'37" E ALONG SAID WEST RIGHT-OF-WAY OF KENNETH ROAD, A DISTANCE OF 431.70 FEET; THENCE SOUTHERLY ALONG A CURVE TO THE LEFT, SAID CURVE BEING TANGENT TO THE LAST DESCRIBED COURSE AND HAVING A RADIUS OF 756.20 FEET, AN ARC DISTANCE OF 247.05 FEET TO A POINT ON THE EAST LINE OF THE NORTHEAST QUARTER OF SAID NORTHEAST QUARTER; THENCE S 2°17'37" E ALONG THE EAST LINE OF THE NORTHEAST QUARTER OF SAID NORTHEAST QUARTER, A DISTANCE OF 556.45 FEET TO THE SOUTHEAST CORNER OF THE NORTHEAST QUARTER OF SAID NORTHEAST QUARTER; THENCE S 87°25'56" W ALONG THE SOUTH LINE OF THE NORTHEAST QUARTER OF SAID NORTHEAST QUARTER AND THE NORTH LINE OF LEAWOOD FALLS, FOURTH PLAT, LEAWOOD FALLS, FIRST PLAT, LEAWOOD FALLS, FIFTH PLAT, LEAWOOD FALLS, SIXTH PLAT, AND VILLAS OF HIGHLANDS RANCH, A DISTANCE OF 1990.30 FEET TO THE SOUTHWEST CORNER OF THE EAST ONE-HALF OF THE NORTHWEST QUARTER OF SAID NORTHEAST QUARTER; THENCE N 2°17'08" W ALONG THE WEST LINE OF THE EAST ONE-HALF OF THE NORTHWEST QUARTER OF SAID NORTHEAST QUARTER, A DISTANCE OF 997.33 FEET; THENCE N 87°21'46" E, A DISTANCE OF 165.00 FEET; THENCE N 2°17'08" W, A DISTANCE OF 270.01 FEET; TO THE POINT OF BEGINNING, CONTAINING 2,454,163 SQUARE FEET OR 56.3398 ACRES, MORE OR LESS.

PROJECT NOTE:

1. THE TOPOGRAPHY WAS SUPPLIED BY A.I.M.S. (AUTOMATED INFORMATION MAPPING SYSTEM) BASED ON NAVD88 DATUM.
2. ALL TRACTS AS SHOWN HEREON SHALL BE DEDICATED AS PRIVATE OPEN SPACE, COMMON AREAS AND MAY INCLUDE BUT NOT LIMITED TO LANDSCAPING, FENCING, SUBDIVISION MONUMENTS, STORM WATER DETENTION AND AMENITIES AND WILL BE OWNED AND MAINTAINED BY THE HOMES ASSOCIATION.

LANDSCAPE ARCHITECT
MEIER CONSULTING
3692 W. 179TH TERRACE
STIWELL, KS 66085
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ARCHITECT
KLOVER ARCHITECTS, INC.
10955 LOWELL AVE, SUITE 700
OVERLAND PARK, KS 66210
(913) 649-8181

OWNER: (CONTRACT OWNER:)
LASHBROOK COMPANY
ATTN: RICK AND RICHARD LASHBROOK
P.O. 26170
OVERLAND PARK, KS 66225
913-735-9977

ENGINEER/APPLICANT:
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PHELPS ENGINEERING, INC
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Olathe, Kansas 66061
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Fax (913) 393-1166
PLANNING
ENGINEERING
IMPLEMENTATION

EXISTING CONDITIONS PLAN

135TH & KENNETH MIXED USE DEVELOPMENT REZONING & PRELIMINARY PLAN
PART OF THE NORTHEAST QUARTER SECTION 34 T13S - R25E
CITY OF LEAWOOD, JOHNSON COUNTY, KANSAS
13500 KENNETH ROAD

No.	Date	Revisions:	By	App.
1	6/13/2018	REVISIONS BASED ON CITY COMMENTS	JWB	TJT
2	8/15/2018	REVISIONS BASED ON CITY COMMENTS	JWB	TJT
3	11/1/2018	REVISED LAYOUT	JWB	TJT

PROJECT NO. 180350
DATE: 4-18-18
DRAWN: DAG
CERTIFICATE OF AUTHORIZATION KANSAS LAND SURVEYING - LS-82 ENGINEERING - E-391
CERTIFICATE OF AUTHORIZATION MISSOURI LAND SURVEYING-2007001128 ENGINEERING-2007005058

SHEET 2 OF 10

\\PEI-SERVER\Projects\P\180350\DWG\PRELIMINARY2.dwg Layout:EXISTING Oct 31, 2018 - 3:39pm Jeff Bartz

Current Approved Site Plan
12/3/2018

OVERALL SITE INFORMATION

	BUILDING DESIGNATION	BUILDING USE	LOT DESIGNATION	LOT SIZE	LOT SIZE SF	BLDG HEIGHT	NUM. OF STORIES	RESID. UNITS	NUM. OF BDRMS	BUILDING SF RETAIL/REST SF	OFFICE SF	MIN PARKING REQUIRED @ 3/1000	RESIDENTIAL SF	RESID. PKNG. REQD @ 1.46/ UNIT	UNDERGROUND PARKING PROVIDED	SURFACE PARKING PROVIDED	BLDG/PKNG SETBACK
MXD	A	RESIDENTIAL	TRACT I	6.725 AC +/-	292,937 SF +/-	50'-8"	4	42	52	-	-	NA	52,000 SF	61	42		40/25'
	B	RESIDENTIAL	TRACT I	6.725 AC +/-	292,937 SF +/-	50'-8"	4	42	52	-	-	NA	52,000 SF	61	42		40/25'
	C	RTL / OFFICE / RES	TRACT I	6.725 AC +/-	292,937 SF +/-	71'-0"	5	56	70	2,000 SF	10,000 SF	36	66,000 SF	83	56		40/30/25'
	D	RETAIL / RES	TRACT I	6.725 AC +/-	292,937 SF +/-	71'-0"	5	42	52	13,000 SF	-	39	50,000 SF	61	42	162	40/30/25'
	E	RETAIL / OFFICE	TRACT H	11.523 AC +/-	501,937 SF +/-	40'	2		-	26,000 SF	28,500 SF	164					40/30/25'
	F	OFFICE	TRACT H	11.523 AC +/-	501,937 SF +/-	40'	2		-	-	22,500 SF	67					40/25'
	G	ASSISTED LIVING	TRACT H	11.523 AC +/-	501,937 SF +/-	26'-10"	2	84	84	-	-		67,200 SF	84 @ 1 / UNIT	100	304	30/25'
	H	OFFICE	TRACT H	11.523 AC +/-	501,937 SF +/-	40'	2			-	21,000 SF	63					30/25'
		ROW	ROW	3.156 AC	137,454 SF												
SUBTOTAL				18.2478 AC	794,872 SF +/-			266	310	41,000 SF	82,000 SF	369	287,200 SF	350	282	466	
								RESID PKNG REQD (SEE PARKING STUDY)		COMMERCIAL PKNG REQD			TOTAL GLA:	UNDERGROUND	SURFACE	TOTAL PKNG	
TOTAL								350		+ 369	= 719		410,200 SF	282	+ 466	= 748	

RESIDENTIAL UNITS PROVIDED	182 (does not include assisted living)
PARKING PROVIDED FOR RESIDENTIAL	266 (1.46/ BEDROOM total)
PARKING PROVIDED FOR ASSISTED LIVING	100 (.84/1000 total)
TOTAL OFFICE/RETAIL BUIDING GLA:	123,000 SF
TOTAL PARKING FOR RETAIL / OFFICE GLA:	369 (3.0/1000)
OVERALL TOTAL BUILDING SF:	410,200 SF

USES BY PERCENTAGE: RETAIL/RESTAURANT/OFFICE/RESIDENTAL

RETAIL	41,000 SF =	10.0%
OFFICE	82,000 SF =	20.0%
RESIDENTIAL -	287,200 SF =	70.0%
SUBTOTAL	410,200 SF =	100.0%

USES BY PERCENTAGE: RETAIL/RESTAURANT/OFFICE

SUBTOTAL 123,000 SF = 30.0%

SITE PARKING PER AREA
WEST OF HIGH DRIVE
182 UNITS (1.46/BEDRM 266 STALLS + OFFICE/ RETAIL 25,000 X 3/1,000 SF=75
REQUIRED 266+75=341 STALLS PROVIDED 344 STALLS

EAST OF HIGH DRIVE
84 UNITS (1 UNIT 84 STALLS + OFFICE/ RETAIL 98,000 X 3/1,000 SF=294
REQUIRED 84+294=378 STALLS PROVIDED 404 STALLS

TOTAL SITE PARKING STALLS: 746 STALLS
1,000 SF PLAZA / PEDESTRIAN SPACE PER 125 STALLS.
746/125 = 5,960 SF PLAZA / PEDESTRIAN SPACE REQ.
12,830 SF PLAZA / PEDESTRIAN SPACE PROVIDED 10 LOCATIONS

OPEN SPACE CALCULATION

ZONING DESIGNATION	SITE AREA	OPEN SPACE (LANDSCAPE)
MXD WEST	293,937 SF	
EAST	501,937 SF	657,420 X 30% OPEN SPACE = 197,226 SF
	794,872 SF (GROSS)	PROVIDED OPEN SPACE (EAST) -197,176 SF (WEST) 97,930 SF = 295,106 SF
(ROW)	-137,454 SF	EXCEEDS REQ. BY 96,941 SF
	657,420 SF	295,106 SF = 44.9% > 30%

INTERNAL LANDSCAPING: 466 STALLS X 280 S.F. = 130,480 SF X 10% = 13,048 SF
= 13,0480 S.F. REQUIRED VS. 18,9941 S.F. 15% PROVIDED

PARKING FRONTAGE CALCULATION: 135TH STREET FRONTAGE - 1785 LF / 368 PARKING = 20.6% - MAXIMUM 40%
PARKING FRONTAGE CALCULATION: KENNITH ROAD FRONTAGE - 0% - MAXIMUM 40%
PARKING FRONTAGE CALCULATION: 137TH STREET FRONTAGE - 1395 LF / 382 PARKING = 27.4% - MAXIMUM 40%

DENSITY CALCULATION

ZONE MXD:
PERMITTED F.A.R.= 25% MAX F.A.R. PER 16-2-6.4(G) = 794,872 x .25 = 198,718 SF
PERMITTED F.A.R. MXD W/ DISCOUNT 55% OF RESIDENTIAL SF. PER 16-2-6.4(G).1 = 287,200 x .45 = 129,240 SF
RETAIL & OFFICE SF = 123,000 SF
TOTAL DENSITY WITH 55% RESIDENTIAL DISCOUT = 252,240 SF

BONUS
PER CITY OF LEAWOOD DEVELOPMENT ORDINANCE ARTICLE 3 16-3-9 PARAGRAPH
OPEN SPACE: UP TO 15% INCREASE @ 1:1 RATIO IN MAXIMUM F.A.R. PER 16-3-9 A 4 (a). = 29,807 SF
PARKING STRUCTURES : UP TO 15% INCREASE IN MAXIMUM F.A.R. @ 1:1 RATIO PER 16-3-9 A 4 (f) = 29,807 SF
25% MAX F.A.R. PER 16-2-6.4(D) = 794,872 x .25 = 198,718 SF
TOTAL PERMITTED DENSITY = 258,332 SF

= 258,332 > 252,240 SF

UNITS PER ACRE: 18,2478 A. / 266 UNITS = 14.58 : ALLOWED 15
MAX FAR = 794,872 SF X 45% = 357,692 SF
252,240 (32.1 %) < 357,692 SF (MAX FAR)

NOTE : HOURS OF OPERATION ARE CURRENTLY UNKNOWN.

OPEN SPACE REQUIRED 4A (a):1 RATIO = 29,807 SF
OPEN SPACE REQUIRED 4A (f) 1:1 RATIO = 29,807 SF
OPEN SPACE REQ. 30' SETBACK 1:1 RATIO= 12,340 SF
TOTAL REQUIRED OPEN SPACE = 71,954 SF
REQ. 197,226 SF -PROV. 295,106 SF EXCESS = 97,880 SF

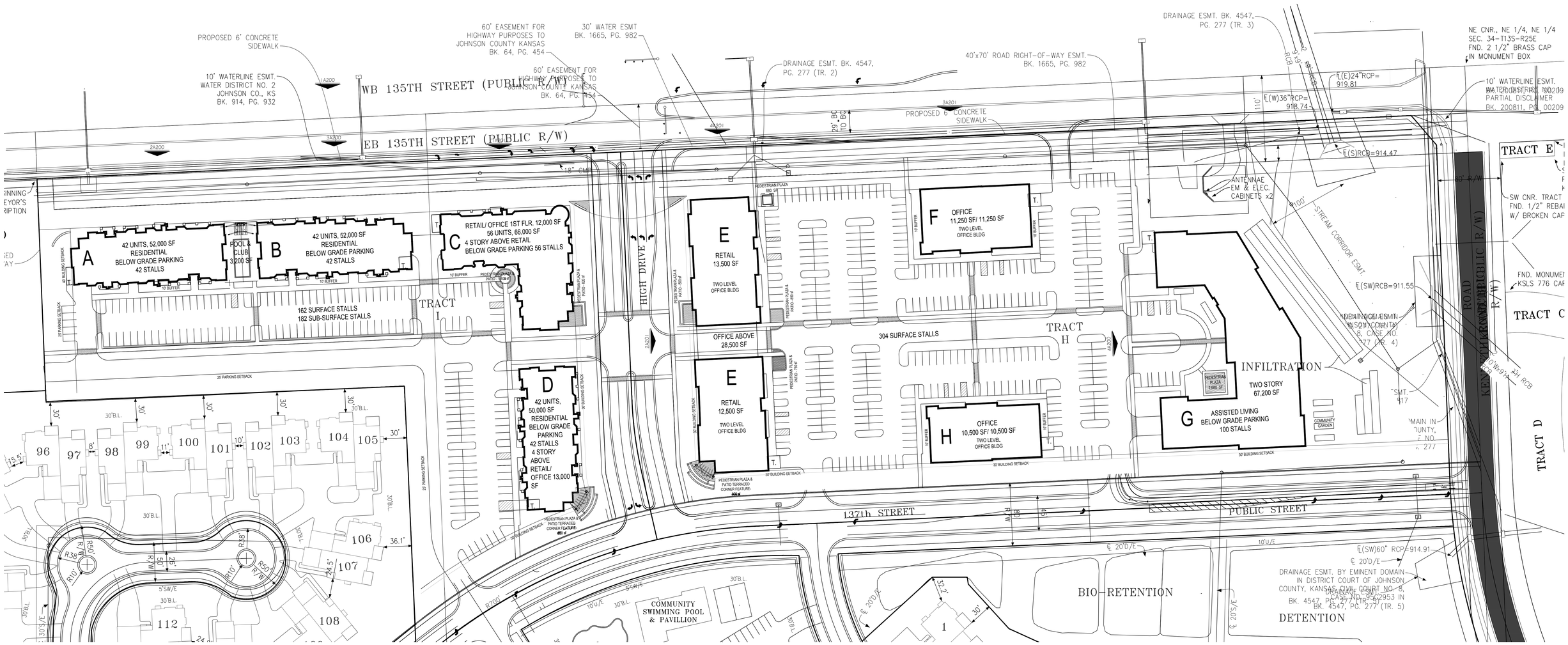
1. MULTI-FAMILY BLDG'S & ASSISTED LIVING TO HAVE STORM SHELTERS PER FEMA STANDARDS, TYP.

2. MINIMUM SIZE OF APARTMENT UNITS TO COMPLY WITH LEAWOOD DEVELOPMENT ORDINANCE. 80% OF UNITS MINIMUM OF 900 SF. NO UNIT SMALLER THAN 750 SF.

3. ALL TRASH ENCLOSURES TO BE SCREENED FROM PUBLIC VIEW WITH 6' MASONRY STRUCTURE TO MATCH MATERIALS USED IN BUILDING DESIGN. ENCLOSURES TO BE ARCHITECTURALL ATTACHED TO BUILDINGS AND ACCENTED WITH APPROPRIATE LANDSCAPING. GATES OF TRASH ENCLOSURE TO BE PAINTED, SIGHT OBSCURING METAL PER LEAWOOD DEVELOPMENT ORDINANCE.

4. ALL SIDEWALKS TO BE MINIMUM OF 5 FEET IN WIDTH. SIDEWALKS AT HEAD IN PARKING TO BE MINIMUM OF 7 FEET IN WIDTH. SIDEWALKS AT STOREFRONT TO BE MINIMUM OF 8 FEET IN WIDTH. A 10 FEET DEEP LANDSCAPE BUFFER TO BE PROVIDED BEHIND CURB OR SIDEWALK TO BUILDING EXCEPT AT STOREFRONTS.

SD



REVISED 06.13.18
REVISED 07.20.18
REVISED 08.15.18
REVISED 11.01.18
REVISED 11.08.18

0' 25' 50' 100'

AS100 - SITE PLAN

SCALE: 1" = 50'

135TH AND KENNETH | LASHBROOK | 11.08.18

18116.001 | LASHBROOK | 135TH AND KENNETH

kloverarchitects incorporated
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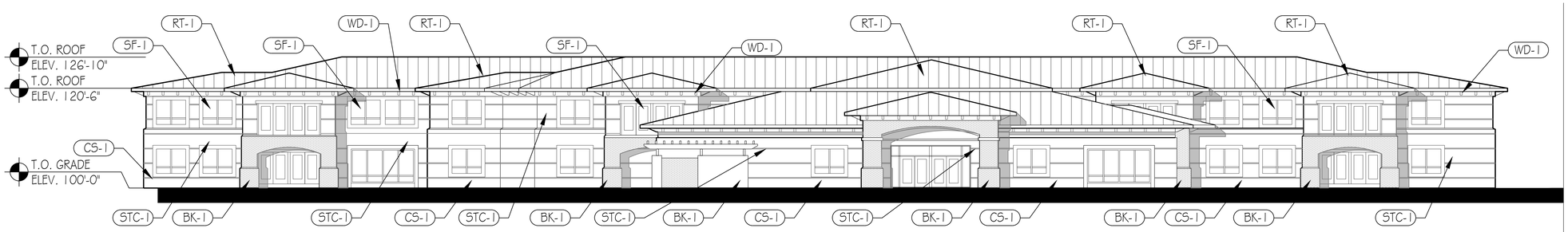
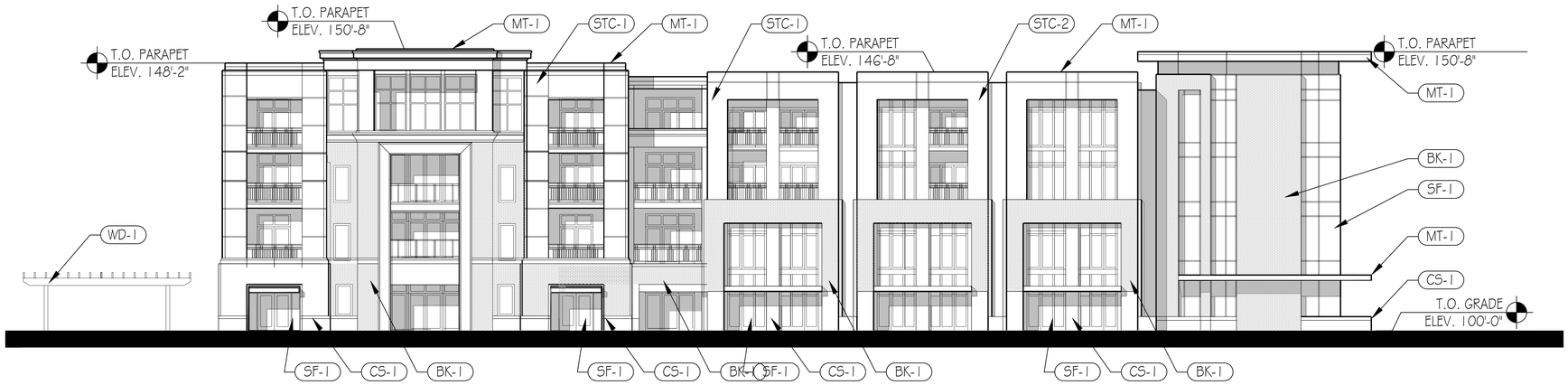
ph: 913.648.8181 • fx: 913.648.1275 • www.klover.net

FINISH SCHEDULE				
SYMBOL	MATERIAL	MANUFACTURER	COLOR	TEXTURE / FINISH
BK-1	BRICK	TBD	TBD	TBD
BK-2	BRICK	TBD	TBD	TBD
CS-1	CAST STONE	TBD	TBD	TBD
WD-1	SYNTHETIC WOOD	TBD	TBD	TBD
STC-1	STUCCO	TBD	TBD	TBD
STC-2	STUCCO	TBD	TBD	TBD
MT-1	ALUMINUM	TBD	TBD	TBD
MT-2	ALUMINUM	TBD	TBD	TBD
ST-1	STONE	TBD	TBD	TBD
SF-1	GLAZING	TBD	TBD	TBD
RT-1	CONC. ROOF TILE	TBD	TBD	TBD

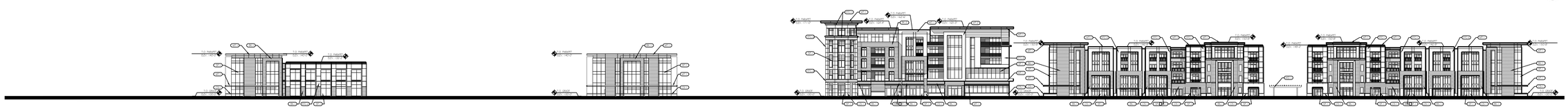


APARTMENT BLDG CONCEPT ELEVATION 4
SCALE: 1" = 10'

APARTMENT BLDG CONCEPT ELEVATION 3
SCALE: 1" = 20'



APARTMENT BLDG CONCEPT ELEVATION 2
SCALE: 1" = 10'



135TH STREET ELEVATION 1
SCALE: 1" = 40'

REVISED 06.13.18
REVISED 07.20.18
REVISED 08.15.18
REVISED 11.01.18

A200 - ELEVATIONS

SCALE: 1" = 10'

135TH AND KENNETH | LASHBROOK | 11.01.18

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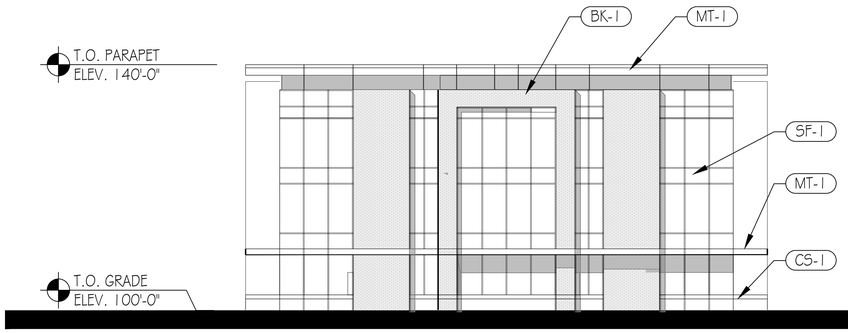
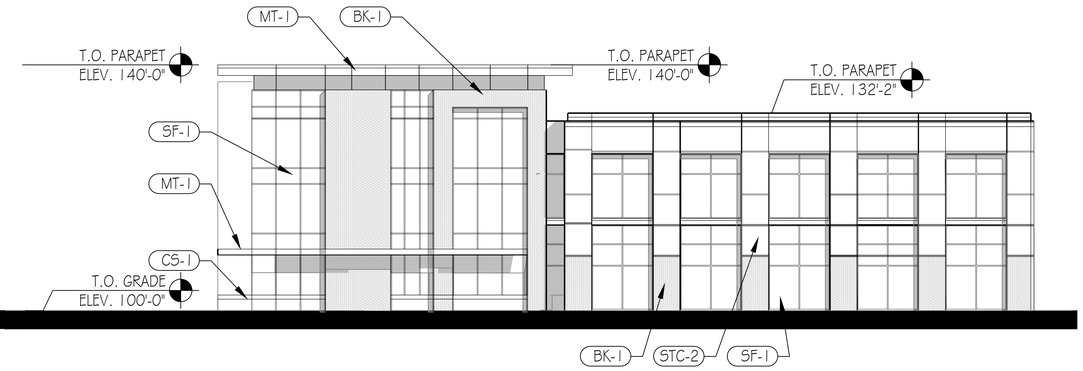
SD

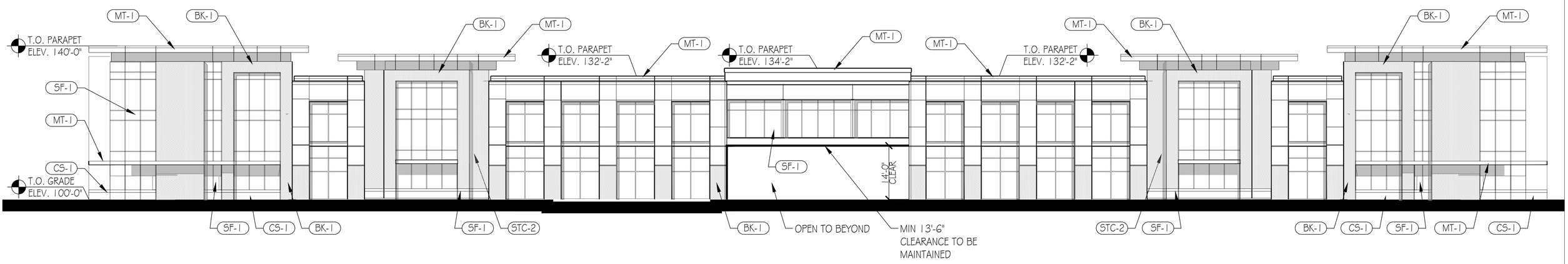
135TH AND KENNETH | LASHBROOK | 18116.001



OFFICE BUILDING STREETSIDE CONCEPT ELEVATION (4)
SCALE: 1" = 20'



RETAIL / OFFICE BUILDING CONCEPT ELEVATION (3)
SCALE: 1" = 20'



RETAIL / OFFICE BLDG CONCEPT ELEVATION (2)
SCALE: 1" = 20'

APARTMENT / RETAIL / OFFICE BLDG CONCEPT ELEVATION (1)
SCALE: 1" = 10'

REVISED 06.13.18
REVISED 07.20.18
REVISED 08.15.18
REVISED 11.01.18

A201- ELEVATIONS

SCALE: 1" = 10'

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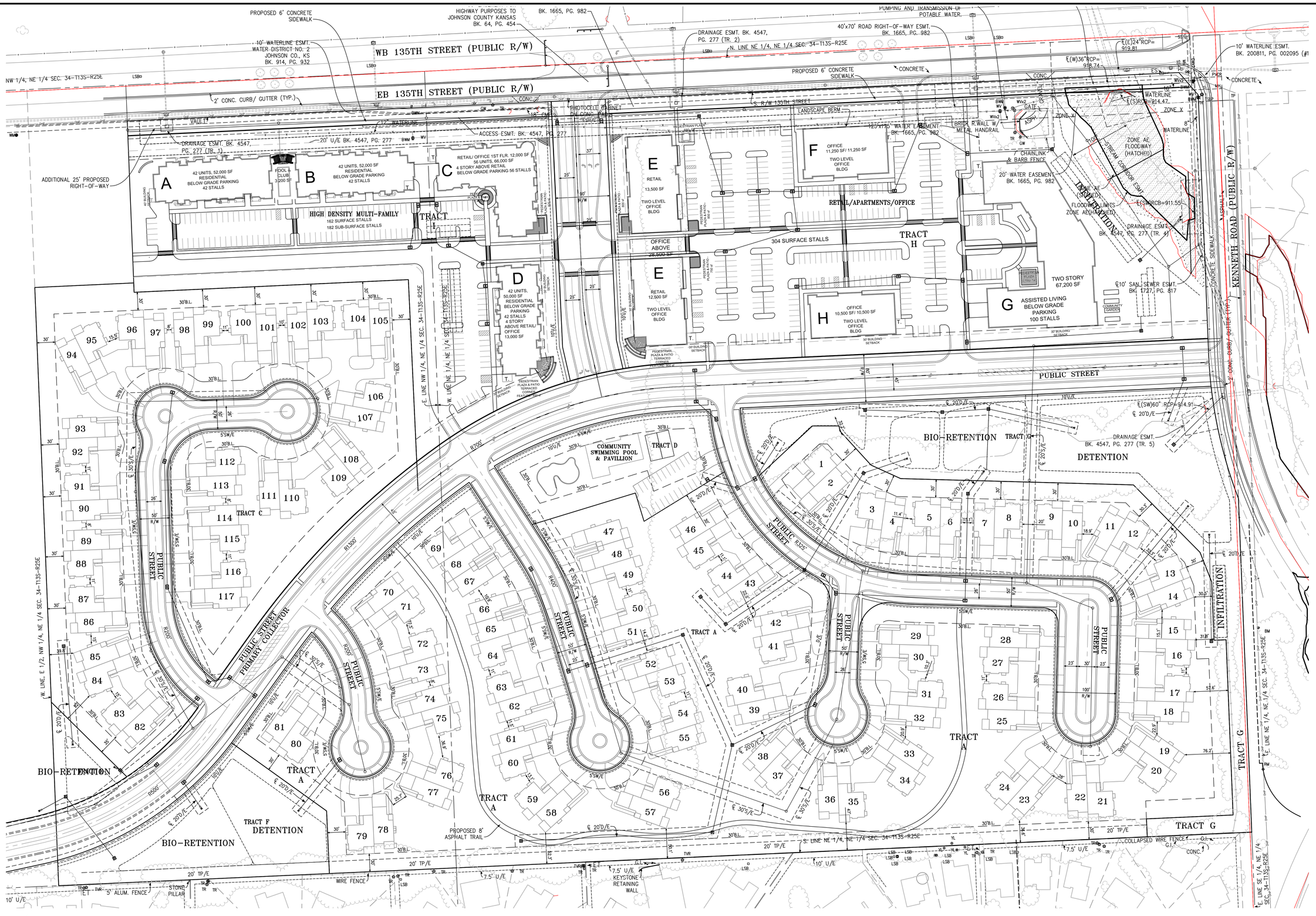
SD

135TH AND KENNETH | LASHBROOK | 18116.001



LOT AREAS		
PARCEL	AREA (S.F.)	AREA (AC.)
RP-3	1659293.88	38.0921
TRACT A	792815.10	18.2005
TRACT C	322883.76	7.4124
TRACT D	47103.39	1.0813
TRACT E	11,354.40	0.2607
TRACT F	58217.82	1.3365
TRACT G	134857.49	3.0959

Current Approved Site Plan - 12/3/2018

LANDSCAPE ARCHITECT
MEIER CONSULTING
3692 W. 179TH TERRACE
STILWELL, KS 66085
(913) 787-2817

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PLANNING ENGINEERING IMPLEMENTATION

PRELIMINARY PLAN

135TH & KENNETH MIXED USE DEVELOPMENT REZONING & PRELIMINARY PLAN
PART OF THE NORTHEAST QUARTER SECTION 34 T13S – R25E
CITY OF LEAWOOD, JOHNSON COUNTY, KANSAS
13500 KENNETH ROAD

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3	11/1/2018	REVISED LAYOUT	JWB	TJT

PROJECT NO. 180350
DATE: 4-18-18
DRAWN: DAG
CERTIFICATE OF AUTHORIZATION LAND SURVEYING - 2007-52
CERTIFICATE OF AUTHORIZATION ENGINEERING - 2007-001
CERTIFICATE OF AUTHORIZATION LAND SURVEYING-2007001128
CERTIFICATE OF AUTHORIZATION ENGINEERING-2007001128

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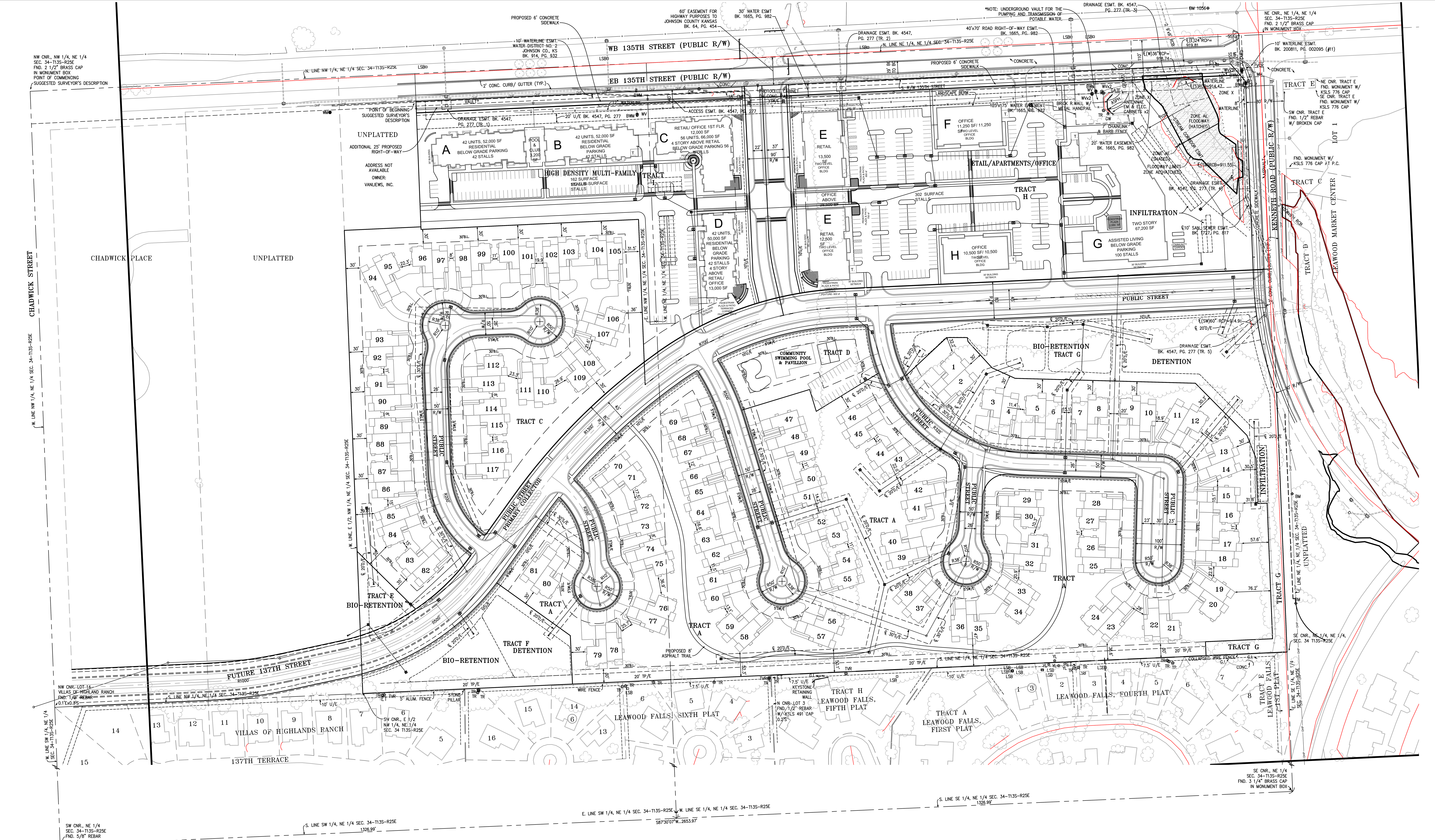
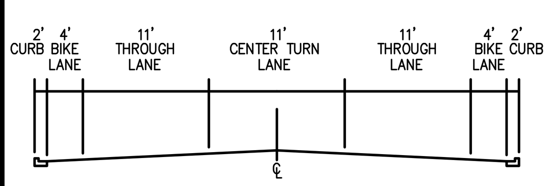
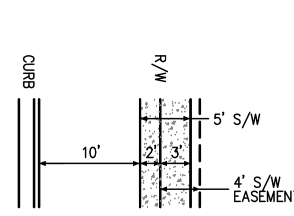
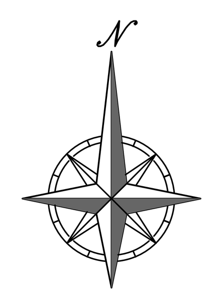




137TH STREET TYPICAL SECTION



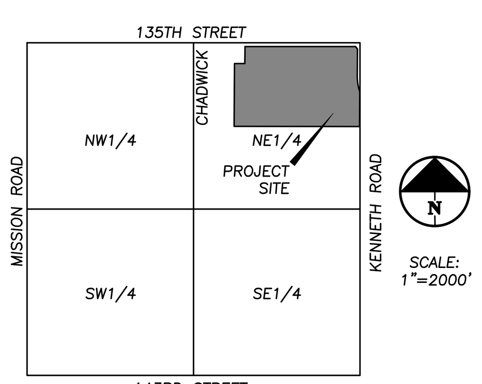
SIDEWALK DETAIL



SCALE: 1"=80'

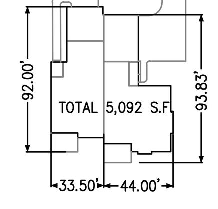
0' 80' 160'

BEARING BASIS: U.S. STATE PLANE 1983
KANSAS NORTH ZONE #1501



VICINITY MAP
SEC. 34-T13S-R25E

LOT AREAS		
PARCEL	AREA (S.F.)	AREA (AC.)
RP-3	1667398.64	38.2782
TRACT A	796989.02	18.2964
TRACT C	330052.57	7.5770
TRACT D	42711.21	0.9805
TRACT E	11354.40	0.2607
TRACT F	58217.82	1.3365
TRACT G	134857.49	3.0959



TYPICAL TWIN VILLAS

LEGEND

- ● = FOUND SURVEY MONUMENT (ORIGIN UNKNOWN UNLESS DESCRIBED)
- ○ = SET 1/2"x24" REBAR WITH "PHELPS CLS-82" PLASTIC CAP
- BEM = BURIED ELECTRIC MARKER
- BM# = BENCHMARK
- BWM = BURIED WATER MARKER
- ER = ELECTRIC RISER
- ES = ELECTRIC SECTIONALIZER
- ET = ELECTRIC TRANSFORMER
- FH = FIRE HYDRANT
- GW = GUY WIRE
- LP = LIGHT POLE
- LSB = LAWN SPRINKLER BOX
- PP = POWER POLE
- PPTR = POWER POLE WITH TRANSFORMER(S)
- PVCR = PVC RISER
- SS = STREET SIGN
- SSMH = SANITARY SEWER MANHOLE
- STMH = STORM SEWER MANHOLE
- TCB = TRAFFIC CONTROL BOX
- TP = TELEPHONE POLE
- TR = TELEPHONE RISER
- TSL = TRAFFIC SIGNAL LIGHT
- TSLB = TRAFFIC SIGNAL LIGHT BOX
- TSLP = TRAFFIC SIGNAL LIGHT POLE
- TSMH = TRAFFIC SIGNAL MANHOLE
- TVR = TELEVISION RISER
- WM = WATER METER
- WV = WATER VALVE
- YL = YARD LIGHT
- = CEDAR OR EVERGREEN TREE
- = DECIDUOUS TREE
- G.I. = GRATE INLET
- C.I. = CURB INLET
- J.B. = JUNCTION BOX
- U/E = UTILITY EASEMENT
- S/E = SANITARY SEWER EASEMENT
- TP/E = TREE PRESERVATION EASEMENT
- (P) = PLATTED
- (D) = DEEDED
- (M) = MEASURED
- OHP = OVERHEAD POWER LINE
- W = WATER LINE
- = PROPERTY LINE
- = RIGHT-OF-WAY LINE (R/W)
- SS = SANITARY SEWER LINE
- = STORM SEWER LINE
- = FENCE LINE
- = HAND RAIL

SITE DATA TABLE:

GROSS AREA	56.3398 ACRES
RETAIL/APARTMENTS/OFFICE	11.5215 ACRES
HIGH DENSITY MULTI-FAMILY	6.5402 ACRES
RP-3 AREA	38.2782 ACRES
EXISTING ZONING	AG
PROPOSED ZONING	RP-3
PROPOSED NUMBER OF TRACTS	5
PROPOSED TWIN VILLAS	117 UNITS
PROPOSED HD MULTI-FAMILY (10 UNITS PER ACRE)	99 UNITS
PROPOSED LAND USE	MIXED USES
DENSITY (TRACTS A-G)	31.55 ACRES
30% REQUIRED OPEN SPACE	9.46 ACRES
TOTAL BUILDING FOOTPRINT, SIDEWALK, DRIVEWAYS	10.73 ACRES
ADDITIONAL OPEN SPACE PROVIDED	11.36 ACRES
OPEN SPACE	66.0%

TITLE NOTE:

TITLE INFORMATION SHOWN HEREON WAS TAKEN FROM FIRST AMERICAN TITLE INSURANCE COMPANY COMMITMENT FOR TITLE INSURANCE NO. 1483708 AND WITH AN EFFECTIVE DATE OF JANUARY 24TH, 2018 AT 7:30 A.M.

FLOOD NOTE:

A PORTION OF THIS PROPERTY LIES WITHIN ZONE AE(SHADED), DEFINED AS SPECIAL FLOOD HAZARD AREAS (SFHAs) SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD AS SHOWN HEREON.

A PORTION OF THIS PROPERTY LIES WITHIN FLOODWAY ZONE AE(HATCHED) AS SHOWN HEREON.

THE REMAINDER OF THE PROPERTY LIES WITHIN ZONE X, DEFINED AS AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN, AS SHOWN ON THE FLOOD INSURANCE RATE MAP PREPARED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY FOR THE CITY OF LEAWOOD, COMMUNITY NO. 200167, JOHNSON COUNTY, KANSAS, MAP NO. 20091C0085G, AND DATED AUGUST 3, 2009.

TRACT SUMMARY:

A, C	RP-3 TWIN VILLAS
D	AMENITY
E, F	STORMWATER DETENTION, BIORETENTION
G	STORMWATER DETENTION, BIORETENTION, OPEN SPACE, NATIVE VEGETATED AREA
H	RETAIL/APARTMENTS/OFFICE
I	HIGH DENSITY MULTI-FAMILY

MXD BULK REQUIREMENTS:

FRONT SETBACK:	40 FEET
SIDE SETBACK:	40 FEET
INTERIOR PROPERTY LINE SETBACK:	10 FEET
REAR SETBACK	40 FEET
SURFACE PARKING AND LOADING AREAS:	25 FEET
BUILDING SETBACK FROM RESIDENTIAL:	75 FEET
FLOOR AREA RATIO:	0.25 MAXIMUM
MIN. RESIDENTIAL UNIT SIZE:	900 SF FOR AT LEAST 80% OF UNITS; 750 SF FOR REMAINING UNITS
MAX. RESIDENTIAL DENSITY:	15 UNITS PER ACRE
OPEN SPACE:	30% OF LOT AREA
HEIGHT LIMIT:	90 FEET

20% OF THE TOTAL FLOOR AREA AS RESIDENTIAL
20% OF THE TOTAL FLOOR AREA AS OFFICE
10% OF THE TOTAL FLOOR AREA AS RETAIL

RP-3 BULK REQUIREMENTS:

FRONT SETBACK:	30 FEET
SIDE SETBACK:	30 FEET
SIDE LOT CORNER SETBACK	30 FEET
REAR SETBACK:	30 FEET
DENSITY:	MIN. 6,000 SQ. FT./UNIT
NUMBER OF ATTACHED UNITS	4 (MAXIMUM ALLOWED)
OPEN SPACE:	30% OF LOT AREA
HEIGHT LIMIT:	40 FEET AS MEASURED FROM GRADE AT THE FRONT OF THE BUILDING

PROPOSED CONDITION SUMMARY:

1. ALL STREETS ARE PUBLIC WITHIN THE BOUNDARY AND ARE CLASSIFIED AS LOCAL EXCEPT AS NOTED ON THE PLANS; NO MODIFICATIONS TO THE EXISTING STREET NETWORK.
2. LIQUID WASTE TO BE HANDLED IN THE EXISTING JOHNSON COUNTY WASTEWATER SYSTEM. A MAIN EXTENSION WILL BE REQUIRED TO SEWER LOTS.
3. ALL PROPOSED UTILITIES WILL BE PLACED UNDERGROUND WITHIN AND ADJACENT TO THE DEVELOPMENT.
4. ALL SIDEWALK TO BE 5' WIDE SHALL BE LOCATED IN THE RIGHT-OF-WAY OR A SIDEWALK EASEMENT.
5. PLANTING AREAS CONTAINING TREES SHALL BE A MINIMUM OF 8' WIDE AND 60 SQ. FT. IN AREA.
6. STREET LIGHTS TO BE 30' POLES, 6' ARM, (AELATBO-20BLEDE70 R2 4000K FIXTURE)

LEGAL DESCRIPTION:

ALL THAT PART OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER AND THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 34, TOWNSHIP 13 SOUTH, RANGE 25 EAST, IN THE CITY OF LEAWOOD, JOHNSON COUNTY, KANSAS, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF SAID SECTION 34; THENCE N 87°21'46"E, ALONG THE NORTH LINE OF THE NORTHWEST QUARTER OF SAID NORTHEAST QUARTER OF SECTION 34, A DISTANCE OF 828.38 FEET; THENCE S 2°17'08"E; A DISTANCE OF 60.00 FEET TO THE POINT OF BEGINNING, ALSO BEING A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF 135TH STREET, AS NOW ESTABLISHED; THENCE N 87°21'46" E ALONG SAID SOUTH RIGHT-OF-WAY LINE OF 135TH STREET, A DISTANCE OF 1754.39 FEET; THENCE S 40°54'08" E ALONG THE WEST RIGHT-OF-WAY OF KENNETH ROAD, AS NOW ESTABLISHED, A DISTANCE OF 49.26 FEET; THENCE S 2°17'37" E ALONG SAID WEST RIGHT-OF-WAY OF KENNETH ROAD, A DISTANCE OF 431.70 FEET; THENCE SOUTHERLY ALONG A CURVE TO THE LEFT, SAID CURVE BEING TANGENT TO THE LAST DESCRIBED COURSE AND HAVING A RADIUS OF 756.20 FEET, AN ARC DISTANCE OF 247.05 FEET TO A POINT ON THE EAST LINE OF THE NORTHEAST QUARTER OF SAID NORTHEAST QUARTER; THENCE S 2°17'37" E ALONG THE EAST LINE OF THE NORTHEAST QUARTER OF SAID NORTHEAST QUARTER, A DISTANCE OF 556.45 FEET TO THE SOUTHEAST CORNER OF THE NORTHEAST QUARTER OF SAID NORTHEAST QUARTER; THENCE S 87°25'56" W ALONG THE SOUTH LINE OF THE NORTHEAST QUARTER OF SAID NORTHEAST QUARTER AND THE NORTH LINE OF LEAWOOD FALLS, FOURTH PLAT, LEAWOOD FALLS, FIRST PLAT, LEAWOOD FALLS, FIFTH PLAT, LEAWOOD FALLS, SIXTH PLAT, AND VILLAS OF HIGHLANDS RANCH, A DISTANCE OF 1990.30 FEET TO THE SOUTHWEST CORNER OF THE EAST ONE-HALF OF THE NORTHWEST QUARTER OF SAID NORTHEAST QUARTER; THENCE N 2°17'08" W ALONG THE WEST LINE OF THE EAST ONE-HALF OF THE NORTHWEST QUARTER OF SAID NORTHEAST QUARTER, A DISTANCE OF 997.33 FEET; THENCE N 87°21'46" E, A DISTANCE OF 165.00 FEET; THENCE N 2°17'08" W, A DISTANCE OF 270.01 FEET; TO THE POINT OF BEGINNING, CONTAINING 2,454,163 SQUARE FEET OR 56.3398 ACRES, MORE OR LESS.

PROJECT NOTE:

1. THE TOPOGRAPHY WAS SUPPLIED BY A.I.M.S. (AUTOMATED INFORMATION MAPPING SYSTEM) BASED ON NAVD88 DATUM.
2. ALL TRACTS AS SHOWN HEREON SHALL BE DEDICATED AS PRIVATE OPEN SPACE, COMMON AREAS AND MAY INCLUDE BUT NOT LIMITED TO LANDSCAPING, FENCING, SUBDIVISION MONUMENTS, STORM WATER DETENTION AND AMENITIES AND WILL BE OWNED AND MAINTAINED BY THE HOMES ASSOCIATION.

LANDSCAPE ARCHITECT
MEIER CONSULTING
3692 W. 179TH TERRACE
STIWELL, KS 66085
(913) 787-2817

ARCHITECT
KLOVER ARCHITECTS, INC.
10955 LOWELL AVE, SUITE 700
OVERLAND PARK, KS 66210
(913) 649-8181

OWNER: (CONTRACT OWNER:)
LASHBROOK COMPANY
ATTN: RICK AND RICHARD LASHBROOK
P.O. 26170
OVERLAND PARK, KS 66225
913-735-9977

ENGINEER/APPLICANT:
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PLANNING
ENGINEERING
IMPLEMENTATION

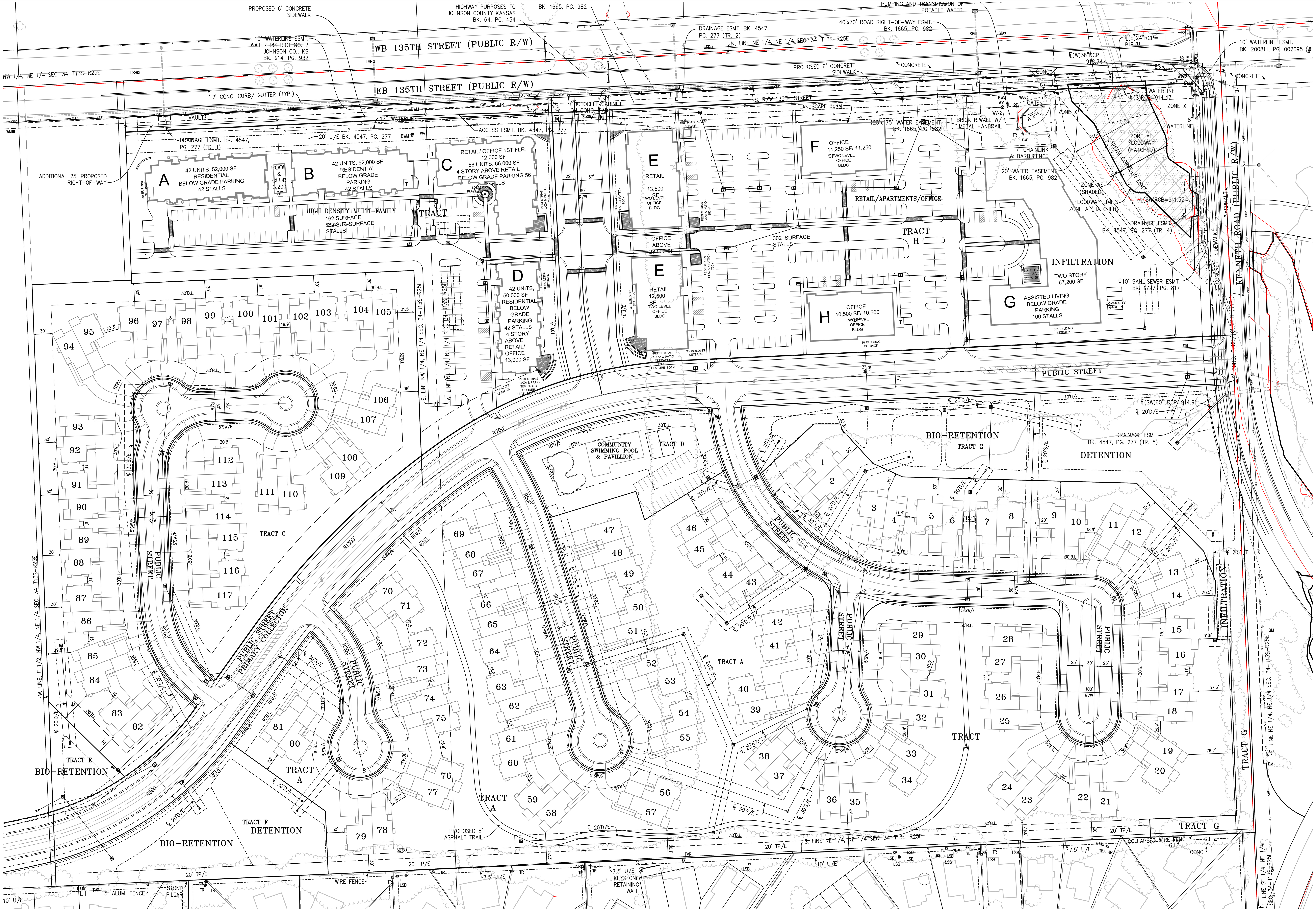
PRELIMINARY PLAN

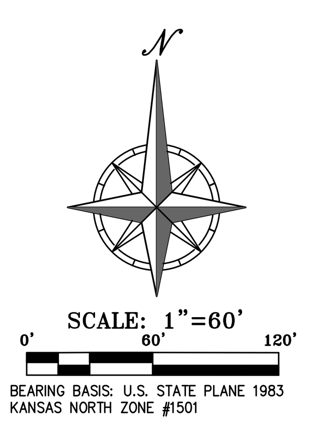
135TH & KENNETH MIXED USE DEVELOPMENT REZONING & PRELIMINARY PLAN
PART OF THE NORTHEAST QUARTER SECTION 34 T13S - R25E
CITY OF LEAWOOD, JOHNSON COUNTY, KANSAS
13500 KENNETH ROAD

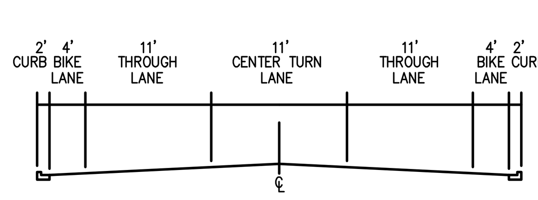
No.	Date	Revisions:	By	App.
1	6/13/2018	REVISIONS BASED ON CITY COMMENTS	JWB	TJT
2	8/15/2018	REVISIONS BASED ON CITY COMMENTS	JWB	TJT
3	11/1/2018	REVISED LAYOUT	JWB	TJT

PROJECT NO. 180350
DATE: 4-18-18
DRAWN: DAG
CERTIFICATE OF AUTHORIZATION KANSAS
LAND SURVEYING - LS-82
ENGINEERING - E-391
CERTIFICATE OF AUTHORIZATION MISSOURI
LAND SURVEYING-2007001128
ENGINEERING-2007005058

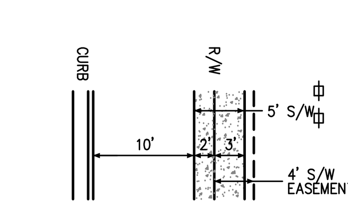
\\PEI-SERVER\Projects\P\180350\DWG\PRELIMINARY2.dwg Layout:PREPLAN Nov 01, 2018 - 1:01pm Jeff Bartz





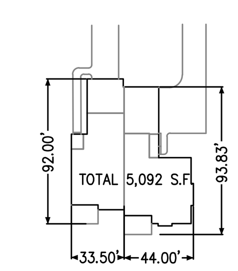


137TH STREET TYPICAL SECTION



SIDEWALK DETAIL

LOT AREAS		
PARCEL	AREA (S.F.)	AREA (AC.)
RP-3	1667398.64	38.2782
TRACT A	796989.02	18.2964
TRACT C	330052.57	7.5770
TRACT D	42711.21	0.9805
TRACT E	11354.40	0.2607
TRACT F	58217.82	1.3365
TRACT G	134857.49	3.0959



TYPICAL TWIN VILLAS

LANDSCAPE ARCHITECT
MEIER CONSULTING
3692 W. 179TH TERRACE
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(913) 787-2817

ARCHITECT
KLOVER ARCHITECTS, INC.
10955 LOWELL AVE, SUITE 700
OVERLAND PARK, KS 66210
(913) 649-8181

OWNER: (CONTRACT OWNER:)
LASHBROOK COMPANY
ATTN: RICK AND RICHARD LASHBROOK
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913-735-9977

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Fax (913) 393-1166

PLANNING
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PRELIMINARY PLAN

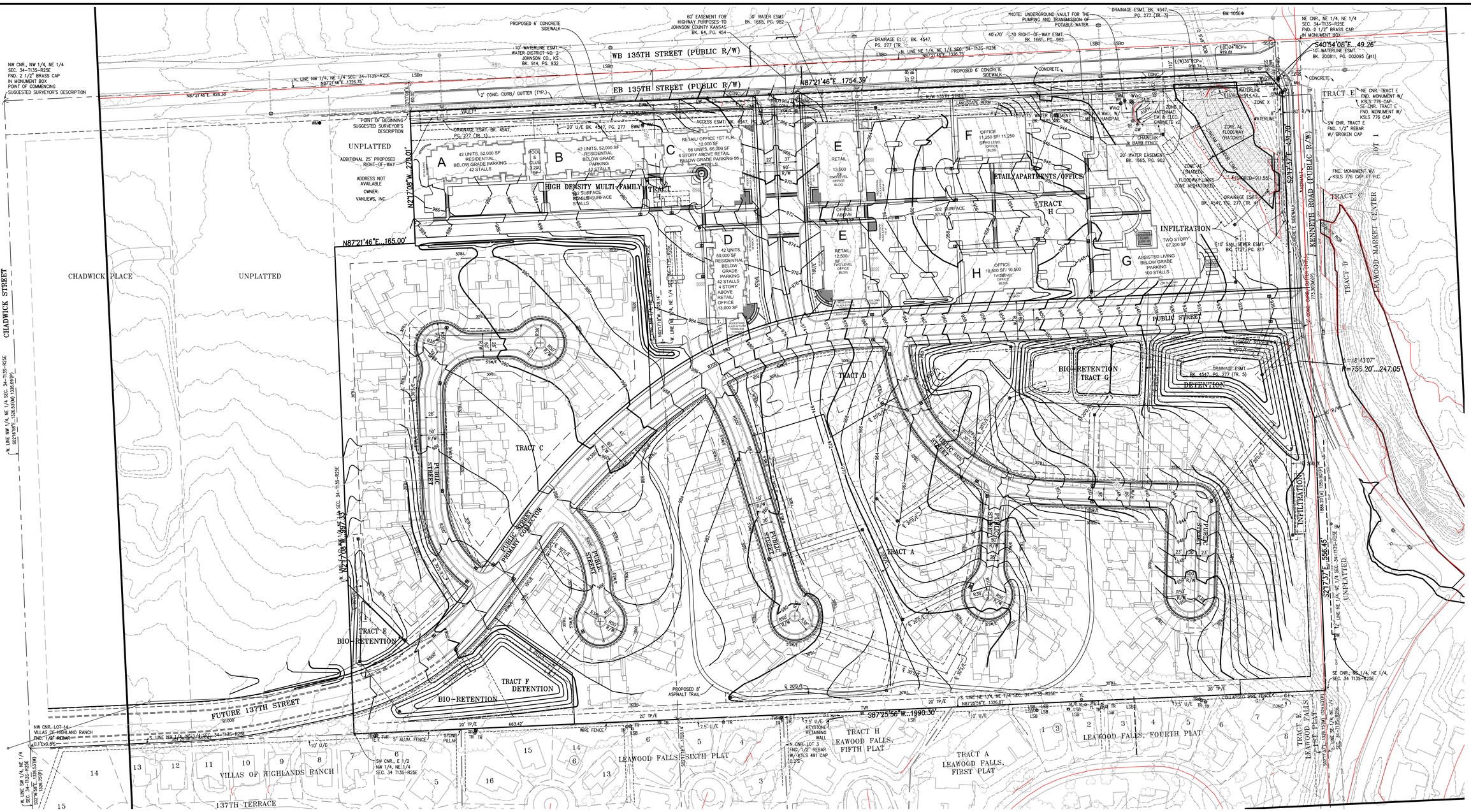
135TH & KENNETH MIXED USE DEVELOPMENT REZONING & PRELIMINARY PLAN
PART OF THE NORTHEAST QUARTER SECTION 34 T13S - R25E
CITY OF LEAWOOD, JOHNSON COUNTY, KANSAS
13500 KENNETH ROAD

No.	Date	Revisions:	By	App.
1	6/13/2018	REVISIONS BASED ON CITY COMMENTS	JWB	TJT
2	8/15/2018	REVISIONS BASED ON CITY COMMENTS	JWB	TJT
3	11/1/2018	REVISED LAYOUT	JWB	TJT

PROJECT NO. 180350
DATE: 4-18-18
DRAWN: DAG
CERTIFICATE OF AUTHORIZATION KANSAS LAND SURVEYING - LS-82 ENGINEERING - E-391
CERTIFICATE OF AUTHORIZATION MISSOURI LAND SURVEYING-2007001128 ENGINEERING-2007005058

SHEET 4 OF 10

\\PEI-SERVER\Projects\P\180350\DWG\PRELIMINARY2.dwg Layout:PREPLAN 60SCALE Nov 01, 2018 - 1:02pm Jeff Bartz



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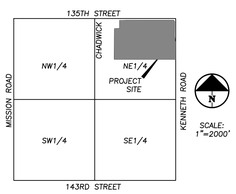
0' 80' 160'

BEARING BASIS: U.S. STATE PLANE 1983
KANSAS NORTH ZONE #1501



VICINITY MAP
SEC. 34-T13S-R25E

LANDSCAPE ARCHITECT

MEIER CONSULTING
3692 W. 179TH TERRACE
STIWELL, KS 66085
(913) 787-2817

ARCHITECT

KLOVER ARCHITECTS, INC.
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OVERLAND PARK, KS 66210
(913) 649-8181

OWNER: (CONTRACT OWNER:)

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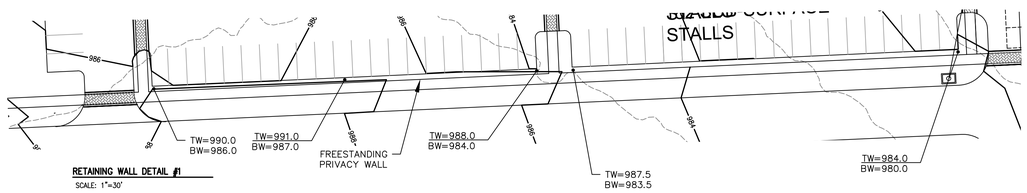

RETAINING WALL DETAIL #1

SCALE: 1"=30'

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

PLANNING
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GRADING PLAN

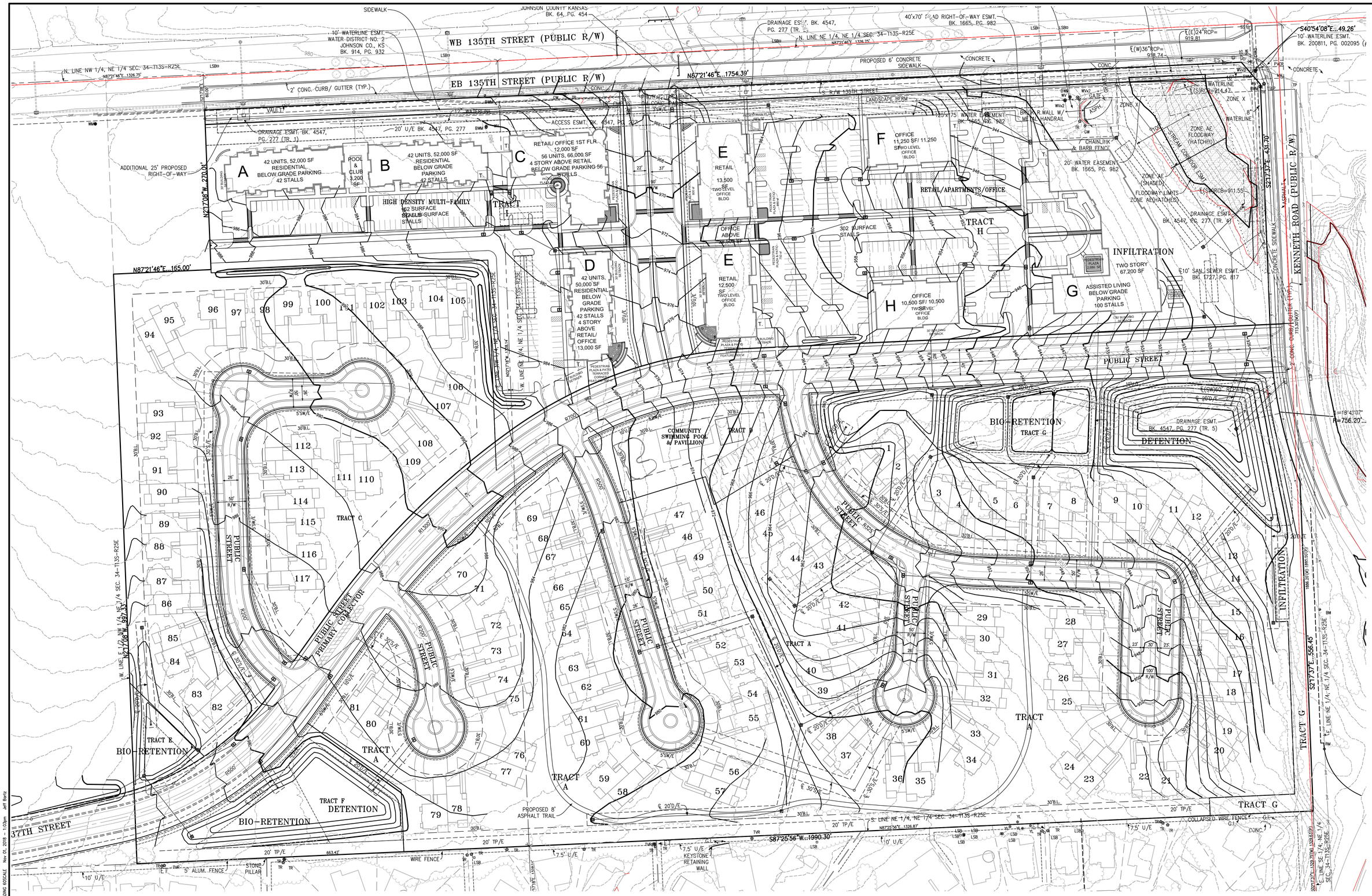
135TH & KENNETH MIXED USE DEVELOPMENT REZONING & PRELIMINARY PLAN
PART OF THE NORTHEAST QUARTER SECTION 34 T13S – R25E
CITY OF LEAWOOD, JOHNSON COUNTY, KANSAS
13500 KENNETH ROAD

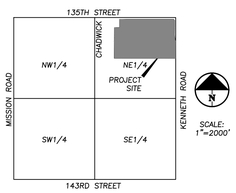
No.	Date	Revisions:	By	App.
1	6/13/2018	REVISIONS BASED ON CITY COMMENTS	JWB	TJT
2	8/15/2018	REVISIONS BASED ON CITY COMMENTS	JWB	TJT
3	11/1/2018	REVISED LAYOUT	JWB	TJT

PROJECT NO. 180350
DATE: 4-18-18
DRAWN: DAG
CERTIFICATE OF AUTHORIZATION LANDSCAPE ARCHITECT: LAR-82
CERTIFICATE OF AUTHORIZATION ARCHITECT: A-2000
CERTIFICATE OF AUTHORIZATION ENGINEERING: E-2000
DRAWING: 200700128
DRAWING: 200700205

SHEET
5
OF 10

\\PEI-SERVER\Projects\P\180350\DWG\PRELIMINARY2.dwg Layout:GRADING Nov 01, 2018 - 1:02pm Jeff Bartz





VICINITY MAP
SEC. 34–T13S–R25E

SCALE: 1"=60'

0' 60' 120'

BEARING BASIS: U.S. STATE PLANE 1983
KANSAS NORTH ZONE #1501

LANDSCAPE ARCHITECT
MEIER CONSULTING
3692 W. 179TH TERRACE
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(913) 787–2817

ARCHITECT
KLOVER ARCHITECTS, INC.
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GRADING PLAN

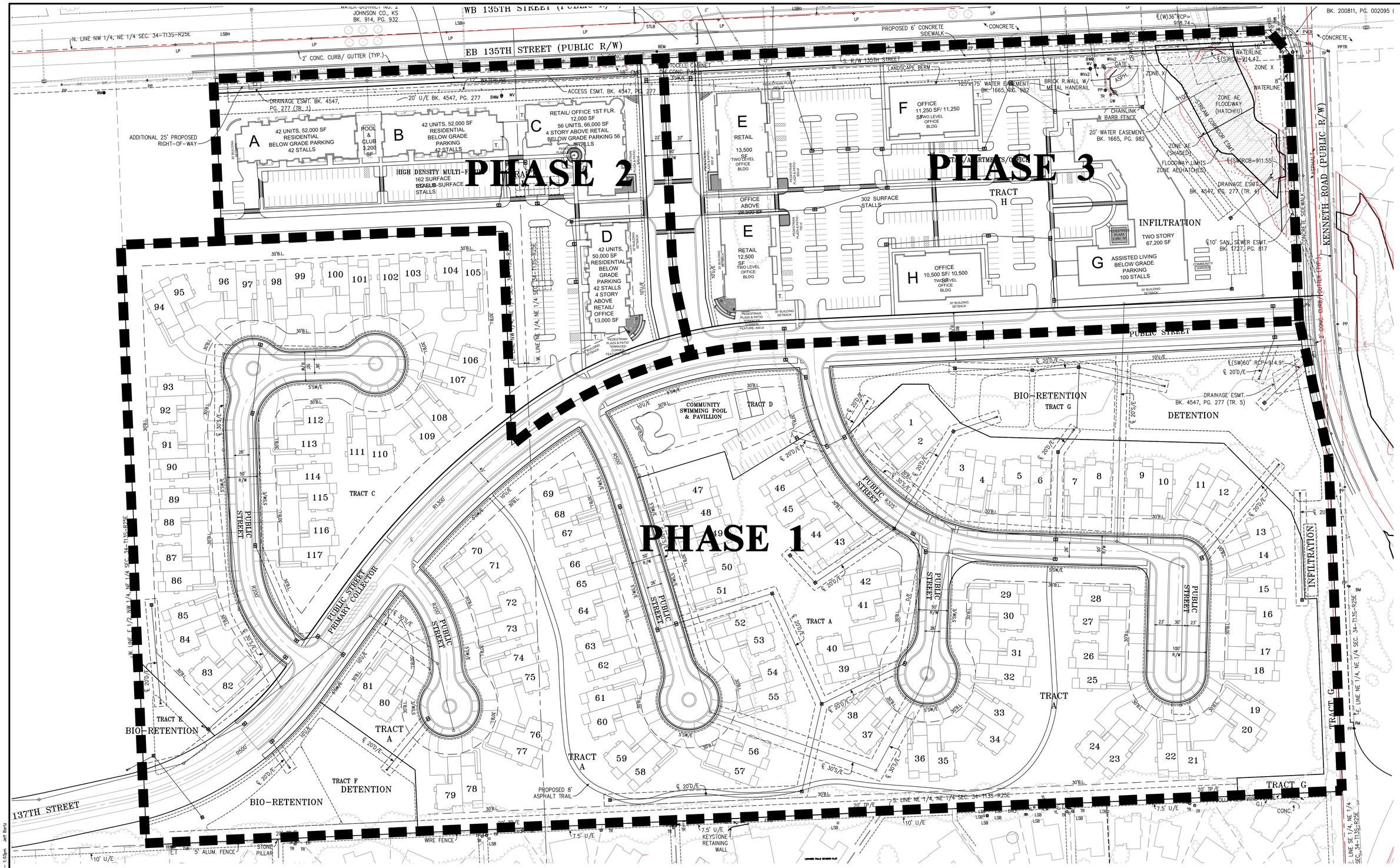
135TH & KENNETH MIXED USE DEVELOPMENT REZONING & PRELIMINARY PLAN
PART OF THE NORTHEAST QUARTER SECTION 34 T13S – R25E
CITY OF LEAWOOD, JOHNSON COUNTY, KANSAS
13500 KENNETH ROAD

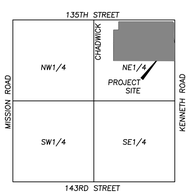
No.	Date	Revisions:	By	App.
1	6/13/2018	REVISIONS BASED ON CITY COMMENTS	JWB	TJT
2	8/15/2018	REVISIONS BASED ON CITY COMMENTS	JWB	TJT
3	11/1/2018	REVISED LAYOUT	JWB	TJT

PROJECT NO. 180350
DATE: 4–18–18
DRAWN: DAG
CERTIFICATE OF AUTHORIZATION LANDSCAPE ARCHITECTURE: CAA-2001-082
CERTIFICATE OF AUTHORIZATION ENGINEERING: CA-1459
CERTIFICATE OF AUTHORIZATION LAND SURVEYING: 2002001128
DATE OF SURVEY: 2007000058

SHEET
6
OF 10

\\PEI-SERVER\Projects\P\180350\DWG\PRELIMINARY2.dwg Layout:GRADING 60SCALE Nov 01, 2018 – 1:03pm Jeff Bertz





VICINITY MAP
SEC. 34-T13S-R25E

SCALE: 1"=60'

0' 60' 120'

BEARING BASIS: U.S. STATE PLANE 1983
KANSAS NORTH ZONE #1501

LANDSCAPE ARCHITECT

MEIER CONSULTING
3692 W. 179TH TERRACE
STILWELL, KS 66085
(913) 787-2817

ARCHITECT

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OWNER: (CONTRACT OWNER:)

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PLANNING
ENGINEERING
IMPLEMENTATION

PHASING PLAN

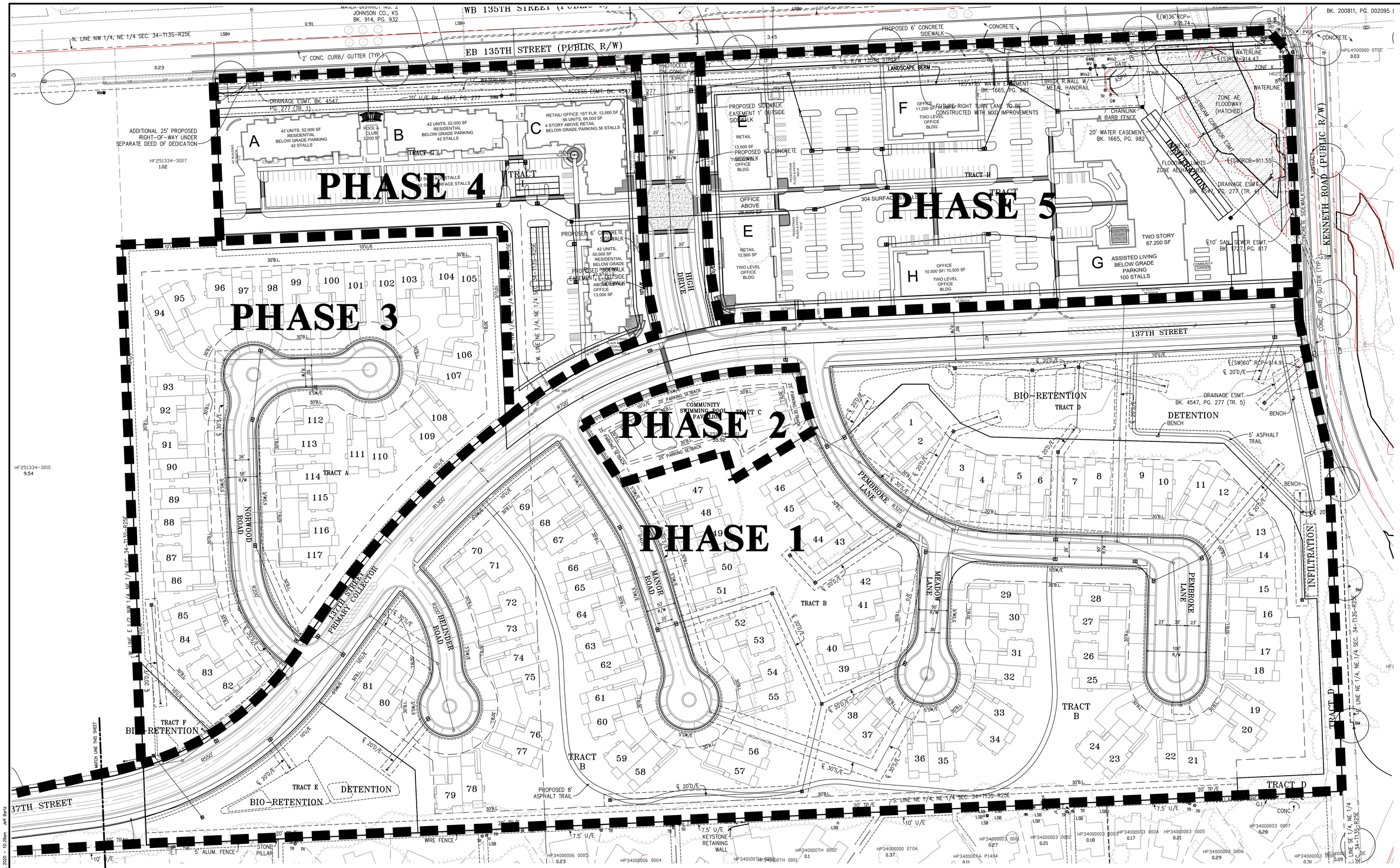
135TH & KENNETH MIXED USE DEVELOPMENT REZONING & PRELIMINARY PLAN
PART OF THE NORTHEAST QUARTER SECTION 34 T13S – R25E
CITY OF LEAWOOD, JOHNSON COUNTY, KANSAS
13500 KENNETH ROAD

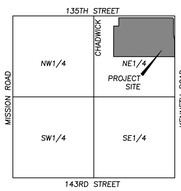
No.	Date	Revisions:	By	App.
1	6/13/2018	REVISIONS BASED ON CITY COMMENTS	JWG	TJT
2	8/15/2018	REVISIONS BASED ON CITY COMMENTS	JWG	TJT
3	11/7/2018	REVISED LAYOUT	JWG	TJT

PROJECT NO. 180350
DATE: 4-18-18
DRAWN: DAG
CERTIFICATE OF AUTHORIZATION LAND SURVEYING - LS-82 DATE: 11/7/2018
CERTIFICATE OF AUTHORIZATION LAND SURVEYING-200700128 DATE:11/7/2018

SHEET
7
OF 10

\\PEI-SERVER\Projects\P\180350\DWG\PRELIMINARY2.dwg, Layout:PHASING Nov 01, 2018 - 1:03pm Jeff Bertz



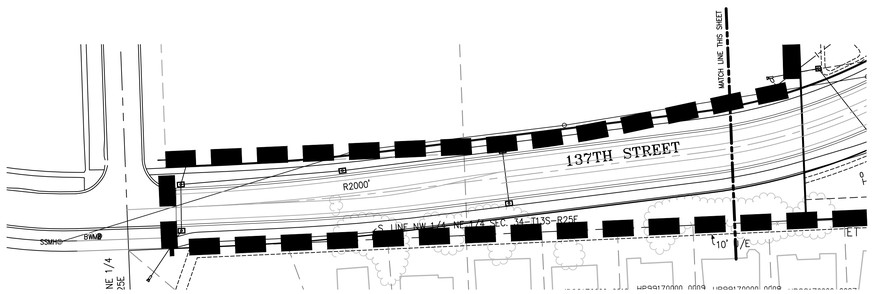


VICINITY MAP
SEC. 34-T13S-R25E

SCALE: 1"=60'

0' 60' 120'

BEARING BASIS: U.S. STATE PLANE 1983
KANSAS NORTH ZONE #1501



PHASING:

Phase 1 will include construction of the 81 villa units shown on the above phasing plan. The infrastructure constructed with Phase I will include: (i) 137th Street from Kenneth Road to Chadwick Street; (ii) 10-foot wide shared use path along 137th Street; (iii) High Drive; (iv) cul-de-sacs streets south of 137th Street as shown on plan; (v) eastbound right turn lane along 135th Street to High Drive; (vi) Detention and bio-retention as shown (Tracts D, E, F).

Phase 2 will include construction of the Clubhouse for the Villas (Tract C). There are no infrastructure improvements anticipated with this phase of construction.

Phase 3 will include of construction of the 36 villas units located north of 137th Street. The infrastructure constructed with this phase will include the cul-de-sac street serving these villas units.

Phase 4 will consist of construction of the western MXD parcel that includes approximately 182 apartments over commercial.

Phase 5 will consist of construction of the eastern MXD parcel that includes commercial retail, office and assisted living. The infrastructure constructed with this phase will include an eastbound right turn lane along 135th Street into the MXD parcel.

Note: Construction of above-referenced public streets will include any and all adjacent sidewalks, streetlights, street trees, and sanitary/storm sewer systems.

Other Public Infrastructure not constructed by Developer:
- Additional lane for eastbound 135th Street along the frontage of this development.
- Eastbound right turn lane at Kenneth Road.
- Traffic Signal at intersection of 135th Street and High Drive.
- Burial of power lines along the south side of 135th Street.

LANDSCAPE ARCHITECT
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(913) 787-2817

ARCHITECT
KLOVER ARCHITECTS, INC.
10955 LOWELL AVE, SUITE 700
OVERLAND PARK, KS 66210
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OWNER: (CONTRACT OWNER:)
LASHBROOK COMPANY
ATTN: RICK AND RICHARD LASHBROOK
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913-735-8977

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PLANNING
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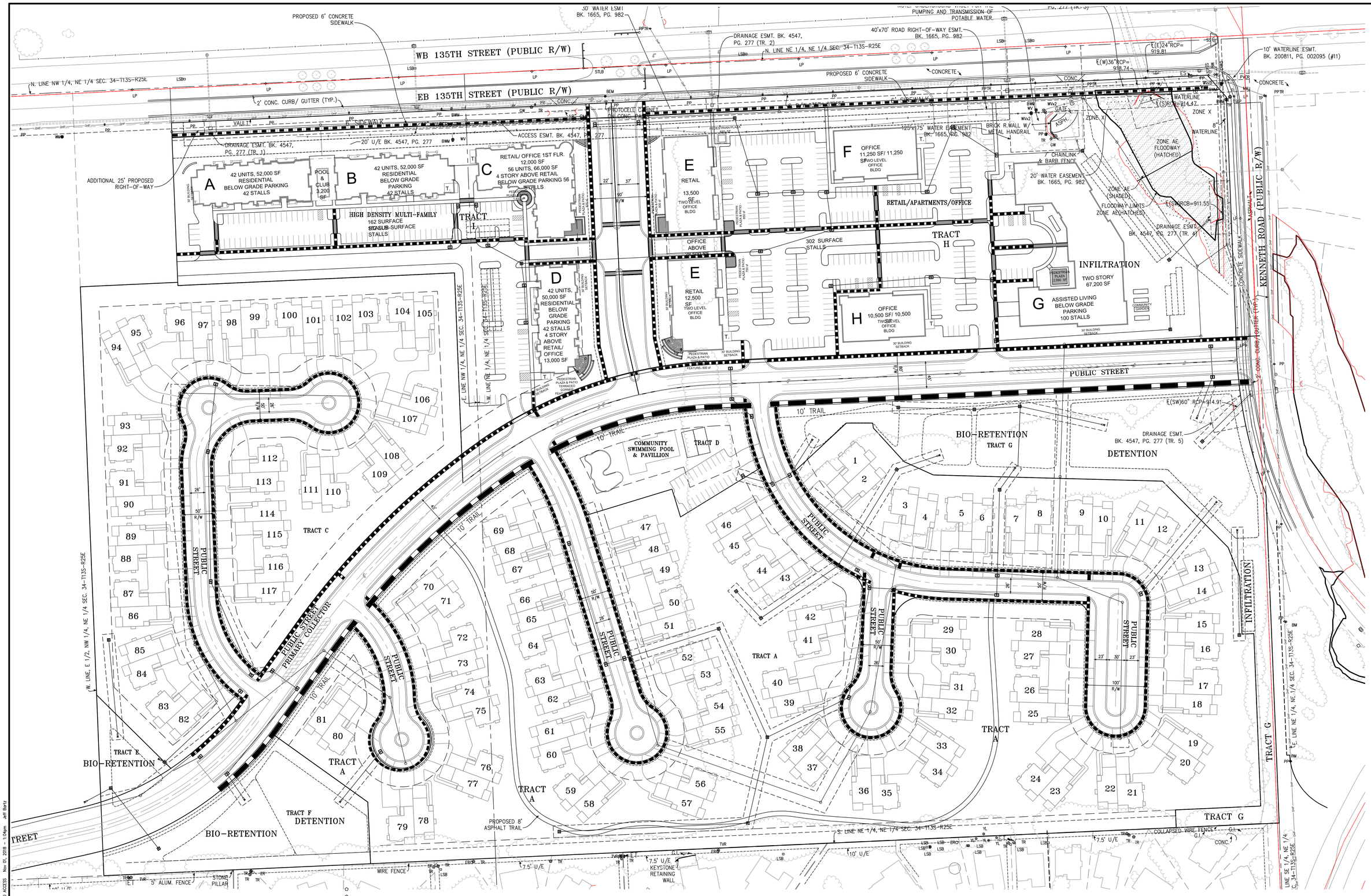
REVISED PHASING PLAN
135TH & KENNETH MIXED USE DEVELOPMENT REZONING & PRELIMINARY PLAN
PART OF THE NORTHEAST QUARTER SECTION 34 T13S – R25E
CITY OF LEAWOOD, JOHNSON COUNTY, KANSAS
13500 KENNETH ROAD

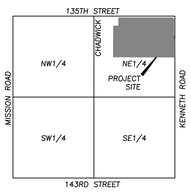
No.	Date	Revisions:	By	App.
1	6/13/2018	REVISIONS BASED ON CITY COMMENTS	JWB	TJT
2	8/15/2018	REVISIONS BASED ON CITY COMMENTS	JWB	TJT
3	11/1/2018	REVISED LAYOUT	JWB	TJT
4	12/20/2019	REVISED PHASING	JWB	TJT

PROJECT NO. 180350
DATE: 4-18-18
DRAWN: DAG
CERTIFICATE OF AUTHORIZATION LANDSCAPE ARCHITECTURE: CA-82
CERTIFICATE OF AUTHORIZATION LAND SURVEYING: 2007000128
ENGINEERING: 2007000008

SHEET
7A
OF 12

\\PHELPS-SERVER\Projects\P\180350\DWG\FINAL PLAN.dwg Layout:REV PHASING Jan 24, 2020 - 10:29am Jeff Bartz





VICINITY MAP
SEC. 34-T13S-R25E

SCALE: 1"=60'

BEARING BASIS: U.S. STATE PLANE 1983 KANSAS NORTH ZONE #1501

SIDEWALK DETAIL

LEGEND

- ● = FOUND SURVEY MONUMENT (ORIGIN UNKNOWN UNLESS DESCRIBED)
- ○ = SET 1/2"x24" REBAR WITH "PHELPS CLS-82" PLASTIC CAP
- BEM = BURIED ELECTRIC MARKER
- BM = BENCHMARK
- BWM = BURIED WATER MARKER
- ER = ELECTRIC RISER
- ES = ELECTRIC SECTIONALIZER
- ET = ELECTRIC TRANSFORMER
- FH = FIRE HYDRANT
- GW = GUY WIRE
- LP = LIGHT POLE
- LSB = LAWN SPRINKLER BOX
- PP = POWER POLE
- PPTR = POWER POLE WITH TRANSFORMER(S)
- PVCR = PVC RISER
- SS = STREET SIGN
- SSMH = SANITARY SEWER MANHOLE
- STMH = STORM SEWER MANHOLE
- TCB = TRAFFIC CONTROL BOX
- TP = TELEPHONE POLE
- TR = TELEPHONE RISER
- TSL = TRAFFIC SIGNAL LIGHT
- TSLB = TRAFFIC SIGNAL LIGHT BOX
- TSLP = TRAFFIC SIGNAL LIGHT POLE
- TSMH = TRAFFIC SIGNAL MANHOLE
- TVR = TELEVISION RISER
- WM = WATER METER
- WV = WATER VALVE
- YL = YARD LIGHT
- = CEDAR OR EVERGREEN TREE
- = DECIDUOUS TREE
- G.I. = GRATE INLET
- C.I. = CURB INLET
- J.B. = JUNCTION BOX
- U/E = UTILITY EASEMENT
- S/E = SANITARY SEWER EASEMENT
- (P) = PLATTED
- (D) = DEEDED
- (M) = MEASURED
- OHP = OVERHEAD POWER LINE
- W = WATER LINE
- = PROPERTY LINE
- = RIGHT-OF-WAY LINE (R/W)
- SS = SANITARY SEWER LINE
- = STORM SEWER LINE
- = FENCE LINE
- = HAND RAIL
- = DENOTES PROPOSED 5' WIDE CONCRETE SIDEWALK ADA ROUTES
- = DENOTES PROPOSED 10' WIDE ASPHALT TRAIL ADA ROUTES
- = DENOTES PROPOSED 6' WIDE CONCRETE SIDEWALK ADA ROUTES (135TH ST ONLY)

NOTES:

1. SIDEWALKS ABUTTING BUILDINGS AND PEDESTRIAN PLAZA AREAS SHALL BE ADA COMPLIANT AND CONNECT TO PROPOSED ADA ROUTES
2. ALL SIDEWALKS TO BE 5' WIDTH UNLESS OTHERWISE LABELED.

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PLANNING ENGINEERING IMPLEMENTATION

PEDESTRIAN CIRCULATION PLAN

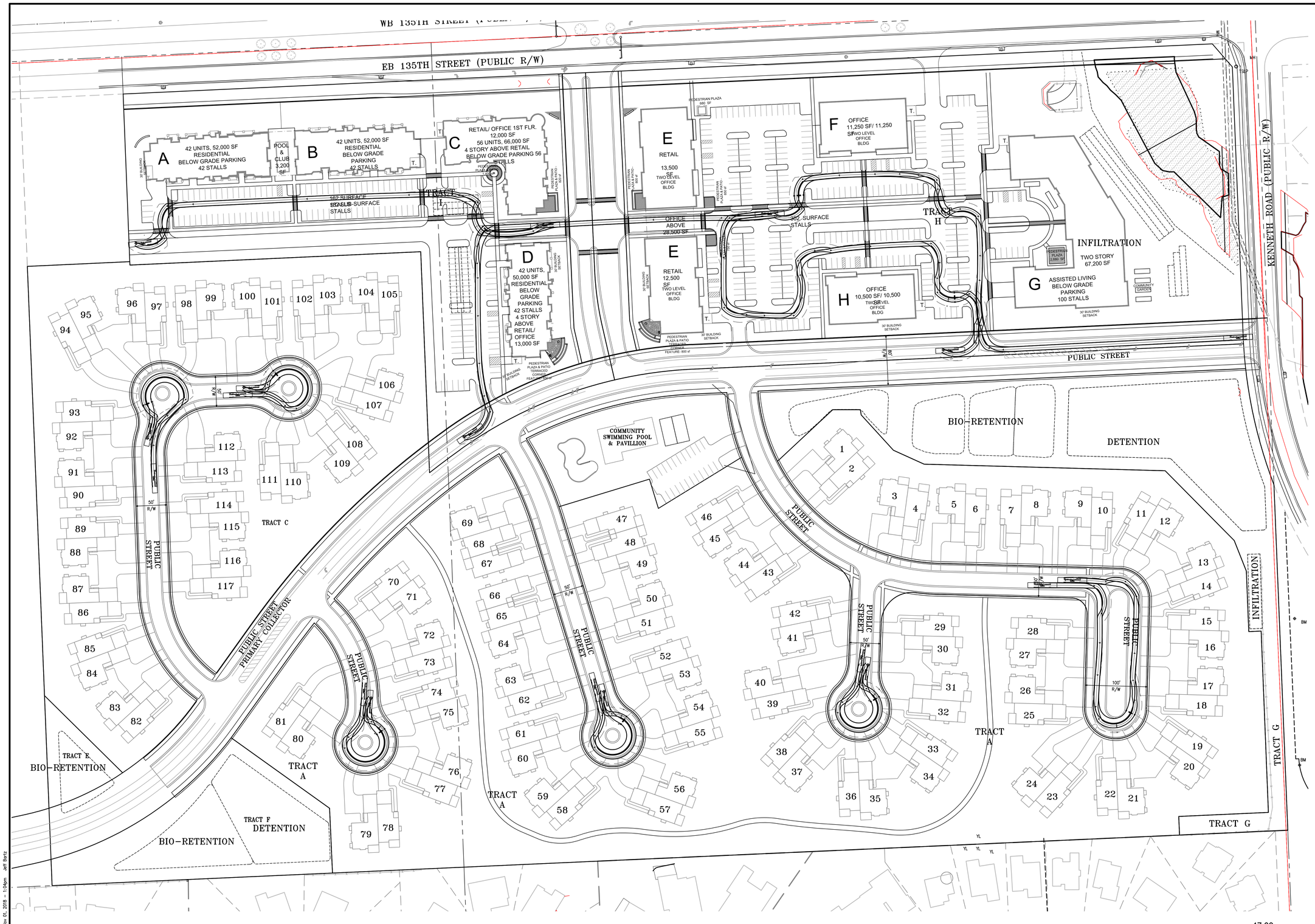
135TH & KENNETH MIXED USE DEVELOPMENT REZONING & PRELIMINARY PLAN
PART OF THE NORTHEAST QUARTER SECTION 34 T13S – R25E
CITY OF LEAWOOD, JOHNSON COUNTY, KANSAS
13500 KENNETH ROAD

No.	Date	Revisions:	By	App
1	6/13/2018	REVISIONS BASED ON CITY COMMENTS	JWB	TJT
2	8/15/2018	REVISIONS BASED ON CITY COMMENTS	JWB	TJT
3	11/1/2018	REVISED LAYOUT	JWB	TJT

PROJECT NO. 180350
DATE: 4-18-18
DRAWN: DAG
CERTIFICATE OF AUTHORIZATION LAND SURVEYING - LS-82 DOCUMENT - 200700008
CERTIFICATE OF AUTHORIZATION LAND SURVEYING-200200108 DOCUMENT-200700008

SHEET 8 OF 10

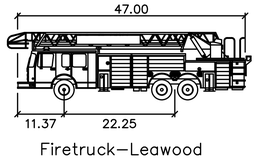
\\PES-SERVER\Projects\P\180350\DWG\PRELIMINARY2.dwg Layout:RED ACCESS Nov 01, 2018 - 1:04pm Jeff Bertz



SCALE: 1"=60'

0' 60' 120'

BEARING BASIS: U.S. STATE PLANE 1983 KANSAS NORTH ZONE #1501



Firetruck—Leawood

	feet
Width	: 8.14
Track	: 7.61
Lock to Lock Time	: 10.0
Steering Angle	: 39.8

LANDSCAPE ARCHITECT

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ARCHITECT

KLOVER ARCHITECTS, INC.
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PLANNING
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VEHICLE ACCESS PLAN

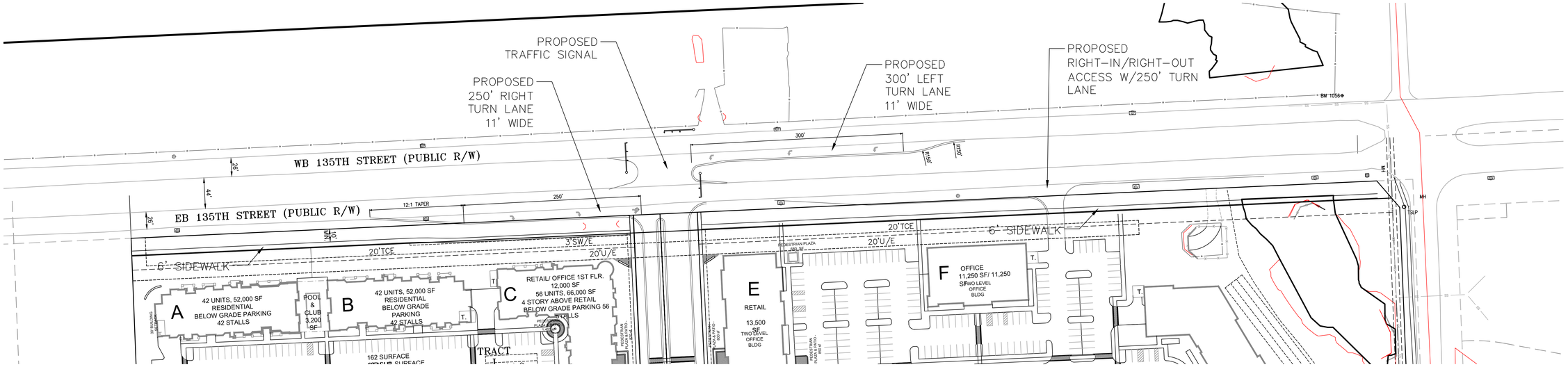
135TH & KENNETH MIXED USE DEVELOPMENT REZONING & PRELIMINARY PLAN
PART OF THE NORTHEAST QUARTER SECTION 34 T13S – R25E
CITY OF LEAWOOD, JOHNSON COUNTY, KANSAS
13500 KENNETH ROAD

No.	Date	Revisions:	By	App.
1	6/13/2018	REVISIONS BASED ON CITY COMMENTS	JWB	TJT
2	8/15/2018	REVISIONS BASED ON CITY COMMENTS	JWB	TJT
3	11/1/2018	REVISED LAYOUT	JWB	TJT

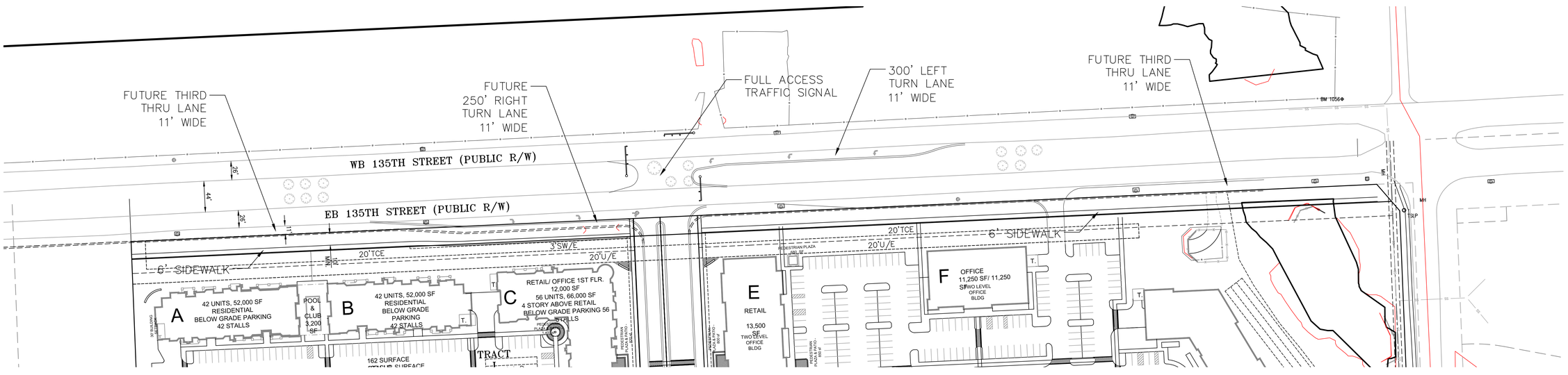
PROJECT NO. 180350
DATE: 4-18-18
DRAWN: DAG
CERTIFICATE OF AUTHORIZATION LAND SURVEYING - LS-82 CIVIL ENGINEERING - E-1391
CERTIFICATE OF AUTHORIZATION LAND SURVEYING-2001000188 CIVIL ENGINEERING-2001000308

SHEET
9
OF 10

\\192.-SERVER\Projects\P\180350\DWG\PRELIMINARY2.dwg Layout:VEHICLE Nov 01, 2018 - 1:04pm jeff Bertz



135TH STREET PROPOSED IMPROVEMENTS



135TH STREET FUTURE IMPROVEMENTS

SCALE: 1"=60'
0' 60' 120'

BEARING BASIS: U.S. STATE PLANE 1983
KANSAS NORTH ZONE #1501

LANDSCAPE ARCHITECT
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PLANNING
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135TH STREET FUTURE PLAN

135TH & KENNETH MIXED USE DEVELOPMENT REZONING & PRELIMINARY PLAN
PART OF THE NORTHEAST QUARTER SECTION 34 T13S – R25E
CITY OF LEAWOOD, JOHNSON COUNTY, KANSAS
13500 KENNETH ROAD

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3	11/1/2018	REVISED LAYOUT	JWB	TJT

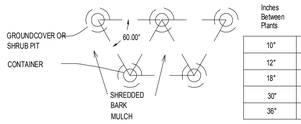
PROJECT NO. 180350
DATE: 4-18-18
DRAWN: DAG
CERTIFICATE OF AUTHORIZATION LAND SURVEYING - 2-52
CERTIFICATE OF AUTHORIZATION ENGINEERING - 2-396
CERTIFICATE OF AUTHORIZATION LAND SURVEYING-2007000128
ENGINEERING-2007000308

SHEET
10
OF 10

\\PEI-SERVER\Projects\P\180350\DWG\PRELIMINARY2.dwg Layout:PROP135TH Nov 01, 2018 - 1:05pm Jeff Bartz

1 STREET AND ORNAMENTAL TREE PLAN

SCALE: 1"=80'-0"

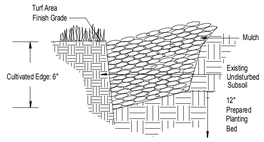


Inches Between Plants	Plant Quantities Per Square Foot
10"	Square Feet x 1.50
12"	Square Feet x 1.00
18"	Square Feet x .44
30"	Square Feet x .16
36"	Square Feet x .11

NOTES: 1. SPACING FOR GROUNDCOVERS, SHRUBS, AND PERENNIALS NOTED ON PLANS.
2. TILL SOIL IN BED TO A 12" MINIMUM DEPTH AND THOROUGHLY MIX IN SOIL AMENITIES AS NOTED ON PLANS.

2 GROUNDCOVER/SHRUB DETAIL

SCALE: NTS



3 CULTIVATED EDGE DETAIL

SCALE: NTS

TREE PLANTING NOTES:
1) DO NOT HEAVILY PRUNE THE TREE, PRUNE ONLY CROSSOVER LIMBS, CO-DOMINANT LEADERS, & BROKEN OR DEAD BRANCHES. SOME INTERIOR TWIGS & LATERAL BRANCHES MAY BE PRUNED. DO NOT REMOVE THE TERMINAL BUDS OF BRANCHES THAT EXTEND TO THE EDGE OF THE CROWN

2) MARK THE NORTH SIDE OF THE TREE IN THE NURSERY, AND ROTATE TREE TO FACE NORTH AT THE SITE WHENEVER POSSIBLE

3) SET TOP OF ROOT BALL 1-2 INCHES HIGHER THAN SURROUNDING GRADE

4) APPLY 4"THK WOOD MULCH, DO NOT PLACE MULCH IN DIRECT CONTACT w/ TREE TRUNK

5) EACH TREE MUST BE PLANTED SUCH THE TRUNK FLARE IS VISIBLE AT THE TOP OF THE ROOT BALL. TREES WHERE THE FLARE IS NOT VISIBLE SHALL BE REJECTED. DO NOT COVER THE TOP OF THE ROOT BALL w/ SOIL

6) REMOVE ALL TWINE, ROPE, WIRE AND BURLAP FROM THE UPPER 1/3 OF ROOT BALL (REMOVE WIRE BASKETS)

7) PLACE ALL ROOT BALLS ON UN-EXCAVATED OR TAMPED SOIL, TYP

STAKING REQUIREMENTS:
1) WIRE / CABLE SHALL BE GALV, 12-GAUGE

2) TIGHTEN WIRE / CABLE ONLY ENOUGH TO KEEP FROM SLIPPING. ALLOW FOR SOME TRUNK MOVEMENT. PLASTIC HOSE SHALL BE LONG ENOUGH TO ACCOMMODATE 1½" OF GROWTH

3) STAKES SHALL BE 2"x 2" HARDWOOD OR EQUAL

PERENNIAL PLANTING NOTES:
1) APPLY 2"THK BED OF MULCH ON PERENNIAL PLANT BED, DO NOT COVER PLANTS

2) THOROUGHLY MIX PEAT IN TOP 3-4" OF SOIL

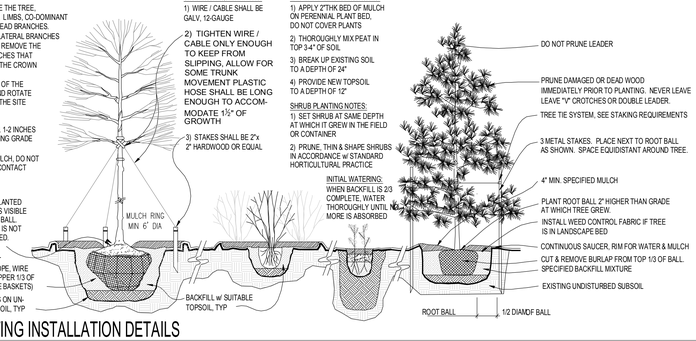
3) BREAK UP EXISTING SOIL TO A DEPTH OF 24"

4) PROVIDE NEW TOPSOIL TO A DEPTH OF 12"

SHRUB PLANTING NOTES:
1) SET SHRUB AT SAME DEPTH AT WHICH IT GREW IN THE FIELD OR CONTAINER

2) PRUNE, THIN & SHAPE SHRUBS IN ACCORDANCE w/ STANDARD HORTICULTURAL PRACTICE

INITIAL WATERING:
WHEN BACKFILL IS 2/3 COMPLETE, WATER THOROUGHLY UNTIL NO MORE IS ABSORBED



4 PLANTING INSTALLATION DETAILS

SCALE: NTS

Planting Notes

1. Location of all existing utilities needs to done before commencing work.
2. The planting plan graphically illustrates overall plant massings. Each plant species massing shall be placed in the field to utilize the greatest coverage of ground plane. The following applies for individual plantings:
a. Creeping groundcover shall be a minimum of 6" from paving edge.
b. All trees shall be a minimum of 3' from paving edge.
c. All plants of the same species shall be equally spaced apart and placed for best aesthetic viewing.
d. All shrubs shall be a minimum of 2' from paved edge.
3. Mulch all planting bed areas to a minimum depth of 3". Mulch individual trees to a minimum depth of 4".
4. Note: If plants are not labeled - they are existing and shall remain.
5. In the event of work in or on a JCW sanitary main, any trees or plantings placed within the sewer easement may be removed without replacement or compensation there-of and shall be replaced by the property owner as required by the City.
6. All landscaped areas in ROW shall be sodded and irrigated unless otherwise specified.

Materials:
1. Plant material shall be healthy, vigorous, and free of disease and insects as per AAN standards.
2. Shredded bark mulch installed at trees shall be finely chipped and shredded hardwood chips, consisting of pure wood products and free of all other foreign substances. Pine bark compost mulch installed at planting bed areas shall be free of all other foreign substances.

Installation:
1. All planting beds shall be amended with 1 cubic yard of peat moss per 1,000 square feet. Till peat moss into soil to a 6" depth. A 10-10-10 fertilizer shall be spread over all planting areas prior to planting, at a rate of 50 pounds per 2,000 square feet.
2. After plants have been installed, all planting beds shall be treated with Dacthal pre-emergent herbicide prior to mulch application.
3. Plant pit backfill for trees and shrubs shall be 50% peat or well composted manure and 50% topsoil.
4. Plant material shall be maintained and guaranteed for a period of one year after Owner's acceptance of finished job. All dead or damaged plant material shall be replaced at Landscape Contractor's expense.
6. Landscape contractor shall maintain all plant material until final acceptance, at which point the one year guarantee begins.

Landscape Calculations - West Mixed-Use Area

Perimeter Landscaping adjacent to public ROW:
Street Tree Requirements:
One Street tree is required for every 35' of street frontage:
Requirement Met.

One ornamental tree per 12 lineal feet (1 shade tree = 2 Ornamental trees) and one shrub per 5 lineal feet are required:
702 L.F. frontage on 135th Street
56 Ornamental trees required — 140 shrubs required.
56 Ornamental trees provided — 140 shrubs provided
248 L.F. frontage on 137th Street
21 Ornamental trees required — 50 shrubs required.
21 Ornamental trees provided — 50 shrubs provided
378 L.F. frontage on Entry Boulevard (excludes driveways)
32 Ornamental trees required — 76 shrubs required.
32 Ornamental trees provided — 76 shrubs provided
Requirements Met.

Perimeter Parking lot Landscaping:
All parking areas shall be screened from view of adjacent properties and streets by 3' tall plant material and/or berms and walls.
Requirements Met.

Interior Landscaping:
Total Area of the site (excluding setbacks) = 193,127 sf.
10% of site shall be landscaped (19,313sf) 24% of site is landscaped. (47,141 sf total)
A minimum of one 4-inch caliper tree shall be planted for every ten (10) parking spaces.
163 Parking spaces provided.
16 Trees required. — 16 Trees provided
Additional trees shall be required at a ratio of one tree for every 3,000 sq.ft. of landscaped open space.
47,141 Sf of landscaped openspace provided.
16 Additional trees required. — 16 Additional trees provided.
Requirements Met

Landscape Calculations - East Mixed-Use Area

Perimeter Landscaping adjacent to public ROW:
Street Tree Requirements:
One Street tree is required for every 35' of street frontage:
Requirement Met.

One ornamental tree per 12 lineal feet (1 shade tree = 2 Ornamental trees) and one shrub per 5 lineal feet are required:
638 L.F. frontage on 135th Street (excludes areas of dense existing vegetation)
53 Ornamental trees required — 128 shrubs required.
53 Ornamental trees provided — 128 shrubs provided
908 L.F. frontage on 137th Street (excludes driveways)
76 Ornamental trees required — 181 shrubs required.
76 Ornamental trees provided — 181 shrubs provided
359 L.F. frontage on Entry Boulevard (excludes driveways)
30 Ornamental trees required — 72 shrubs required.
30 Ornamental trees provided — 72 shrubs provided
263 L.F. frontage on Kenneth Road (Dense Existing Vegetation Preserved)
22 Ornamental trees required — 53 shrubs required.
11 Shade trees provided — 53 shrubs provided
Requirements Met.

Perimeter Parking lot Landscaping:
All parking areas shall be screened from view of adjacent properties and streets by 3' tall plant material and/or berms and walls.
Requirements Met.

Interior Landscaping:
Total Area of the site (excluding setbacks) = 362,230 sf.
10% of site shall be landscaped (36,223sf) 38% of site is landscaped. (136,040 sf total)
A minimum of one 4-inch caliper tree shall be planted for every ten (10) parking spaces.
302 Parking spaces provided.
30 Trees required. — 30 Trees provided
Additional trees shall be required at a ratio of one tree for every 3,000 sq.ft. of landscaped open space.
136,040 Sf of landscaped openspace provided.
45 Additional trees required. — 45 Additional trees provided. (25 existing trees preserved count towards interior tree requirements)
Requirements Met

Landscape Schedule

Symbol	Qty.	Botanical Name	Common Name	Min.Root	Min.Size	Caliper	Remarks
OVERSTORY TREES							
	68	Nyssa sylvatica	Black Tupelo			2.5"	6' min. clear., ground to canopy
	108	Quercus rubra	Northern Red Oak			2.5"	6' min. clear., ground to canopy
	144	Gleditsia triacanthos "Skyline"	Shademaster Honeylocust			2.5"	6' min. clear., ground to canopy
	83	Acer grieseum	Paperbark Maple			2.5"	6' min. clear., ground to canopy
	126	Acer x truncatum "Warrenred"	Pacific Sunset Maple			2.5"	6' min. clear., ground to canopy
EVERGREEN TREES							
	33	Juniperus chinensis "Keteleeri"	Keteleeri Juniper		6' ht.		symmetrical pyramidal form
	16	Pinus Strobus	Eastern White Pine		6' ht.		symmetrical pyramidal form
	26	Picea abies	Norway Spruce		6' ht.		symmetrical pyramidal form
ORNAMENTAL TREES							
	100	Cercis canadensis	Eastern Redbud			1.5"	
	151	Cornus florida "Cloud Nine"	Cloud 9 Dogwood			2"	
DECIDUOUS SHRUBS/GRASSES							
	99	Liriope muscari "Variegated"	Variegated Liriope	1 gal.			Plant @ 18" O.C.
	389	Spiraea x bumalda "Goldflame"	Goldflame spirea	3 gal.			Plant @ 3' O.C.
	526	Abelia x grandiflora Kaleidoscope	Kaleidoscope Abelia	3 gal.			Plant @ 4' O.C.
	81	Syringa X "Penda"	Bloomerang Purple Lilac	5 gal.			Plant @ 5' O.C.
EVERGREEN SHRUBS							
	336	Juniperus chinensis "Sea Green"	Sea Green Juniper	3 gal.			Plant @ 4' O.C.
	477	Juniperus chinensis "Gold Coast"	Gold Coast Juniper	3 gal.			Plant @ 4' O.C.
	40	Juniperus chinensis "Spartan"	Spartan Juniper		5' ht.		Symmetrical pyramidal form
GROUNDCOVERS AND GRASSES							
	93	Juniperus horizontalis "Wiltonii"	Blue Rug Juniper	1 gal.			Plant @ 24" O.C.
EXISTING TREES TO BE REMOVED			EXISTING TREES/SHRUBS TO BE PRESERVED				
BIORETENTION PLANTS							
	1,494	Liatris pycnostachya	Prairie Blazingstar	Deep Cell Plug			Plant @ 18" O.C.
	900	Panicum virgatum	Switchgrass	Deep Cell Plug			Plant @ 18" O.C.

MEIER
LANDSCAPE ARCHITECTURE
15245 Metcalf Ave.
Overland Park, KS 66223
913.787.2817

JASON M. MEIER LICENSED KANSAS LANDSCAPE ARCHITECT 667

CLIENT
Rick and Richard Lashbrook

PROJECT
SITE PLAN
135th and Kenneth Rd.
Leawood, KS

Original Submittal Date: 5.22.2018
Revision 1: 6.13.2018
Revision 2: 7.20.2018
Revision 3: 8.15.2018
Revision 4: 11.1.2018

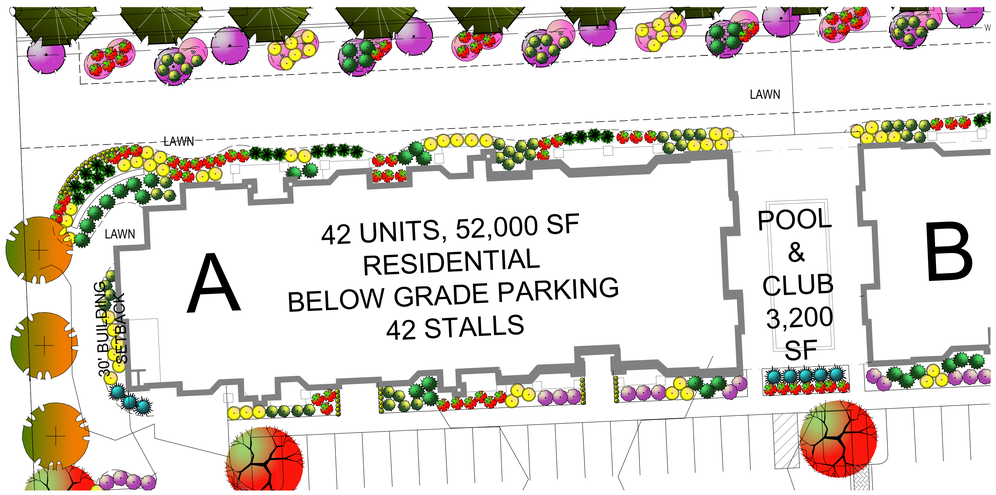
SCALE: 1"=80'
NORTH
0 80 160 240

Landscape Plan

L1

1 WEST MIXED-USE AREA ENLARGEMENT PLAN

SCALE: 1"=30'-0"



2 TYPICAL APARTMENT LANDSCAPE ENLARGEMENT PLAN

SCALE: 1"=20'-0"

Landscape Schedule

Symbol	Qty.	Botanical Name	Common Name	Min.Root	Min.Size	Caliper	Remarks
OVERSTORY TREES							
	68	Nyssa sylvatica	Black Tupelo			2.5"	6' min. clear., ground to canopy
	102	Quercus rubra	Northern Red Oak			2.5"	6' min. clear., ground to canopy
	167	Gleditsia triacanthos "Skyline"	Shademaster Honeylocust			2.5"	6' min. clear., ground to canopy
	68	Acer griseum	Paperbark Maple			2.5"	6' min. clear., ground to canopy
	129	Acer x truncatum "Warrenred"	Pacific Sunset Maple			2.5"	6' min. clear., ground to canopy
EVERGREEN TREES							
	52	Juniperus chinensis "Keteleeri"	Keteleeri Juniper		6' ht.		symmetrical pyramidal form
	16	Pinus Strobus	Eastern White Pine		6' ht.		symmetrical pyramidal form
	26	Picea ables	Norway Spruce		6' ht.		symmetrical pyramidal form
ORNAMENTAL TREES							
	103	Cercis canadensis	Eastern Redbud			1.5"	
	149	Cornus florida "Cloud Nine"	Cloud 9 Dogwood			2"	
DECIDUOUS SHRUBS/GRASSES							
	353	Liriope muscari "Variegated"	Variegated Liriope	1 gal.			Plant @ 18" O.C.
	372	Spiraea x bumalda "Goldflame"	Goldflame spirea	3 gal.			Plant @ 3' O.C.
	566	Abelia x grandiflora Kaleidoscope	Kaleidoscope Abelia	3 gal.			Plant @ 4' O.C.
	157	Syringa X "Penda"	Bloomerang Purple Lilac	5 gal.			Plant @ 5' O.C.
EVERGREEN SHRUBS							
	242	Juniperus chinensis "Sea Green"	Sea Green Juniper	3 gal.			Plant @ 4' O.C.
	619	Juniperus chinensis "Gold Coast"	Gold Coast Juniper	3 gal.			Plant @ 4' O.C.
	45	Juniperus chinensis "Spartan"	Spartan Juniper		5' Ht.		Symmetrical pyramidal form
GROUNDCOVERS AND GRASSES							
	155	Juniperus horizontalis "Wiltonii"	Blue Rug Juniper	1 gal.			Plant @ 24" O.C.
EXISTING TREES TO BE REMOVED			EXISTING TREES/SHRUBS TO BE PRESERVED				
BIORETENTION PLANTS							
	1,494	Liatris pycnostachya	Prairie Blazingstar	Deep Cell Plug			Plant @ 18" O.C.
	900	Panicum virgatum	Switchgrass	Deep Cell Plug			Plant @ 18" O.C.

MEIER
LANDSCAPE ARCHITECTURE
15245 Metcalf Ave.
Overland Park, KS 66223
913.787.2817

JASON M. MEIER LICENSED KANSAS LANDSCAPE ARCHITECT

CLIENT

Rick and Richard Lashbrook

PROJECT

SITE PLAN
135th and Kenneth Rd.
Leawood, KS

Original Submittal Date: 5.22.2018

Revision 1: 6.13.2018
Revision 2: 7.20.2018
Revision 3: 8.15.2018
Revision 4: 11.1.2018

SCALE: 1"=30'

NORTH

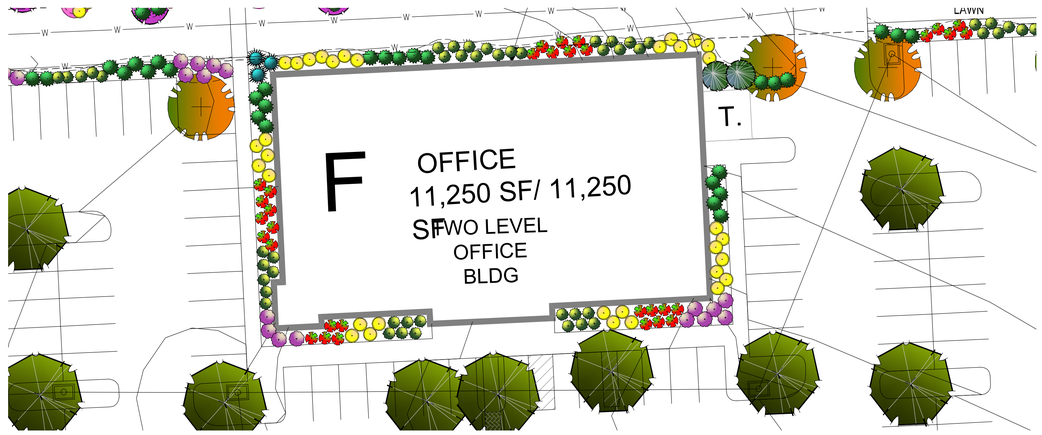
0 30 60 90

Landscape Plan

L2

1 EAST MIXED-USE AREA ENLARGEMENT PLAN

SCALE: 1"=30'-0"



2 TYPICAL RETAIL BUILDING LANDSCAPE ENLARGEMENT PLAN

SCALE: 1"=20'-0"

Landscape Schedule

Symbol	Qty.	Botanical Name	Common Name	Min.Root	Min.Size	Caliper	Remarks
OVERSTORY TREES							
	68	Nyssa sylvatica	Black Tupelo			2.5"	6' min. clear., ground to canopy
	102	Quercus rubra	Northern Red Oak			2.5"	6' min. clear., ground to canopy
	167	Gleditsia triacanthos "Skyline"	Shademaster Honeylocust			2.5"	6' min. clear., ground to canopy
	68	Acer griseum	Paperbark Maple			2.5"	6' min. clear., ground to canopy
	129	Acer x truncatum "Warrenred"	Pacific Sunset Maple			2.5"	6' min. clear., ground to canopy
EVERGREEN TREES							
	52	Juniperus chinensis "Keteleeri"	Keteleeri Juniper		6' ht.		symmetrical pyramidal form
	16	Pinus Strobus	Eastern White Pine		6' ht.		symmetrical pyramidal form
	26	Picea abies	Norway Spruce		6' ht.		symmetrical pyramidal form
ORNAMENTAL TREES							
	103	Cercis canadensis	Eastern Redbud			1.5"	
	149	Cornus florida "Cloud Nine"	Cloud 9 Dogwood			2"	
DECIDUOUS SHRUBS/GRASSES							
	353	Liriope muscari "Variegated"	Variegated Liriope	1 gal.			Plant @ 18" O.C.
	372	Spiraea x bumalda "Goldflame"	Goldflame spiraea	3 gal.			Plant @ 3' O.C.
	566	Abelia x grandiflora Kaleidoscope	Kaleidoscope Abelia	3 gal.			Plant @ 4' O.C.
	157	Syringa X "Penda"	Bloomerang Purple Lilac	5 gal.			Plant @ 5' O.C.
EVERGREEN SHRUBS							
	242	Juniperus chinensis "Sea Green"	Sea Green Juniper	3 gal.			Plant @ 4' O.C.
	619	Juniperus chinensis "Gold Coast"	Gold Coast Juniper	3 gal.			Plant @ 4' O.C.
	45	Juniperus chinensis "Spartan"	Spartan Juniper		5' ht.		Symmetrical pyramidal form
GROUNDCOVERS AND GRASSES							
	155	Juniperus horizontalis "Wiltonii"	Blue Rug Juniper	1 gal.			Plant @ 24" O.C.
EXISTING TREES TO BE REMOVED			EXISTING TREES/SHRUBS TO BE PRESERVED				
BIORETENTION PLANTS							
	1,494	Liatris pycnostachya	Prairie Blazingstar	Deep Cell Plug			Plant @ 18" O.C.
	900	Panicum virgatum	Switchgrass	Deep Cell Plug			Plant @ 18" O.C.

MEIER
LANDSCAPE ARCHITECTURE
15245 Metcalf Ave.
Overland Park, KS 66223
913.787.2817

JASON M. MEIER LICENSED KANSAS LANDSCAPE ARCHITECT

CLIENT

Rick and Richard Lashbrook

PROJECT

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Revision 4: 11.1.2018

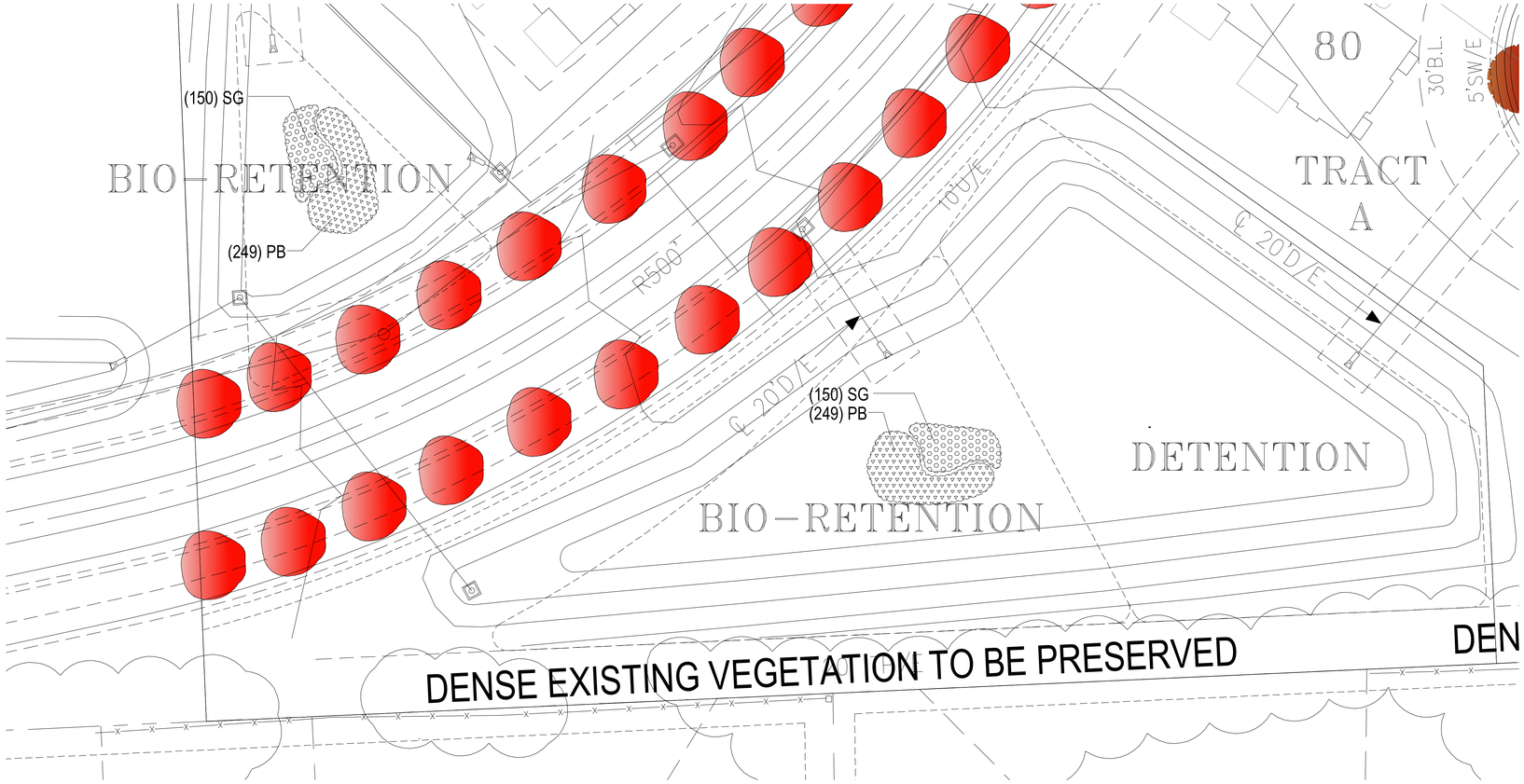
SCALE: 1"=30'

0 30 60 90

NORTH

Landscape Plan

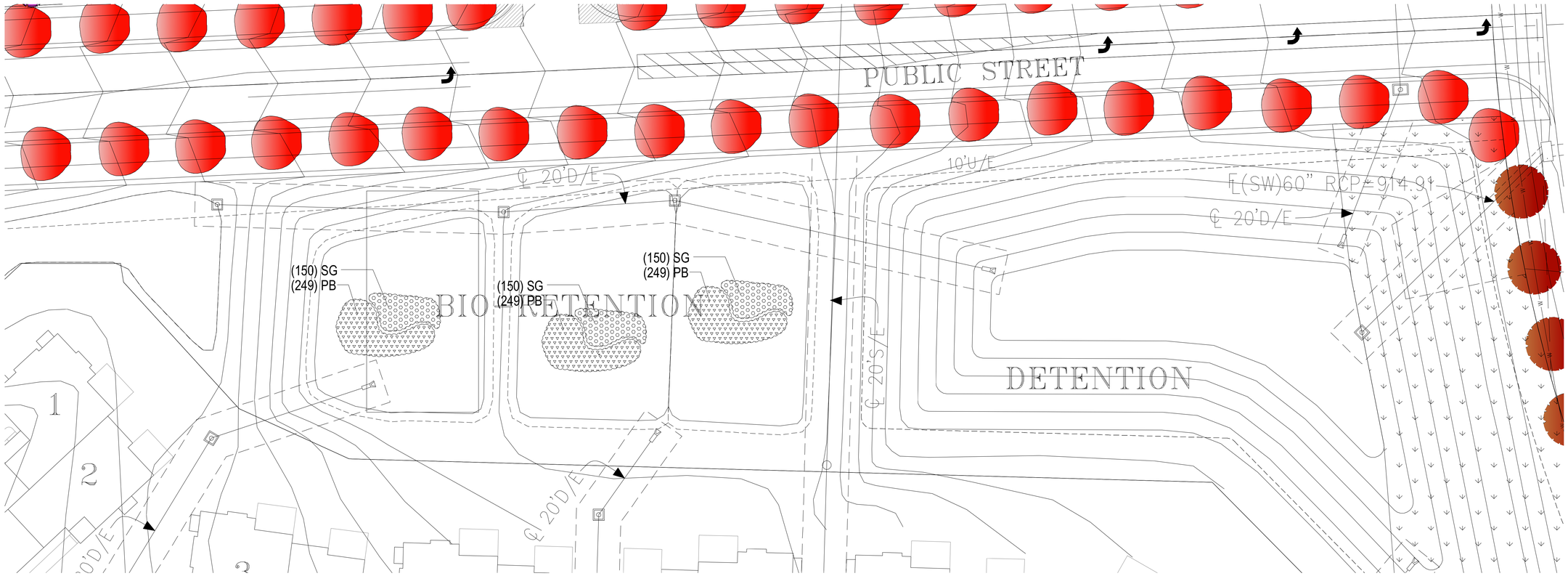
L3



1 WEST BMP AREA ENLARGEMENT PLAN
SCALE: 1"=20'-0"

Landscape Schedule

Symbol	Qty.	Botanical Name	Common Name	Min.Root	Min.Size	Caliper	Remarks
OVERSTORY TREES							
	68	Nyssa sylvatica	Black Tupelo			2.5"	6' min. clear., ground to canopy
	102	Quercus rubra	Northern Red Oak			2.5"	6' min. clear., ground to canopy
	167	Gleditsia triacanthos "Skyline"	Shademaster Honeylocust			2.5"	6' min. clear., ground to canopy
	68	Acer griseum	Paperbark Maple			2.5"	6' min. clear., ground to canopy
	129	Acer x truncatum "Warrenred"	Pacific Sunset Maple			2.5"	6' min. clear., ground to canopy
EVERGREEN TREES							
	52	Juniperus chinensis "Keteleeri"	Keteleeri Juniper		6' ht.		symmetrical pyramidal form
	16	Pinus Strobus	Eastern White Pine		6' ht.		symmetrical pyramidal form
	26	Picea abies	Norway Spruce		6' ht.		symmetrical pyramidal form
ORNAMENTAL TREES							
	103	Cercis canadensis	Eastern Redbud			1.5"	
	149	Cornus florida 'Cloud Nine'	Cloud 9 Dogwood			2"	
DECIDUOUS SHRUBS/GRASSES							
	553	Liriope muscari 'Variegated'	Variegated Liriope		1 gal.		Plant @ 18" O.C.
	372	Spiraea x bumalda "Goldflame"	Goldflame spirea		3 gal.		Plant @ 3' O.C.
	566	Abelia x grandiflora Kaleidoscope	Kaleidoscope Abelia		3 gal.		Plant @ 4' O.C.
	157	Syringa X "Penda'	Bloomerang Purple Lilac		5 gal.		Plant @ 5' O.C.
EVERGREEN SHRUBS							
	242	Juniperus chinensis "Sea Green"	Sea Green Juniper		3 gal.		Plant @ 4' O.C.
	619	Juniperus chinensis "Gold Coast"	Gold Coast Juniper		3 gal.		Plant @ 4' O.C.
	46	Juniperus chinensis "Spartan"	Spartan Juniper			5' ht.	Symmetrical pyramidal form
GROUNDCOVERS AND GRASSES							
	155	Juniperus horizontalis "Wiltonii"	Blue Rug Juniper		1 gal.		Plant @ 24" O.C.
EXISTING TREES TO BE REMOVED			EXISTING TREES/SHRUBS TO BE PRESERVED				
BIORETENTION PLANTS							
	1,494	Liatris pycnostachya	Prairie Blazingstar		Deep Cell Plug		Plant @ 18" O.C.
	900	Panicum virgatum	Switchgrass		Deep Cell Plug		Plant @ 18" O.C.



2 EAST BMP AREA ENLARGEMENT PLAN
SCALE: 1"=20'-0"

MEIER
LANDSCAPE ARCHITECTURE
15245 Metcalf Ave.
Overland Park, KS 66223
913.787.2817

JASON M. MEIER LICENSED KANSAS LANDSCAPE ARCHITECT

CLIENT

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135th and Kenneth Rd.
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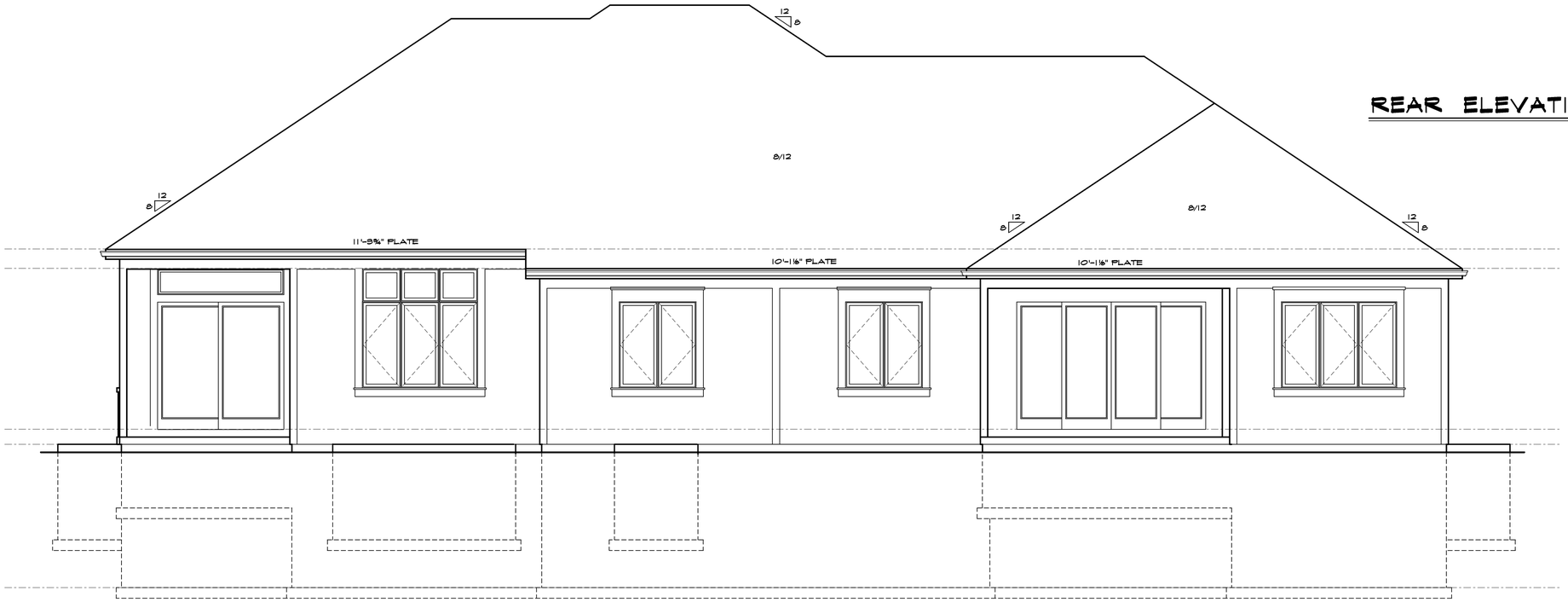
Revision 4: 11.1.2018

SCALE: 1"=20' NORTH
0 20 40 60

Landscape Plan

L4



PRELIMINARY DRAWING ONLY-NOT FOR CONSTRUCTION

BUILDER'S PLANS

PRELIMINARY REVISIONS
poc 06-04-18

135TH & KENNETH TWIN VILLAS
FRONT AND REAR ELEVATIONS

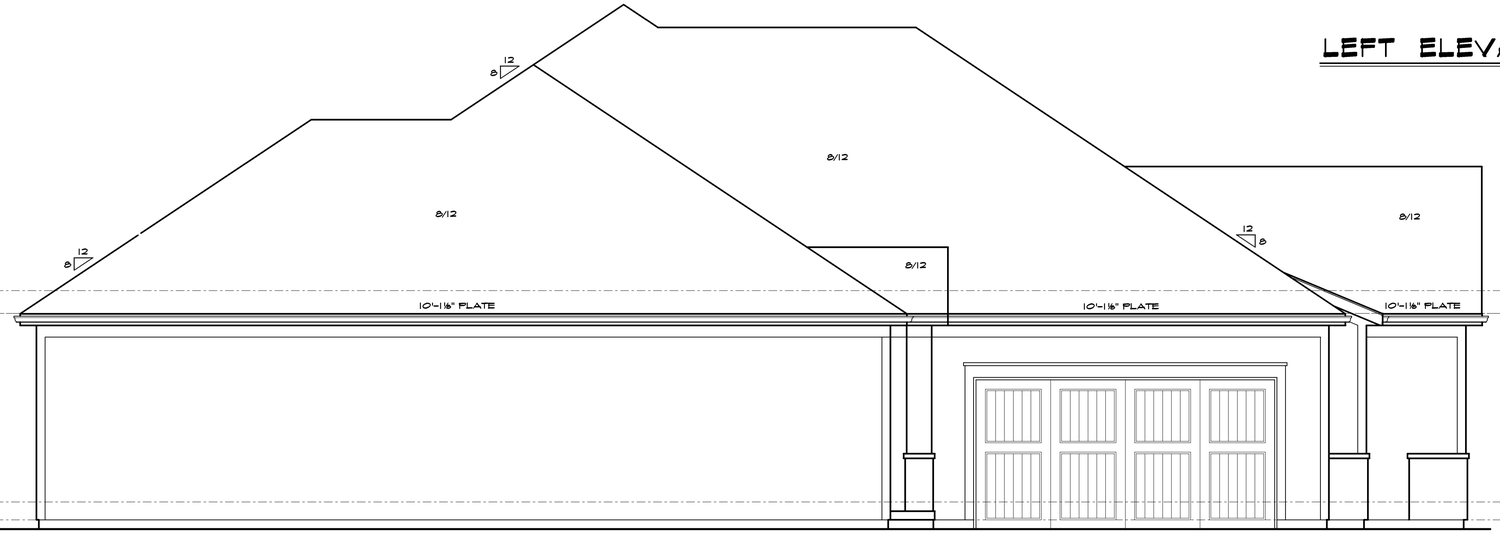
SCALE 1/4"=1'-0"
DRAWN poc
DATE
CHECKED
REVISED

BICKFORD+COMPANY
RESIDENTIAL ARCHITECTURE
8600 WEST 110TH, STE 110
OVERLAND PARK, KS 66210
PHONE: 913-451-1480
WWW.BICK.COM

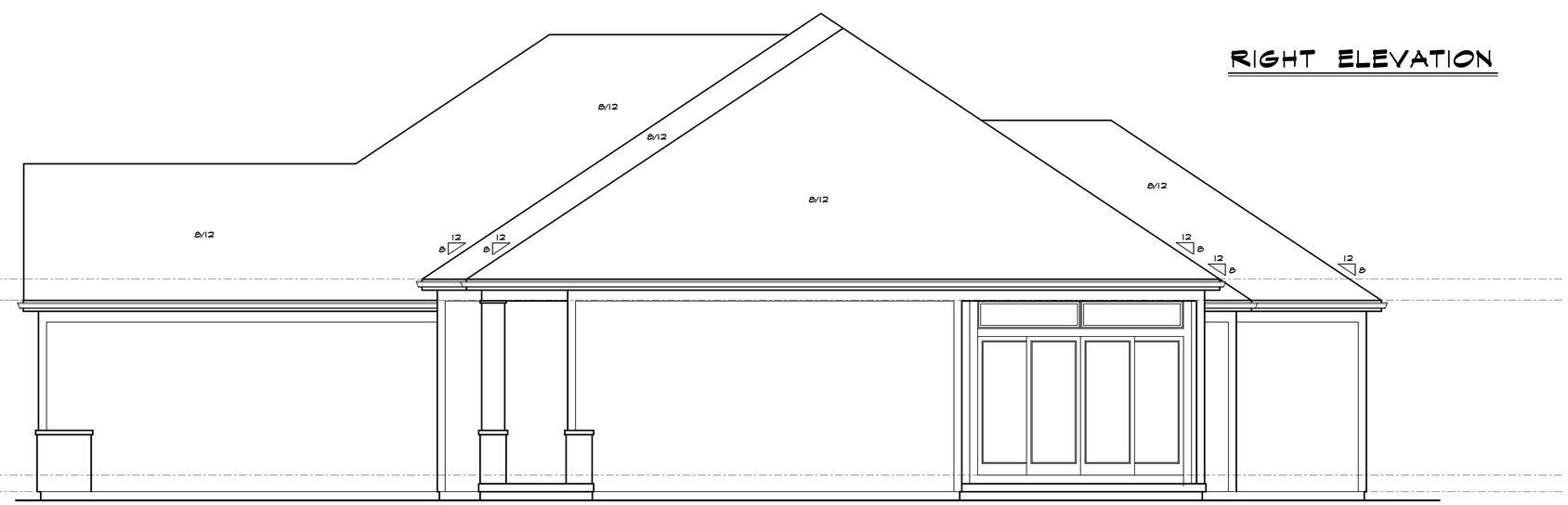
COPYRIGHT 2018

SHEET 06-
PROJECT 6797

LEFT ELEVATION



RIGHT ELEVATION



PRELIMINARY DRAWING ONLY-NOT FOR CONSTRUCTION

BUILDER'S PLANS

PRELIMINARY REVISIONS
poc 06-11-18

135TH & KENNETH TWIN VILLAS
LEFT AND RIGHT ELEVATIONS

6797st.dgn 6797st.000

SCALE 1/4"=1'-0"
DRAWN poc
DATE 06-11-18
CHECKED
REVISED

BICKFORD+COMPANY
RESIDENTIAL ARCHITECTURE
8600 WEST 110TH, STE 110
OVERLAND PARK, KS 66210
PHONE: 913-451-1480
WWW.BICK.COM

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SHEET 07-6797
PROJECT

***NOTE: MULTIPLE ELEVATION DESIGNS TO BE CONSIDERED**

kloverarchitects incorporated

LASHBROOK COMPANY | MIXED USE DEVELOPMENT | 135TH AND KENNETH ST. | LEAWOOD, KS | 15 AUGUST 2018

	Color Option 1	Color Option 2	Color Option 3
Main Body: LP® SmartSide® Lap Siding Double 8" Bold Profile Lap	SW 7648 Big Chill	SW 7019 Gauntlet Grey	SW 7642 Pavestone
Trim Pieces: LP - SmartSide Lap Siding 76 Series Smooth Finish Lap	SW 7006 Extra White	SW 7006 Extra White	SW 7006 Extra White
Doors + Shutters: LP - SmartSide Lap Siding 76 Series Cedar Texture	 Black Stain	 Black Stain	 Coffee Stain
Accent: Canyon Stone - Canyon Ledge Manufactured Stone Veneer	 Midnight Slate	 Morning Mist	 Morning Mist
Roof: CertainTeed - Presidential Shake Shingles	 Charcoal Black	 Autumn Blend	 Autumn Blend

MATERIALS PALETTE AND COLOR OPTIONS

Color Option 4

Main Body + Trim Pieces:

LP® SmartSide® Lap Siding
Double 8" Bold Profile Lap

SW 7006 Extra White

Doors + Shutters:

LP - SmartSide Lap Siding
76 Series Smooth Finish Lap

SW 7069 Iron Ore

Accent:

Canyon Stone - Canyon
Ledge Manufactured Stone
Veneer

Morning Mist

Roof:

CertainTeed - Presidential
Shake Shingles

Autumn Blend

Color Option 5

Main Body:

LP® SmartSide® Lap Siding
Double 8" Bold Profile Lap

SW 7603 Poolhouse

Trim + Doors + Shutters:

LP - SmartSide Lap Siding
76 Series Smooth Finish Lap

SW 7006 Extra White

Accent:

Canyon Stone - Canyon
Ledge Manufactured Stone
Veneer

Morning Mist

Roof:

CertainTeed - Presidential
Shake Shingles

Charcoal Grey

MATERIALS PALETTE AND COLOR OPTIONS

PLANNING
ENGINEERING
IMPLEMENTATION

October 31, 2018

Jessica Schuller
City of Leawood Department of Community Development
4800 Town Center Drive
Leawood, KS 66211

Re: 135th and Kenneth Road – Preliminary Plan
Deviation Requested

The following deviations are being requested for Case 71-18 135th Street and Kenneth Road – Preliminary Plan, Preliminary Plat, Special Use Permit and Rezoning:

1. We are requesting a deviation to allow for a minimum separation of 8-feet between buildings from the RP-3 Bulk requirements of 30-feet separation between buildings. The 8-feet separation is the distance measure between window wells, while a minimum of 15.5-feet separation is being provided between the outside vertical walls of the units.

   The request is being made in accordance with the Leawood Development Ordinance, Article 3 Planned Development Procedures, Section 16-3-9 A.5.c. which states:

   c. Side yards between buildings may be reduced to zero when the city approves adequate open space for the project and between buildings.

   The required open space in the RP-3 Bulk requirements is 30% of the lot. We have 31.55 acres of RP-3 lot area; therefore requiring 9.46 acres of open space. The proposed open space being provided with this plan is 20.82 acres of open space, therefore an additional 11.36 acres of open space.

   We are requesting this building separation deviation on 41 side yards with this plan. Exhibit "A" attached illustrated the worst-case scenario on this plan by using the adjacent units with the greatest building depths at the minimum requested separation. In our worst-case scenario we are encroaching 890.5 square feet in the side yard from the RP-3 bulk requirement of 30 -feet. If we multiple the worst-case encroachment of 890.5 square feet by 42 side yards we come up with a maximum of 36,511 square feet (0.84 acres) encroachment. We have provided 11.36 acres additional opens space to provide better than 1:1 ratio compensation.

Sincerely,

Phelps Engineering, Inc.

TIMOTHY J. TUCKER
LICENSED
KANSAS
PROFESSIONAL ENGINEER

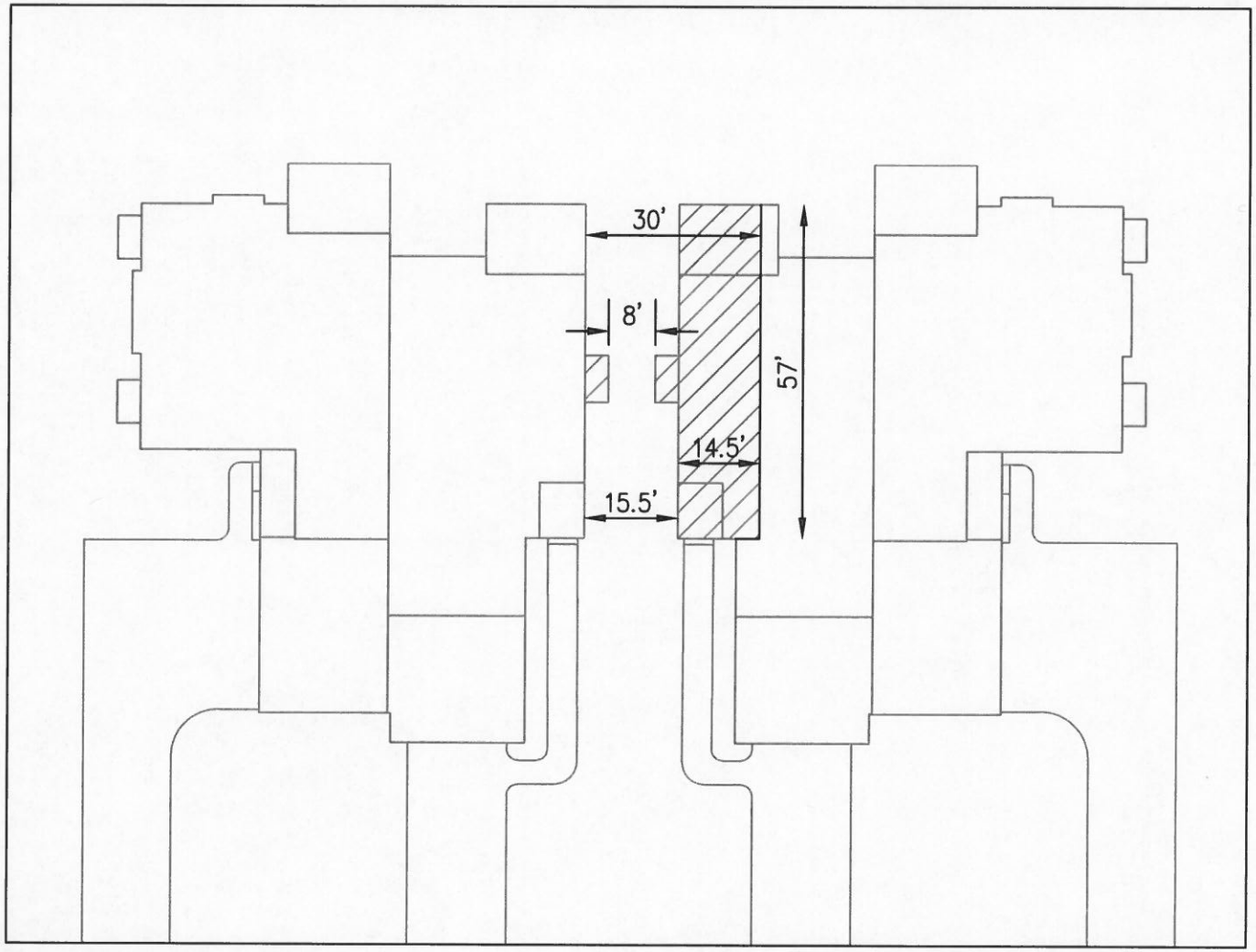
Tim Tucker, P.E.

10/31/18

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

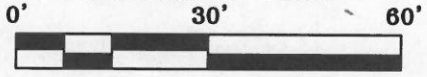
135TH AND KENNETH ROAD - RP-3

EXHIBIT A - WORST CASE ENCROACHMENT



MAXIMUM ENCROACHMENT AREA = 890.5 SQ. FT.

SCALE: 1"=30'



Preliminary Stormwater Study

135th & Kenneth

Mixed Use Development

135th Street and Kenneth Road
Leawood, Kansas

Prepared by:

PLANNING
ENGINEERING
IMPLEMENTATION

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

PEI #180350
July 24, 2018

PLANNING
ENGINEERING
IMPLEMENTATION

July 24, 2018

Mr. David Ley, P.E.
City of Leawood, Kansas
4800 Town Center Drive
Leawood, KS 66211

Re: 135th and Kenneth Road – Mixed Use Development
Preliminary Stormwater Study
PEI #180350

Dear Mr. Ley:

Phelps Engineering, Inc. is pleased to submit this Preliminary Stormwater Management Study for the above referenced project. The Mixed Use project is located at the southwest of the intersection of 135th Street and Kenneth Road. The site is 56.33 net acres and is currently zoned as Agricultural (AG). The proposed plan will rezone the property to Mixed-Use (MXD). The Mix-Use will consist of 38.91 acres of Twin Villas and 17.43 acres of Neighborhood Business consisting of Apartments/Office/Retail.

Preliminary Onsite Drainage System
The existing site is contained in two watersheds draining to the southwest and northeast. The proposed storm sewer system will maintain the approximate existing drainage paths.

Stormwater runoff will be conveyed in an enclosed public storm sewer system sized to convey the 10-year storm in accordance with APWA Section 5600 and City of Leawood requirements.

The 100-year overflow will be conveyed in the street system in conjunction with engineered overflow swales. The lowest openings of any building adjacent to a 100-year overflow will be set a minimum of one-foot above the 100-year water surface elevation.

Existing Conditions
Soils data for the site watershed was determined using the NRCS Web Soil Survey for Johnson County. The site consists of 0.88 acres HSG "B" (Kennebec Soil), 25.19 acres HSG "C/D" (Grundy Soils), and 30.25 acres HSG "D" soils (Oska-Martin, and Chillicothe). Based on aerial imagery from previous years, the existing site is considered to be a combination of grass in good condition and

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

woods poor condition. See Appendix "F" of this report for aerial imagery exhibits and the NRCS Web Soil Survey.

Drainage Computations

The existing site is contained in three watersheds draining to the southwest, northeast, and to the south. Proposed conditions will maintain the same drainage paths. See the enclosed Existing Drainage Map and Proposed Drainage Map in Appendix "B & C".

Using HydroCAD V10 storm modeling software with SCS Type II 24-hr storm duration, the existing 1-year, 10-year and 100-year site peak discharges were determined for the site watersheds that will require detention. The calculated allowable release rates can be found in Table 1 below. See Appendix "D" of this report for the existing HydroCAD modeling results.

Table 1 – Existing Runoff Conditions

Drainage Area	1-Year Peak Flow (cfs)	10-Year Peak Flow (cfs)	100-Year Peak Flow (cfs)
Southwest	15.01	42.52	73.34
Northeast	69.93	193.75	331.33
South	0.85	2.24	3.76

Downstream Analysis

Southwest Watershed

The City of Leawood has been requiring detention in this watershed with past projects, due to downstream overtopping of 141st Street and flooding of a house at 14009 Canterbury Street. Detention will be provided in this watershed.

Northeast Watershed

The onsite drainage area contributing to the northeast watershed is 46.86 acres. The drainage system in this watershed was studied downstream to a point at which the onsite drainage area is less than 10% of the total contributing drainage area, or 46.86 acres. The northeast watershed discharged directly into the FEMA floodplain. The total drainage area to this point is 530 acres. No buildings or street flooding was identified within the drainage to the FEMA floodplain, but immediately downstream of the study area Kenneth Road over tops in the 100-year storm per the FEMA maps. Detention is required in this watershed.

South Watershed

The south watershed is 0.4 acres and the downstream drainage system was not analyzed, since the project is proposing to divert the south drainage into the northeast watershed where it can be detained. No discharge to the south is proposed.

Detention

A total of two detention basins are proposed for the 135th Street and Kenneth Road development, one located in the southwest watershed and one in the northeast watershed. All detention analyses were completed using HydroCAD V10 storm modeling software, using SCS Unit Hydrograph detention modeling with SCS Type II 24-hr storm duration. See Appendix "E" for the proposed HydroCAD modeling results.

Southwest Watershed

The southwest detention basin is a dry detention basin that will contain two bio-retention basins in the bottom of the detention basin. The outlet structure used in the routing analysis is multi-stage structure to treat the water quality volume event to the basin and control peak runoff rates in the 1, 10 and 100-year storm event. The first stage is a 1.2 inch diameter orifice on the bio-retention outlet at an elevations of 969.0. The second stage is a 60 inch wide by 10 inch tall orifice with a flowline elevation of 972.24. The 100-year WSE in the basin is 974.45 with a storage volume of 1.114 ac-ft. The emergency spillway is 20 feet wide and set at an elevation of 977. The emergency spillway conveys the peak 100-year inflow of 60.13cfs at an elevation of 978. The lowest top of berm elevation is set at 979.0 providing a minimum freeboard of one foot over the 100-year WSE. See Table 2 below for the southwest watershed proposed conditions.

Table 2 – Southwest Watershed Proposed Conditions

		Existing Condition	Proposed Condition				Allowable
Storm	Discharge Pt.	Release Rate, cfs	Inflow Rate, cfs	Outflow Rate, cfs	WSE, ft	Storage, ac-ft	Release Rate, cfs
1-year	Pond	NA	15.83	3.72	972.61	0.374	NA
	Southwest Total Outfall	15.01	**NA**	**10.83**	**NA**	**NA**	15.01
10-year	Pond	NA	37.4	19.02	973.56	0.731	NA
	Southwest Total Outfall	42.52	**NA**	**40.27**	**NA**	**NA**	42.52
100-year	Pond	NA	60.13	26.87	974.45	1.114	NA
	Southwest Total Outfall	73.34	**NA**	**62.03**	**NA**	**NA**	73.34

Northeast Watershed

The northeast detention pond is a dry detention basin located adjacent to Kenneth Road near the mid-point of the east property line. The outlet structure used in the routing analysis is a multi-stage structure consisting of a 9" orifice set at an elevation of 918.00, a 8' x 5' riser box with a top elevation of 926.50, and a 48" wide x 16" tall weir orifice on a horizontal plan elevation of 923.4. The 100-

year WSE in the basin is 928.67 with a storage volume of 4.0 ac-ft. The emergency spillway is 200 feet wide and set at an elevation of 929.2. The emergency spillway conveys the peak 100-year inflow of 245.7 cfs at an elevation of 929.78. The lowest top of berm elevation is set at 930.8 providing a minimum freeboard of one foot over the 100-year WSE. See Table 3 below for the northeast watershed proposed conditions.

Table 3 – Northeast Watershed Proposed Conditions

		Existing Condition	Proposed Condition				Allowable
Storm	Discharge Pt.	Release Rate, cfs	Inflow Rate, cfs	Outflow Rate, cfs	WSE, ft	Storage, ac-ft	Release Rate, cfs
1-year	Pond	NA	42.28	4.55	922.94	.985	NA
	NE Total Outfall	69.93	**NA**	**66.47**	**NA**	**NA**	69.93
10-year	Pond	NA	154.34	49.13	926.66	2.694	NA
	NE Total Outfall	193.75	**NA**	**161.48**	**NA**	**NA**	193.75
100-year	Pond	NA	245.7	144.04	928.67	4.0	NA
	NE Total Outfall	331.33	**NA**	**308.19**	**NA**	**NA**	331.33

Stream Buffers

Two stream channels are located on the project and both are located in the Northeast Watershed.

Blue River Tributary "A" enters the site at the northeast corner of the property from a culvert under 135th street and exits the property at the northeast corner of the site under Kenneth Road. The contributing drainage entering the site is approximately 530 acres and the drainage area exiting the site is approximately 550 acres. Blue River Tributary A will be contained in a 100-feet stream buffer measured from the ordinary highwater mark on each side of the stream channel.

An unnamed tributary of Blue River Tributary "A" is located onsite at the east edge of the property and exits the property at the east under Kenneth Road. The contributing drainage exiting the site is approximately 21acres. This drainage will be improved into stormwater treatment facilities and a stormwater detention basin. No stream buffer setback is require for this drainage in accordance with APWA, since the drainage will not be remain undeveloped and be improved into ponds/basins.

FEMA

Blue River Tributary "A" located at the northeast corner of the site is a FEMA regulated floodplain and has been designated as Zone AE. The Zone AE

regulatory flood plain is contained entirely within a 100-feet stream buffer will not be disturbed. No permit is required by FEMA.

All other parts of the property have been designated as Zone X, per Map Panel 20091C0085G of the Flood Insurance Rate Map dated August 3, 2009. Zone X is defines areas outside the 0.2% annual chance flood plain. No permit is required since zone X properties are located outside the regulatory floodplain.

Department of Water Resources (DWR)
The DWR has jurisdiction over drainages with a contributing drainage area in excess of 640-acres. All drainages are less than 640-acres; therefore are not jurisdictional drainages of the DWR.

Corps of Engineers
Two stream channels are located on the property and no wetlands are anticipated based on aerial photography and topographic mapping. It is anticipated that a Corps of Engineers nationwide permit will be required for stream channel impacts to the small drainage that is tributary to Blue River Tributary "A". A Corps of Engineers Permit will be provided prior construction plan approval.

Water Quality BMP Requirements
The site is 56.33 net acres and is being zoned as 38.91 acres of Twin Villa Residential Development (R-3) and 17.43 acres of Mix Use of Apartments/Office/Retail. The proposed twin villa plan has 120 units for a density of 3.08 units per acre.

Pre-development CN
The pre-developed CN was calculated by evaluating the site based on existing ground cover and soil type. The existing site consists of a combination of the majority as pasture in good condition and a small amount of woods in poor condition. The site consists of HSG Type "C/D" and "D" soils. See enclosed NRCS soil survey printouts in Appendix "F". The predevelopment CN is calculated at 78.

The proposed CN was calculated by using a land type of ¼ acre residential lots for the Twin Villas and Neighborhood Business for the mixed use area. The proposed plan contains 1.67 acres of open tract green space, 38.51 ¼ acres residential lots, and the remaining 16.15 acres was analyzed as neighborhood business. The post development CN is calculated at 89.

The proposed development has increased the existing CN by 11, therefore requiring a level of service of 6.44 in accordance with APWA Best Management Practices for Water Quality and City of Leawood's revised scale system for LOS, allowing use of tenths of points instead of whole numbers. See Level of Service Worksheets 1 & 2 in Appendix "H" for more details.

The proposed development BMP mitigation required to provide a minimum water quality level of service of 6.44 is provided by a combination of seven bio-retention basins, native vegetation, and three infiltration practices via Stormtech MC-4500 infiltration chambers. Areas being treated by infiltration trenches will be limited to a maximum of 5.00 acres per system per the MARC BMP Manual requirements.

The Level of Service provided is 6.46, meeting the requirements set forth in APWA. See Level of Service Worksheet 2 and the Post Development Mitigation Exhibit in Appendix "H" for more details.

The lowest openings of any building adjacent to a 100-year overflow will be set a minimum of one-foot above the 100-year EGL in accordance with APWA and City of Leawood requirements.

All maintenance of BMP's will be the sole responsibility of the Homes Association.

All BMP's are contained in a Stormwater Treatment Tract in accordance with City of Leawood requirements, providing access and the required setbacks.

Conclusion

This stormwater management plan and attached exhibits complete Phelps Engineering's submittal of the Preliminary Stormwater Study for the 135th Street and Kenneth Mixed Use Project. Please feel free to contact PEI at (913) 393-1155 if you require additional information.

Sincerely,

Phelps Engineering, Inc.

Tim Tucker, P.E.

Enclosures

TranSystems
EXPERIENCE | Transportation

Memorandum

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To: Mr. Rick Lashbrook
Leawood 135, LLC
P.O. Box 26170
Overland Park, KS 66225

From: Jeff Wilke, PE, PTOE
Date: July 24 2018
Project No.: P101180207

Subject: 135th & Kenneth Shared Parking Analysis

In accordance with your request, TranSystems has completed a shared parking analysis for the proposed mixed-use development at the southwest corner of 135th Street and Kenneth Road in Leawood, Kansas. The study included an analysis of parking demand for the proposed land uses. The concept of shared parking is described in a publication titled *Shared Parking*, published by the Urban Land Institute (ULI). Shared parking is defined as the use of a parking space to serve two or more individual land uses without conflict or encroachment. The key goal of a shared parking analysis is to find the balance between providing adequate parking, land area, and resources dedicated to parking.

Proposed Development

The proposed development includes a mixture of residential, office and retail land uses. The southern portion of the site, generally south of 137th Street, includes 120 twin villas. The northern portion of the site includes the mixture of land uses. Several buildings are proposed with apartments, commercial, and assisted living facilities. The main access driveway for the development will run north/south, bisecting the northern portion of the site. The main driveway creates two separate mixed-use areas, referred to in this analysis as the northeastern and northwestern portions of the site.

The parking areas for the two northern portions of the site were designed independently, to provide ample parking for each area. The northeastern portion includes a 100-space parking garage below the assisted living facility to be used by residents, employees, and visitors to the facility. The northeastern portion also includes a 169 surface parking spaces. The northwestern portion of the site includes 190 garage parking spaces for apartment residents. There will also be 231 surface parking spaces to be shared by the office and retail uses, as well as some apartment residents and visitors.

The proposed development is currently in the planning stages and the specific tenants of the commercial areas are not known at this time. Based on input from the developer's design team, several assumptions were made about the types uses anticipated. The team anticipates the retail uses as being specialty retail and service needs with some small café, local coffee shop, deli, and small restaurants included for the needs of the residential. The sizes of these businesses would be 1,500 to 4,000 square feet. Based on this input, the table on the following page indicates the land uses and sizes assumed for the shared parking analysis.

Shared Parking Analysis Land Uses					
Northwestern Portion			**Northeastern Portion**		
Land Use	**Intensity**		**Land Use**	**Intensity**	
Family Restaurant	3,000	Square Feet	Family Restaurant	4,500	Square Feet
Fine/Casual Dining	4,000	Square Feet	Fine/Casual Dining	0	Square Feet
Retail	8,200	Square Feet	Retail	21,250	Square Feet
Office	48,900	Square Feet	Office	30,205	Square Feet
Apartments	172	Units	Apartments	0	Units
Assisted Living	0	Units	Assisted Living	84	Units

Shared Parking Analysis

In general, methodologies outlined in *Shared Parking* were used to perform the analysis. The parking demand was estimated for each land use in the proposed development based on weekday base parking ratios from *Shared Parking*, average weekday peak parking demand from *Parking Generation* published by the Institute of Transportation Engineers (ITE), or from local data for similar land uses. These ratios indicate the peak accumulation of vehicles at the peak hour for a single land use.

Next the ratios for each land use were multiplied by a percentage for each hour of the day to indicate hourly variations in the demand for parking. Similarly, seasonal variations are accounted for by applying a different percentage for each month of the year. The ratios and variations used in the analysis were obtained from *Shared Parking*, and are included with the analysis files in the **Appendix** at the end of this memorandum. The percentages used for the hourly and seasonal variations in this analysis are a weighted average of the visitor/guest and employee percentages.

Retail Rates

According to *Shared Parking*, the Community Shopping Center is the smallest retail category available to estimate parking demand, with a base parking ratio of 3.6 spaces per 1,000 sf of leasable space. This category includes all retail that is less than 400,000 square feet. The retail portion of the proposed development is much smaller than this (roughly 79,000 sf), and is anticipated to be smaller specialty type stores. These types of specialty stores typically do not generate as much traffic as a drug store or grocery store, which is categorized in the same land use.

Given that the Community Shopping Center land use does not accurately describe the retail component of the proposed development, another source was used to determine an appropriate base ratio for parking demand. *Parking Generation* provides an average peak parking demand for a Shopping Center land use on a weekday of 2.55 spaces per 1,000 sf. This average ratio is likely higher than the demand for parking in the proposed development, however it provides for a conservative analysis of shared parking conditions.

Office Rates

The office land use would not be expected to be used as densely as other general office buildings. The types of offices anticipated are professional offices such as law firms or stock brokers. They would generally have small staff sizes, individual office work areas, and conference rooms. Due to these factors, the generic base parking ratio of 3.6 spaces per 1,000 sf from *Shared Parking* of was not utilized for the analysis. Instead the average peak parking demand for a suburban Office Building land use from *Parking Generation* was used. This ratio is 2.84 spaces per 1,000 sf of leasable space.

Apartment Rates

The base parking rate of 1.65 in *Shared Parking* does not differentiate between one bedroom and two bedroom units, which can have different parking demands. The base parking ratio used for apartment residents in this analysis is 1.3 spaces per unit. This rate indicates one space per unit for one bedroom units, and two spaces per unit for two bedroom units. This rate was provided by the development team based on data from several recent local projects. Data was collected by EPC Real Estate Group from their developments at 51 Main in Kansas City, Missouri, and from the Village at Mission Farms in Overland Park, Kansas. At 51 Main, a 1.3 spaces per unit ratio was provided and found to have a surplus of 10 percent at peak times. The Village at Mission Farms provided a 1.6 ratio, equating to one space per unit for one bedroom units and two spaces per unit for two bedroom units. This development was found to have a parking surplus of roughly 20 percent during peak times. The actual demand is closer to a 1.35 ratio, with more than half of the units having two bedrooms.

For this shared parking analysis, the base parking ratio was reduced from 1.3 to 0.2 spaces per unit, as 85 percent of the base parking ratio, or nearly all of the residents, will be accommodated in the 190 garage parking spaces, which will not be shared. A few residents and the residential visitors will share the surface parking spaces.

Captive Demand

Shared Parking states that some reduction of customer parking needs occurs in a mixed-use development due to patronage of multiple land uses. These patrons are referred to as "captive" since they are already present at the site for another land use. Residents of the proposed development who visit the restaurants or shops would be considered captive, as they do not add to the demand for parking. This is the same for office workers at who shop or go to restaurants in the development. There is also potential for nearby residents, especially in the twin villas to walk to the restaurants or shops. Given these considerations, a reduction of 12 percent was applied to the base ratios for the restaurant and retail land uses to account for captive demand. The 12 percent reduction matches the percentage of internally captured trips indicated in the traffic impact study for the proposed development.

Assumptions

Several factors in the analysis should be noted. First, the northeastern and northwestern portions of the site were analyzed separately as to not share parking across the main access drive. Second, the parking garage spaces are not included in the supply for the shared parking analysis as they will not be shared spaces. The Assisted

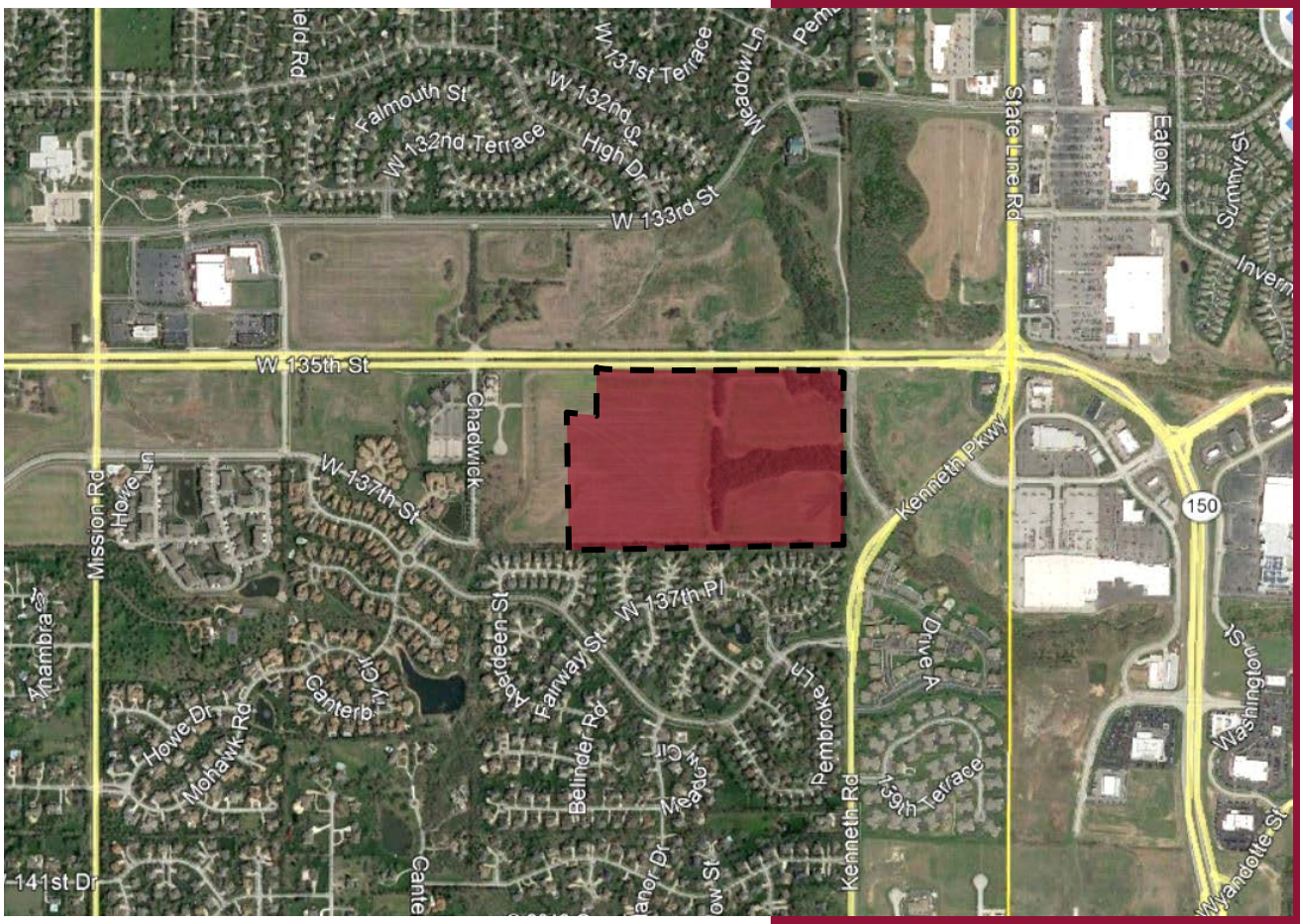
living land use is assume to be fully parked in the garage. Since this land use will not require any shared parking it was not included in the analysis.

Results

The results of the analysis indicate that the parking supplies for the northeastern and northwestern portions are projected to be sufficient for all times of the year. The most critical time periods are projected to be during the middle of the day in December. During those time periods, the parking will be close to 99 percent occupied. This analysis correlates with the fact that December is the peak month for most retail business because of holiday shopping.

135th Street and Kenneth Road Traffic Impact Study

Leawood, Kansas



Prepared for:

Leawood 135, LLC

Prepared by TranSystems

July 2018

TranSystems

EXPERIENCE | Transportation

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July 24, 2018

Mr. Rick Lashbrook
Leawood 135, LLC
P.O. Box 26170
Overland Park, KS 66225

RE: 135th Street and Kenneth Road Traffic Impact Study
Leawood, Kansas

Dear Mr. Lashbrook:

In response to your request and authorization, TranSystems has completed a traffic impact study for the proposed mixed-use development to be located generally in the southwest corner of the 135th Street and Kenneth Road intersection in Leawood, Kansas. The purpose of this study was to assess the impact of the proposed development on the surrounding transportation system.

Included in this study is a discussion of the anticipated impacts of the proposed development on the adjacent street network for the following analysis scenarios:

- Existing Conditions
- Existing Development Conditions
- Future (Year 2040) Conditions

We trust that the enclosed information proves beneficial to you and the City of Leawood in this phase of the development process. We appreciate the opportunity to be of service to you and will be available to review this study at your convenience.

Sincerely,
TRANSYSTEMS

By:_____
Jeffrey J. Wilke, PE, PTOE

JJW/jw:P101180207
Enclosure

Introduction

TranSystems has completed this traffic impact study for the proposed mixed-use development to be located generally in the southwest corner of the 135th Street and Kenneth Road intersection in Leawood, Kansas. The purpose of this study was to assess the impact of the proposed development on the surrounding transportation system. The location of the project relative to the major streets in the area is shown on ***Figure A-1*** in ***Appendix A***.

In addition to a description of the proposed development and the surrounding transportation infrastructure, this study includes trip generation estimates, trip distribution estimates, capacity analyses, and a summary of findings.

Proposed Development Plan

The proposed development includes a variety of residential, office and retail land uses. The southern portion of the site, generally south of 137th Street, includes 120 attached single-family residences called twin villas. The mixed-use component of the proposed development is north of 137th Street. Several buildings are proposed in the northern portion with apartments, offices, retail, and an assisted living facility. A copy of the proposed site plan for the development is included on ***Figure A-2*** for reference.

There are two access points to the proposed development site. The main driveway to the site will be a new intersection that will extend south from 135th Street. The main driveway is located roughly 1,700 feet east of the signalized intersection of 135th Street and Pawnee Street, and 900 feet west of the signalized intersection of 135th Street and Kenneth Road. The other access point to the site will be 137th Street, which will be constructed west of Kenneth Road as a part of the proposed development plan. In the future, two more access points may become available on the west side of the site to Chadwick Street as future development occurs on adjacent parcels.

Study Area

To assess the impacts of the proposed development, the intersections listed below were identified for study during the A.M. and P.M. peak hours of a typical weekday.

- 135th Street and Kenneth Road
- Site Driveways

Surrounding Street Network and Land Uses

The major road system in Johnson County is primarily a grid pattern with one-mile spacings on section lines. One Hundred Thirty-Fifth (135th) Street is a four lane divided east/west thoroughfare that is part of the grid network. Adjacent to the development site, 135th Street has a posted speed limit of 45 m.p.h. Kenneth Road is a two-lane collector street with a posted speed limit of 35 m.p.h. Kenneth Road extends a short distance from 135th Street south to intersect Kenneth Parkway. North of 135th Street, the alignment of Kenneth Road becomes a long private driveway to a church. Currently, 137th Street does not extend to the development site. West of Chadwick Street, 137th Street is a two-lane collector street that parallels 135th Street.

The development site currently consists of undeveloped land with agricultural land uses. The land to the north of the site across 135th Street is also undeveloped with some agricultural uses. It is anticipated to develop in the future with land uses similar to the proposed development. South of the site are single-family villa type residences. To the west of the site there is a bank, a church, more villa type residences, and some undeveloped commercial lots. To the east of the site across Kenneth Road is undeveloped land that is anticipated to be commercial type development in the future.

Traffic Counts

Turning-movement traffic volume counts were collected at the study intersection on Tuesday, July 10, 2018, from 7:00 to 9:00 A.M. and from 4:00 to 6:00 P.M. Based on the data, the peak hours occur between 7:15 and 8:15 A.M., and between 4:45 and 5:45 P.M. The existing lane configurations, traffic control devices, and peak hour traffic volumes have been illustrated on ***Figure A-3***.

Analysis

The scope of analysis for the assessment of the proposed development's impact on the surrounding transportation system is based in large part on the recommended practices of the Institute of Transportation Engineers (ITE), as outlined in their Traffic Engineering Handbook. ITE is a nationally-recognized organization of transportation professionals with members from both private and public sectors. The analysis of the proposed development's impact included development of trip generation and trip distribution estimates as well as a traffic operations assessment for each study scenario. Each of the analysis methodologies and findings are described in the subsequent sections.

Trip Generation

Trip generation estimates were prepared using the Institute of Transportation Engineer's Trip Generation, 10th Edition. ***Table 1*** on the next page shows the expected trips to be generated by the proposed development. Additional information related to trip generation is included in ***Appendix B***.

The proposed development includes office, retail, and residential land uses. Therefore, it can be assumed that when the development is fully built out, some of the customers of the retail businesses in the development will also live in the residential portion or work in the office portion of the development. These trips are said to be internal trips, because the origin and destination of the trips are within the development site. The ITE internal capture methodology was used to determine the number of trips internal to the site. The internal trips were not applied to the external street system.

Table 1
Proposed Development Trip Generation

Land Use	Intensity	ITE Code	Average Weekday	A.M. Peak Hour			P.M. Peak Hour		
				Total	In	Out	Total	In	Out
Single-Family Residential	120 du	210	1,230	90	23	68	122	77	45
Multifamily Housing (Low-Rise)	172 du	220	1,260	80	18	62	96	60	36
Assisted Living	84 du	254	219	16	10	6	22	8	14
General Office Building	79,150 sf	710	846	88	76	12	92	15	77
Shopping Center	40,950 sf	820	3,277	173	107	66	308	148	160
Subtotal Full Development Trips			***6,832***	***447***	***234***	***213***	***640***	***308***	***332***
Internal Development Trips			--	--	--	--	79	40	39
Total External Development Trips			**6,832**	**447**	**234**	**213**	**561**	**268**	**293**

Trip Distribution

The estimated trips generated by the proposed development were distributed onto the street system based on the trip distributions summarized in ***Table 2***. These distributions are based on existing travel patterns in the area and engineering judgment. The detailed distribution patterns through the study intersections are shown in ***Appendix B***.

Table 2
Trip Distribution

Direction To/From	Residential Percentage	Commercial Percentage
East on 135th Street	50%	45%
West on 135th Street	45%	45%
South on Kenneth Road	5%	10%
Total	**100%**	**100%**

Traffic Operation Assessment

An assessment of traffic operations was made for the scenarios listed below.

- Existing Conditions
- Existing Development Conditions
- Future (Year 2040) Conditions

The study intersections were evaluated using the Synchro traffic analysis software package. Calculations were performed based on the methodologies outlined in the Highway Capacity Manual (HCM), 2000 Edition, which is published by the Transportation Research Board. The operating conditions at an intersection are graded by the "level of service" experienced by drivers. Level of service (LOS) describes the quality of traffic operating conditions and is rated from "A" to "F". LOS A represents the least congested condition with free-flow movement of traffic and minimal delays. LOS F generally indicates severely congested conditions with excessive delays to motorists. Intermediate grades of B, C, D, and E reflect incremental increases in the average delay per stopped vehicle. Delay is measured in seconds per vehicle. ***Table 3*** shows the upper limit of delay associated with each level of service for signalized and unsignalized intersections.

Table 3
Intersection Level of Service Delay Thresholds

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

While LOS measurements apply to both signalized and unsignalized intersections, there are significant differences between how these intersections operate and how they are evaluated. LOS for signalized intersections reflects the operation of the intersection as a whole.

Unsignalized intersections, in contrast, are evaluated based on the movement groupings which are required to yield to other traffic. Typically, these are the left turns off of the major street and the side-street approaches for two-way stop-controlled intersections. At unsignalized intersections lower LOS ratings (D, E and F) do not, in themselves, indicate the need for additional improvements. Many times there are convenient alternative routes to avoid the longer delays. Other times the volumes on the unsignalized approaches are relatively minor when compared to the major street traffic, and improvements such as traffic signal installation may increase the average delay to all users of the intersection.

The decision to install a traffic signal, which is often considered when lower LOS ratings are projected, should be based on engineering studies and the warrants for traffic signal installation as outlined in the Federal Highway Administration's Manual on Uniform Traffic Control Devices (MUTCD). Signals are typically not recommended in locations where there are convenient alternative paths, or if the installation of a traffic signal would have negative impacts on the surrounding transportation system.

The LOS rating deemed acceptable varies by community, facility type and traffic control device. Most communities in the region have identified LOS D as the minimum desirable goal for signalized intersections. However, at unsignalized intersections LOS D, E, or even F are often considered acceptable for low to moderate traffic volumes where the installation of a traffic signal is not warranted by the conditions at the intersection, or the location has been deemed undesirable for signalization.

Traffic queues were also evaluated as part of the analyses. Long traffic queues which extend beyond the amount of storage available, either between intersections or within turn lanes, can have significant impacts on operations. The projected vehicular queues were analyzed to ensure the analyses are reflective of the physical constraints of the study intersections and to identify if additional storage is needed for turn lanes.

Existing Conditions

The results of the Existing Conditions intersection analyses are summarized in ***Table 4***. The study intersections were evaluated with the lane configurations, traffic volumes, and traffic control devices shown on ***Figure A-3***. The current signal timing and coordination plans for the study intersection was used for the analysis of the traffic signals in this scenario. The Synchro output files are included in ***Appendix C***.

Table 4
Intersection Operational Analysis
Existing Conditions

Intersection	A.M. Peak Hour		P.M. Peak Hour	
Movement	**LOS[1]**	**Delay[2]**	**LOS[1]**	**Delay[2]**
135th Street and Kenneth Road				
Traffic Signal	*A*	*10.0*	*A*	*8.5*

1 – Level of Service
2 – Delay in seconds per vehicle

The results of the analysis indicates that the existing signalized intersection operates at acceptable levels of service during the A.M. and P.M. peak hour with minimal queuing. This is due to the very low volume of traffic on Kenneth Road, which allows the signal to provide green indications for eastbound and westbound traffic on 135th Street for more than 75 percent of the cycle length.

Given the low volume of side street traffic, the traffic counts were compared to the minimum thresholds of the Peak Hour traffic signal warrant from the MUTCD. The graph of the warrant analysis is included in ***Appendix C***. The results of the warrant analysis indicate that the existing volumes do not satisfy the minimum traffic volume threshold for traffic signal installation. Therefore it is likely that the existing traffic signal at 135th Street and Kenneth Road is not warranted.

It is worth noting that during the traffic counts long queues of eastbound traffic were observed during the P.M. peak hour. These queues extended back from the signalized intersection of 135th Street and State Line Road, which is roughly 1,100 feet to the east of Kenneth Road. This is due to the high volume

of eastbound through traffic at that intersection. These long queues frequently extended through the intersection with Kenneth Road from approximately 4:50 P.M. to 5:20 P.M. The long queues did clear out of the intersection during each cycle of the signal at 135th Street and State Line Road.

There is little that can be done in the short-term to address the long eastbound queues that were observed. Widening 135th Street in Leawood for a third eastbound through lane will not reduce the eastbound queues. A third eastbound lane would need to be constructed east through the State Line Road intersection, and possibly through other intersections to the east, to serve the heavy eastbound through volume. Such an improvement will require coordination with the Missouri Department of Transportation, as 135th Street becomes M-150 Highway to the east of State Line Road.

City of Leawood staff desires traffic signals to be installed at a minimum spacing of one-quarter mile apart along the 135th Street corridor. This allows ample distance for queuing and for coordinating traffic signals to provide progression for through traffic. The location of the signalized 135th Street and Kenneth Road intersection is less than the desired spacing from State Line Road.

Existing plus Proposed Development Conditions

The location of the proposed development's main driveway intersection along 135th Street is 900 feet from Kenneth Road, which is less than one-quarter mile. Therefore, the intersection would not be considered a candidate for signalization. Without a signal at the main driveway all development traffic to and from westbound 135th Street to make left-turn maneuvers at the 135th Street and Kenneth Road intersection. This would add side street traffic to the intersection which is currently blocked by queues at times during the P.M. peak hour. Given that the existing traffic signal is likely unwarranted, it is appropriate to consider removal of the existing traffic signal at 135th Street and Kenneth Road, and installation of a traffic signal at the main driveway intersection instead.

The decision to remove the existing traffic signal at 135th Street and Kenneth Road must be evaluated in terms of the overall street network. The existing signal at Kenneth Road would provide full access to future developments on the undeveloped properties to the east of Kenneth Road. However, these properties are surrounded by a network of other arterial and collector streets that can also provide full access to these properties. The east side of these properties have access to existing traffic signals along State Line Road. A well planned internal street network through these properties can take advantage of the existing signalized access points.

With the signal at Kenneth Road is removed, the main driveway intersection would be an appropriate location for a traffic signal installation. The projected traffic volumes from full build out of the development do satisfy the peak hour signal warrant. The main driveway intersection is spaced nearly one-half mile along 135th Street from the signalized State Line Road intersection. The main driveway intersection is also spaced slightly more than one-quarter mile east of Chadwick Street, which will likely be signalized in the future as development occurs. The result is that the main driveway would be the only signalized intersection along 135th Street between Chadwick Street and State Line Road. These spacings exceed the City's desired minimum spacing between signals.

As a stop controlled intersection, the 135th Street and Kenneth Road intersection, drivers would experience lengthy delays making left-turn and crossing maneuvers from the side street approaches. Therefore these movements should be restricted by a raised island within the intersection area. The island would continue to allow eastbound and westbound left-turn movements, but restrict the side street approaches to right-turns only. For the island configuration to be effective in restricting these movements, an eastbound left-turn lane will be needed at the intersection.

Changing access at the 135th Street and Kenneth Road intersection will alter the existing traffic volumes. The northbound left-turn movement will no longer be permitted. These northbound drivers on Kenneth Road will have to turn left onto 137th Street, travel through the development site, and then turn left onto the Main Driveway to access westbound 135th Street. The existing traffic volumes were redistributed in this manner for the Existing plus Proposed Development Conditions intersections analyses.

To accommodate development traffic and the aforementioned traffic control modifications, the following improvements are identified.

135th Street and Kenneth Road

- Remove the existing traffic signal. Install Stop signs for northbound and southbound traffic.
- Construct a raised island along 135th Street within the intersection area to restrict northbound and southbound left-turn and crossing maneuvers. The median should allow eastbound and westbound left-turn maneuvers.
- Construct an eastbound left-turn lane with 250 feet of storage plus appropriate taper.

135th Street and Main Driveway

- Install a traffic signal.
- Construct a westbound left-turn lane with a minimum length of 300 feet plus appropriate taper.
- Construct an eastbound right-turn lane with a minimum length of 250 feet plus appropriate taper.
- Construct three northbound lanes on the Main Driveway exiting the site, to be used as a right-turn lane and dual left-turn lanes. The right-turn lane and one left-turn lane should have minimum lengths of 200 feet plus appropriate tapers.

The results of the Existing plus Proposed Development Conditions intersection analyses are summarized on the following page in ***Table 5***. This study scenario considered the addition of traffic from the proposed development plan. The study intersections were evaluated with the lane configurations, traffic volumes, and traffic control devices shown on ***Figure A-4***. The new traffic signal was evaluated in this scenario with the same cycle lengths as the current coordination plans for the corridor. The Synchro output files are included in ***Appendix C***.

Table 5
Intersection Operational Analysis
Existing plus Development Conditions

Intersection	A.M. Peak Hour		P.M. Peak Hour	
Movement	**LOS[1]**	**Delay[2]**	**LOS[1]**	**Delay[2]**
135th Street and Main Driveway				
Traffic Signal	*B*	*14.3*	*B*	*16.1*
135th Street and Kenneth Road				
Eastbound Left-Turn	*C*	*17.2*	*B*	*12.4*
Westbound Left-Turn	*A*	*9.8*	*C*	*18.9*
Northbound Right-Turn	*A*	*9.6*	*B*	*11.6*
Southbound Right-Turn	*C*	*17.3*	*B*	*13.1*
137th Street and Kenneth Road				
Eastbound Left-Turn	*B*	*10.1*	*A*	*9.4*
Northbound Shared Left-Turn/Through	*A*	*7.5*	*A*	*7.2*

1 – Level of Service
2 – Delay in seconds per vehicle

As shown in ***Table 5***, each study intersection is projected to operate within acceptable levels of service during the A.M. and P.M. peak hours. All queues are projected to be contained within their respective turn lanes.

Future (Year 2040) Conditions

To estimate future conditions in year 2040 background traffic growth was assumed. An annual growth rate of two percent was applied to the existing traffic volumes on 135th Street. It is assumed that when the property to the north of the development site across 135th Street develops, an access point will align with the signalized Main Driveway intersection. To analyze future conditions at the signalized intersection, the same development trips and distribution projected on the south leg of the intersection are assumed for the north leg. This is a fair approximation since a similar type of development is expected in this area. Similar future development trips are also assumed on Kenneth Road for when the property to the east is developed, except these volumes were scaled to 25 percent, since the property to the east is only 25 percent of the size of the proposed development site.

The additional background growth results in a very heavy volume of through traffic on 135th Street. To support the increased volume, 135th Street will need to be widened to provide three through lanes in each direction. Also, the traffic signal at 135th Street and Main Driveway will need to be split phased for northbound and southbound traffic to allow one of the dual left-turn lanes to function as a shared through lane. These additional lanes and signal modifications are included in the Future Conditions intersection analyses.

The results of the Future Conditions intersection analyses are summarized on the next page in ***Table 6***. The study intersections were evaluated with the lane configurations, traffic volumes, and traffic control devices shown on ***Figure A-5***. The traffic signal timings for the 135th Street corridor were optimized for this scenario. The Synchro output files are included in ***Appendix C***.

Table 6
Intersection Operational Analysis
Existing plus Development Conditions

Intersection	A.M. Peak Hour		P.M. Peak Hour	
Movement	**LOS[1]**	**Delay[2]**	**LOS[1]**	**Delay[2]**
135th Street and Main Driveway				
Traffic Signal	*C*	*33.6*	*D*	*50.0*
135th Street and Kenneth Road				
Eastbound Left-Turn	*D*	*34.7*	*B*	*12.4*
Westbound Left-Turn	*B*	*11.7*	*A*	*9.8*
Northbound Right-Turn	*A*	*9.2*	*C*	*12.2*
Southbound Right-Turn	*C*	*18.8*	*B*	*13.1*
137th Street and Kenneth Road				
Eastbound Left-Turn	*B*	*10.1*	*B*	*10.0*
Northbound Shared Left-Turn/Through	*A*	*6.4*	*A*	*6.1*

1 – Level of Service
2 – Delay in seconds per vehicle

The results shown in the table indicate that all study intersections are projected to operate at an acceptable level of service in the future conditions scenario. Some lengthy queues of eastbound and westbound through traffic are projected during the A.M. and P.M. peak hours. All other queues are projected to be contained within their respective turn lanes.

When 137th Street is continuous from the development site west to Chadwick Street, there will be another access point to the development site. This additional connection has the potential to reduce the northbound left-turn volume and the eastbound right-turn volume at the 135th Street and Main Driveway intersection by 10 to 30 percent. These reductions are not enough to have a significant impact on the results of the analysis for the study intersections.

Summary

TranSystems has completed this traffic impact study for the proposed mixed-use development to be located generally in the southwest corner of the 135th Street and Kenneth Road intersection in Leawood, Kansas. The purpose of this study was to assess the impact of the proposed development on the surrounding transportation system.

The Existing Conditions analyses found that the traffic signal at the 135th Street and Kenneth Road intersection does not meet the minimum vehicular volumes for a traffic signal installation, and it is not likely that the signal is warranted. Additionally, the signal is located roughly 1,100 feet west of the signalized intersection with State Line Road. This spacing is less than the City's minimum spacing of one-quarter mile between signals along the 135th Street corridor. During the P.M. peak hour, long queues of eastbound through traffic on 135th Street extend through the Kenneth Road intersection.

In light of these findings, the Kenneth Road intersection is not an ideal location for a signalized intersection and signal removal should be considered. A traffic signal could then be installed at the

development's main driveway intersection along 135th Street. This location would provide greater separation between signals, meeting the City's desired spacing for signals along the corridor.

The following improvements have been identified for the Existing plus Development Conditions scenario.

135th Street and Kenneth Road

- Remove the existing traffic signal. Install Stop signs for northbound and southbound traffic.
- Construct a raised median along 135th Street within the intersection area to restrict northbound and southbound left-turn and crossing maneuvers. The median should allow eastbound and westbound left-turn maneuvers.
- Construct an eastbound left-turn lane with 250 feet of storage plus appropriate taper.

135th Street and Main Driveway

- Install a traffic signal.
- Construct a westbound left-turn lane with a minimum length of 300 feet plus appropriate taper.
- Construct an eastbound right-turn lane with a minimum length of 250 feet plus appropriate taper.
- Construct three northbound lanes on the Main Driveway exiting the site, to be used as a right-turn lane and dual left-turn lanes. The right-turn lane and one left-turn lane should have minimum lengths of 200 feet plus appropriate tapers.

In the Future Conditions scenario, 135th Street will need to be widened to provide three through lanes in each direction.

135th & Kenneth (Regency Park)
January 16, 2020 Neighborhood Meeting

Attendance:
Richard Lashbrook, Developer
Amy Grant, Polsinelli PC

See sign-in sheet for residents: approximately 10 people in attendance.

The meeting began at 6:00 p.m. Rick Lashbrook stated that the City Council approved the rezoning and preliminary development plan for this project in December 2018. The current request before the City is to revise the phasing of the villa product and to work with the City on how certain public infrastructure improvements are going to constructed and paid for.

The following is a summary of the question and answer portion of the meeting.

1. Explain why you are asking for different phasing of the villa homes?
   Response: It has to do with managing the overall timing of project costs and the fact that the second part of the villa development is bifurcated by 137th Street so I plan to start construction of those villas after completion of the villas located south of 137th Street.

2. Will the villas be 3-stories in height?
   Response: No. They will similar to single-family homes, about 35' in height.

3. Where is the tree line buffer located?
   Response: Mr. Lashbrook pointed out the location of the tree buffer area on the plan sheets and explained that he has committed to a 20' tree buffer setback area.

Discussion: At this point, there was discussion about the existing trees along the southern property line and the fact that several trees have been damaged due to storms (both recent and previous). Several residents expresses a desire to have certain tree branches trimmed or otherwise addressed due to storm damage. Mr. Lashbrook indicated that he simply has the property under contract and does not have control over the property. Mr. Lashbrook offered to walk the property with various residents and then convey their desires to the current owner.

4. When will the mixed-use area be developed?
   Response: Mr. Lashbrook explained that he will purchase the area showing the multi-family development and that is currently working on a partner to construct those units but could not offer a time frame for construction. Mr. Lashbrook also stated that the current owner will retain the MXD property to the east of High Drive so he does not have any information on when that might be developed.

5. When will you start construction on the villa homes?
   Response: Mr. Lashbrook explained the timing to develop construction level drawings for all public infrastructure improvements and the various groups that need to review and approve those drawings before construction can begin. Mr. Lashbrook stated that his desire is to start moving dirt on the property by this summer.

6. Will you be constructing a new fence along the southern property line?
   Response: Mr. Lashbrook stated that this had been discussed with the initial zoning approvals and it was determined that a new fence would not be constructed along the south property line because it would cause several mature trees to be removed.

The meeting concluded at 7:00 p.m.

MEETING SIGN-IN SHEET	
Project: 135th & Kenneth Project	Meet Date: January 16, 2020
Facilitator: Polsinelli PC	Place/Room: Leawood Community Center, Maple Room
Application #: NC #04-20	

Name	Address	Email Address
Sherrie & Neil Burkain	2858 W 137th Terr	sherneil@aol.com
[illegible]	2428 W 137th Pl.	
4 Carol Rosen		mollycat.cb@gmail.com
Ed Heilman	3042 W 137th Terr	eheilman@aceimagewear.com
Mike Lang	2950 W. 137th Terr	Michael.Lang031@gmail.com
Mark + Karen Horrigan	13241 Manor Dr	kmhorrigan@msn.com
Kelly Sherman	12920 El Monte Ct	Kellyworks2@gmail.com
Rita Davis	13709 Pembroke Cr.	orkids53@yahoo.com
Frieda Hadley	13711 Pembroke Cr.	

PLS EMAIL MEE

City of Leawood
Planning Commission Meeting
January 28, 2020
Dinner Session – 5:30 p.m. – No Discussion of Items
Leawood City Hall – Main Conference Room
Meeting - 6:00 p.m.
Leawood City Hall Council Chambers
4800 Town Center Drive
Leawood, KS 66211
913.339.6700 x 160

CALL TO ORDER/ROLL CALL: McGurren, Hunter, Belzer, Hoyt, Elkins, Coleman, Block, Stevens, and Peterson.

APPROVAL OF THE AGENDA

A motion to approve the agenda was made by Coleman; seconded by Hoyt. Motion carried with a unanimous vote of 8-0. For: McGurren, Hunter, Belzer, Hoyt, Coleman, Block, Stevens, and Peterson.

APPROVAL OF MINUTES: Approval of the minutes from the November 26, 2019 Planning Commission meeting.

Comm. Coleman: On Page 33, Ms. Knight should be in place of Ms. Bennett.

Comm. Peterson: On Page 11, the first paragraph shows Comm. Peterson, but it wasn't me. Also, beginning on Page 19 and carrying through the rest of the document, it should be "Petersen" and not "Peterson."

A motion to approve the minutes from the November 26, 2019 Planning Commission meeting as amended was made by Coleman; seconded by Belzer. Motion carried with a unanimous vote of 7-0. For: McGurren, Hunter, Belzer, Hoyt, Coleman, Block, Peterson.

CONTINUED TO THE FEBRUARY 25, 2020 PLANNING COMMISSION MEETING: CASE 01-20 – CORNERSTONE OF LEAWOOD – ONSPRING HEADQUARTERS – Request for approval of a Preliminary Plan, located south of 135th Street and east of Nall Avenue. **PUBLIC HEARING**

CONSENT AGENDA:
CASE 02-20 – LEAWOOD ESTATES – LOT 9 & PARTIAL LOT 8 – RESIDENTIAL EMERGENCY GENERATOR – Request for approval of a Final Landscape Plan, located north of 95th Street and east of High Drive.

CASE 03-20 – HALLBROOK EAST VILLAGE – SECOND PLAT – Request for approval of a Revised Final Plat, located south of 112TH Street and west of State Line Road.

CASE 05-20 – STONE LEDGE SUBDIVISION – SECOND PLAT – Request for approval of a Revised Final Plat, located south of 154th Street and east of Nall Avenue.

CASE 07-20 – PARK PLACE – ENGEL & VOLKERS – Request for approval of a Final Plan for Changes to the Façade of a Tenant Space, located north of 117th Street and east of Nall Avenue.

Comm. Coleman: I don't think it's necessary to pull the case, but I have a question on Case 03-20. What is the reason for going from three lots to two lots?

Mr. Coleman: The potential owners want a larger lot for their house.

Comm. Peterson: I have a related question. When three lots are rezoned as two lots, are the lots renumbered with Johnson County Records?

Mr. Coleman: They will be renumbered.

Chairman Elkins: Thank you. Are there other questions? If not, I'll entertain a motion.

A motion to approve the Consent Agenda was made by Hoyt; seconded by Stevens. Motion carried with a unanimous vote of 7-0. For: McGurren, Hunter, Belzer, Hoyt, Coleman, Block, Peterson.

NEW BUSINESS:

CASE 04-20 – 135 STREET AND KENNETH – MIXED USE AND MEDIUM DENSITY RESIDENTIAL - Request for approval of a Revised Preliminary Plan, located south of 135th Street and west of Kenneth Road. **PUBLIC HEARING**

Staff Presentation:

City Planner Ricky Sanchez made the following presentation:

Mr. Sanchez: This is Case 04-20 – 135th Street and Kenneth Road – Mixed Use and Medium Density Residential – request for approval of a Revised Preliminary Plan for property located south of 135th Street and west of Kenneth Road. Staff would like to make a change to Stipulation No. 1A. It should read, "The project is limited to the following: 410,200 square feet of construction on 18.25 acres for an F.A.R. (Floor Area Ratio) of 0.43 with a 55% discount for residential within the MX-D zoned portion of the development. That shall meet the requirements of the LDO (Leawood Development Ordinance). This matches what was previously approved Preliminary Plan.

With this case, the applicant is proposing a couple different changes from the previously approved Preliminary Plan. The first has to do with the phasing of the project. Previously, all the residential units were to be constructed in the first phase, including the

units south of 137th Street and the units north of 137th Street on the west side. The proposed change is to have the duplex and triplex units south of 137th Street be constructed first with a common area at the intersection of High Drive and 137th in a second phase with the third phase consisting of the residential units north of 137th Street. The second proposed change is to the stipulations previously agreed upon by staff. You have a table on the dais to show you the proposed changes. These are newer than what is in the Staff Report. These stipulations the applicant would like deleted or modified have to do with the applicant not wanting to construct the public improvements on 135th Street, including the construction of a third lane and burial of power and utility lines. Multiple developments along the 135th Street Corridor have equally conformed to these regulations to construct or pay into escrow for the construction of public improvements along street frontages as the construction progresses. This includes developments such as Market Square and Plaza Pointe. The developments that have three lanes of traffic along 135th Street have already done the projects. Staff is asking for this process to continue what has already occurred with those developments. The applicant has verified that no other changes are being made to the previously approved plan, including the construction of 137th Street from Chadwick to Kenneth, the Mixed-use portion facing 135th Street, and the number of residential units in the whole design of the project. The only changes are the stipulations and phasing. Staff recommends denial of Case 04-20 in order to keep the previously approved Preliminary Plan in effect. I am happy to answer any questions.

Chairman Elkins: Thank you. Questions for Mr. Sanchez?

Comm. Hoyt: Is the primary nature of staff's objections the public improvement and not the phasing?

Mr. Sanchez: That is correct. We would want those constructed in the first phase.

Comm. Hoyt: It's not the phasing itself that is the issue; it is their desire to delay some of the public improvements.

Mr. Sanchez: That is the main issue; however, staff was happy with what was previously submitted. We would like to revert back to that.

Comm. Peterson: I have a question related to the position of the third lane eastbound. I assume it's going from Chadwick to Kenneth or State Line.

Mr. Ley: The third lane is constructed along their frontage of the development.

Comm. Peterson: In addition to that, there will be turn lanes, correct?

Mr. Ley: Correct.

Comm. Block: Could you remind me of the history of the homes north of 137th Street? I didn't think homes would be in the very first iteration, and they were added. Now, they

are in a later phase. Didn't they get some kind of variance to include those homes on the north side of 137th Street?

Mr. Sanchez: I believe those have always been shown on the plans as being part of the first phase. There is a mixed-use portion that includes apartments, retail, and offices. Those have always been shown in a later phase. They want the part that is north of 137th Street to be in its own phase.

Comm. Block: On the Public Works document, it refers to stipulations highlighted in bold print, but I didn't see anything highlighted in bold. I couldn't decipher what was new and what was old.

Comm. Hoyt: If I'm not mistaken, the handout has some of that clarified.

Mr. Ley: The stipulations were changed from the original plan. We updated the stipulations to match what was approved at City Council. There were stormwater issues we had on the prior approved plan. There was a stipulation that stated the developer would work with staff to create some amenities. Those were updated to reflect what was actually approved.

Comm. Stevens: Would it help if you point out the changes?

Mr. Sanchez: On the handout, you'll see that Stipulation No. 4 stayed the same, but the applicant would like to delete it. No. 7 has a change with the word "approved" in the last line. No. 8 has a sentence added before, "however" from the Staff Report. No. 32 appears to be the same as the Staff Report. No. 2(C)I refers to the Public Works memo and remained the same. In that same section, wording changed but seems to have a lot of the same language. No. 2(C)3 changed to match what was in the new Public Works memo. They are requesting to change the timing. The current stipulation requires the fee to be paid prior to the city releasing the Final Plat; the proposal is to require the fee prior to the city releasing the Final Plat for Tracts G and H. No. 7 was previously deleted, and the applicant would like to delete it on this one as well. They added text to it, and it reads the same as what we previously included. No. 19 is a new stipulation that was not in the previous plan, and it was not in the Staff Report. No. 20 was the previous No. 13, and it has the same language that it had before; however, they want to phase all the public improvements. I believe the applicant will be able to go more in depth with the stipulations they wish to change.

Comm. Coleman: Mr. Sanchez, I don't recall an applicant asking for some of these things to be changed, either in the preliminary part of our hearing or after the fact. I assume this is not normal. Could staff comment on that?

Mr. Sanchez: Staff did research on the previous developments along 137th Street. Similar language was either converted to them or part of the stipulations. To my knowledge, none of those developments had any pushback, or they did not communicate that to staff. We

had these stipulations in the first plan, and at Final Plan, some of them went forward with that as well. This is the applicant wanting to come back and change the stipulations.

Chairman Elkins: With respect to the phasing of the residential areas, does staff oppose that? You said you would prefer the original, but when push comes to shove, is staff opposed to changing the phasing?

Mr. Sanchez: I don't believe we would be opposed to phasing the residential. The applicant may be able to talk about it more. If it is all one phase, they would have to construct all the public improvements, which would also mean creating the road north of 137th Street into the separate cul de sac for those residential units. I'm assuming they would like to push that off until they are ready to do that other phase.

Chairman Elkins: I don't think I want to ask you to go through each of the stipulation modifications again, but I'm curious as to staff's position with respect to the modifications. It's obvious to me that staff is opposed to deleting No. 4. Beyond that, can you highlight which of the modifications staff opposes?

Mr. Sanchez: Would be okay with changing the wording on No. 7.

Comm. Hoyt: Maybe I'm misreading this, but I thought the bigger issue with No. 7 is that the current stipulation says that it will be under a single set of construction plans, and the modification is that it's under a separate set of plans. That seems to be the bigger issue.

Mr. Coleman: I think staff is okay with phasing the development project as long as the public improvements that were in the original approval are associated with those phases in a reasonable manner. Of course, the additional villas north of 137th are in the third phase, so that street would have to be built at that time. The other mixed-use developments on 135th Street should have the third lane, burial of power lines, and other public improvements done along with it. We would agree that we don't necessarily want an extra third lane when it is not necessary. There is no time frame associated with any of the phasing, so we don't know if the land on 135th Street will be developed in two years or ten years. We're amenable to having the improvements phased, but it is the city's policy that the improvements are made by the developer and not the city.

Comm. Hoyt: You're okay with their sense of timing.

Chairman Elkins: I want to hone down on the issues of contention, then. With respect to the other requested modifications to the stipulations, are there others that staff stands opposed to? I just don't want to have Mr. Petersen have to go through them all if there are some that you are agreeable to.

Mr. Sanchez: Regarding No. 8, we would want the developer to be responsible for the burial of utilities on 135th Street.

Mr. Coleman: We would want No. 32 to stand as it is. We also want No. 2(C)I to stand as it is.

Mr. Ley: Regarding 2(C)II, we want to make sure they understand that they would still be responsible for the third lane if they construct High Drive with Phase One. It just depends on when High Drive would be constructed.

Chairman Elkins: How about No. 2(C)III?

Mr. Ley: The concern Public Works has with this one is if they construct the High Drive intersection in the roadway and the development on the north side comes in prior to Phase Four or Phase Five, traffic signals could be warranted and we would not have the 50% match for the signal. We would still want to collect the escrow up front if they're going to construct High Drive with Phase One.

Chairman Elkins: No. 7?

Mr. Coleman: We would want it to remain as it is. We don't want to delete or change it.

Chairman Elkins: No. 19?

Mr. Ley: We're okay with modifying it to read how they wrote it to match the phases.

Chairman Elkins: And No. 20?

Mr. Ley: We would be okay with the proposed modification.

Chairman Elkins: We've narrowed the issues a bit. What I understand is there is not agreement with respect to Nos. 4, 7, 8, 32, Public Works Memo Nos. 2(C)I, 2(C)II, and 2(C)III. With that, I would invite the applicant to step forward.

Applicant Presentation:
John Petersen, Polsinelli Law Firm, 6201 College Boulevard, appeared before the Planning Commission and made the following comments:

Mr. Petersen: We're grateful to be here with what we feel is a great project for the city. The most important people in the room are Richard and Rick Lashbrook, principals of Leawood 135, LLC. The give and take helped quite a bit so we can zero in on the issues before us, but I feel a few prefatory comments might help. Some of you were here in December, 2018 when we brought this project before you. It is a vertical and horizontal mixed-use project. It is approximately a 56-acre tract that is intended to be developed with a variety of uses, including attached villas to the south along 137th and then two pods of more vertical mixed-use product with residential over retail, office, and senior living adjacent to 135th Street. The plan before you is the exact plan. As time has gone on, the developer has been resolute in confirming the intent to develop the plan. The dream was to move the entire development forward in a sequential fashion. The

stipulations we're going to talk about contemplated that. For the record, we agreed to every stipulation under consideration this evening with the idea that we had a plan in front of use that we would execute if the market cooperated. I can speak to the 135th Street Corridor and people who have made the wrong decision, which is to put tens of millions of dollars into horizontal infrastructure, hoping that the development would come in and bring a return on investment. I would respectfully ask you to take note that the 135th Street Corridor, despite tens of millions of dollars of additional lanes, reverse frontage roads, and sewage systems, remains essentially undeveloped. These developers are serious about developing in the City of Leawood, but they're not going to make that mistake. To pull the vertical pieces into position, they needed partners with expertise and committed capital. It's fair to say every single well-known mixed-use developer was approached. Every alternative was considered, and there is not a taker for those front pieces. In large part, it is because of the heavy burden of infrastructure costs. We're here today to do two things that staff articulated well. One involves phasing in the different components of the attached villa project, largely due to financing and timing. Banks will finance when they see product coming behind. There are certain banks that didn't provide that due diligence, which is why several pieces of property along 135th Street have now gone through four changes of hands. We're trying to avoid that. Additionally, there is phasing of public infrastructure. We're going to ask that some of it be eliminated in its entirety, but also to modify some elements to not require the infrastructure to be added when we start the first villa, which is how the stipulation reads today. I understand that we are asking the Planning Commission to make decisions about policy of financing public streets and burying power lines. I understand one might say it is not in the purview of the Planning Commission but rather the Governing Body, but there is a process. The only way to change stipulations is to come through this process to reach the Governing Body. I'm not saying we're wasting your time because your input is valuable.

(*Shows plan on monitor)* The plan was always to have villas north of 137th Street, which results in three phases. The amenity area sits where High Drive ends coming in off 135th Street. We're now proposing five phases. Phase One would be villas south of 137th; Phase Two would be the amenity; Phase Three is the balance of the villa product, designed to allow us to phase in and not put the street in until we're ready for that phase; Phase Four is the pod west of High Drive; Phase Five is the mixed-use portion east of High Drive.

Moving on to stipulations, I'd like to give you some financial comparisons to explain why we are proposing the changes. No. 4 is one we would like deleted. It indicates that we would build a third lane on 135th Street. We would still be responsible for any deceleration and right-turn lanes both at High Drive and at the right-in access on the most eastern mixed-use pod, but we would like to be released from the responsibility to build that third lane. I'll speak later about the cost, the traffic report, and the purpose of that third lane. Staff alluded to the fact that we would be building it for no reason at this point because it goes nowhere until Missouri does something. No. 7 is one we have staff support on. This breaks away from the idea that when construction begins on the villas, all the public improvements need to be designed at the same time. We understand that we can phase some of those improvements. No. 8 addresses power lines and is a similar situation. We ask that it be removed and modified to the extent that it is talking about power lines that run immediately adjacent to 135th Street and not any power lines that are

internal or any electrical service provided internal to the site. We're not asking to be relieved from that responsibility, but we're asking to be relieved from the responsibility to bury the existing power lines along 135th Street. No. 32 says that there are other requirements in the Public Works memo, which is the normal process for Leawood. We're not asking to eliminate it; we're just asking that it be shored up to any changes we do in the Public Works memo, which includes re-dating the memo. Moving to the Public Works memo and No. 2(C)I, we're asking that it be deleted because it is another bite at the apple on the additional lane along 135th Street. No. 2(C)II goes a bit to timing. We understand we will do the right turn lanes at High Drive and do the right turn lanes in the future when the eastern pad is developed. We are asking for a modification that preserves the responsibility for us to do our deceleration and turn lanes at those identified intersections but eliminating the overall lane widening or additional lane construction for 135th. No. 2(C)III goes to the traffic signal. Right now, we would be required to pay that escrow in with the villas. High Drive will be built with this portion of the project, as will 137th. I don't think anyone anticipates that there will be a need for signalization with the addition of these villas. This is based on a need. The stipulation could be fashioned that would require payment when the signal is warranted. It could be 5-6 years, so to ask for payment now is a financial tug at the development. No. 7 refers to the burial of power lines, and we want to be sure we're being consistent and we're talking about the KCP&L lines that currently exist along 135th, and we're asking for relief from that obligation. Any requirements for any other electrical service in the interior of our site, including 137th Street, would not be below ground. I think we have agreement on Nos. 19 and 20, which goes to phasing and doing the public improvements when they are needed. That is a very quick overview of what you had from staff. I'd like to speak to why we're coming back after we have agreed to a plan. Committed development costs include construction of 137th Street from Chadwick to Kenneth Road, High Drive, cul de sac streets, signalized intersection, and eastbound right turn lanes. The deceleration and right-turn lanes would be done immediately and are a large portion of the overall costs of that additional southern lane on 135th Street because all the utilities need to be relocated. The issues we're talking about in the stipulations are over $7.5 million. To add the burial of power lines increases that number by $1,650,000 and another $450,000 to finish the widening of the third lane. It's a showstopper, even to those who are still in discussions about bringing multi-family living over retail. For the record, we have other impact fees that relate to traffic. We're not asking for relief from the 135th Street Corridor Impact Fee, from the Public Art Impact Fee, or the South Leawood Transportation Impact Fee. That approaches another $500,000. I go back to the traffic study to put the third lane in some context. This was studied in a traffic report with a 2040 projection. Until Missouri builds a third lane, this lane would go nowhere.

To summarize, our request is to approve the new phasing plan in terms of the northern portion of the villas. With each stipulation, whether it be from the Planning Department or Public Works, we are seeking the relief we requested. With that, I'm happy to answer any questions.

Chairman Elkins: Thank you. Questions for Mr. Petersen?

Comm. Hoyt: Could you go back to the slide that showed the costs that you expect to incur if the third lane were added? (*slide displayed)* These are isolated costs. What is the total cost of the entire project? I'm trying to determine the scope of this portion to the entire project.

Mr. Petersen: It's probably a relatively small percentage. Off the top of my head, I'm going to guess it's 2%. That's unfortunately not the way a financing structure is put together. The infrastructure doesn't produce income.

Comm. Hoyt: You also said this isn't the total cost of all the infrastructure changes you are making. What is the total of all the infrastructure changes?

Mr. Petersen: $2.1 million.

Comm. Hoyt: Didn't you say the deceleration lanes are included in the $7.5 million?

Mr. Petersen: To restate and emphasize, these costs are the costs attributed to the stipulations we're discussing. There are numerous other costs.

Comm. Hoyt: That's what I'm trying to figure out. I'd like to know all those other ones that don't generate income but are costs nevertheless.

Mr. Petersen: I wouldn't know that off the top of my head. I'll let them figure it.

Comm. Block: Do you have visuals of the lanes? I'm having trouble understanding where the deceleration lanes are and where the third lane fits into that. I don't know what you're proposing to delete and what you've committed to in the past. It seems the deceleration lane would be further into the project, If you're going to delete the third lane, you're proposing to put a deceleration lane where that would go, which would have to be ripped out down the road to add a third lane, and then a deceleration lane would have to be moved further into the project.

Mr. Petersen: There will be setbacks and right-of-way to enable that. As I indicated, all the utilities have been moved out of the way; it is really just breaking the curb and moving the curb line in.

Comm. Block: I thought you indicated you did not want to move all those utilities. They'll be moved in far enough?

Mr. Petersen: The underground utilities in that area include water, sewer, and probably fiber. To do our deceleration lanes, we'll have to move all of those.

Comm. Block: Will you move them far enough to account for that third lane?

Mr. Petersen: We'll move them into the expanded right-of-way.

Comm. Block: You'll do both of the yellow lines with the first phase?

Mr. Petersen: Again, we have a modification to the stipulations. The one to the west of High Drive would be done as part of the villas; the one to the right is the entrance point for the eastern portion of the mixed-use development on the east side of High Drive along 135th We are proposing to do that when that portion of the development actually gets started.

Comm. Block: So, it goes to another street that would not be constructed until Phase Five?

Mr. Petersen: Yes, sir.

Comm. Block: You would build High Drive, 137th Street, not the cul de sac north of 137th Street and not the street that goes east.

Mr. Petersen: Correct.

Comm. Block: Why would you not have to bury the power lines at any point in any of these five phases? Why would you be able to not do that, based on what's happened elsewhere in the city and the LDO?

Mr. Petersen: We want to have a project we can finance. We can't find anybody that is willing to take that as part of the deal. When we get to Governing Body, I assume they'll have other alternatives for making these public improvements that may not put the burden on each project but do a more corridor-wide solution. We know today we can't afford to bury those power lines at $1.6 million and bring a partner in to develop the mixed-use. Right now, we have to do what they want with the villas. We can't live with that; that's just a non-start. Villaggio is an example. Times were good then. They buried power lines and put in all the streets. I don't need to tell you what's happened to that property. I know that property sold the last time in foreclosure for the amount of the assessments only, and it's back in a distressed state again. It can't be done in this day and age. It couldn't be done then, quite honestly. I'm not being critical of the developers, but it can't be done. Those power lines are not there because of the ramifications of this project. Those power lines are there because KCP&L won't bury their own power lines; they make the cities do it if they want it done. Then the cities tell the developers to do it. Some cities don't require it. Overland Park doesn't require it. It all adds up, and $2 million could be a small percentage of all the other investment that comes in, but those amounts can make or break projects. We need some help on two things that we've identified. Anything that our development impacts on the public and requires improvements, we'll pay for: turn lanes, signalization, complete construction of 137th Street because our activity generates the need. We aren't causing the need for a third lane on 135th Street. There is no traffic study that shows that. Also, KCP&L won't bury their own power lines, and it's an aesthetic issue.

Comm. Block: Regarding the traffic signal, I don't know how the 50% was determined, but I assume this part of the project is going to contribute to extra traffic.

Mr. Petersen: We're not arguing with the 50%; that's typical.

Comm. Block: But you don't want to put any of that money into escrow today. We can't come back five years from now because you may or may not be the owners at the time. I don't understand how you want to push that off and not escrow that now if you agree that 50% of the cost is yours.

Mr. Petersen: It does happen in other communities. The commercial portion will be the contributing factor for the south side of the street and the need for signalization. We don't want to have to escrow with the villas. We want the escrow requirement to be phased; we don't want the escrow requirement to be tripped by the villa development.

Comm. Block: Is it half of $165,000 or all of it?

Mr. Petersen: $165,000 represents half of the estimated costs.

Comm. Block: When would you put it in?

Mr. Petersen: At the beginning of development of the Mixed-use portion.

Comm. Block: Which could be ten years from now.

Mr. Petersen: Correct, or the city would have the right to come back against that property as an assessment.

Comm. Block: So, the HOA is going to collect and escrow $165,000?

Mr. Petersen: We suggested that it be on the commercial property.

Comm. Block: It just doesn't make sense to me.

Mr. Petersen: The avoidance of trying to put together all the costs we're facing to start the villa project, including bringing in a public road that will serve commercial traffic as well with High Drive, through the deceleration lane, which is primarily needed for High Drive, at least half of the lane-widening on 135th Street, leads us to consider the signalization as an extra cost that will sit in escrow for potentially ten years.

Comm. Coleman: Mr. Petersen, if I recall correctly, this is the third time this development has been before this commission; is that correct?

Mr. Petersen: At least.

Comm. Coleman: Part of what I'm struggling with is why these issues did not come up the first time, second time, third time, or fourth time. Is it just the money issue that has now come to light? These are standard things that I've seen go through on other projects.

Mr. Petersen: Projects are approved, and developers think there's a chance to do it, but the arbiter in your world is that it's required for the project. The arbiter in our world is the market. I know you're not suggesting this, but it could be that we say we'll agree to it just to come back and ask to have it removed. That is not the case at all. This is very common as an approval gets tested in the market. We're not going to take risks that border on gambling, so we come back and ask for a modification. To ask for modifications three times on a project this size in my world is nothing. It was good faith taking our requirements to the market, but every single multi-family MX-D developer in your city crunched the numbers and said we needed to get rid of these costs. Out of $10 million, we're coming back for $2.1 million for projects that we don't impact. We're going to get a mixed-use partner in here. I bet we'll be back again because there will be something in here we'll have to tweak to make a high-quality project that didn't fit squarely into a more theoretical approach. If there could be a financing mechanism put forth by the city where one project didn't have to take $2 million of these public improvements that many cities don't require at all and others do as part of their Public Works projects. I'm not suggesting Leawood should do that. I recall an effort early on in the 135th Street Corridor to spread it out all the way back from 133rd to 137th. That made sense, but it fell apart and couldn't be done. We're trying to get things started. Everything that is needed to handle our project, we'll pay for, but we need a little help.

Comm. Hoyt: You said it would be interesting if a funding mechanism could be developed that would share the costs. Of the $2.1 million, what would seem to be a reasonable share of that?

Mr. Petersen: There are different methodologies, part by the city at large because there are a lot of people utilizing and enjoying the aesthetics of no power poles. It could be based on square footage. Villaggio did it with $9 million that got paid down to $6 million. City bonds are out there that have been in default for a long time.

Chairman Elkins: I've got a series of questions, but let's focus on the power lines first because that's been a longstanding issue. I'm thinking about the idea, "Don't oppose unless you have propose to go with it." What would be your "propose" for burying the power lines? It's a good discussion on policy. What would you have Governing Body do with respect to power lines?

Mr. Petersen: You're going to get me in all sorts of trouble. I'm not speaking on behalf of my clients; I'm speaking on behalf of myself. It's a city aesthetic issue. If the city wants power lines buried, then I think the city needs to step up and help bury power lines, or there should be incentives. Where you see them buried in other cities is when there was an incentive. It is an extraordinary cost. KCP&L does the work; it can't be bid out. It's honestly a public investment to bury the power lines by allowing tax dollars to be diverted to reduce the costs. In Overland Park at 115th Street and Nall, the city didn't

require burying the power lines. We got a CID approved there, and one of the conditions was that the power lines are buried. I would think maintenance of streets would be a higher priority than aesthetics.

Chairman Elkins: One of the things that concerns me about the power lines is a concern that, if we don't address it now, we'll have the same situation that we had for years at 95th and Mission. That is that it won't be your clients dealing with it, but 40 years from now, when it comes time to redevelop what your clients have put together, we'll deal with it then. I'm really concerned about that.

Mr. Petersen: That's being addressed at Ranch Mart.

Chairman Elkins: Even with an incentive package, your clients are ready to move forward now. If the city could see clear to give you relief on that now and we, as a city, come up with some CID or other incentive program, how would your clients then be qualified to contribute at that point in time since they already have their investment in the ground and going?

Mr. Petersen: That is a conversation to be had as we move through the process. We'd be open to having that discussion, but to get there, I have to stand on the points I've made this evening. We would hopefully anticipate a side discussion to not only solve it for this project but for other projects as well.

Chairman Elkins: You mentioned in your presentation that you and your clients believe it would be appropriate to invest in the escrow at such time when the traffic signal is warranted. How would we collectively determine when a light is warranted? Is it when your folks decide or the city?

Mr. Petersen: That's your responsibility typically. Cities determine when it is time.

Chairman Elkins: Is there a consensus right now that it's not warranted today or at the time that your first phase is happening?

Mr. Ley: I believe they're just doing a right-in, right-out. Is that correct?

Mr. Petersen: Yes.

Mr. Ley: They're not going to have a westbound left turn lane.

Chairman Elkins: So, there is no dispute that the light is not warranted at this time.

Mr. Ley: That's correct.

Chairman Elkins: But prior practice would be to escrow the money at the first instance.

Mr. Ley: We started that policy about five years ago. Prior to that, we had the developers install signals upfront because we were anticipating all the development to occur. They would like to change the stipulation to have them pay when the signal is warranted, but then the problem is that we have to try to find the person to collect money from. It makes it difficult. That's why we try to collect the money upfront.

Chairman Elkins: Dropping back to the power lines, when would it be appropriate to bury the power lines, Mr. Petersen?

Mr. Petersen: Probably when the ultimate improvements are done to 135th. I don't know exactly where they sit in the right-of-way. The frustrating part is if we just do public streets and it's a city project, the utility company moves them. If it's a developer, the developer moves them. That happens on a fairly regular basis. The immense cost is in burying the power lines.

Chairman Elkins: It seems like the best time to bury the power lines if on the front end. I understand what you're saying about the financing issues, but wouldn't you agree that, if financing were available, the best time would be before the development goes into place?

Mr. Petersen: In a perfect world, it would be the best time.

Chairman Elkins: I have a question about the third lane. You mentioned a couple times that the traffic studies available indicate there is not really a need for that third lane until 2040. Frankly, I didn't see that in your record anywhere.

Mr. Petersen: It's in the traffic study that was part of the original. I'm not sure if that land will ever be built because it doesn't go anywhere. It dies at State Line.

Chairman Elkins: The record we have before us is a traffic study suggests 2040 is the earliest a third lane would be justified?

Mr. Petersen: It's clearly not required as part of this development, and the analysis was done under the 2040 condition.

Chairman Elkins: I suspect this may be a bit out of order, but under the LDO, do we even have the authority to grant removal of the stipulations relative to the power lines and the third lane?

Mr. Petersen: You have the power to recommend on any land use plan. As part of any recommendation of any land use plan or ordinance adopting a zoning category or stipulation, you have the right to recommend on any stipulation. I started out by saying that you may say it sounds like a policy issue, but I do think you have the authority to make a recommendation based on any stipulation.

Chairman Elkins: Would we be recommending on the face of it a violation of a standing provision of the LDO?

Mr. Petersen: No.

Chairman Elkins: You're saying the Governing Body could move forward with this without amending the LDO.

Mr. Petersen: I think they could, yes. This is no different than if we had a traffic study that said that the project would be developed and gave levels of service and delays for the intersection, leading you to make a recommendation of an acceptable level of service. I think the necessity for a third lane of a road and an aesthetic issue of burying power lines is in the realm of reviewing a development plan. I think the city could not require it and not be in violation of the LDO. There may be a policy that would have to be considered.

Chairman Elkins: To your knowledge, is there an LDO provision that requires power lines to be buried?

Mr. Petersen: If there is, I'm not aware of it.

Chairman Elkins: We've understood that there is a requirement to bury the power lines, but I've never asked if the requirement stems from the LDO or from a policy.

Mr. Petersen: I've never seen it codified.

Chairman Elkins: Does staff have a view on either the lane expansion or the burying of the power lines?

Mr. Coleman: For the burying of the power lines, under Public Utilities and Public Safety Uses, there are statements that refer to developments burying the power lines. It's Section 16-1-4.1.

Chairman Elkins: Is there anything about the lane expansion?

Mr. Ley: Along 135th Street, we've always required the developers to do the third lane. The city has a fee schedule that addresses arterial street fees. If a developer constructs adjacent to an arterial street, there is a requirement to pay $783 per foot of frontage. It is actually half that cost, but that is the cost going from a collector to an arterial. The developer at 135th and Mission had to do the lane widening of 135th Street as well as paying the linear footage for that improvement. We had the same situation at Cornerstone. They paid $783 divided by two because it falls on the center line.

Mr. Petersen: We're paying that.

Mr. Ley: I don't think that's part of the stipulations because you're not adjacent to an arterial street.

Mr. Petersen: Richard cited the code for power lines, and we're adhering to that. The onsite have to be buried but not transmission lines in a thoroughfare right-of-way that we happen to be adjacent to. I think there's a distinction there, and I made it in my presentation.

Chairman Elkins: I understand there is room for discussion. I was trying to get an understanding of the parameters in our current ordinance. Are there other questions?

Comm. Block: Along the same lines of the traffic signal, is it codified?

Mr. Ley: The city hasn't paid for signals when a developer creates an intersection.

Comm. Block: I'm curious if the requirement to have the developer put money in escrow for the traffic signal is supported by the LDO.

Mr. Ley: Each case is considered individually based on the traffic study.

Comm. Block: I understand that each situation is different as to whether it needs a signal or not, but how do you make the determination as to when they need to escrow for that signal. You say the signal will be necessary in whatever period of time; what are you hanging your hat on to make sure they put that money in escrow today?

Mr. Ley: Typically, we collect upfront.

Comm. Block: Based on what?

Mr. Ley: The traffic study.

Comm. Block: Is there a policy to support that decision?

Mr. Ley: The policy is they have to do a traffic study and address their traffic impacts to the city. That is where the stipulation comes in.

Mr. Petersen: It is on a case-by-case basis with the general policy. I draw a distinction here, and that is that until the commercial is developed and the median is broken, there is no intersection. We're not breaking it as part of the villas. Under the circumstances, we think a fair proposal is to look at when they start developing the commercial or when it is warranted, whichever comes first.

Chairman Elkins: I'm not sure I followed all of Mr. Coleman's reference to the LDO, but a colleague pointed out that in Section 16-1-4.1 at the end, it says, "In the case of a new or amended Preliminary or Final Plan or Plat, the owner/developer and/or applicant shall be responsible for placing all existing utilities underground prior to issuance of a building or occupancy permit or at such time mandated by the approved plan or plat." In your view, Mr. Petersen, does what you're proposing fall in compliance with that?

Mr. Petersen: All the utilities that will be on our property will be buried. These aren't on our property; they're on the public right-of-way. New utilities, we are burying.

Comm. McGurren: Mr. Petersen, do I read correctly that there are approximately 117 villas planned?

Mr. Petersen: Yes, sir.

Comm. McGurren: What is the average projected sale price per villa?

Mr. Petersen: As I recall, around $600,000 per unit. It's a healthy price. We're trying to have good options in that price range. Again, that speaks to the economics. If we're getting $2 million a site, we have a bit more flexibility to address aesthetics. In a position such as this with us coming back, it comes down to what is proposed in that commercial development is state-of-the-art vertical mixed-use. What makes it good is another really expensive structured parking. Then, with another $2 million to bury power lines is extensive. The alternative is to bring down the quality of the structured parking, which is not their intent, but it's a piece of straw out of the haystack.

Chairman Elkins: Other questions? Thank you, Mr. Petersen. Under the LDO, a case such as this provides for a Public Hearing. Before we begin, we'll allow four minutes for comments. We would also appreciate avoiding replicating comments. We want input from the community, and we've spent a considerable amount of time talking about policy tonight. I think that was the applicant's intent to provide that record for the Governing Body.

Public Hearing

Kevin Jeffries, 13451 Briar Drive, Leawood Economic Development Council, appeared before the Planning Commission and made the following comments:

Mr. Jeffries: To speak to the policy issues you are talking about tonight, to let you know, the Economic Development Council (EDC) has been discussing the concept of the widening of 135th Street and if it should be a public project, much like 143rd and Mission Road and part of our Capital Improvement Program. Should we utilize financing mechanisms like TIF (Tax Increment Financing), which has typically been kind of a bad word to use in Leawood. If you really look into what a TIF is, it's not really a giveaway; it's another way of financing a project. When taxes go up on the property because the property has improved, some of that is captured. Tax abatements come back and help pay for those infrastructure improvements. I think for 20-30 years, we have said it's a terrible thing, but I think it's something we might want to at least look at in certain circumstances where there is a big public benefit. I think if we want Leawood to look different, this is a great opportunity for us to take that stand and do a little something like that. The EDC has been encouraging discussions about a lot of infrastructure, including the widening of 135th Street and coordinating with Missouri. In the mornings, there is a huge bottleneck. There are so many people coming in to Johnson County from Missouri that those extra westbound lanes might be warranted. That would relieve some of that congestion. Again,

that serves all of Leawood and Johnson County, so I suspect the county might help pay for some of that. Mr. Ley would know better about the CARS program and what would qualify. I think the hodge-podge we have now is a game. I've been trapped more than once in the wrong lane. I just think it's something we need to look at the future as opposed to putting it on individual developers. Thank you very much.

As no one else was present to speak, a motion to close the Public Hearing was made by Coleman; seconded by Belzer. Motion carried with a unanimous vote of 8-0. For: McGurren, Hunter, Belzer, Hoyt, Coleman, Block, Stevens, and Peterson.

Chairman Elkins: Mr. Petersen, do you wish to respond?

Mr. Petersen: You asked about the 2040 analysis on the third lane. The traffic study that serves as the basis for the approval is on Page 8 of your packet.

Chairman Elkins: Thank you. That will be part of the record. Mr. Petersen, did you have anything else to add to the record at this point?

Mr. Petersen: No.

Chairman Elkins: That brings us to a discussion by the commission. We have some weighty issues before us.

Comm. Hoyt: It seems like there are a couple of non-weighty issues in terms of being agreed to in principle, and that's the phasing of the development and the phasing of the Public Works. We're really strictly looking at the issue of not building the third lane on 135th Street and not burying the 135th Street utilities.

Chairman Elkins: I also heard an issue about escrow.

Comm. Hoyt: It seems like there could be some finessing of the language to give the city the option to call in the escrow at the point the city determines the need is present or imminent. I don't know if that's the way the other commissioners see what we have in front of us.

Chairman Elkins: I think that's a fair statement. The issue is trying to think of how we can best bring this to a conclusion: whether we consider each item individually and then act upon the application in total. Before we get into the technicalities, let's get some commentary from the commissioners about what they think on this whole issue of the city's prior practice of addressing the infrastructure improvements and burying the power lines. Power lines have been an issue as long as I've been a resident, so I'm curious to hear what the commissioners' thoughts are on our prior practice, our current practice, and what Mr. Petersen and his clients are proposing.

Comm. Hunter: I would say we don't have the authority to make that decision based on the current wording of the LDO. In terms of theoretical situations and if the city needs to

change, I'd be open to options. I look forward to seeing development in the city. I'd be willing to look at different options. I think Governing Body should look at different options, but I don't think that's before us right now, and I don't think we can make that decision.

Comm. Coleman: I have concerns of changing things from the way we've done them in the past. A lot of these requirements are required of all of our developers. I don't think we've asked anything out of the ordinary with the plan we and City Council approved. I'm also concerned about precedent if we alter things at this point from the normal way we conduct business in relation to the LDO and the way we hold developers to a certain set of standards that we've applied on everyone. I have some grave concerns with that. Part of this is going to be going to City Council for them to make decisions on what to do. We have to look at what's before us now as opposed to trying to make changes to the way we normally do things on the fly.

Chairman Elkins: I think that's probably correct; although, I do know for a fact that Governing Body looks to our discussion to help inform them around the policy decisions. I don't disagree with Commissioner Coleman or Commissioner Hunter that it may well be outside our ability to move forward, but the discussion is very worthwhile. That is why we have the process we do. I concur with both of you that it's probably the case with respect to what we can do, but I think it's appropriate for us to offer discussion.

Comm. McGurren: I agree completely with what both of you have said. I think we're in short-term and long-term mode. Short-term mode is tonight and the decision we have associated with that. I agree with the precedent-setting concept. On the flipside, I think over a longer period of time, it ought to be assessed whether there are other options and something that makes more sense that creates more development that is successful over time. It feels to me that we've got two different time frames, and it would be seemingly odd to combine them into one time frame.

Chairman Elkins: Other comments? I guess the observation I would have is that I tend to agree with Commissioner Coleman that there's a certain sense of fairness about the fact that historically, we've required developers to put in this infrastructure, to bury the power lines, to do the other things we've talked about tonight. On the other hand, I've been looking at the 135th Street Corridor for over 20 years now as a resident. We've gone through at least two, if not three, iterations of a special corridor development plan. Yet, we sit out there today without really any active development. It would suggest to me that now is the time for the city to consider some radical changes from what we've done in the past, even though it has served us well to date. I don't know that it's a fair comparison to look at 135th Street to the west. My sense is that, while there is infrastructure and buildings, I don't know how economically viable a lot of those developments to the west of Nall are. In some ways, it may not be much different than Mr. Petersen's reference to Villaggio. That remains to be seen. I'm about to a point in my own personal journey here with thinking that the city may need to rethink the approach to some of these things and perhaps, as Mr. Jeffries said, consider some sort of public-private partnership. That's my observation from watching all these years and seeing plan after plan. We've seen this,

and I don't know that we've seen a whole lot of change in the plan. I don't know of the most recent plan for 135th Street encouraged or discouraged Mr. Petersen's clients from moving forward, but there still seem to be obstacles in the way of successful development. Maybe there's a developer right around the corner. It is concerning that we've tried the old ways for so long and just haven't seemed to make much progress. Other comments?

Comm. Stevens: I think it's supportive of this development the way it has come together and has been designed with the distribution of uses, especially the phasing, which makes a lot of sense, assessing the phases with the infrastructure as they are needed. It is interesting to do Phase One and that infrastructure that's part of it and that none of that really affects these two improvements of widening the lanes or burying the power across 135th. I know it's not part of what the ordinance calls for because it's one development, and once it has started, the frontage should be improved on 135th. It could be a way to also phase that improvement. I guess kicking off Phase Four and then Phase Five, when the real need for those improvements along 135th. Phase One and even Phase Two and Phase Three really aren't part of these last two items that we're debating over. It's an interesting way of looking at this development and how it's come together that it seems like that could even be a possibility to attach those improvements to the later phases.

Comm. Block: I had a similar thought through this process as well. What's before us tonight is just to not do the power lanes or the third lane at all. If you kick it to Phases Four and Five, that development becomes unattainable for sure. I don't think we can deviate, and I don't want to deviate as a Leawood resident with what the Governing Body has done with Mission to bury power lines. It's important to the Governing Body and to us as residents. Maybe the solution is the escrow. If 50% because it's a master development goes into escrow, when the other developments kick off, they put in the other half. This portion of the development then puts in the fair share so it's there when it's needed.

Comm. Hoyt: I sort of like that idea. I was thinking the same thing. There's a timing issue in all of this that isn't quite gelling, especially with the additional lane on 135th Street. It seems a little out of proportion to the first phase of the project. I don't know because I don't understand exactly where all the digging is going to have to happen for various things to occur, but in the past, a lot of the logic of doing infrastructure throughout the city is if you're digging up the street to do one thing, you go ahead and do everything that could be done while the street is dug up. At the point where 135th Street has to be dug into for one reason or another, that would be the time to bury the power lines.

Comm. Peterson: I had a real problem with putting the burden of the third lane on the developer when the traffic study has determined that it is not needed for some time. On top of that, there's the additional turning lanes. I kind of view that as overkill. I don't know how we could modify that or suggest modifying it. The biggest problem I had was with requiring the developer to pay for that third lane. I don't know how often you go down 135th, but there's really not a traffic problem because there's nothing around there.

The other issue I have is putting the burden of burying the existing power lines, especially transmission lines, on the developer. There should be some way to work with the city or the county to do that, which is what is happening on Mission Road from 119th to 127th. The city is only paying for part of that. The county is paying for part of it. Those are existing lines that have been there for 30 or 40 years. Those are my two main issues.

Chairman Elkins: Thank you. I guess the one point is that you need to remember that we are planning for 178 townhomes to go in there, and shortly after that, a commercial development. Presumably, that will draw more traffic. It may not justify the third lane for the entire way, but we need to consider the additional demand. I understand that the traffic study suggests that even with the burden of this development on 135th Street, it won't justify that third lane until sometime near 2040, but it is certainly something for us to keep in mind.

Comm. Peterson: One thing that occurred to me, especially when the residential homes go in, in the final phases, is that it is going to clearly increase the traffic problem, but we're only putting in a third lane eastbound, not westbound. There's no one developing north of 135th, but all the burden for the third lane eastbound goes upon the applicant. What happens to the third lane if it's required? Who's going to finance that when it goes westbound?

Chairman Elkins: Under the current program, it would fall to whoever develops that space along the north side of 135th.

Comm. Block: I live down that way, and it might not warrant that lane now, but I definitely think of rush hour, and 135th from Mission all the way to Wyandotte on the Missouri side is well traveled. This is a year and a half old. I assume not much has changed since then, but how much life span does a traffic study have?

Mr. Ley: We work with the traffic engineer upfront to try to calculate the 2040 counts. It's not like they look at what's going to happen in 2025, 2030, until they come to the magic number that it is going to be warranted. We're looking at full buildout in 2040, so that's when everything around the full area is completely developed. If that occurs in 2030, that lane is warranted in 2030. It's just an estimate. In 2030, we'll be looking at 2050 traffic models, and that is a full buildout. As far as the counts, they're typically good for a couple years, so it depends on the growth and how much new development is occurring in Overland Park and also into Missouri. If a new development comes in, in a year, they would be required to do new traffic counts and project those future accounts.

Chairman Elkins: I think we're ready to discuss this. I think the way I would like to approach it is take it in four different pieces. I'd like the commission to weight in by vote how we feel about the phasing for both the development of the residential space and the phasing of the infrastructure as one item. I'd like to take the escrow of the traffic light as a second item and then the relief to the developer for the burying of the power lines as the third. Then, as a fourth, the relief for the widening of the lanes on 135th Street. I think I

know how those will go out, but once we've gone through those exercises, we'll see how we stand for the plan in total.

Comm. Peterson: Would it be possible to take a five-minute break?

Five-minute recess

Chairman Elkins: As I indicated prior to our break, my plan is to take up each of the four issues individually and then see where we are with respect to the overall plan and perhaps vote on the plan in its total, based on the outcome of those four issues. We'll see how it goes as to whether we need to take each stipulation individually when the time comes. Do I hear a motion with respect to the issue of the stipulations relating to the phasing of the residential space and the infrastructure going along with it.

A motion to approve the stipulations with regard to phasing, including No 19 – was made by Coleman.

Chairman Elkins: We'll take it up as an overall issue with the idea that staff can make conforming changes to the case.

Motion seconded by Hoyt.

Chairman Elkins: Discussion on the motion related to phasing of the residential and infrastructure.

Motion carried with a with a unanimous vote of 8-0. For: McGurren, Hunter, Belzer, Hoyt, Coleman, Block, Stevens, and Peterson.

Chairman Elkins: The second issue relates to the escrow for the traffic signal proposed in the plan. Is there a motion relative to the idea of the relief requested by the applicant, relative to the escrow for that stoplight?

A motion to approve the requested escrow relief with the additional provision added that the city would have the option to call for the money at its discretion if it has evidence that a shorter timeline is necessary – was made by Hoyt; seconded by Belzer.

Chairman Elkins: Any discussion?

Comm. Block: I'm going to vote no because I don't think it's a realistic ask. The developer is potentially going to be long gone. Once these 171 units or this first phase even is done, the developer has no responsibility. Then, it is on the homeowners, the HOA, and whatever that entity is that's remaining. This developer is going to sell and move on to the next thing. I don't think there's any going back in 6-7 years and getting it. It's either now or we release them.

Chairman Elkins: You're assuming the developer is going to abandon the commercial development and just not do it, despite the fact they have an approved plan for it?

Comm. Block: If I read the interact meeting notes correctly, they don't have control over those other parcels for these other phases. My understanding is they don't even own the land we're talking about; it is just under contract. They don't own all 57 acres.

Comm. Coleman: I agree with Commissioner Block. When it comes to getting funds for escrow, there's a reason they're upfront. There are too many downsides, and I don't feel comfortable with splitting that cost up.

Comm. Belzer: Can we ask for an answer to that?

Chairman Elkins: I think we're probably past that point. Commissioner Hunter, I'd welcome your thoughts on the subject.

Comm. Hunter: Do we have the authority to approve how money is held by the city for that use?

Chairman Elkins: I don't know the answer to that question. The issue we're dealing with here is if we have the authority to insist on the applicant putting money into escrow, which is a slightly different question.

Comm. Peterson: Isn't it also our recommendation to Governing Body for them to take into consideration?

Chairman Elkins: Yes, it is a recommendation.

Comm. Peterson: We're not necessarily saying it's written as law; this is our recommendation to Governing Body for their consideration.

Chairman Elkins: It strikes me that the need for the stoplight will probably be triggered more by the commercial development than the residential. If it's not this developer that develops the residential space, that would be the appropriate place for the escrow.

Comm. McGurren: Is it fair to say that in the phasing concept that included the phasing of the infrastructure, we've already answered the point that we would assume the light would come later anyway and the question now is all about the escrow?

Chairman Elkins: Yes.

Comm. Belzer: Could we recommend that we tie the escrow to the traffic light at the time of Phase Five?

Chairman Elkins: We could, but there's a pending motion to not do so.

Comm. Block: Mr. Petersen agreed that 50% of the cost was theirs; he just doesn't want to pay today. The 171 units are causing half of the impact that is going to require that traffic signal is how I understood what he's saying. He is saying he wants to put the money in closer to when it's going to trigger the need. I think if we don't get it in the bank today, I don't think we're going to get it.

Comm. Peterson: Related to the phasing, I have a suggestion. We have five phases. Phase One is the main area of the duplexes. Phase Two is basically the community swimming pool, etc. Phase Three begins the northern portion. Regarding the traffic signal, Phases 1-3 are more than 50% of the total land area, but not necessarily traffic. The stoplight in question and potentially the triggering of the escrow could perhaps be triggered at the beginning of Phase Three versus Phases Four or Five.

Chairman Elkins: It is certainly something to consider, but we have a motion pending. We'll dispose of that and move forward how we think it's appropriate.

Motion withdrawn by Comm. Hoyt; second withdrawn by Belzer.

Chairman Elkins: Does Commissioner Peterson have a motion? It doesn't have to be tied to a particular stipulation

A motion to recommend that the escrow is triggered according to the 50% schedule as outlined in the applicant's response at the beginning of Phase Three of the project, as outlined in Sheet A, dated December 20th – was made by Peterson; seconded by McGurren.

Chairman Elkins: Discussion on Commissioner Peterson's motion?

Comm. Block: I have the same concerns.

Comm. Belzer: I don't know about amending this motion again, but I believe it's at Phase Four and not Phase Three where the impact would occur and where the breaking of the median would take place.

Motion amended to change "Phase Three" to "Phase Four" by Peterson; seconded by McGurren.

Comm. McGurren: I agree with Commissioner Block. If it is at Phase Three when villas are still to be built, it is doable and likely; if it is at Phase Four or Phase Five, it is unlikely.

Chairman Elkins: Any other discussion?

Motion did not carry with a vote of 3-5. For: Stevens, Peterson, and Belzer. Opposed: McGurren, Hunter, Hoyt, Coleman, Block.

Chairman Elkins: Where does that leave us on the stoplight? It leaves us with no relief on the stoplight. Let's move to the question of the buried utilities. Is there a motion on the applicant's request for relief from the obligation to bury the utilities? It could be that we don't recommend the relief.

A motion to recommend the city and the developer work out a plan through which there may be some relief associated with burying the power lines, but if it does not come, the exemption of cost associated with burying the power lines would be denied – was made by McGurren; seconded by Peterson. Motion with a vote of 5-4, including an affirmative vote from the chairman. For: McGurren, Belzer, Hoyt, Peterson, and Elkins. Opposed: Hunter, Stevens, Block, and Coleman.

Chairman Elkins: We'll go to the last of the major issues raised by this application, which relates to the relief requested by the applicant from the city's proposed obligation to provide a third lane on 135th Street, eastbound.

A motion to recommend that 50% of the escrow for the third lane until Phase 4 begins, and the developer of the fourth and fifth phase would be responsible for the remainder – was made by Block.

Comm. McGurren: Just to clarify, it would be 50% when Phase One begins; 50% when Phase Four begins.

Comm. Block: I think the other 50% would be borne by whoever develops Phases Four and Five.

Comm. Hoyt: 50%?

Comm. Block: We were discussing the conundrum of potentially different ownership. I might be wrong, but that's what I thought I read. When that final portion begins, I understand it's a Master Plan submission to us. They're asking to be totally relieved of this responsibility; I'm saying they should come halfway.

Comm. Hoyt: Wasn't it $485,000, so it would be half of that?

Comm. Block: Yes.

Motion seconded by Stevens.

Chairman Elkins: Thank you. Is there discussion?

Motion carried with a vote of 7-1. For: Peterson, Stevens, Block, Coleman, Belzer, Hoyt, McGurren. Opposed: Hunter.

Chairman Elkins: That takes us to the overall plan that was presented to us. My perspective on what I've heard is that the plan as presented by the applicant has portions

we are unwilling to recommend to the Governing Body for approval. That should drive your recommendation to the plan. The motion could be either a recommendation for the plan to be approved or denied in total.

Comm. Hoyt: As we either deny or endorse the proposal in its entirety, does there not need to be some reference to those other votes we just took?

Chairman Elkins: Those are in our record. We've got to do one or the other.

A motion to recommend denial of CASE 04-20 – 135 STREET AND KENNETH – MIXED USE AND MEDIUM DENSITY RESIDENTIAL - Request for approval of a Revised Preliminary Plan, located south of 135th Street and west of Kenneth Road – was made by Hoyt; seconded by McGurren. Motion carried with a unanimous vote of 8-0. For: McGurren, Hunter, Belzer, Hoyt, Coleman, Block, Stevens, and Peterson.

Mr. Petersen: Thank you for your time. That was hard work, and the commentary was rich and will be useful as we move forward.

CASE 06-20 – 2019 ANNUAL UPDATE TO THE CITY OF LEAWOOD COMPREHENSIVE PLAN – Request for approval of the 2019 Comprehensive Plan. **PUBLIC HEARING**

Staff Presentation:
City Planner Ricky Sanchez made the following presentation:

Mr. Sanchez: This is Case 06-20 – Annual Update to the City of Leawood Comprehensive Plan for 2019. As the Planning Commission may remember, there was a work session held on November 12, 2019. At that meeting, staff presented some changes to the Comprehensive Plan Map, and I would like to refresh the Planning Commission on those changes.

(*Refers to plan diagrams)* The first change to the map was at 9609 Lee Boulevard, which is the Fire Station in North Leawood. The city recently purchased that property to the south, and what the Comprehensive Plan is showing is that land that had previously been purchased to be shown as public use for the future of the area that will soon be redeveloped. The second change that staff made is to a property on 133rd and Mission Road, currently, the location of the Kleinwood building. Previously, it had been shown as mixed use. Being that the property is already developed and has been for several years now, we just want to reflect what is existing on the property, which is office. Also on 135th Street and Kenneth Road, we had redone the alignment of the road per the previous Preliminary Plan that was approved, and now this plan that just went through. We updated the future roads and the road alignment with what was previously approved and the zoning as well. The zoning changed from MX-D to show the current zoning they got approved. On 137th and Kenneth, just east of the development we talked about is a small triangular piece, and it just made more sense as an office use. Another change would be at 151st and Mission Road to update some of the streets that have already been

Ordinance Published on ___/___/_____

ORDINANCE NO. _____

ORDINANCE APPROVING PLANNING COMMISSION'S RECOMMENDATION OF DENIAL OF REQUEST FOR REVISED PRELIMINARY PLAN FOR A MIXED USE AND MEDIUM DENSITY RESIDENTIAL DEVELOPMENT, LOCATED SOUTH OF 135TH STREET AND WEST OF KENNETH ROAD. (PC CASE 04-20)

WHEREAS, the applicant is requesting approval of a revised preliminary plan for property located south of 135th Street and West of Kenneth Road with changes to the stipulations and phasing plan;

WHEREAS, the Planning Commission reviewed the application on January 28, 2020, and recommended denial of the application; and

WHEREAS, the Planning Commission's recommendation was presented to the Governing Body on May 18, 2020.

NOW, THEREFORE, BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF LEAWOOD, KANSAS:

SECTION ONE: That the Governing Body, having reviewed (a) the information presented to the Planning Commission; (b) the minutes of the Planning Commission meeting; (c) the recommendation of the Planning Commission; (d) the record submitted to the Governing Body; (e) the comments and input of the property owner and developer; and (f) any other information in the record, does hereby approve the Planning Commission's recommendation of denial of the application a revised preliminary plan for the Mixed Use and Medium Density Residential Development located south of 135th Street and West of Kenneth Road.

SECTION TWO: This ordinance shall become effective upon its passage and publication in accordance with law.

PASSED by the Governing Body this 18th day of May, 2020.

APPROVED by the Mayor this 18th day of May, 2020.

[SEAL]

_____
Peggy J. Dunn, Mayor

ATTEST:

_____
Kelly Varner, City Clerk

APPROVED AS TO FORM:

_____
Marcia L. Knight, Assistant City Attorney