CITY OF LEAWOOD GOVERNING BODY MEETING AGENDA

Monday, October 5, 2020
Council Chamber
4800 Town Center Drive
Leawood, KS 66211
7:30 P.M.

OCTOBER 2020

S	M	T	W	T	F	S
				1	2	3
4	**5**	6	7	8	9	10
11	12	13	14	15	16	17
18	**19**	20	21	22	23	24
25	26	27	28	29	30	31

NOVEMBER 2020

S	M	T	W	T	F	S
1	**2**	3	4	5	6	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. ROLL CALL

2. PLEDGE OF ALLEGIANCE

3. APPROVAL OF AGENDA

4. 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/.

Public comments on non-agenda items will not be accepted during this meeting. Public comment 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.

5. PROCLAMATIONS

National Arts & Humanities Month, October, 2020

Double Ten Day, October 10, 2020

6. PRESENTATIONS/RECOGNITIONS

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. SPECIAL BUSINESS

Resolution Amending Resolution 5405 and providing for a Special Call for a Special Governing Body meeting for October 12, 2020, for the purpose of considering Planning Case Nos. 70-20 and 81-20, pertaining to the Villa De Fontana Development and request for public financing

8. 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. 2020-36 and 2020-37
B. Accept minutes of the September 21, 2020 Governing Body meeting
C. Accept minutes of the July 14 , 2020 Historic Commission Meeting
D. Accept minutes of the May 26, 2020 Leawood Arts Council Meeting
E. Resolution approving and authorizing the Mayor to execute 2021 Employee Benefit Plan documents (HR)
F. Resolution designating holidays for the year 2021, in accordance with the personnel rules and regulations of the City of Leawood, Kansas (HR)
G. Resolution approving and authorizing the Mayor to execute a Professional Services Agreement with Plaid Collaborative in an amount not to exceed $23,300.00 pertaining to a Master Plan for Public Art (PR)
H. Resolution approving and authorizing the Mayor to execute an Independent Contractor Agreement between the City and KC Banner in the amount of $29,249.98 pertaining to the replacement of street banners in various locations throughout the City (PR)
I. Resolution approving and authorizing the Mayor to execute an Independent Contractor Agreement in the amount of $34,430.00 between the City and Warren Moore Painting, LLC, pertaining to the painting and repair improvements of Leawood Fire Stations No. 2, located at 12701 Mission Road, and No. 3, located at 14701 Mission Road (PW)

9. MAYOR'S REPORT

10. COUNCILMEMBERS' REPORT

11. CITY ADMINISTRATOR REPORT

12. STAFF REPORT

A.	Scott Lambers, City Administrator:	Discussion Report on the 2020 Holiday Lighting Ceremony
B.	Dawn Long, Finance Director:	Discussion Monthly 2020 Sales Tax Report

13. COMMITTEE RECOMMENDATIONS

[From the August 25, 2020 and September 9, 2020 Planning Commission meeting]

Ordinance approving Planning Commission's recommendation of denial of a rezoning from AG (Agricultural) and SD-O (Planned Office) to RP-2 (Planned Cluster Residential Detached) and MXD (Mixed Use Development District), Preliminary Plan and Preliminary Plat for Cameron's Court, located south of 133rd Street and west of State Line Road. (PC Case 49-20) ROLL CALL VOTE

14. OLD BUSINESS

15. OTHER BUSINESS

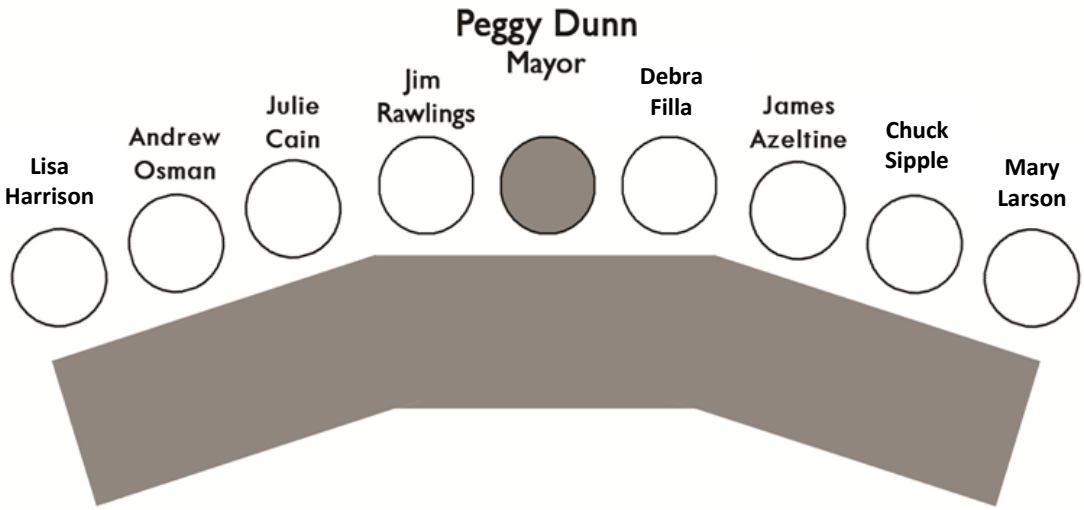
16. NEW BUSINESS

A. Schedule Work Session Monday, October 19, 2020, at 6:00 P.M.

B. Schedule Governing Body meeting Monday, October 19, at 7:30 P.M.

ADJOURN

Mayor and City Council



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
Monday, Oct. 12, 2020	**6:00 P.M.**	**Special Call Meeting- Discussion of Villa De Fontana Development**	**Council Chamber**
Monday, Oct. 19, 2020	**6:00 P.M.**	**Work Session**	**Council Chamber**
Monday, Oct. 19, 2020	**7:30 P.M.**	**Governing Body Meeting**	**Council Chamber**
Monday, Nov. 2, 2020	**6:00 P.M.**	**Work Session**	**Council Chamber**
Monday, Nov. 2, 2020	**7:30 P.M.**	**Governing Body Meeting**	**Council Chamber**
Monday, Nov. 16, 2020	**6:00 P.M.**	**Work Session**	**Council Chamber**
Monday, Nov. 16, 2020	**7:30 P.M.**	**Governing Body Meeting**	**Council Chamber**
Monday, Dec. 7, 2020	**6:00 P.M.**	**Work Session**	**Council Chamber**
Monday, Dec. 7, 2020	**7:30 P.M.**	**Governing Body Meeting**	**Council Chamber**
Monday, Dec. 21, 2020	**7:00 P.M.**	**Governing Body Meeting**	**Council Chamber**
Tuesday, Jan. 19, 2021	**6:00 P.M.**	**Work Session - Review residential above ground swimming Pools**	**Council Chamber**
Monday, Jan. 25, 2021	**6:00 P.M.**	**Governing Body Short, Near & Long-Term Goals**	**Council Chamber**
Monday, Feb. 15, 2021	**6:00 P.M.**	**Work Session – Review Climate Action KC Review**	**Council Chamber**
Monday, March 1, 2021	**6:00 P.M.**	**Work Session – Review proposed design of the new Fire Station No. 1**	**Council Chamber**
Monday, March 1, 2021	**7:30 P.M.**	**Governing Body Meeting**	**Council Chamber**
Monday, April 5, 2021	**6:00 P.M.**	**Work Session – C.I.P Presentation 2022-2026 Budget Model Assumptions**	**Council Chamber**

The next regular meeting of the Leawood Governing Body will be
Monday, October 19, 2020

Office of the Mayor

City of Leawood, Kansas

Proclamation

WHEREAS, the nation's 120,000 nonprofit arts organizations, the National Endowment for the Arts, the National Endowment for the Humanities, the nation's 4,500 local arts agencies, and the arts and humanities councils of the 50 states and the six U.S. jurisdictions have regularly issued official proclamations on an annual basis designating October as National Arts and Humanities Month; and

WHEREAS, the arts and humanities embody much of the accumulated wisdom, intellect, and imagination of humankind; and

WHEREAS, the arts and humanities enhance and enrich the lives of every American; and

WHEREAS, the arts and humanities play a unique role in the lives of our families, our communities, and our country; and

WHEREAS, cities and states — through their local and state arts agencies and representing thousands of cultural organizations — have celebrated the value and importance of culture in the lives of Americans and the health of thriving communities during National Arts and Humanities Month for several years; and

WHEREAS, the humanities help diverse communities across the United States explore their history and culture with the support and partnership of the National Endowment for the Humanities, the 55 state and territorial humanities councils, and local educational and cultural institutions; and

WHEREAS, the arts and culture industry also strengthens our economy by generating $166.3 billion in total economic activity annually, $27.5 billion in government revenue, and by supporting the full-time equivalent of 4.6 million jobs; and

WHEREAS, the creative economy drives tourism and commerce, supports American workers, and makes up 4.5% of the annual GDP, proposed federal legislation titled The CREATE Act (S. 650 and H.R. 1519) and The PLACE Act (S. 3232) would support economic development of the creative economy.

NOW, THEREFORE, I, Peggy J. Dunn, Mayor of the City of Leawood, Kansas, do hereby proclaim October as

NATIONAL ARTS AND HUMANITIES MONTH
In the City of Leawood, Kansas; and

FURTHERMORE, I call upon our community members to celebrate and promote the arts and culture in our nation and to specifically encourage the greater participation by those said community members in taking action for the arts and humanities in their towns and cities.

IN TESTIMONY WHEREOF, I have hereunto set my hand and caused the Seal of the City of Leawood to be affixed this 5th day of October, 2020.

_____

Peggy J. Dunn, Mayor

5.

Office of the Mayor

City of Leawood, Kansas

Proclamation

WHEREAS, the Republic of China on Taiwan will be observing its 109th anniversary during the Double Ten Holiday on October 10, 2020; and

WHEREAS, in 1989 Taiwan and the State of Kansas, through an act of the Kansas Legislature, entered into a sister state relationship; and

WHEREAS, the City of I-Lan, Taiwan, and the City of Leawood, Kansas, entered into a sister city relationship of enduring friendship and international peaceful cooperation at Chi-Ching Hall in I-Lan on October 7, 1988; and

WHEREAS, our already strong economic and cultural ties will become even greater as a result of these interrelationships; and

WHEREAS, the City of Leawood is looking forward to further promoting the relationship with Taiwan for mutual benefits; and

WHEREAS, the City of Leawood is delighted to join in observing the annual tradition and extend congratulations and best wishes to Taiwan during this celebration.

NOW, THEREFORE, I, Peggy J. Dunn, by virtue of the authority vested in me as Mayor of the City of Leawood, Kansas, do hereby proclaim Saturday, October 10, 2020, as

DOUBLE TEN DAY

in the City of Leawood, and urge all citizens to recognize this observance.

IN TESTIMONY WHEREOF, I have hereunto set my hand and caused the Seal of the City of Leawood to be affixed this 5th day of October, 2020.

_____

Peggy J. Dunn, Mayor

7.

Meeting Date: October 5, 2020

City of Leawood

Memo

To: Mayor Dunn and City Council Members

From: Patricia Bennett

Date: October 1, 2020

Re: Special Call

Mayor Dunn and Members of the Council,

Attached please find an amended special call resolution. On September 21, 2020, the Governing Body approved a special call meeting on October 12, 2020 to consider a specific planning item. The applicant has also requested that the Governing Body consider public financing of a portion of the project. The amended resolution adds the public financing item so that it can also be considered on October 12th.

Please let me know if you have any questions.

RESOLUTION NO. _____

RESOLUTION AMENDING RESOLUTION 5405 AND PROVIDING FOR A SPECIAL CALL FOR A SPECIAL GOVERNING BODY MEETING FOR OCTOBER 12, 2020, FOR THE PURPOSE OF CONSIDERING PLANNING CASE NOS. 70-20 AND 81-20, PERTAINING TO THE VILLA DE FONTANA DEVELOPMENT AND REQUEST FOR PUBLIC FINANCING

WHEREAS, Section 1-203 of the Leawood City Code provides that special sessions may be called by the Mayor in accordance with Kansas Statute, by specifying the object and purpose of the meeting, which request shall be read at the meeting and entered at length on the journal;

WHEREAS, K.S.A. 13-510 allows the Mayor to call a special meeting, the object of which is to be submitted to the council in writing;

WHEREAS, Case No. 70-20 was scheduled to be heard by the Planning Commission on August 25, 2020, but was continued to the September 9, 2020, Planning Commission meeting and then continued to September 22, 2020 meeting due to the length of the Planning Commission agendas;

WHEREAS, Case No. 81-20 pertaining to the Villa De Fontana Final Plan and Plat is also scheduled to be heard on September 22, 2020;

WHEREAS, the fourteen day protest period must lapse before the Planning Commission recommendation on the rezoning and preliminary plan can be heard by the Governing Body;

WHEREAS, the Applicant for Case Nos. 70-20 and 81-20 has requested an expedited hearing by the Governing Body along with making a request for public financing; and

WHEREAS, the Mayor desires to call a special meeting to consider items of regular business in order to limit the delay in consideration of these cases as much as possible.

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

SECTION ONE: The Governing Body of the City of Leawood, Kansas hereby calls a special meeting to be held at 6:00 p.m. on October 12, 2020, at Leawood City Hall, 4800 Town Center Drive, for the express purpose of considering the Planning Commission recommendations on Planning Case Nos. 70-20 and 81-20, and the Applicant's requests for public financing, and no other business shall be transacted.

SECTION TWO: Resolution 5405 is hereby amended.

SECTION THREE: this Resolution shall take effect from and after its passage and approval by the Mayor.

PASSED by the City Council this 5th day of October, 2020.

APPROVED by the Mayor this 5th day of October, 2020.

[SEAL]

_____

Peggy J. Dunn, Mayor

ATTEST:

_____

Kelly Varner, CMC, City Clerk

APPROVED AS TO FORM:

_____

Patricia A. Bennett, City Attorney

8A.

CITY OF LEAWOOD
Check Date 09/23/2020
Ordinance 2020-36

Final Check List

Check #	Vendor	Description	Amount Paid	Check Total
108566	A M LEONARD INC	TOWER SPRINKLER	474.57	**474.57**
108567	AMERICAN SENTRY ELECTRONIC SYS	CITY FACILITIES	95.00	**95.00**
108568	BEST PORTABLE TOILETS INC	WEEKLY SERVICE	80.00	**80.00**
108569	BLUE CROSS BLUE SHIELD OF KC	SEPT 2020 HEALTH PREM	323,985.57	**323,985.57**
108570	BLUE VALLEY PUBLIC SAFETY	CITY EQUIPMENT FUND	25,479.27	**25,479.27**
108571	BOUND TREE MEDICAL LLC	COVID MASKS	2,639.76	**2,639.76**
108572	BROWN, MONICA	PLAN COMM MTG 9-9-20	400.00	**400.00**
108573	BWI COMPANIES INC	POTASSIUM NITRATE	452.00	**452.00**
108574	CARTER WATERS LLC, THE	TUBES, RODS	172.05	**172.05**
108575	CC BRIDAL TAILORS & TUXEDOS	`UNIFORMS	109.50	**109.50**
108576	CENTRAL SALT	2,500 TONS OF UNTREATED WINTER ROCK SALT	1,267.53	
		2,500 TONS OF UNTREATED WINTER ROCK SALT	1,395.10	
		2,500 TONS OF UNTREATED WINTER ROCK SALT	1,393.17	
		2,500 TONS OF UNTREATED WINTER ROCK SALT	1,391.25	
		2,500 TONS OF UNTREATED WINTER ROCK SALT	3,884.90	**9,331.95**
108577	CERTIFIED LABORATORIES	SPECTRAS, KITS	890.64	
		AEROSOLS, SPECTRAS, KITS	941.63	**1,832.27**
108578	CHAMPION BRANDS LLC	EQUIPMENT SUPPLIES	776.67	
		EQUIPMENT SUPPLIES	806.84	
		CONTAINER REFUND	-40.00	**1,543.51**
108579	CONTINENTAL CONSULTING ENGNRS	ON CALL PROFESSIONAL	1,620.00	**1,620.00**

Check #	Vendor	Description	Amount Paid	Check Total
108580	CORPORATE ARMOR TECH LLC	MOBILE LICENSES	349.27	**349.27**
108581	CORPORATE HEALTH KU MEDWEST	POST ACCIDENTS TEST	90.00	**90.00**
108582	CROFT TRAILER SUPPLY INC	GRAB HOOKS, RATCHET TIES	110.02	**110.02**
108583	DISH NETWORK	SATELLITE SERVICE	191.11	**191.11**
108584	DOVER SOD FARMS INC	400 YARDS TURF TYPE FESCUE~	1,150.00	**1,150.00**
108585	DREXEL TECHNOLOGIES	INKJET COLOR BOND	57.56	**57.56**
108586	E EDWARDS WORK WEAR INC	UNIFORM/CLOTHING	200.00	**200.00**
108587	EAGLE DOOR CO LLC, BRUCE GIST	BUILDING MAINTENANCE REPAIRS~	970.00	**970.00**
108588	EVERLASTING SIGN ART	VEHICLE GRAPHICS	311.00	**311.00**
108589	EXCEL LINEN SUPPLY	LINEN CLEANING	36.79	
		LINEN CLEANING	123.37	**160.16**
108590	FACTORY MOTOR PARTS CO	FVP P65S	189.98	
		VEHICLE PARTS	60.56	
		VEHICLE PARTS	94.99	**345.53**
108591	FORSYTHE, JOHN	"WOMEN OF THE WORLD"	1,250.00	**1,250.00**
108592	GALLS LLC	UNIFORMS	694.62	
		CROWD CONTROL GEAR	246.99	**941.61**
108593	GALLS LLC	UNIFORMS	82.75	
		UNIFORMS	39.99	
		UNIFORMS	119.97	
		UNIFORMS	82.75	**325.46**
108594	GOVERNMENT SOLUTIONS LLC, MCKESS	MATERIAL & SUPPLIES	43.00	**43.00**
108595	GRAINGER INC	BUILDING MAINTENANCE SUPPLIES	21.85	
		EQUIPMENT SUPPLIES	33.40	**55.25**
108596	HDR ENGINEERING INC	2020 ENGINEERING ON MISSION RD. LIGHTING	16,975.00	**16,975.00**

Check #	Vendor	Description	Amount Paid	Check Total
108597	HEN HOUSE BALLS FOOD STORES	COMMUNITY EVENT SUPPLIES	66.77	**66.77**
108598	HI-GENE'S JANITORIAL SERVICE	COVID	1,175.00	
		PURTAB DISINFECT FOGGING FOR CITY HALL	1,175.00	**2,350.00**
108599	HOLLIDAY SAND & GRAVEL CO	TANDEM TRUCKS	440.00	
		TANDEM TRUCK	528.00	**968.00**
108600	ICE-MASTERS, LLC	SUB FEE	157.00	**157.00**
108601	IDEMIA IDENTITY & SECURITY USA	LiveScan-laptop upgrade	6;195.00	**6,195.00**
108602	INGRAM / FIRE & RESCUE, JERRY	UNIFORMS	426.30	**426.30**
108603	INSIGHT PUBLIC SAFETY	PD EVALS	640.00	**640.00**
108604	INTERSTATE ALL BATTERY CENTER	STATION BATTERIES	46.56	**46.56**
108605	J & A TRAFFIC PRODUCTS	TELESPAR SLEEVE	352.50	**352.50**
108606	J M FAHEY CONSTRUCTION CO	ASPHALT	199.60	**199.60**
108607	JO CO WASTEWATER	WASTEWATER SERVICE	6,538.35	**6,538.35**
108608	JOHNSTONE SUPPLY	GASKET SEALANT, HOS SETS	280.49	**280.49**
108609	JP COOKE COMPANY	CUSTOMER STAMPER	124.76	**124.76**
108610	KANSAS CITY FIRST AID LLC	STATION SUPPLIES	204.33	
		SUPPLIES	212.73	**417.06**
108611	KANSAS STATE TREASURER	BOND REGISTRATOIN, SERIES 2020A	2,580.00	
		BOND REG. FEES 2020-1	580.00	**3,160.00**
108612	KAT NURSERIES	ACERS, CERCIS	740.00	
		ACER MIYABEL (5)	1,150.00	
		2020 TREES	1,150.00	**3,040.00**
108613	KC COLORS AUTO BODY	VEHICLE REPAIRS - UNIT 181	1,021.90	**1,021.90**
108614	KELLER FIRE & SAFETY	BUILDING & GROUNDS	248.35	**248.35**

Check #	Vendor	Description	Amount Paid	Check Total
108615	KIMBALL MIDWEST	EQUIPMENT SUPPLIES	463.95	**463.95**
108616	KITCHEN SOLUTIONS, FILTA ENVIRONMEN	FILTAFRY SERVICE	45.00	**45.00**
108617	KONICA MINOLTA PREMIER FINANCE	2020 KONICA COPIER LEASE	4,582.77	**4,582.77**
108618	LESLIES POOL SUPPLIES INC	CHLOR BOOST	42.99	**42.99**
108619	LEWIS, ROBIN A	PUBLIC DEFENDER	660.00	
		PUBLIC DEFENDER	660.00	**1,320.00**
108620	LOWES	HARDWARE SUPPLIES	1,835.72	**1,835.72**
108621	MAHER OIL CO	UNLEADED FUEL	505.38	
		DIESEL FUEL	451.62	**957.00**
108622	MAISCH SMALL ENGINE REPAIR	HP ULTA	52.56	**52.56**
108623	MCKEEVERS PRICE CHOPPER	RODEO SUPPLIES	25.37	**25.37**
108624	MICRO CENTER AR	32GB USBS	37.90	
		SAMSUNG	469.99	
		MICROFIBER CLOTHS	309.97	**817.86**
108625	MINUTEMAN PRESS OF OP	MATERILA & SUPOPLIES	49.00	**49.00**
108626	MIRROR INC	2020 ALCOHOL TAX FUND ALLOCATION	7,261.25	**7,261.25**
108627	MO MUNICIPAL LEAGUE	JOB POSTING	180.00	
		JOB POSTING	180.00	**360.00**
108628	NORTHERN TOOL & EQUIP, BLUE TARP FI	60 GALLON AIR COMPRESSOR	1,699.96	**1,699.96**
108629	OBIJI, MISHEA	CLEANING	50.00	**50.00**

Check #	Vendor	Description	Amount Paid	Check Total
108630	O'REILLY AUTO PARTS	PWR RTD BELT	28.61	
		OIL	59.94	
		OILFILTER	4.30	
		HYDROMETER	7.49	
		MPACT GLOVES	24.99	
		VEHICLE SUPPLIES	49.98	
		VEHICLE SUPPLIES	49.98	
		VEHICLE PARTS	164.04	
		VEHICLE SUPPLIES	4.30	
		OIL FILTER	23.38	**417.01**
108631	PAVEMENT STENCIL COMPANY LLC	SCHOOL LETTERS	522.24	**522.24**
108632	PREFERRED FAMILY HEALTHCARE	2020 ALCOHOL TAX FUND ALLOCATION	4,719.75	**4,719.75**
108633	PRIDE CLEANERS MJV-A LLC	UNIFORM CLEANING	22.99	**22.99**
108634	PROFESSIONAL TURF PRODUCTS	HYDRAULIC COOLER	273.74	**273.74**
108635	Q4 INDUSTRIES LLC	COPY PAPER	1,809.12	
		PR60-200 BLACK	449.90	
		CREDIT MICRO FILTER BAG	-6.81	**2,252.21**
108636	RANCH MART ACE HARDWARE	TIES, CLOTHSLINE, TARP	73.16	
		STATION SUPPLIES	8.99	
		MATERIAL & SUPPLIES	6.58	**88.73**
108637	RED WING SHOE STORE	UNIFORM & CLOTHING	1,476.88	
		UNIFORM/CLOTHING	208.24	**1,685.12**
108638	REINHART FOODSERVICE	PREPARED FOOD	850.16	**850.16**
108639	ROB SIGHT FORD	VEHICLE SUPPLIES	32.91	**32.91**
108640	ROMA BAKERY	PREPARED FOOD	36.66	**36.66**
108641	SCHUTTE LUMBER CO	RUSTIC SIDING	145.96	**145.96**
108642	SHEEDY, LINDA	BMP-CONTAIN THE RAIN REIMB. FOR RAIN	1,000.00	**1,000.00**

Check #	Vendor	Description	Amount Paid	Check Total
108643	SITEONE LANDSCAPE SUPPLY LLC	SPECTICLE FLO FOR FALL FAIRWAY	1,700.00	
		CLOSED AERATOR	68.16	
		BIO STARTER	627.84	
		COURSE SUPPLIES	542.02	**2,938.02**
108644	SP CONTEMPORARY PORTRAIT ART, STR/	MEMBERSHIP	1,000.00	**1,000.00**
108645	SPECTRUM	BUSINESS TV - FIRE	43.13	**43.13**
108646	STAPLES BUSINESS ADVANTAGE	SPOONS, STICKIES	15.92	
		ENVELOPES	17.05	
		CUPS, SPOONS, SUPPLIES	248.52	
		PAPER PLATES	11.08	
		REFUND SPOONS, STICKIES	-15.92	
		GLOVES, SUPPLIES	99.38	
		CREDIT PICK UP	-22.41	
		BATTERIES, DESKPAD	41.39	
		OFFICE SUPPLIES	56.58	
		OFFICE SUPPLIES	18.90	
		CHALK, BATTERIES	33.34	
		FILE BOX	9.90	
		TRANSFORMER POWER	10.16	
		PINS, TISSUE, PEPPERMINTS	72.25	
		PURELL	89.64	
		HAND SANITIZER	11.52	
		FOLDERS	109.22	
		CREAMER, STICKIES, PENS	20.59	**827.11**
108647	SUBURBAN LAWN & GARDEN INC	GARDEN SEED, POTS	229.80	
		YARD WASTE	52.00	
		YARD WASTE	40.00	
		YARD WASTE	20.00	
		GRAVEL	104.70	
		CREDIT RETURN LILACS	-43.62	
		LILACS, TOPSOIL	48.83	**451.71**
108648	TIERNEY, MAXWELL	REFUND PYMNT FEES	122.00	**122.00**

Check #	Vendor	Description	Amount Paid	Check Total
108649	TORO COMPANY - NSN, THE	MYTURF PRO ANNUAL PLAN	79.44	
		STANTOW-36-EQ/SVC	187.20	**266.64**
108650	TRANSIMPEX TRANSLATORS INC	INTERPRETATION SERVICE	255.30	**255.30**
108651	TROON GOLF LLC	PROSHOP MERCHANDISE	1,400.00	**1,400.00**
108652	ULINE INC	FACILITY SUPPLIES	281.44	**281.44**
108653	UNIFIRST CORPORATION	NYLON MATS	87.89	**87.89**
108654	VALIDITY SCREENING SOLUTIONS	ANNUAL MVRS	196.20	
		SEASONAL BACKGROUNDS	75.10	
		PD CREDIT	10.00	**281.30**
108655	VERIZON WIRELESS	PHONE SERVICES	3,350.60	**3,350.60**
108656	VERMEER SALES & SERVICE INC	ASSY	205.80	**205.80**
108657	WAL-MART COMMUNITY BRC	MATERIALS & SUPPLIES	28.51	**28.51**
108658	WASTE MANAGEMENT OF KANSAS INC	TRASH DISPOSAL	649.01	**649.01**
108659	WATER DISTRICT 1 JO CO	WATER SERVICE	93.41	**93.41**
108660	WESTERN DIESEL SERVICES INC	ADDITIONAL BILLING FOR SATURDAY	1,975.00	
		AGREEMENT FOR GENERATOR REPLACEMENT AT	57,424.88	**59,399.88**
108661	WESTLAKE HARDWARE	STRAIGHT EDGE	196.14	**196.14**
108662	WINFIELD SOLUTIONS LLC	DROPLEX	1,793.20	
		PPG EOP CREDIT	-261.52	**1,531.68**
108663	WITMER PUBLIC SAFETY GROUP INC	EQUIP MAINT	372.01	**372.01**
108664	WW NORTH AMERICA HOLDINGS INC	DIGITAL WORKSHOP	420.00	**420.00**
1070920	EVERGY	POWER SERVICE	222.29	**222.29**
3300920	EVERGY	POWER SERVICE	97.85	**97.85**
6910920	EVERGY	POWER SERVICE	192.10	**192.10**

Check #	Vendor	Description	Amount Paid	Check Total
7360920	EVERGY	POWER SERVICE	113.01	**113.01**
8810920	EVERGY	POWER SERVICE	138.73	**138.73**
9400920	EVERGY	POWER SERVICE	121.61	**121.61**
13260920	EVERGY	POWER SERVICE	36.13	**36.13**
18840920	EVERGY	POWER SERVICE	166.59	**166.59**
18970920	EVERGY	POWER SERVICE	137.88	**137.88**
20660920	EVERGY	POWER SERVICE	25.40	**25.40**
20820920	EVERGY	POWER SERVICE	187.45	**187.45**
20860920	EVERGY	POWER SERVICE	54.88	**54.88**
23160920	EVERGY	POWER SERVICE	162.37	**162.37**
25850920	EVERGY	POWER SERVICE	104.07	**104.07**
26450920	EVERGY	POWER SERVICE	118.67	**118.67**
28590920	EVERGY	POWER SERVICE	32.96	**32.96**
30360920	EVERGY	POWER SERVICE	94.04	**94.04**
31460920	EVERGY	POWER SERVICE	256.91	**256.91**
32040920	EVERGY	POWER SERVICE	271.09	**271.09**
32870920	EVERGY	POWER SERVICE	162.44	**162.44**
35180920	EVERGY	POWER SERVICE	147.72	**147.72**
35640920	EVERGY	POWER SERVICE	142.24	**142.24**
35650920	EVERGY	POWER SERVICE	133.48	**133.48**
36120920	EVERGY	POWER SERVICE	41.42	**41.42**
39070920	EVERGY	POWER SERVICE	20.00	**20.00**

Check #	Vendor	Description	Amount Paid	Check Total
39780920	EVERGY	POWER SERVICE	51.56	**51.56**
40980920	EVERGY	POWER SERVICE	72.50	**72.50**
45720920	EVERGY	POWER SERVICE	31.43	**31.43**
51660920	EVERGY	POWER SERVICE	45.86	**45.86**
54940920	EVERGY	POWER SERVICE	45.03	**45.03**
57210920	EVERGY	POWER SERVICE	63.32	**63.32**
58310920	EVERGY	POWER SERVICE	42.76	**42.76**
58540920	EVERGY	POWER SERVICE	296.58	**296.58**
59110920	EVERGY	POWER SERVICE	252.20	**252.20**
59740920	EVERGY	POWER SERVICE	203.05	**203.05**
62610920	EVERGY	POWER SERVICE	166.18	**166.18**
63870920	EVERGY	POWER SERVICE	206.26	**206.26**
66270920	EVERGY	POWER SERVICE	43.09	**43.09**
66290920	EVERGY	POWER SERVICE	147.99	**147.99**
66720920	EVERGY	POWER SERVICE	71.98	**71.98**
68840920	EVERGY	POWER SERVICE	46.60	**46.60**
72500920	EVERGY	POWER SERVICE	129.61	**129.61**
73730920	EVERGY	POWER SERVICE	103.76	**103.76**
77650920	EVERGY	POWER SERVICE	35.27	**35.27**
80370920	EVERGY	POWER SERVICE	79.51	**79.51**
80920920	EVERGY	POWER SERVICE	120.66	**120.66**
85880920	EVERGY	POWER SERVICE	100.20	**100.20**

Check #	Vendor	Description	Amount Paid	Check Total
85950920	EVERGY	POWER SERVICE	78.49	**78.49**
89740920	EVERGY	POWER SERVICE	66.70	**66.70**
94310920	EVERGY	POWER SERVICE	143.25	**143.25**
96470920	EVERGY	POWER SERVICE	45.02	**45.02**
98900920	EVERGY	POWER SERVICE	112.63	**112.63**

151 checks in this report.

Grand Total All Checks: **529,768.37**

8A.

CITY OF LEAWOOD
Check Date 09/30/2020
Ordinance 2020-37

Final Check List

Check #	Vendor	Description	Amount Paid	Check Total
101220	COMMERCE BANK			
	KANSAS BOARD OF EMS	EMS LICENSE RENEWAL/9 EMPLOYEES	270.00	**270.00**
108665	THE STORYBOOK FOREST LLC	COSTUMED CHARACTERS FOR INTO THE NIGHT	1,600.00	**1,600.00**
108666	AA WHEEL AND TRUCK SUPPLY INC	BRAKE DRUM/SHOES	791.88	**791.88**
108667	ACUSHNET CO - TITLEIST	PROSHOP MERCHANDISE	260.34	**260.34**
108668	ADP LLC	ADP ENHANCED TIME AND ATTENDANCE	3,092.20	**3,092.20**
108669	ALL CITY MANAGEMENT SERVICES	CROSSING GUARD SERVICES	1,141.40	**1,141.40**
108670	AMERICAN SENTRY ELECTRONIC SYS	BUILDING MAINTENANCE REPAIRS	2,104.35	**2,104.35**
108671	APPLIED CONCEPTS INC	STALKER II STATIONARY RADAR (SDR)	1,548.00	**1,548.00**
108672	ARTHUR J GALLAGHER RISK MGMNT	QUARTERLY INSURANCE INSTALLMENT	97,971.00	**97,971.00**
108673	AT&T	PHONE SERVICES	4,333.89	**4,333.89**
108674	AT&T INTERNET	CABLE/INTERNET	209.55	**209.55**
108675	AT&T INTERNET	CABLE/INTERNET	209.55	**209.55**
108676	AT&T INTERNET	CABLE/INTERNET	209.55	**209.55**
108677	CALLAWAY GOLF CO	PROSHOP MERCHANDISE	323.24	**323.24**
108678	CARTER WATERS LLC, THE	MIXING PADDLES	35.25	**35.25**
108679	CC BRIDAL TAILORS & TUXEDOS	UNIFORMS	19.00	**19.00**
108680	CDW GOVERNMENT INC	SERVER DRIVES	4,500.00	**4,500.00**

Check #	Vendor	Description	Amount Paid	Check Total
108681	CENTRAL SALT	2,500 TONS OF UNTREATED WINTER ROCK SALT	5,072.03	
		2,500 TONS OF UNTREATED WINTER ROCK SALT	5,117.28	
		2,500 TONS OF UNTREATED WINTER ROCK SALT	1,265.60	
		2,500 TONS OF UNTREATED WINTER ROCK SALT	1,255.97	
		2,500 TONS OF UNTREATED WINTER ROCK SALT	5,070.58	
		2,500 TONS OF UNTREATED WINTER ROCK SALT	2,520.13	
		2,500 TONS OF UNTREATED WINTER ROCK SALT	1,275.23	
		2,500 TONS OF UNTREATED WINTER ROCK SALT	6,498.90	
		2,500 TONS OF UNTREATED WINTER ROCK SALT	1,257.90	**29,333.62**
108682	CHALLENGER SPORTS	FALL SOCCER JERSEYS 2020	18,439.80	**18,439.80**
108683	CHETS LOCK & KEY	DUP LAL	4.98	**4.98**
108684	CONRAD FIRE EQUIPMENT INC	VEHICLE MAINT.	153.94	**153.94**
108685	CORPORATE HEALTH KU MEDWEST	POST ACCIDENT/RTW/POST OFFER	398.00	**398.00**
108686	CROFT TRAILER SUPPLY INC	HOOKS	111.14	**111.14**
108687	CUMMINS SALES AND SERVICE INC	VEHICLE MAINT	16.11	**16.11**
108688	CUTTER & BUCK	PROSHOP MERCHANDISE	963.00	**963.00**
108689	CYRICX AND VIOLLCA LLC	LED LIGHT PERFORMERS FOR INTO THE NIGHT	1,000.00	
		LED LIGHT PERFORMERS FOR INTO THE NIGHT	1,000.00	**2,000.00**
108690	DELTA DENTAL PLAN OF KANSAS	SEPTEMBER 2020 DENTAL PREMIUM	19,296.52	**19,296.52**
108691	DESIGN MECHANICAL INC	FIRE STATION #3 - AC MODIFICATION:	1,577.45	**1,577.45**
108692	EMERGENCY MEDICAL PRODUCTS INC	PATROL SUPPLIES	395.36	**395.36**
108693	EXCEL LINEN SUPPLY	LINEN CLEANING	102.51	**102.51**
108694	FACTORY MOTOR PARTS CO	BATTERY	37.98	**37.98**
108695	FIRST INSURANCE FUNDING CORP	INSURANCE INSTALLMENT	646.27	**646.27**
108696	FISHER PATTERSON SAYLER, & SMITH LLI	FEES	175.00	**175.00**

Check #	Vendor	Description	Amount Paid	Check Total
108697	GALLS LLC	UNIFORMS	79.98	
		UNIFORM CLEANING	144.95	
		UNIFORMS	79.98	
		UNIFORMS	165.50	**470.41**
108698	GALLS LLC	NAMETAG	16.05	**16.05**
108699	GEAR FOR SPORTS	STAFF UNIFORMS	517.13	**517.13**
108700	GPSI LEASING II - ACCORD LLC	GOLF CAR GPS SERVICES FOR 2020	1,628.00	**1,628.00**
108701	GRAINGER INC	SUPPLIES	74.95	**74.95**
108702	H2O WINDOW CLEANING LLC	WINDOW CLEANING	54.00	**54.00**
108703	HEN HOUSE BALLS FOOD STORES	TRAINING SUPPLIES	34.67	
		GROCERY ITEMS	17.38	
		STATION SUPPLIES	15.14	
		COMMUNITY EVENT SUPPLIES	71.94	**139.13**
108704	HP TOOLS	TOOLS	72.00	**72.00**
108705	INLAND TRUCK PARTS COMPANY	VEHICLE MAINT.	26.03	**26.03**
108706	IPROMOTEU INC	Davidson Promo - Fandana accessories	2,717.88	**2,717.88**
108707	JO CO WASTEWATER	WASTEWATER SERVICE	2,693.77	
		WASTEWATER SERVICE	17.37	
		WASTEWATER SERVICE	998.41	
		WASTEWATER SERVICE	241.28	
		WASTEWATER SERVICE	410.01	
		WASTEWATER SERVICE	92.66	
		WASTEWATER SERVICE	154.39	
		WASTEWATER SERVICE	375.63	**4,983.52**
108708	KA COMM INC	EQUIPMENT TRANSFER	514.50	**514.50**
108709	KANSAS CITY FREIGHTLINER SALES	NEW GEAR BOX FOR PUBLIC WORKS VEHICLE	1,511.94	**1,511.94**
108710	KC BOBCAT INC	KIT ATTACH FOR BOBCAT EXCAVATOR	231.45	**231.45**

Check #	Vendor	Description	Amount Paid	Check Total
108711	KC SPRING WORKS INC	FORD REAR MAIN LEAF	506.00	**506.00**
108712	KURTZ, ROSS	REIMBURSEMENT FOR PC MEETING DINNER	37.47	**37.47**
108713	LAWN-CORPS, INC	TOPSOIL PULVERIZED	108.00	**108.00**
108714	LAWSON PRODUCTS INC	SUPPLIES	137.26	**137.26**
108715	LEVEL 3 COMMUNICATIONS LLC	INTERNET SERVICE	2,480.28	**2,480.28**
108716	LINCOLN NATIONAL LIFE INSUR	LIFE, LTD, VSTD PREMIUM	11,714.65	**11,714.65**
108717	LORRAINE'S HOUSE	2020 ALCOHOL TAX FUND ALLOCATION	1,086.75	
		2020 ALCOHOL TAX FUND ALLOCATION	1,086.75	**2,173.50**
108718	M & M GOLF CARS LLC	GOLF CART PARTS	71.06	**71.06**
108719	MARLOW WHITE UNIFORM CO	HONOR GUARD UNIFORMS	2,619.15	**2,619.15**
108720	MARQUEE EVENT RENTALS	TENT AND LIGHTING FOR INTO THE NIGHT	2,614.43	**2,614.43**
108721	MICRO CENTER AR	MONITORS	219.98	
		INJECTOR	49.99	**269.97**
108722	MID AMERICA TINT SPECIALIST	WINDOW TINTING	210.00	
		WINDOW TINTING	210.00	**420.00**
108723	MYSIDEWALK INC	MISC. SERVICES	500.00	**500.00**
108724	NAACP #4039	MEMBERSHIP FEES-RETTIG	30.00	**30.00**
108725	OBIJI, MISHEA	CLEANING	50.00	
		CLEANING	150.00	**200.00**
108726	O'REILLY AUTO PARTS	OIL FILTER	23.38	
		GREASE	57.90	
		WIPER BLADES	56.98	
		OIL FILTER	4.30	
		OIL FILTER	4.30	**146.86**
108727	PARTSMASTER	PARTS	498.43	**498.43**

Check #	Vendor	Description	Amount Paid	Check Total
108728	PAVEMENT STENCIL COMPANY LLC	SUPPLIES	348.16	**348.16**
108729	PEPSI BEVERAGES COMPANY	BEVERAGES	533.56	
		BEVERAGES	433.44	**967.00**
108730	PROFESSIONAL TURF PRODUCTS	CAP, COOLANT RECOVERY TANK	39.44	**39.44**
108731	Q4 INDUSTRIES LLC	FACILITY SUPPLIES	444.79	**444.79**
108732	RANCH MART ACE HARDWARE	MATERIAL & SUPPLIES	62.55	
		MATERIAL & SUPPLIES	-22.99	
		BUILDING & GROUNDS	57.96	
		MATERIAL & SUPPLIES	199.95	
		MATERIAL & SUPPLIES~	-199.95	
		BUILDING & GROUNDS	119.97	**217.49**
108733	RANGE SERVANT AMERICA INC	RANGE SUPPLIES	310.34	**310.34**
108734	REEVES WIEDEMAN COMPANY	TOOLS	298.14	
		BUILDING & GROUNDS	139.65	
		BUILDING & GROUNDS	40.85	**478.64**
108735	REGIONAL JUSTICE INFORMATION	WEB SUBSCRIPTION FEES	2,303.01	**2,303.01**
108736	REINHART FOODSERVICE	PREPARED FOOD	972.23	**972.23**
108737	ROMA BAKERY	PREPARED FOOD	59.70	**59.70**
108738	SAMS CLUB DIRECT	MATERIALS & SUPPLIES	3,434.22	**3,434.22**
108739	SAMS CLUB DIRECT	MATERIALS & SUPPLIES	377.28	**377.28**
108740	SITEIMPROVE INC	SITEIMPROVE RENEWAL	4,879.71	**4,879.71**
108741	SITEONE LANDSCAPE SUPPLY LLC	COURSE SUPPLIES	335.00	
		COURSE SUPPLIES	228.71	**563.71**
108742	SKC COMMUNICATION PRODUCTS LLC	DISPATCH SUPPLIES	11.55	
		DISPATCH SUPPLIES	19.80	**31.35**

Check #	Vendor	Description	Amount Paid	Check Total
108743	SPECTRUM	CABLE	57.86	**57.86**
108744	SPRAYER SPECIALTIES INC	MESH SCREEN	177.17	**177.17**
108745	SPRINT	PHONE CHARGES	5,866.50	**5,866.50**
108746	STALLARD TECHNOLOGIES INC	DELL HOT SWAP	360.00	**360.00**
108747	STAPLES BUSINESS ADVANTAGE	OFFICE SUPPLIES	12.69	
		OFFICE SUPPLIES	26.34	
		OFFICE SUPPLIES	29.77	
		OFFICE SUPPLIES	207.90	
		MATERIAL & SUPPLIES	100.17	
		MATERIAL & SUPPLIES	85.49	
		OFFICE SUPPLIES	6.98	
		OFFICE SUPPLIES	22.41	
		OFFICE SUPPLIES	47.32	
		OFFICE SUPPLIES	68.16	
		OFFICE SUPPLIES	8.30	
		STATION SUPPLIES	13.50	
		OFFICE SUPPLIES	100.84	**729.87**
108748	STONELION PUPPET THEATRE	INDEPENDENT CONTRACTOR	475.00	**475.00**
108749	STREETWISE INC	100 GALLONS WHITE WATERBORNE PAINT FOR	1,165.00	**1,165.00**
108750	SUMNERONE	SERVICE CONTRACT	61.75	**61.75**
108751	SYSCO FOOD SERVICE OF KC INC	PREPARED FOOD	459.47	**459.47**
108752	TIDE DRY CLEANERS	UNIFORM CLEANING	13.53	**13.53**
108753	TIME WARNER CABLE	CABLE	274.98	**274.98**
108754	TIME WARNER CABLE	CABLE	224.98	**224.98**

Check #	Vendor	Description	Amount Paid	Check Total
108755	TOWN & COUNTRY BLDG SERVICES	SEPTEMBER CLEANING SERVICES	5,150.00	
		POWER WASHING BALCONY	360.00	
		2020 BLANKET PO TO COVER ANNUAL	1,280.00	
		SEPTEMBER CLEANING LOWER LEVEL	950.00	
		SEPTEMBER CLEANING	695.00	**8,435.00**
108756	UNIFIRST CORPORATION	NYLON MATS	87.89	**87.89**
108757	UNUM LIFE INSURANCE CO	SEPTEMBER 2020 LTC PREMIUM	619.00	**619.00**
108758	VANCE BROS INC	SS-1VH	382.20	**382.20**
108759	WATCHGUARD INC	WARRANTY FOR ACO BODY CAMERAS - 3YEAR	1,950.00	**1,950.00**
108760	WATER DISTRICT 1 JO CO	WATER SERVICE	532.12	
		WATER SERVICE	589.45	
		WATER SERVICE	2,230.13	
		WATER SERVICE	92.98	
		WATER SERVICE	1,480.13	
		WATER SERVICE	1,211.58	
		WATER SERVICE	14.45	
		WATER SERVICE	3,240.93	**9,391.77**
108761	WCA WASTE SYSTEMS INC	RECYCLING SERVICE	105.84	
		RECYCLING SERVICE	106.48	**212.32**
108762	WORLD FUEL SERVICES INC	BLANKET PO FOR 2020 FUEL EXPENSES -	11,877.61	**11,877.61**
108763	ZEP MANUFACTURING CO	SUPPLIES	130.91	**130.91**
380920	EVERGY	POWER SERVICE	313.61	**313.61**
610920	EVERGY	POWER SERVICE	38.49	**38.49**
1300920	EVERGY	POWER SERVICE	1,196.52	**1,196.52**
4650920	EVERGY	POWER SERVICE	116.16	**116.16**
4910920	EVERGY	POWER SERVICE	150.96	**150.96**

Check #	Vendor	Description	Amount Paid	Check Total
6770920	EVERGY	POWER SERVICE	64.98	**64.98**

Check #	Vendor	Description	Amount Paid	Check Total
10122020	COMMERCE BANK			
	ALOFT	CONFERENCE ROOM FOR MEETINGS	186.34	
	ALOFT	CONFERENCE ROOM FOR MEETINGS	366.00	
	AMAZON.COM	COVID-19 SUPPLY-CLEANER	13.13	
	AMAZON.COM	RANGE SUPPLIES/WATERPROOF TARP	41.98	
	AMAZON.COM	HAIR HEADBANDS (6)	71.94	
	AMAZON.COM	TINSEL STEMS FUZZY PIPE CLEANERS	37.20	
	AMAZON.COM	CHENILLE STEMS	15.98	
	AMAZON.COM	GUIDE TO PROJECT MNGMNT BODY OF	57.49	
	AMAZON.COM	CONTEMPORARY PROJECT MNGMNT BOOK	111.99	
	AMAZON.COM	CONTEMPORARY PROJECT MNGMNT BOOK	111.99	
	AMAZON.COM	RETURN OF CONTEMPORARY MGNMNT BOOK	-111.99	
	AMAZON.COM	SELFIE STICK/MANUAL AMERICAN	37.58	
	AMAZON.COM	COMMUNITY EVENT SUPPLIES	62.90	
	AMAZON.COM	YARD SIGN STAKES	49.99	
	AMAZON.COM	UTOPIA TOWELS	107.76	
	AMAZON.COM	DELL USB DVD DRIVE	29.68	
	AMAZON.COM	BLUETOOTH MOUSE	21.98	
	AMAZON.COM	WEBCAM 1080P W/MICROPHONE & COVER	81.01	
	AMAZON.COM	COFFEE CREAMERS	37.44	
	AMAZON.COM	CREDIT MEMO	-5.99	
	AMAZON.COM	KEURIG 3 MONTH BREWER MAINT KIT	25.75	
	AMAZON.COM	BLACK 3" RHINO GRIP	20.98	
	AMAZON.COM	EVIDENCE TAPE	91.19	
	AMAZON.COM	SPEAKERS,SOUND BAR,ETHERNET ADAPTER	141.20	
	AMAZON.COM	IPHONE GLASS PROTECTOR, UNDERDESK CABLE	36.90	
	AMAZON.COM	WIRELESS KEYBOARDS (5), COMPUTER SPEAKER	342.91	
	AMAZON.COM	REPLACEMENT LAPTOP BATTERY	131.96	
	AMAZON.COM	OTTER BOX AND SCREEN PROTECTION-RETTIG	39.29	
	AMAZON.COM	CARDSTOCK PAPER	39.95	
	AMAZON.COM	CHARGED IN ERROR/REIMB CITY	9.99	
	AMAZON.COM	CRINKLE CUT PAPER SHRED FILLER	546.84	
	AMAZON.COM	DELUXE LITERTAURE MAILERS	149.90	
	AMAZON.COM	OFFICE SUPPLIES - BOXES	488.00	
	AMAZON.COM	CRINKLE CUT PAPER SHRED FOR FILLING	230.89	

Check #	Vendor	Description	Amount Paid	Check Total
	AMAZON.COM	OFFICE SUPPLIES - OE & MISC	116.08	
	AMAZON.COM	DEVICE SERVER	170.10	
	AMAZON.COM	DEVICE SERVER	137.49	
	AMAZON.COM	CABLE, DISPLAY PORT, MALE ADAPTER	157.60	
	AMAZON.COM	IPHONE CASES (6)	101.94	
	AMAZON.COM	RUBBER WHEEL CHOCK	28.31	
	AMAZON.COM	COVID-19 SUPPLIES/THERMOMETERS,	114.98	
	AMAZON.COM	DUTY HOLSTER/SPENCER	128.99	
	APPLE/ITUNES	CLOUD STORAGE	0.99	
	APPLE/ITUNES	CLOUD STORAGE	0.99	
	APPLE/ITUNES	CLOUD STORAGE	2.99	
	APPLE/ITUNES	CLOUD STORAGE	0.99	
	ASCE	MEMBERSHIP RENEWAL	260.00	
	AT-A-GLANCE, W9 NEEDED IF USING FOR	CALENDAR/PLANNER-MAYOR DUNN	48.81	
	BIG DADDY'S DONUTS	SAFETY MEETING DONUTS	19.18	
	BROWNELLS INC	RANGE CLEANING SUPPLIES	154.34	
	CALIBRE PRESS INC	ON-LINE TRAINING-HARGIS	199.00	
	CHEWY.COM	K9 SUPPLIES	121.89	
	CHIC ADEES TROPHY	PLAQUE/GURNEY RETIREMENT	78.13	
	CISCO WEBEX	WEBEX STARTER	44.85	
	COMODO CA	COMODO.CA DV SSL CERTIFICATE	625.00	
	COMPRESSED AIR PARTS, W9 NEEDED IF	HOSE FOR PW VEHICLE 486	103.08	
	DAIRY QUEEN, W9 NEEDED IF USING FOR	STAFF MEETING PARK	31.49	
	DIRECTV NEED W9 FOR A/P	MONTHLY SUBSCRIPTION-MOBILE COMMAND UNIT	16.96	
	DISCOUNT SCHOOL SUPPLY, IF USED FOF	PIPE CLEANERS	60.00	
	DREAMSTIME	GRAPHICS	25.00	
	DROPBOX NEED W9 FOR A/P	MONTHLY FEE	11.99	
	ENVATO	YEARLY SUBSCRIPTION FOR GRAPHIC LEARNING	198.00	
	FIORELLAS JACK STACK OF	MEALS/GOVERNING BODY & STAFF	213.60	
	GCB ENTERPRISES, W9 NEEDED IF USINC	COVID NECK GATORS	597.00	
	GFOA	TRAINING/LONG	85.00	
	GOTPRINT.COM	CITIZEN COUPONS-COMMUNITY EVENT	36.84	
	HALLMARK CREATIONS #771	GIFT WRAP SUPPLIES	19.95	
	HAR-TRU, LLC, W9 NEEDED IF USING FOR	NEW TENNIS BALL CARTS FOR TENNIS PROGRAM	690.00	
	HEARTLAND TACTICAL OFFICERS, ASSOC	SPECIALTY MUNITIONS TRAINING-HARGIS	100.00	

Check #	Vendor	Description	Amount Paid	Check Total
	HOBBY LOBBY STORES INC	FOAM BOARDS - MAYOR VIDEO RECORDING	22.95	
	HOME DEPOT, THE	50 FT EXTENSION COURT	56.97	
	HOME DEPOT, THE	VIDEO/WIFI TWIN HEADSET	537.00	
	HOMEFRONT PROTECTIVE GROUP, W9 NI	DISORDER CONTROL TRAINING/WILLIAMS	395.00	
	HOOLIGAN OFF ROAD	FRAUDLENT CHARGE-CREDIT ISSUED	955.01	
	HR CERTIFICATION INSTITUTE, W9 NEEDE	HRCI RECERTIFICATION/MOORE	169.00	
	HYVEE FOOD STORE	SWEARING IN CEREMONY SUPPLIES	68.99	
	IACP	VIRTUAL CONFERENCE REGISTRATION-KNIGHT	200.00	
	IACP	TRAINING - 5 ADMIN	1,825.00	
	IIMC CAREER CENTER	CONTINUING ED CLASS/VARNER	50.00	
	INDEED.COM	EMPLOYMENT AD	398.76	
	JO CO COMMUNITY COLLEGE	EXCEL TRAINING	507.45	
	JO CO DISTRICT COURT	STATUTORY BOND FILING FEE	36.00	
	JO CO DISTRICT COURT	FILING FEE SERVICE CHARGE	4.95	
	JO CO TREASURER	RECORDING FEES RES#5397 & EASEMENT	72.00	
	JO CO TREASURER	CREDIT CARD PROCESSING FEE	1.73	
	JOE'S KANSAS CITY BBQ	OFFICER ORAL BOARDS	64.71	
	JOHN A MARSHALL CO	CUBICLE PROJECT-2ND FLOOR WEST WING	3,017.00	
	KANSAS BOARD OF EMS	PARAMEDIC LICENSE RENEWAL	50.00	
	KANSAS STATE UNIVERSITY	COMMERCIAL PESTICIDE APPLICATOR	100.00	
	KD KANOPY INC	TENT-CULTURAL ARTS	845.63	
	KS SOCIETY OF PROFESSIONAL, ENGINEI	CONFERENCE TRAINING/SCOVILL	100.00	
	KWIK DRY CLEAN SUPERCENTER	COSTUME DRY CLEANING	224.63	
	LEGAL RECORD	PUBLICATION-BIDS 135TH ST	34.76	
	LEGAL RECORD	PUBLICATION-SALES TAX BALLOT QUESTION	57.71	
	LYNN PEAVEY CO	PROPERTY ROOM SUPPLIES/~	43.00	
	LYNN PEAVEY CO	PROPERTY ROOM SUPPLIES/DNA SWABS	80.00	
	LYNN PEAVEY CO	HINGE LIFTERS/PATROL	246.20	
	LYNN PEAVEY CO	PROPERTY ROOM SUPPLIES	122.25	
	MAILCHIMP	STANDARD PLAN; CONTACTS, EMAILS	14.99	
	MICRO CENTER AR	COAX CABLE FOR NEW TV TRUCK	24.99	
	MINSKYS PIZZA	PIZZA-MEAL	60.87	
	MO SOCIETY PROF ENGINEERS	CONFERENCE TRAINING/SHERRY	125.00	
	MO SOCIETY PROF ENGINEERS	CONFERENCE TRAINING/ROBERTS	125.00	
	NATIONAL RECREATION & PARKS	2020 CONFERENCE REGISTRATION(VIRTUAL)	295.00	

Check #	Vendor	Description	Amount Paid	Check Total
	NORTH AMERICAN RESCUE LLC	RANGE TRAUMA KIT	324.99	
	OLATHE, CITY OF	DONATION IN MEMORY MAYOR COPELAND	200.00	
	OLATHE PET SHOP	SUPPLIES FOR NATURE CENTER ANIMALS	26.42	
	PANERA BREAD	DINNER/GB WORK SESSION	161.38	
	PDQ.COM CORPORATION	PDQ DEPLOY & INVENTORY ENTERPRISES - 1	900.00	
	PINNACLE PROMOTIONS, W9 NEEDED IF I	COFFEE CUPS	485.44	
	PINNACLE PROMOTIONS, W9 NEEDED IF I	TAX REFUND	-40.50	
	RANCH MART ACE HARDWARE	STATION 31 PLUMBING SUPPLIES	7.57	
	RANDY NEAL FLORAL DESIGN INC	FLOWERS/GURNEY RETIREMENT	150.00	
	RECREATION & PARK ASSOCIATION, KANS	SHARP WORKSHOP TRAINING	25.00	
	RECREATION & PARK ASSOCIATION, KANS	EXECUTIVE FORUM/CLAXTON	75.00	
	RED WING SHOE STORE	WORK BOOTS-BOWEN	195.49	
	RING.COM	IRONWOOD SECURITY SYSTEM	109.10	
	RING.COM	RING YEARLY SUBSCRIPTION	60.00	
	RING.COM	RING SECURITY MONITORING	109.10	
	ROSATIS PIZZA	LUNCH/MAINT STAFF	128.00	
	RUSH TRUCK CENTER, W9 NEEDED IF US	OIL FILTER FOR PARKS VEHICLE 608	22.23	
	SAFE KIDS WORLDWIDE	TRAINING-TECH RECERT FEE/HARSHAW	55.00	
	SAFE KIDS WORLDWIDE	SEATBELT TECH CLASS/LEWIS	95.00	
	SHRMJC	ANNUAL MEMBERSHIP/SANDERS	75.00	
	SHRMJC	MEMBERSHIP RENEWAL/MCDONALD	50.00	
	SMARTSIGN, W9 NEEDED IF USING FOR A	NO TRESPASSING SIGNS 89TH & SAGAMORE	430.95	
	SPOTIFY, NEED W9 FOR AP	BUILDING MUSIC SUBSCRIPTION	9.99	
	STORAGEMART 0130	STORAGE RENTAL	399.99	
	STORAGEMART 0130	2020 STORAGE	239.99	
	STORMWATER ONE, W9 NEEDED IF USINC	STORMWATER TRAINING/LINZ	659.00	
	TARGET NEED W9 FOR A/P	WATER & ICE FOR PERFORMERS	5.87	
	TORO COMPANY - NSN, THE	NSN SUBSCRIPTION	187.20	
	TRIMBLE INC	CREDIT MEMO	-299.00	
	TRIMBLE INC	SKETCHUP AUTO RENEWAL	654.60	
	UNIV OF MISSOURI-KANSAS CITY, SCHOO	HEARTLAND LABOR & EMPLOYMENT LAW	125.00	
	UNIVERSITY OF KANSAS	PROJECT MANAGEMENT COURSES-DAVID LEY'S	1,805.02	
	US FLEET TRACKING	MONTHLY CHARGES	39.95	
	US POSTMASTER	STATION STAMPS	23.30	
	VINTAGE CAD, W9 NEEDED IF USING FOR	ADOBE ACROBAT PRO-INVESTIGATIONS	399.00	

Check #	Vendor	Description	Amount Paid	Check Total
	WALGREEN'S	BATTERIES	15.99	
	WRISTBAND.COM, W9 NEEDED IF USING I	WRISTBAND FOR INTO THE NIGHT	124.00	
	ZOOM US, NEED W9 FOR AP	ZOOM MONTHLY FEES	305.50	**27,594.83**
10350920	EVERGY	POWER SERVICE	67.62	**67.62**
13110920	EVERGY	POWER SERVICE	26.71	**26.71**
14680920	EVERGY	POWER SERVICE	80.19	**80.19**
17270920	EVERGY	POWER SERVICE	65.06	**65.06**
19750920	EVERGY	POWER SERVICE	212.66	**212.66**
20710920	EVERGY	POWER SERVICE	18.34	**18.34**
23850920	EVERGY	POWER SERVICE	19.06	**19.06**
28800920	EVERGY	POWER SERVICE	52.63	**52.63**
34030920	EVERGY	POWER SERVICE	155.24	**155.24**
34680920	EVERGY	POWER SERVICE	100.42	**100.42**
36720920	EVERGY	POWER SERVICE	64.25	**64.25**
38570920	EVERGY	POWER SERVICE	47.99	**47.99**
38730920	EVERGY	POWER SERVICE	227.77	**227.77**
38960920	EVERGY	POWER SERVICE	190.91	**190.91**
39290920	EVERGY	POWER SERVICE	67.69	**67.69**
39770920	EVERGY	POWER SERVICE	100.66	**100.66**
40320920	EVERGY	POWER SERVICE	191.62	**191.62**
41550920	EVERGY	POWER SERVICE	277.14	**277.14**
47130920	EVERGY	POWER SERVICE	62.85	**62.85**

Check #	Vendor	Description	Amount Paid	Check Total
48010920	EVERGY	POWER SERVICE	91.61	**91.61**
50350920	EVERGY	POWER SERVICE	37.04	**37.04**
50650920	EVERGY	POWER SERVICE	169.70	**169.70**
53720920	EVERGY	POWER SERVICE	53.99	**53.99**
55020920	EVERGY	POWER SERVICE	7,408.20	**7,408.20**
55990920	EVERGY	POWER SERVICE	101.38	**101.38**
56450920	EVERGY	POWER SERVICE	61.94	**61.94**
57550920	EVERGY	POWER SERVICE	832.51	**832.51**
59510920	EVERGY	POWER SERVICE	269.55	**269.55**
62640920	EVERGY	POWER SERVICE	298.18	**298.18**
63500920	EVERGY	POWER SERVICE	70.31	**70.31**
63590920	EVERGY	POWER SERVICE	45.87	**45.87**
64980920	EVERGY	POWER SERVICE	31.18	**31.18**
69340920	EVERGY	POWER SERVICE	72.68	**72.68**
69770920	EVERGY	POWER SERVICE	114.83	**114.83**
70490920	EVERGY	POWER SERVICE	34.72	**34.72**
75370920	EVERGY	POWER SERVICE	91.87	**91.87**
78940920	EVERGY	POWER SERVICE	75.24	**75.24**
80800920	EVERGY	POWER SERVICE	80.70	**80.70**
82440920	EVERGY	POWER SERVICE	44.84	**44.84**
85340920	EVERGY	POWER SERVICE	18.19	**18.19**
86160920	EVERGY	POWER SERVICE	4,177.90	**4,177.90**

Check #	Vendor	Description	Amount Paid	Check Total
92020920	EVERGY	POWER SERVICE	540.01	**540.01**
93710920	EVERGY	POWER SERVICE	67.60	**67.60**
97790920	EVERGY	POWER SERVICE	16,201.30	**16,201.30**
99780920	EVERGY	POWER SERVICE	53.72	**53.72**
01212020	COMMERCE BANK			
	AMAZON.COM	39 GAL TRASH BAGS	323.20	**323.20**
20709201	EVERGY	POWER SERVICE	88.01	**88.01**

154 checks in this report.

Grand Total All Checks: 351,095.44

Regular Meeting

THE LEAWOOD CITY COUNCIL

September 21, 2020

Minutes

Councilmembers present: Lisa Harrison, Julie Cain, Jim Rawlings, Debra Filla, James Azeltine, Chuck Sipple and Mary Larson

Councilmembers present via Zoom: 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
Mark Tepesch, Info. Services Specialist III
Stacie Stromberg, Assistant City Clerk
Patty Bennett, City Attorney
Ross Kurz, Information Services Director
Chief Colin Fitzgerald, Fire Department
Nic Sanders, HR Director
Ross Kurz, Info. Services Director
Kelly Varner, City Clerk

Staff present via Zoom: Mark Klein, Planning Official

Others present via Zoom: John Petersen, Polsinelli PC

1. **ROLL CALL**

2. **PLEDGE OF ALLEGIANCE**

3. **APPROVAL OF AGENDA**

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

4. **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/.

   Public comments on non-agenda items will not be accepted during this meeting. Public comment 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.

5. **PROCLAMATIONS - None**

6. **PRESENTATIONS/RECOGNITIONS** Introduction of new Fire Marshal, Justin Ducey and Firefighter Thomas O'Malley

Fire Chief Colin Fitzgerald addressed the Governing Body and introduced Justin Ducey and Thomas O'Malley. He stated Mr. O'Malley started on August 17th, earned his Bachelor's Degree in Biology from the University of Kansas, and was previously with the Waukarusa Township Fire Department. Chief Fitzgerald stated Mr. Ducey is the City's new Division Chief of Fire Prevention and also the designated Fire Marshal. Mr. Ducey was previously with the Johnson County Fire District #1 (Gardner-Edgerton area) for 13 years and with Johnson County for 3 years as a building inspector. Chief Fitzgerald stated how pleased and excited he is to have both men as a part of the Department.

Mr. O'Malley addressed the Governing Body and stated he is genuinely thankful to be a part of a city that is progressive and forward-thinking. He stated his desire for wanting to work for the City for a while. Mr. O'Malley stated he feels lucky to be working at a job he loves. Mayor Dunn asked at which station he is assigned. He stated FS #2. Councilmember Sipple asked if he had attended any fires. Mr. O'Malley stated not in the City of Leawood.

Mr. Ducey addressed the Governing Body. He stated he is pleased to be here and thanked Chief Fitzgerald for the opportunity to serve the community. Mayor Dunn asked how many people he served in the Gardner-Edgerton area. He stated the total population is approximately 30,000. Councilmember Cain asked if he has any opportunity to work with schoolchildren. He stated they are trying to be creative in the current environment and are working on videos on fire safety to push out to the schools.

Mayor Dunn thanked both men for attending and welcomed them to the City of Leawood.

Councilmember Harrison asked if the Fire Department is fully staffed in which Chief Fitzgerald confirmed that they are.

7. **SPECIAL BUSINESS**

Resolution providing for a special call for a Special Governing Body Meeting for October 12, 2020, for the purpose of considering Planning Case Nos. 70-20 and 81-20, pertaining to the Villa De Fontana Development

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

Mayor Dunn thanked the Council for taking an extra night out of their schedules for an additional meeting.

8. **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. 2020-34 and 2020-35
B. Accept minutes of the September 8, 2020 Governing Body meeting
C. Accept minutes of the July 14, 2020 Parks, Recreation & Cultural Arts Board meeting
D. Approve 2022 Budget Calendar (F)

E. Resolution approving and authorizing the Mayor to execute a Subscription Agreement between the City and Thomson Reuters pertaining to providing electronic legal research services (L)
F. Resolution approving and authorizing the Mayor to execute an Interlocal Agreement between the City and the Board of County Commissioners of Johnson County pertaining to the provision of Emergency Medical Services (LFD)
G. Resolution approving and authorizing the Mayor to execute a Professional Services Agreement between the City and BBN Architects, Inc. in the amount of $18,860 pertaining to improvements at Ironhorse Golf Course (PR)
H. Resolution approving a Revised Final Plan for Town Center Plaza – Amenity Area – located south of Town Center Drive and west of Roe Avenue (Case 65-20) (PC)
I. Resolution approving and authorizing the Mayor to execute Change Order No. 1 in the amount of $49,980.00 between the City and J.M. Fahey Construction Company, pertaining to the Mission Road Improvement Project from 119th Street to 127th Street [Project #72065] (PW)
J. Resolution approving and authorizing the Mayor to execute an Independent Contractor Agreement in the amount of $19,527.00 between the City and Myers Brothers of Kansas City, Inc. pertaining to replacement of the underground lift located at 14303 Overbrook (PW)
K. Resolution approving and authorizing the Mayor to execute a Sales Agreement in the amount of $22,750.00 between the City and CXTEC, for the sale of certain electronic equipment (IT)
L. Police Department Monthly Report
M. Fire Department Monthly Report
N. Municipal Court Monthly Report

Mayor Dunn pulled Items 8L and 8M.

Councilmember Cain pulled Item 8L and 8H.

Councilmember Sipple pulled Item 8L.

Councilmember Osman pulled Item 8G.

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

Councilmember Osman stated the project for Ironhorse is well overdue. He asked what the objective is in terms of the scope of work for the architectural firm. Chris Claxton, Parks & Rec Director, stated the report from the architectural firm will help decide their budget. She stated after they receive information from the consultant, she will come to the Council to present the findings and ask how they would like to proceed. This will give the Council an opportunity to decide what to do.

Councilmember Osman was in favor of improvements similar to the Sykes/Lady Overland Park Golf Course, if the budget allows but reiterated there are some well-needed renovations the Council needs to review. Ms. Claxton stated she would ask the Council to work with staff on a list of priorities, starting with the kitchen.

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

Councilmember Azeltine asked when the improvements were made to the clubhouse a few years ago if any needs assessment was done at that time. Ms. Claxton stated there was not, but that the thought was to keep the operation for catering and not meal prep, but that the decision now needs to be whether it should be a grill or a full restaurant in terms of food service. Ms. Claxton stated a needs assessment was done before in 2006 for the proposed Community Center.

Scott Lambers, City Administrator, addressed the Governing Body. He recommended that Councilmembers visit the Silo Farmhouse in Lenexa to experience a level of expectation they may want to compare to.

Councilmember Cain thanked Town Center Plaza for their concept of the amenity area which will include a fire pit and outdoor games, and for increasing their pedestrian friendliness. Mayor Dunn whole-heartedly concurred.

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

Mayor Dunn stated the Police Department Report included "new faces" in the Department and invited Police Chief Troy Rettig to introduce new employees to the Council, if shifts allow for it. Chief Rettig thanked the Mayor for the invitation.

Councilmember Cain stated she was very pleased with how the Police Department's new license plate readers (LPRs) are helping solve cases in the City.

Councilmember Sipple asked about the crime report data having substantial increases from the last 2 months. Chief Rettig stated that data was all specific to the midnight shift facing "very active groups" in the City. Chief Rettig stated the increase in crime numbers have risen not only in Leawood but also in neighboring cities. Mayor Dunn asked if the midnight shift staff stays the same throughout the year. Chief Rettig confirmed it does because it is easier and healthier for the officers' sleep and family schedules. Councilmember Rawlings asked if the LPRs are on police cruisers or poles. Chief Rettig replied they are on both and also the new radar trailer.

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

Mayor Dunn indicated in the Fire Department's monthly report the Administrative Staff who assisted in the face mask distribution to Leawood schools were Kelly Varner, City Clerk, and Fire Chief Fitzgerald and his staff. Masks were donated to the City due to our sister city relationship with I-Lan, Taiwan and were delivered on August 24th.

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

9. **MAYOR'S REPORT**

   Fire Chief Colin Fitzgerald, City Administrator Scott Lambers and I attended the Fire Department Re-Accreditation meeting with Peer Assessor Team Leader Ken Horn earlier

today. The purpose of the interview was for the assessor to understand our local processes and to verify and validate what was written in the self-assessment documents that the Fire Department submitted. It will be included in their written report and recommendation to the Accreditation Commission. Final results should be available in the spring of 2021.

10. COUNCILMEMBERS' REPORT - None

11. CITY ADMINISTRATOR REPORT

Scott Lambers: Discussion on the reopening of City Hall

Mr. Lambers stated City Hall is still closed to the public. He stated it was his intention to wait until the Governor's Order expired, and while it did, the Governor decided to extend it another month. He explained the County agreed to concur with her recommendations. Mr. Lambers requested, with the onset of schools opening and the Labor Day surge that City Hall remains closed from the public at this time, until the Governor's Order expires next month. He stated if the Council chooses to open the building, staff would need to place certain limitations to lessen the threat of contamination. He is concerned that to give public access to the Chambers increases contamination risks. Mr. Lambers explained if the public wanted to be addressed at a Governing Body meeting they could gather in the Oak Room on the lower level.

Mr. Lambers stated there has been three exposures already at City Hall. He explained with an exposure, the City Hall building or a major portion of it, is shut down and decontaminated for a total of 4 days and at a cost of $10,000.00. He did caution that the experts warn of more contagion this winter due to people staying indoors.

Councilmember Rawlings asked if there were any areas of concern in which any City services are lacking. Mr. Lambers stated the front desk staff is very cognizant of those coming to the front doors. The outer door is left unlocked so visitors can come into the entryway. Packages are left inside the entryway for staff to pick up. Mr. Lambers stated the City is doing more electronic approvals and permits and will continue to do so. He indicated staff is doing more electronically all the time, which will be a permanent part of our functions.

Councilmember Filla asked if the staff have heard of any complaints. Mr. Lambers stated no. He stated that while many businesses are not returning to traditional offices, the City is fully staffed inside the building.

Councilmember Cain expressed her pleasure in the creative ways that staff is continuing programs and events, such as opening the City Pool this summer.

Councilmember Harrison asked how many visitors usually come to City Hall during the work week before the pandemic. Mr. Lambers stated downstairs was between 50-100 people. Upstairs maybe a 1/3 of that. Steady but never sees lines at the front desk. She wanted to make sure communication is made clear to the public that we are not closed. She has received messages from the public who are confused as to whether staff is working or not. She suggested the signage out front of the building is made clearer. Mr. Lambers stated there was a time some planners were working remotely, but that word has spread that staff is available online.

Councilmember Azeltine stated the banner on the website's front page needs to be updated or changed because it gives the impression we are closed.

Councilmember Larson inquired how Municipal Court is operating. Patty Bennett, City Attorney, stated dockets are staggered, they use 6' spacing between chairs and the bench, and Zoom hearings and phone pleas are offered. She stated there have been no issues.

Mayor Dunn stated that the Governor's Order expires on October 15th and that she liked the idea of using the Oak Room for the public. She thanked Mr. Lambers for his recommendation.

The City Council body agreed with the City Administrator's recommendation.

12. STAFF REPORT - None

13. COMMITTEE RECOMMENDATIONS

[From the August 25, 2020 Planning Commission Meeting]

Ordinance approving a Revised Preliminary Plan and Revised Preliminary Plat 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]

John Petersen, Polsinelli PC, addressed the Governing Body via Zoom. He referred to the project as the Lashbrook Project, on which he is appearing on behalf. He shared a presentation to the Governing Body, first starting with the original plan that was approved with stipulations in 2018. Mr. Petersen stated the developers returned to the Planning Commission to work on the stipulations: phasing, timing of installation of a traffic signal, burying power lines, and adding an additional 3rd lane on 135th St. He stated they returned to the Planning Commission to request relief from timing and financing issues. Planning Commission recommended denial. Between the time they met with the Planning Commission but before meeting with the Council, the developers came up with a different design for the project, as asked by the Council. At that time, they presented a new plan to change the twin villas to townhomes north of 137th St. and redesigned the mixed-use area. Mr. Petersen stated they are not asking to change the stipulations, but wanted to present the new building use and configuration plan. He stated he is pleased that they have the recommendation from the Planning Commission.

Mr. Petersen stated they have reached an agreement with staff on the stipulation changes:

- Public Works Memo No. 19 Timing to Recording Final Plat(s)
- Public Works Memo No. 20 Issuance of Certificate(s) of Occupancy
- Planning Staff Stipulation No. 7 Burial of Power Lines

Mr. Petersen stated upon a discussion with the City Administrator and City Attorney, the developer will pay a portion of the costs to place underground the power lines in the amount of $500,000.00 at the issuance of a building permit for the first building in the mixed-used portion of the project.

- Public Works Stipulation No. 2(c)(i) Additional 135th St Lane

Mr. Petersen stated the developer will remit $600,000.00 to the City in the event that one of two things happen: if the intersection of 135th and Stateline Rd is operating at a Level of Service F, as reported by a third-party traffic engineer study; or if the City of Kansas City, MO completes an additional eastbound lane on 135th St. within its jurisdiction from Stateline Rd. to the Blue River Bridge. He stated if neither of these occurrences take place within 10 years from the date of occupancy of the mixed-use development, then the requirement would go away.

- Public Works Stipulation No. 2(c)(iii) Traffic Signal Escrow Fee

Mr. Petersen stated there was no disagreement on paying half of the fee, but rather when to pay. The estimate for half the fee is estimated at $165,000.00 and would be paid prior to the final plat for either Tract H or Tract I in the mixed-use development.

He summarized by stating overall the developers would accept Planning Stipulations 1-38 with an amendment to Stipulation No. 7. They also would accept Public Works Stipulations 1-20 with amendments to Stipulation Nos. 2, 7, 19 and 20.

Councilmember Filla stated she appreciated all the work the staff and Mr. Petersen had done. She stated in the plan provided to the Council earlier, there was a larger green space. She asked if consideration was taken to save trees and if any covenant can be made to keep it a green space. Mr. Petersen stated the plan was the same one that was approved in 2018 and no green space was shortened. He stated there are 2 treed areas. One will stay relatively the same but will include a path; the second treed area will be the stormwater treatment area. He confirmed it will stay green space because it is part of the approved preliminary plan and will go to final plan. Councilmember Filla asked for him to consider adding verbiage to honor the green space after the development phase is complete. Mr. Petersen stated one approach they could take is to include that in the draft of the Homes Association declarations that the Council will have an opportunity to review. He explained the declarations will be recorded and run with the land.

Councilmember Rawlings stated he likes the changes to this proposed plan. He stated his concern is that there is only one entrance and one exit and wondered if it met the fire code in this high density plan. He asked if there was any consideration to have an additional exit out on the east side at 137th Street. Mr. Petersen stated the Fire Department did not have any concerns, but the developers did make some modification of the radius to the central green in the townhome area. He added that the market drives a tighter community characteristic.

Councilmember Cain stated she noticed in Stipulation No. 9 that the gate is no longer in the plan but asked if the roads will still be private. Mr. Petersen confirmed yes, but mentioned the roads will be built to city standards and that this type of development and living style lends itself to private streets. Councilmember Cain asked that language be added that the private road maintenance be the responsibility of the homeowners. Mr. Petersen stated it can be included to the HOA, but added that the streets for the villas are public. Councilmember Cain asked if the townhomes will be developed by Mr. Lashbrook or another developer. Mr. Petersen stated he will develop the twin villas and will be involved in the townhomes and some of the mixed-use development. Councilmember Cain asked if the traffic study will be updated or if it had been satisfied. Mr. Petersen stated it will be updated as part of the final plan analyst. Councilmember Cain asked how long of a time frame will there be between phases 1 and 2. Mr. Petersen stated the developers hope it will be in a year or less, but the streets and stormwater must be built first.

Councilmember Cain stated the reason she voted to approve the original plan was because the developer agreed to all the stipulations, but expressed frustration on just now seeing revisions to the stipulations with no time to prepare in making a decision.

Mayor Dunn suggested that Mr. Lambers speak to some of the revisions, as well. Mayor Dunn agreed that private roads have been approved by Council in the past, but they call them "private drives" so that it is clear that the homeowners are responsible for the maintenance in perpetuity. She suggested

that Stipulation No. 10 be re-worded to state "all private drives proposed within this development shall meet the requirements for public drives per the Leawood Public Ordinance…" Mr. Petersen stated they have no objection to that change.

Mr. Lambers stated staff and Mr. Petersen were working on this preliminary plan stipulation language until 3:00 p.m. this afternoon but feels comfortable bringing it forward tonight. He stated for the final plan he understands the Council is entitled to have all the information well in advance of the meeting, but that the language they see tonight should be expected in the final plan. He agreed there has been a lot of back and forth. Mayor Dunn asked if the Council can be given a paper copy of the stipulation changes that Mr. Petersen presented tonight. Ms. Bennett stated she has an email from Mr. Petersen that discusses the three major stipulations, but asked if Mr. Petersen could email them to her to print off at this time.

Mr. Lambers reiterated the agreed upon stipulations and recapped Mr. Petersen's proposal.

Councilmember Harrison asked if the plan is to have one HOA or two. Mr. Petersen stated there will be two. She encouraged Mr. Petersen to use consistent terminology in his presentation. She asked about parking for the townhomes. Mr. Petersen stated parking will offer 2-car parking spaces per unit on the twin villas and the garages are rear-loading for the townhomes. She asked about the expected price point for the twin villas and townhomes. Mr. Petersen stated the villas will be approximately $600,000.00 and the townhomes to be $400,000.00. Councilmember Harrison asked about the ratio of bedrooms for the apartments. Mr. Petersen is unsure at this time, but stated the market will drive that decision. He guessed it will be 2-bedroom and 1-bedroom with studio units. Councilmember Harrison asked if the only private street is the cul-de-sac in front of the townhomes. Mr. Petersen stated it is the main entrance area and drive in front of the homes and drives behind the homes of the townhomes. She stated her concern of needing any private streets and that they give the impression of exclusivity. Mr. Petersen disagreed with that impression, but guessed that it could be a security issue for people who wish to live in that type of arrangement, whether it is justified or not. Mayor Dunn stated the lack of a gate is imperative in allowing non-residents to bike or walk through the area. Mr. Petersen stated this is an urban style living fashion, which is a choice of some people, and this one of the reasons of the private drives.

Mayor Dunn stated one advantage of a private drive to the homeowners is that they will be plowed sooner than when City plows can get to them, since it will be hired out.

Mr. Lambers stated, depending on how the developers designate the property, the sidewalks could belong to the HOA or property owners.

Mr. Petersen stated Stipulation No. 36 outlines the "funding mechanism to maintain, repair or replace all common areas…"

Councilmember Sipple asked what the percentages are of the developer's fees to pay for the 3rd lane addition and burying power lines. Mr. Petersen stated an approximate amount is 1/3 of the burying of the power lines, and 90% of the road cost, and 50% of the traffic signal.

Councilmember Larson asked about the setback for the townhomes if those streets were public. Mark Klein, Planning Official, addressed the Governing Body via Zoom. He stated the public street is 50 feet of right-of-way and the pavement itself is 26 feet curb to curb. Councilmember Larson asked about the pool deck and parking mentioned in the preliminary plan. Mr. Petersen stated the pool is

on the roof of the parking structure that will serve the multi-family of the mixed-use development. She asked what the area was on the plan in the midst of the townhomes. Mr. Petersen explained that is a common green space. Councilmember Larson asked about the phasing. Mr. Petersen stated phase 1 will be the public street of 137th. The latter phases will be decided on what the market demands.

Councilmember Osman asked if there will be a fence around the perimeter of the townhomes since the gate has been removed. He mentioned the advantages to the developer of having a private drive in the setbacks and character style of the area. Mr. Petersen stated there will be no fence. Councilmember Osman asked about the construction material and suggested the developer use quality insulation on the middle units because there have been complaints of noise in the past with other projects. He stated his concern for one egress and entrance to 137th Street, and his desire to have had the changes to the stipulation before tonight. Overall, he stated he likes the project.

Councilmember Cain asked if the independent traffic study would be paid for by the City or the developer. She stated she does not know what Level of Service F is. Mayor Dunn stated Level F is significant. David Ley, Public Works Director, addressed the Governing Body. He stated a Level of Service of E, for example, is currently at 135th and State Line Rd. He explained if there is an average delay of over 80 seconds, then the Level Service would be F. Councilmember Cain asked if Public Works would initiate the study. Mr. Ley stated the 3rd party would be a professional traffic engineer company who would use the standard traffic PTOE certification.

Mayor Dunn stated she feels a second ingress/egress is important and logical. She recommends that be reviewed, as well as any signage regarding private drives or sidewalks.

Councilmember Rawlings complimented staff and Mr. Petersen on their compromises and overall work on the stipulations. He is in favor of moving forward with the plan.

Ms. Bennett stated she handed out paper copies of the stipulations to the Governing Body, which was discussed with Mr. Petersen earlier today and recapped what was listed with her suggestions for language revisions. Mr. Petersen stated he used language directly from Mr. Ley, especially on the phasing and that the exact language will be in the final plan.

Mr. Petersen stated having a second access is not required by the Fire Department. He stated the developers looked at other access points but it will lose units and the developers feel this is a good design as is.

Councilmember Azeltine stated the Council should not be in the business of redesign if the Fire Department has already given the approval.

Councilmember Larson thanked staff and Mr. Petersen for all their hours of work on the proposal and is looking forward to the project.

Councilmember Filla stated Stipulation No. 9 states no portions of this development shall be gated or shall restrict any vehicles or pedestrians.

Councilmember Harrison stated frustration on the terms private drive or private street.

A motion to approve Item 13 with stipulation changes was made by Councilmember Filla, seconded by Councilmember Sipple. Motion was approved with a roll-call vote of 7-1.

Councilmember Harrison voted nay due to the need of private drives or private streets.

14. OLD BUSINESS - None

15. OTHER BUSINESS - None

16. NEW BUSINESS

A. Schedule Work Session Monday, October 5, 2020 6:00 P.M.

A motion to approve Item 16A was made by Councilmember Filla, seconded by Councilmember Azeltine. Motion was approved with a roll-call vote of 8-0.

B. Schedule Governing Body meeting Monday, October 5, at 7:30 P.M.

A motion to approve Item 16B was made by Councilmember Filla, seconded by Councilmember Cain. Motion was approved with a roll-call vote of 8-0.

ADJOURN

Meeting was adjourned at 10:01 PM

8C.

MINUTES
Historic Commission Minutes
July 14, 2020
City Park

Present: April Bishop, Alice Hawk, Janet O'Neal, Barbara Holzmark, Clara Van Draska, Dan Throckmorton and Council Liaison Debra Filla and Staff Liaison Holly York. Guests from the Daughters of the American Revolution, Denise Bullock and Janet Alley.

April Bishop called the meeting to order at 4:32 pm.

Introductions
Clara Van Draska and April Bishop were appointed in the spring. The group introduced themselves.

Minutes
Alice Hawk moved and Dan Throckmorton seconded the motion for approval of the minutes from the March 12, 2019 meeting of the Historic Commission. Minutes were unanimously approved.

Finance Report
Alice reported that the Historic Commission has $3,400 in the budget, which is a line item within the Leawood Foundation monies held by the Greater Kansas City Community Foundation.

Old Business
The dedication of the historic plaque at the Leawood Shops at Somerset & Lee Boulevard took place on May, 9, 2019. It was a big success with the original and current owners in attendance.

Historic Plaques

8000 Lee Building
This is the original Kroh Brothers office in Kansas. Dan reported that the current owners of the building are unwilling to work with the City. The group agreed to table the pursuit of installation of this plaque for a few years.

Linwood Pioneer Cemetery
April suggested placement of a plaque at the Linwood Pioneer Cemetery. The DAR has worked hard to clean up the cemetery and repair headstones. They still have work to be done. Ranchmart is replacing the paved area between the cemetery and 95th Street with grass. The DAR is also working on research of the inhabitants of the cemetery and the Linwood area. After the reopening of events following the pandemic the group will move forward with this installation. This will be a great opportunity to hold educational presentations and bring attention to ongoing efforts to maintain the cemetery.

Interviews
Janet O'Neal and Charles Lusk were working on oral history interviews from former students of the Oxford Schoolhouse. April and Clara Van Draska offered to help in this endeavor.

Historic Oxford Schoolhouse
Staff Liaison Holly York updated the group about the Covid-19 preventative measures implemented at the Historic Oxford Schoolhouse, which includes limited seating, availability of hand sanitizer and masks, along with disinfecting touched surfaces. The Oxford Docent Intern this summer is Brenna Pritchard, who is pursuing her Doctorate in History at the University of Kansas.

New Business
Linwood Cemetery Update
Denise Bullock and Janet Alley, local chapter representatives from the Daughters of the American Revolution spoke about their work and vision for the Linwood Pioneer Cemetery located in the Ranch Mart Shopping Center. With the cooperation of JCMRE and the Regnier family, six area DAR chapters chose the beautification and preservation of the cemetery as their DAR National Day of Service project on October 11 and 12 of 2019. The Linwood Pioneer Cemetery project won the NSDAR National Day of Service Award out of 204 entries across the country.

But there is still so much work to be done. The organization would like to see a new entrance to the cemetery, repaired headstones, a redeveloped grassy area, and education center in the next few years. Denise said they need help with ground maintenance including removing trees and buffalo grass. It was suggested that the DAR look into partnering with the Lion's Club, garden club, Boy Scouts, or ask for consultation from Leawood Parks and Recreation staff. Council Liaison Deb Filla suggested that the DAR create a master plan to present to potential partner organizations. April and Clara suggested generating interest by publishing articles about the project.

DAR researchers have found some fascinating stories about pioneers interred there as well as the pioneers of the Linwood area, but there is so much missing information. Denise shared one story about James Tennison.

April also suggested that Brenna Pritchard might be able to help the DAR with research about the Linwood Pioneer Cemetery. Holly will connect Brenna and Denise.

Memorial for Charles Lusk
The Commission discussed possible memorial options for Charles Lusk including a bench at either the future park at 96th and Lee Blvd or the Linwood Pioneer Cemetery or possibly a planted tree and plaque at the cemetery. Charles was also a member of the Leawood Foundation and they would be interested in partnering with the Historic Commission. Clara will speak to Mary Anne Lusk on her thoughts of the best way to honor Charles.

JCKHF
April attends the Johnson County Heritage Foundation meetings once a month and asked the group if anyone else would like to attend those meeting too. Barbara expressed interest and April will send her a meeting invitation.

96th and Lee Status
Council Liaison Filla reported that the cell phone tower has been removed from the site. There is a flourishing community garden. A new 4 bay fire station will replace the old station on the

remaining parkland have not begun. Due to deed restrictions the HOA needs to approve the area as a park. The need for the former City Hall to move within the site property has not yet been determined.

Meetings
The group decided to continue quarterly meetings at 4:30pm, but switch to the 3rd Tuesday of the month.

Next meeting is Tuesday, September 15 at 4:30pm at the future park at 96th and Lee Blvd.

The meeting adjourned at 5:41pm

Submitted by: Holly York, Cultural Arts Supervisor

DRAFT

8D.

MINUTES
Leawood Arts Council
May 26, 2020
Conducted via Zoom and livestreamed on YouTube

Present: Anne Blessing, Stephanie Hamil, Michael Shirley, Julia Steinberg, Dave Hazen, Kim Hinkle, Burton Dunbar, Carl McCaffree, and Jessica Chanos; Chris Claxton and Holly York, staff liaison; Council Liaison James Azeltine

Anne Blessing called the meeting to order at 4:25 p.m.

STATEMENT
Staff Liaison Holly York stated, "To reduce the spread of COVID-19, Leawood City Hall is currently closed to the public. For the Leawood Arts Council May 26, 2020 4:30 pm meeting, the Committee members will not be physically present in City Hall and will instead be using ZOOM, an online virtual meeting tool and livestreamed on YouTube.

A link to the livestream is posted on the City's website and notice of any future meetings using this, or a similar virtual meeting tool, will be posted at www.leawood.org.

Each Committee Member, Staff Member, or Presenter must first state their name and title prior to speaking or voting. Please also ensure that your microphone is muted when not speaking. Public comments will not be allowed during this meeting.

The Chair is reminded to clearly state each motion prior to voting, and will announce the results of the final vote."

APPROVAL OF MINUTES
Anne thanked the Council for being flexible to meet virtually. She mentioned that there was a misspelling on page four of the January LAC minutes that will need to be amended.

Stephanie Hamil moved that the Minutes of the LAC meeting of January 26, 2020, be approved pending the amendment. Burton Dunbar seconded the motion and the motion was approved with 6 votes and two abstentions by Carl McCaffree and Dave Hazen.

REPORT OF THE CHAIR
Anne reported the LAC did not meet in March due to the closing of City Hall. At that meeting, we were scheduled to consider and vote on the annual LAC recommendation regarding the Public Art Impact Fee.

The City of Leawood imposes a Public Art Impact Fee on all commercial development as a means of funding the acquisition and maintenance of public art in the city. The rate of this fee is currently $.15/square feet of finished commercial floor area. This rate has remained unchanged since August of 2006.

Section 12-609 of Leawood City Ordinances requires an annual review of the public art impact fee and, as part of this review, asks the Leawood Arts Council for its recommendation regarding the amount of the impact fee in light of public art needs. The City Council was scheduled to take action on the impact fee at its meeting on May 4. On April 28, Anne emailed all LAC members and liaisons and asked for a vote via email to recommend that the impact fee remain unchanged in the current year, consistent with the recommendation of the City Administrator. The minutes of this meeting reflect that the members of the LAC voted unanimously to recommend that no change be made to the public art impact fee for the current year, and that this action was communicated to the City Administrator via email on April 30, 2020.

CITY COUNCIL REPORT

Council Liaison James Azeltine reported that City Council recently approved opening the Leawood Aquatic Center in June to residents by appointment only. The City Council is also working with staff to coordinate possible viewing locations around the city for the July 4th fireworks show. City Council also approved suspending a portion of the planning code to allow the City Administrator to approve additional outdoor seating for restaurants during the re-opening phases due to the COVID-19 crisis.

APPI REPORT

Holly York reported that on March 3, 2020, the APPI, acting as a selection panel, unanimously recommended the purchase of *Sky Writing I* by John King to LAC. Per the loan agreement, $2,500 was paid to the artist. If purchase is approved the loan amount would be applied to the purchase price of $40,000, meaning $37,500 would be owed. Burton Dunbar asked Holly to show an image on the screen of the artwork for those who may be watching on YouTube. Holly held up a printed image to the screen.

Stephanie Hamil moved to accept the recommendation to purchase *Sky Writing I* by John King for $40,000 less the $2,500 already paid and to recommend this purchase to City Council. Julia Steinberg seconded. The motion was unanimously approved.

Anne mentioned that APPI also approved to recommend *Sky Writing I* be installed on the berm located between Tomahawk Creek Pkwy and west and center of the South Lake. Holly showed a photo of the recommended site location. Kim Hinkle moved to approve the recommended site on the berm located between Tomahawk Creek Pkwy and west and center of the South Lake for the installation of *Sky Writing 1*. Julia seconded. Stephanie voiced concern that there would not be sufficient wind for the kinetic sculpture along Tomahawk Creek Pkwy. Chris Claxton suggested working with the Planning Commission to conduct a wind study at the temporary loan site along with the recommended site.

Per the discussion, Anne amended the motion to recommend the placement of *Sky Writing 1* on the berm between Tomahawk Creek Pkwy and west and center of the South Lake pending a review by staff that wind flow will be sufficient to activate the kinetic piece. If wind is determined to not be sufficient, then location installation will come back to the APPI selection panel for another recommendation. Stephanie moved and Jessica Chanos seconded the motion. LAC unanimously approved the recommendation.

The recommendation to purchase *Sky Writing I* and its possible location will proceed to the Planning Commission.

CULTURAL ARTS REPORT

Holly York reported the following:

- Leawood Stage Company made the difficult decision to cancel their spring production of The Civil War and summer production of The Drowsy Chaperone due to COVID-19 concerns.
- Grinning and Grooving Children's Concerts were rescheduled from June to July
- Staff is increasing Parks and Recreation's social media presence. Holly has drafted a Public Art Scavenger Hunt to be posted in June. Kim Hinkle requested that Holly send out an email listing Parks and Recreation's social media platforms and handles.
- June summer camps were cancelled due to the closure of City Hall. However, Holly is working on a virtual story time with an art activity to be posted on social media in June. July Art Camps, Art Party for ages 6-8 and Little Artists for ages 4-5, are going on as planned with 4 and 6 campers enrolled, respectively.
- A contracted conservator is inspecting and cleaning artworks in the Collection. A contract is pending for Zahner Metal Conservation to maintain *Dancers (Tango)* and *The Weight of your Heart/The Weight of a Feather* along with an estimate for repairing *Lllooppi.* Julia inquired about the face masks that have appeared on a few of the bronze sculptures and possible signage about touching the art. Chris agreed that there should be signs near the bronze sculptures about respecting the art.
- KC Banner will begin replacing banners on streets running east to west, with those that we have in reserve. They are not able to do "full coverage" printing due to problems with the ink cracking over time. So the current designs we have would not be able to be produced.
- Opening bids for installing *Women of the Word* and *Inspiration* along with footings will be public in a few weeks. John Forsythe, working on *Women of the World*, has been in the hospital, but he has a few more areas to refurbish.
- Holly is coordinating a bid from a photographer for the Public Art Collection.
- Holly is continuing to condense information and write content on artworks in the Collection.
- August Sundays in the Park will proceed as planned.

Michael Shirley asked Holly to speak about a few of the outdoor sculpture exhibitions throughout the KC Metro this summer. Holly reported that Overland Park canceled the Seward Johnson exhibition and that there is a sculpture walk in downtown Lee's Summit.

Our next meeting is scheduled for July 28, 2020, at 5:30 pm.

The meeting was adjourned at 5:12 p.m.

Submitted by: Holly York, Cultural Arts Supervisor

8E

City of Leawood

Date: October 5, 2020

To: Mayor Dunn
Members of the City Council

cc: Scott Lambers, City Administrator

From: Nicholas Sanders, Director of Human Resources

Subject: 2021 Employee Benefit Programs

Attached information regarding the 2021 employee benefit programs:

- Health Insurance
  - 11.80% premium increase in for all plan options.
  - Decrease in City contribution calculation for 'Employee + Spouse' to 65%.
  - Commission Disclosure with Blue Cross Blue Shield of Kansas City and Holmes Murphy and Associates.
- Dental Insurance
  - Renewal of dental plans with Delta Dental of Kansas at a 0% increase for both Base and Buy-Up plans and a 5% rate cap in 2022 for both.
- 2021 Health and Dental Premium Cost Sharing for City and Employee.

Information regarding other benefit programs is available upon your request.

Please contact me at 913.663.9105 should you have any questions.

Funding Source:
Health Insurance – 11110.XXXXX.524100
Dental Insurance – 11110.XXXXX.524200

RESOLUTION NO. _____

RESOLUTION APPROVING AND AUTHORIZING THE MAYOR TO EXECUTE 2021 EMPLOYEE BENEFIT PLAN DOCUMENTS.

WHEREAS, the City of Leawood desires to continue providing benefits to its employees by approving employee benefit plan documents for 2021.

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 renewal of certain employee benefit documents listed below:

- Benefit and Rate confirmations with BCBSKC for health plans
- Commission Disclosure with BCBSKC and Holmes Murphy and Associates
- Agreements with Delta Dental of Kansas, Inc. to provide Base and Buy-Up dental plans

SECTION TWO: This resolution shall become effective upon passage.

PASSED by the Governing Body this 5th day of October, 2020.

APPROVED by the Mayor this 5th day of October, 2020.

_____
Peggy J. Dunn, Mayor

[SEAL]

ATTEST:

_____
Kelly Varner, CMC, City Clerk

APPROVED AS TO FORM:

_____
Patricia A. Bennett, City Attorney

Kansas City

Confirmation of Coverage	
Group Name:	City of Leawood
Offer Name:	2021 Renewal
Group Number:	30678000
State:	Kansas
Effective Date:	01/01/2021
Important Notes:	

Offer-Related Information	
A. General Information	
Contract Term:	12 Months
Subsequent Renewal Terms:	12 Months
Renewal Notification:	120 Days
Annual Enrollment Period Start:	30 Days prior to Group Anniversary Date
Annual Enrollment Period End:	15 Days after Group Anniversary Date
Waiting Period:	0 Days
Eligibility Rule:	First Day of Month Following Waiting Period
Termination Rule:	Last day of month following termination
Leave of Absence Term:	Not applicable
Dependent Limiting Age:	26 Years
Dependent Limiting Age Termination:	EOY following birthday
Is Employer subject to ERISA?:	No
Are Section 125 Enrollment Changes Allowed?:	Yes
HSA Bank Selection:	UMB
Reinstatement Fee:	$500
B. Medical Programs and Services	
AHY (subscribers/spouse with medical):	AHY (100+)
AHY Standard Buyup (employees with no medical):	No
Wellness Stipend:	$17,500
24-Hour Nurse Line:	Yes
Healthy Companion:	Yes
Virtual Care:	Yes
Livongo Program:	Yes
Genetic Testing:	Yes
APEA:	Yes
Rx Personal Medication Coach:	Yes
Rx Savings Solution:	Yes
Rx Carve-in Credits:	No
C. Blue KC Vision Coverage	
Blue Vue Base:	No
Blue Vue 10/100:	No

Blue Vue 10/130:	No
Blue Vue 10/150:	No
Blue Vue 10/200:	No
Blue Vue 0/130:	No
Blue Vue 0/150:	No
Blue Vue 0/200:	No
Blue Vue Non-Standard:	No
D. USAble Coverage	
Term Life:	No
AD&D:	No
Blue KC Provided Billing Service:	
E. Principal Coverage	
Group Term Life:	No
Voluntary Life:	No
Long Term Disability (LTD):	No
Short Term Disability (STD):	No
Critical Illness:	No
Accident:	No
Dental:	No
Vision:	No

Offer Summary and Signatures

Plans included in this Offer:

For details about the plans included in this offer, please see the attached Plan information.

Preferred-Care Blue PPO Base Plan (C5P3)
Preferred-Care Blue PPO Buy Up II Plan (C5P5)
Preferred-Care Blue BlueSaver Plan (C5P6)
BlueSelect Plus Base Plan (C5P7)
PPO BlueSaver SpiraCare - HSA (C5P8)

Confirmed by: City of Leawood

Signature

Title

Date

Accepted by Blue Cross and Blue Shield of Kansas City:

Evan Martinez (Sep 22, 2020 16:52 CDT)

Signature

Underwriter

Title

Sep 22, 2020

Date

This page intentionally left blank

Kansas City

Plan Information	
Group Name:	City of Leawood
Plan Name:	Preferred-Care Blue PPO Base Plan
Group Number:	30678000
State:	Kansas
Effective Date:	01/01/2021
Important Notes:	
For Internal Use Only:	Package: 2410070499 XREF: C5P3 Medical: 2410330864 Rx: 2410090025

1. General Plan Information	
Benefit Period	Calendar Year
Funding	Fully Insured
Grandfathered Status	Non-Grandfathered
Consumer-Driven Health Plan (CDHP)	N/A
Spira Care Plan?	No
Religious Employer?	N/A
Classification of Eligible Employees	All full-time employees actively working 27 hours per week; Retirees and their Dependents who are eligible in accordance with the Employer's Employee Benefits Program
Eligibility	
Min % of Eligible Employees	75%
% Threshold of Total Employee Enrollment	90%
Minimum Employer Contribution – Eligible Employees	75%
Minimum Employer Contribution – Total Account Premium	50%
COBRA Billing	Employer
Are Domestic Partners Covered?	No
Are Same Sex Spouses Covered?	Yes
Insurance Coverage Creditable (Medicare Part D)	Yes
Blue Connect	Blue Connect not included
Compass	Compass not included

2. Network	
Local Medical Network	Preferred-Care Blue
Out-of-Area Medical Network	BlueCard PPO/EPO
Pharmacy	See Pharmacy (Sections 5 & 6)

3. Cost Sharing		
Medical Deductible - Calendar Year, Embedded All INN & OON Cross Accum	**In-Network**	**Out-of-Network**
Individual	$500	$500
Family	$1,000	$1,000
Pharmacy Deductible	No Pharmacy Deductible	

Medical Coinsurance	In-Network	Out-of-Network
Member Pays	20%	40%
Plan Pays	80%	60%
Out-of-Pocket Limit - Calendar Year, Embedded All INN & OON Cross Accum The Out-of-Pocket limit includes all Deductibles, Coinsurance, and Copayments a member pays during the Benefit Period.	**In-Network**	**Out-of-Network**
Individual	$3,500	$7,000
Family	$7,000	$14,000
Pharmacy Out-of-Pocket Limit	Combined with Medical	
Annual First Dollar Coverage	Does not apply	Does not apply
Annual Maximum	Does not apply	Does not apply
Lifetime Maximum	Does not apply	Does not apply
4. Benefits		
Professional Services	**In-Network**	**Out-of-Network**
Primary Care Physician Office Visit - An internist, family practitioner, general practitioner, or pediatrician.	$25 Copay/Visit, no Deductible	40% Coinsurance after Deductible
Total Care Primary Care Physician Office Visit	Does not apply	Not applicable
Specialist Physician Office Visit - Doctors of Medicine (MD), Doctors of Osteopathy (DO), except Primary Care Physicians, and other medical practitioners such as optometrists, psychologists and chiropractors.	$35 Copay/Visit, no Deductible	40% Coinsurance after Deductible
Urgent Care Office Visit	$35 Copay/Visit, no Deductible	40% Coinsurance after Deductible
Total Care Urgent Care Office Visit	Does not apply	Not applicable
Blue KC Virtual Care - Office Visit Virtual care provided by Blue KC virtual care partner(s). All other virtual care services subject to applicable cost sharing.	No member cost share	Not applicable
Blue KC Virtual Care - Behavioral Health Therapy Virtual care provided by Blue KC virtual care partner(s). All other virtual care services subject to applicable cost sharing.	20% Coinsurance after Deductible	Not applicable
Designated Health Clinic	Does not apply	Not applicable
Other Benefits (in alphabetical order)	**In-Network**	**Out-of-Network**
ABA Services ABA Services Age Limits: Mandated Limits ABA Services Hours Limits: Mandated Limits	Subject to Applicable Cost Shares	Subject to Applicable Cost Shares
Abortion	Not covered	Not covered
Acupuncture	Not covered	Not covered
Allergy Testing	20% Coinsurance after Deductible	40% Coinsurance after Deductible
Allergy Treatment	20% Coinsurance after Deductible	40% Coinsurance after Deductible
Ambulance - Air Air Ambulance Allowable Option: Billed Charges	20% Coinsurance after Deductible	20% Coinsurance after In-Network Deductible

Ambulance - Ground Ground Ambulance Allowable Option: 150% of Medicare	20% Coinsurance after Deductible	20% Coinsurance after In-Network Deductible
Assisted Reproductive Services	Not covered	Not covered
Autism-Related Services No limits	Subject to Applicable Cost Shares	Subject to Applicable Cost Shares
Bariatric Services	Not covered	Not covered
BDC+ Surgery	Not covered	Not covered
Chiropractic Services Office Visit	$35 Copay/Visit, no Deductible	40% Coinsurance after Deductible
Cranial Remodeling Devices No limits Required to follow Blue KC Medical Policy?: Yes	20% Coinsurance after Deductible	40% Coinsurance after Deductible
Dental Anesthesia Maximum age limit of 5 Years	Missouri/Kansas Default	Missouri/Kansas Default
Diabetic Equipment and Supplies Prior Authorization Policy Applies	20% Coinsurance after Deductible	40% Coinsurance after Deductible
Diabetic Footwear	20% Coinsurance after Deductible	40% Coinsurance after Deductible
Diabetic Pump	Covered as Durable Medical Equipment (DME)	Covered as Durable Medical Equipment (DME)
Diabetic Self Management Education/Training (DSMT)	No member cost share	40% Coinsurance after Deductible
Durable Medical Equipment (DME) Prior Authorization Policy Applies No limits	20% Coinsurance after Deductible	40% Coinsurance after Deductible
Elective Male Sterilization	No member cost share	40% Coinsurance after Deductible
Emergency Services Copay Waiver Rule: Copay Waived if Admitted	$200 Copay/Visit, then Deductible, then 20% Coinsurance	$200 Copay/Visit, then In-Network Deductible, then 20% Coinsurance
Food and Food Products for PKU Maximum benefit of $5,000/Calendar Year for In-Network and Out-of-Network	Covered	Covered
Foot Orthotics	Not covered	Not covered
Gender Dysphoria-Related Services Prior Authorization Policy Applies Gender Dysphoria Cost Shares Apply to Cosmetic Surgery: No Gender Dysphoria Cost Shares Apply to Non-Surgical Services: Yes Gender Dysphoria Cost Shares Apply to Reassignment Surgery: Yes	Subject to Applicable Cost Shares	Subject to Applicable Cost Shares
Hearing Aids	Not covered	Not covered
Hearing Aids - Bone Anchored Hearing Aids	Not covered	Not covered
High Tech Radiology (MRI, MRA, PET, CT) Prior Authorization Policy Applies	20% Coinsurance after Deductible	40% Coinsurance after Deductible
Home Health Care Prior Authorization Policy Applies Maximum benefit of 60 Visit(s)/Calendar Year for In-Network and Out-of-Network	20% Coinsurance after Deductible	40% Coinsurance after Deductible
Home Hospice	20% Coinsurance after Deductible	40% Coinsurance after Deductible
Immunizations - Not Routine Preventive	Not covered	Not covered
Infertility and Impotency Diagnosis &	Not covered	Not covered

Treatment		
Inpatient Hospice Prior Authorization Policy Applies Maximum benefit of 14 Day(s)/Lifetime for In-Network and Out-of-Network	20% Coinsurance after Deductible	40% Coinsurance after Deductible
Inpatient Hospital Facility (including Physician Services billed by Facility) Prior Authorization Policy Applies	20% Coinsurance after Deductible	40% Coinsurance after Deductible
Inpatient Physician Services	20% Coinsurance after Deductible	40% Coinsurance after Deductible
Labs Performed in Office / Independent Lab	No member cost share	40% Coinsurance after Deductible
Maternity Dependent Daughters Maternity Covered?: Yes	Covered	Covered
Mental Health and Substance Abuse Services - Inpatient Hospital Facility (including Physician Services billed by Facility) Prior Authorization Policy Applies	20% Coinsurance after Deductible	40% Coinsurance after Deductible
Mental Health and Substance Abuse Services - Inpatient Physician Services	20% Coinsurance after Deductible	40% Coinsurance after Deductible
Mental Health and Substance Abuse Services - Office Visit	No member cost share	40% Coinsurance after Deductible
Mental Health and Substance Abuse Services - Outpatient Therapy in a Facility	20% Coinsurance after Deductible	40% Coinsurance after Deductible
Mental Health and Substance Abuse Services - Outpatient Therapy in a Provider's Office INN - Only one copayment will apply if an Office Visit and a Therapy Service are performed by a single provider on the same day?: Yes	No member cost share	40% Coinsurance after Deductible
Nutritional Counseling	Not covered	Not covered
Organ Transplant Services Prior Authorization Policy Applies	Subject to Applicable Cost Shares	Subject to Applicable Cost Shares
Organ Transplant Travel Expenses	Not covered	Not covered
Other Services Performed in Office	20% Coinsurance after Deductible	40% Coinsurance after Deductible
Outpatient Physician Services	20% Coinsurance after Deductible	40% Coinsurance after Deductible
Outpatient Surgery Prior Authorization Policy Applies	20% Coinsurance after Deductible	40% Coinsurance after Deductible
Outpatient Therapy - Cardiac Therapy No limits	20% Coinsurance after Deductible	40% Coinsurance after Deductible
Outpatient Therapy - Cognitive Therapy	20% Coinsurance after Deductible	40% Coinsurance after Deductible
Outpatient Therapy - Hearing Therapy in a Facility Combined with Hearing Therapy in a Provider's Office Limits	20% Coinsurance after Deductible	40% Coinsurance after Deductible
Outpatient Therapy - Hearing Therapy in a Provider's Office Combined with Speech Therapy Limits	20% Coinsurance after Deductible	40% Coinsurance after Deductible
Outpatient Therapy - Occupational Therapy in a Facility Combined with Occupational Therapy in a Provider's Office Limits	20% Coinsurance after Deductible	40% Coinsurance after Deductible

Outpatient Therapy - Occupational Therapy in a Provider's Office Combined with Physical Therapy Limits	20% Coinsurance after Deductible	40% Coinsurance after Deductible
Outpatient Therapy - Physical Therapy in a Facility Combined with Physical Therapy in a Provider's Office Limits	20% Coinsurance after Deductible	40% Coinsurance after Deductible
Outpatient Therapy - Physical Therapy in a Provider's Office Maximum benefit of 60 Visit(s)/Calendar Year for In-Network and Out-of-Network	20% Coinsurance after Deductible	40% Coinsurance after Deductible
Outpatient Therapy - Pulmonary Therapy No limits	20% Coinsurance after Deductible	40% Coinsurance after Deductible
Outpatient Therapy - Skeletal Manipulation Prior Authorization Policy Applies Out-of-Network Combined with Physical Therapy Limits	20% Coinsurance after Deductible	40% Coinsurance after Deductible
Outpatient Therapy - Speech Therapy in a Facility Combined with Speech Therapy in a Provider's Office Limits	20% Coinsurance after Deductible	40% Coinsurance after Deductible
Outpatient Therapy - Speech Therapy in a Provider's Office Maximum benefit of 20 Visit(s)/Calendar Year for In-Network and Out-of-Network	20% Coinsurance after Deductible	40% Coinsurance after Deductible
Penile Prostheses/Implant	Not covered	Not covered
Private Duty Nursing Combined with Home Health Care Limits	20% Coinsurance after Deductible	40% Coinsurance after Deductible
Routine Preventive Care Diabetes Prevention Program (DPP): Covered Preventive Schedule: PPACA+ (Women's Preventive)	No member cost share	40% Coinsurance after Deductible
Skilled Nursing Facility (SNF) Prior Authorization Policy Applies Maximum benefit of 30 Day(s)/Calendar Year for In-Network and Out-of-Network	20% Coinsurance after Deductible	40% Coinsurance after Deductible
Sports Physicals by a Physician	Not covered	Not covered
Temporomandibular Joint (TMJ) No limits TMJ Diagnosis and Surgical Treatment (for accidental injury, fracture, tumors): Yes TMJ Non-surgical Treatment: No TMJ Orthognathic Surgery: No	20% Coinsurance after Deductible	40% Coinsurance after Deductible
Vision Exam-Routine Maximum benefit of 1 Exam/Calendar Year for In-Network and Out-of-Network	$25 Copay/Visit, no Deductible	40% Coinsurance after Deductible
Vision Hardware	Not covered	Not covered
Weight Loss Drugs (see Pharmacy cost shares)	Not covered	Not covered
Weight Management - Naturally Slim	No member cost share	Not covered
Wigs	Not covered	Not covered
X-Rays and Radiology	20% Coinsurance after Deductible	40% Coinsurance after Deductible
5. General Pharmacy Information		
Pharmacy Network(s)	**Network 1:** RxPremier	

Prescription Drug List Learn more about the drugs covered by your plan, drug category/tier, prior authorization and step therapy by reviewing your prescription drug list on MyBlueKC.com	Blue KC Preferred Formulary	
Outpatient Prescription Drug Deductible You must pay all the costs up to the Deductible amount before this plan begins to pay for covered services.	**In-Network** Does Not Apply	**Out-of-Network** Does Not Apply
Outpatient Prescription Drug Out-of-Pocket Limits The Out-of-Pocket Limit is the most you could pay during the Calendar Year for your share of the cost of covered services.	**In-Network** Combined with Medical Out-of-Pocket	**Out-of-Network** Combined with Medical Out-of-Pocket
Maintenance Medication Program	Not applicable	
Generics Program	Not Applicable	
Copay Credit Accumulator Adjustment (CCAA): Specialty drug copay card dollars will not be included in your deductible and/or out-of-pocket limits. Only your true out-of-pocket costs will be applied to your deductible and/or out-of-pocket totals.	No	
Variable Copay Solution (VCS): When you use a drug copay card, Specialty prescription drugs may be subject to a new plan benefit cost share. This new cost share will not impact you or the price you pay.	No	
Rx Savings Solutions A team of pharmacists and pharmacy technician will help you make sure you're getting the best possible pricing for your medicines. Member support is available Monday – Friday, 7 a.m. to 7 p.m. CST.	Register online at MyBlueKC.com and stay up-to-date on cost saving opportunities. **Email:** info@rxsavingsllc.com **PH:** 1-800-268-4476	

6. Plan Benefits – Pharmacy

	In-Network	Out-of-Network
Retail Pharmacy (Short-term supply: Up to 34 Days**)** **Drug Tier 1:** Generic / Generic Specialty	**RxPremier:** $10 Copay/Fill	$10 Copay/Fill, then 50% Coinsurance
Drug Tier 2: Preferred Brand / Non-Preferred Generic / Preferred Brand Specialty	**RxPremier:** $30 Copay/Fill	$30 Copay/Fill, then 50% Coinsurance
Drug Tier 3: Non-Preferred Brand / Non-Preferred Brand Specialty	**RxPremier:** $50 Copay/Fill	$50 Copay/Fill, then 50% Coinsurance
Retail Pharmacy (Long-term supply: Between 35-102 Days **Drug Tier 1:** Generic / Generic Specialty	**RxPremier:**$20 Copay/Fill	$20 Copay/Fill, then 50% Coinsurance

Drug Tier 2: Preferred Brand / Non-Preferred Generic / Preferred Brand Specialty	**RxPremier:**$60 Copay/Fill	$60 Copay/Fill, then 50% Coinsurance
Drug Tier 3: Non-Preferred Brand / Non-Preferred Brand Specialty	**RxPremier:**$100 Copay/Fill	$100 Copay/Fill, then 50% Coinsurance
Mail Order Pharmacy (Mail Order supply: Between 35-102 Days) **Drug Tier 1:** Generic	$20 Copay/Fill	$20 Copay/Fill, then 50% Coinsurance
Drug Tier 2: Preferred Brand / Non-Preferred Generic	$60 Copay/Fill	$60 Copay/Fill, then 50% Coinsurance
Drug Tier 3: Non-Preferred Brand	$100 Copay/Fill	$100 Copay/Fill, then 50% Coinsurance
Value-Based Benefits (VBB) Included Conditions: CAD, Diabetes		
VBB Retail Pharmacy (Short-term supply) **Drug Tier 1:** Generic / Generic Specialty	**RxPremier:** No member cost share	50% Coinsurance
Drug Tier 2: Preferred Brand / Non-Preferred Generic / Preferred Brand Specialty	**RxPremier:** No member cost share	50% Coinsurance
Drug Tier 3: Non-Preferred Brand / Non-Preferred Brand Specialty	**RxPremier:** $25 Copay/Fill	$25 Copay/Fill, then 50% Coinsurance
VBB Retail Pharmacy (Long-term supply) **Drug Tier 1:** Generic / Generic Specialty	**RxPremier:**No member cost share	50% Coinsurance
Drug Tier 2: Preferred Brand / Non-Preferred Generic / Preferred Brand Specialty	**RxPremier:**No member cost share	50% Coinsurance
Drug Tier 3: Non-Preferred Brand / Non-Preferred Brand Specialty	**RxPremier:**$50 Copay/Fill	$50 Copay/Fill, then 50% Coinsurance
VBB Mail Order Pharmacy **Drug Tier 1:** Generic / Generic Specialty	No member cost share	50% Coinsurance
Drug Tier 2: Preferred Brand / Non-Preferred Generic / Preferred Brand Specialty	No member cost share	50% Coinsurance
Drug Tier 3: Non-Preferred Brand / Non-Preferred Brand Specialty	$50 Copay/Fill	$50 Copay/Fill, then 50% Coinsurance
Weight Loss Drugs	Not covered	Not covered

This page intentionally left blank

Kansas City

Plan Information	
Group Name:	City of Leawood
Plan Name:	Preferred-Care Blue PPO Buy Up II Plan
Group Number:	30678000
State:	Kansas
Effective Date:	01/01/2021
Important Notes:	
For Internal Use Only:	Package: 2410080110 XREF: C5P5 Medical: 2410190108 Rx: 2410090025

1. General Plan Information	
Benefit Period	Calendar Year
Funding	Fully Insured
Grandfathered Status	Non-Grandfathered
Consumer-Driven Health Plan (CDHP)	N/A
Spira Care Plan?	No
Religious Employer?	N/A
Classification of Eligible Employees	All full-time employees actively working 27 hours per week; Retirees and their Dependents who are eligible in accordance with the Employer's Employee Benefits Program
Eligibility	
Min % of Eligible Employees	75%
% Threshold of Total Employee Enrollment	90%
Minimum Employer Contribution – Eligible Employees	75%
Minimum Employer Contribution – Total Account Premium	50%
COBRA Billing	Employer
Are Domestic Partners Covered?	No
Are Same Sex Spouses Covered?	Yes
Insurance Coverage Creditable (Medicare Part D)	Yes
Blue Connect	Blue Connect not included
Compass	Compass not included

2. Network	
Local Medical Network	Preferred-Care Blue
Out-of-Area Medical Network	BlueCard PPO/EPO
Pharmacy	See Pharmacy (Sections 5 & 6)

3. Cost Sharing		
Medical Deductible - Calendar Year, Embedded All INN & OON Cross Accum	**In-Network**	**Out-of-Network**
Individual	$0	$1,000
Family	$0	$2,000
Pharmacy Deductible	No Pharmacy Deductible	

Medical Coinsurance	In-Network	Out-of-Network
Member Pays	10%	30%
Plan Pays	90%	70%
Out-of-Pocket Limit - Calendar Year, Embedded All INN & OON Cross Accum The Out-of-Pocket limit includes all Deductibles, Coinsurance, and Copayments a member pays during the Benefit Period.	**In-Network**	**Out-of-Network**
Individual	$1,500	$3,000
Family	$3,000	$6,000
Pharmacy Out-of-Pocket Limit	Combined with Medical	
Annual First Dollar Coverage	Does not apply	Does not apply
Annual Maximum	Does not apply	Does not apply
Lifetime Maximum	Does not apply	Does not apply
4. Benefits		
Professional Services	**In-Network**	**Out-of-Network**
Primary Care Physician Office Visit - An internist, family practitioner, general practitioner, or pediatrician.	$20 Copay/Visit	30% Coinsurance after Deductible
Total Care Primary Care Physician Office Visit	Does not apply	Not applicable
Specialist Physician Office Visit - Doctors of Medicine (MD), Doctors of Osteopathy (DO), except Primary Care Physicians, and other medical practitioners such as optometrists, psychologists and chiropractors.	$20 Copay/Visit	30% Coinsurance after Deductible
Urgent Care Office Visit	$20 Copay/Visit	30% Coinsurance after Deductible
Total Care Urgent Care Office Visit	Does not apply	Not applicable
Blue KC Virtual Care - Office Visit Virtual care provided by Blue KC virtual care partner(s). All other virtual care services subject to applicable cost sharing.	No member cost share	Not applicable
Blue KC Virtual Care - Behavioral Health Therapy Virtual care provided by Blue KC virtual care partner(s). All other virtual care services subject to applicable cost sharing.	10% Coinsurance	Not applicable
Designated Health Clinic	Does not apply	Not applicable
Other Benefits (in alphabetical order)	**In-Network**	**Out-of-Network**
ABA Services ABA Services Age Limits: Mandated Limits ABA Services Hours Limits: Mandated Limits	Subject to Applicable Cost Shares	Subject to Applicable Cost Shares
Abortion	Not covered	Not covered
Acupuncture	Not covered	Not covered
Allergy Testing	10% Coinsurance	30% Coinsurance after Deductible
Allergy Treatment	10% Coinsurance	30% Coinsurance after Deductible
Ambulance - Air Air Ambulance Allowable Option: Billed Charges	10% Coinsurance	10% Coinsurance, no Deductible

Ambulance - Ground Ground Ambulance Allowable Option: 150% of Medicare	10% Coinsurance	10% Coinsurance, no Deductible
Assisted Reproductive Services	Not covered	Not covered
Autism-Related Services No limits	Subject to Applicable Cost Shares	Subject to Applicable Cost Shares
Bariatric Services	Not covered	Not covered
BDC+ Surgery	Not covered	Not covered
Chiropractic Services Office Visit	$20 Copay/Visit	30% Coinsurance after Deductible
Cranial Remodeling Devices No limits Required to follow Blue KC Medical Policy?: Yes	10% Coinsurance	30% Coinsurance after Deductible
Dental Anesthesia Maximum age limit of 5 Years	Missouri/Kansas Default	Missouri/Kansas Default
Diabetic Equipment and Supplies Prior Authorization Policy Applies	10% Coinsurance	30% Coinsurance after Deductible
Diabetic Footwear	10% Coinsurance	30% Coinsurance after Deductible
Diabetic Pump	Covered as Durable Medical Equipment (DME)	Covered as Durable Medical Equipment (DME)
Diabetic Self Management Education/Training (DSMT)	No member cost share	30% Coinsurance after Deductible
Durable Medical Equipment (DME) Prior Authorization Policy Applies No limits	10% Coinsurance	30% Coinsurance after Deductible
Elective Male Sterilization	No member cost share	30% Coinsurance after Deductible
Emergency Services Copay Waiver Rule: Copay Waived if Admitted	$75 Copay/Visit, then 10% Coinsurance	$75 Copay/Visit, then 10% Coinsurance, no Deductible
Food and Food Products for PKU Maximum benefit of $5,000/Calendar Year for In-Network and Out-of-Network	Covered	Covered
Foot Orthotics	Not covered	Not covered
Gender Dysphoria-Related Services Prior Authorization Policy Applies Gender Dysphoria Cost Shares Apply to Cosmetic Surgery: No Gender Dysphoria Cost Shares Apply to Non-Surgical Services: Yes Gender Dysphoria Cost Shares Apply to Reassignment Surgery: Yes	Subject to Applicable Cost Shares	Subject to Applicable Cost Shares
Hearing Aids	Not covered	Not covered
Hearing Aids - Bone Anchored Hearing Aids	Not covered	Not covered
High Tech Radiology (MRI, MRA, PET, CT) Prior Authorization Policy Applies	10% Coinsurance	30% Coinsurance after Deductible
Home Health Care Prior Authorization Policy Applies Maximum benefit of 60 Visit(s)/Calendar Year for In-Network and Out-of-Network	10% Coinsurance	30% Coinsurance after Deductible
Home Hospice	10% Coinsurance	30% Coinsurance after Deductible
Immunizations - Not Routine Preventive	Not covered	Not covered
Infertility and Impotency Diagnosis &	Not covered	Not covered

Treatment		
Inpatient Hospice Prior Authorization Policy Applies Maximum benefit of 14 Day(s)/Lifetime for In-Network and Out-of-Network	10% Coinsurance	30% Coinsurance after Deductible
Inpatient Hospital Facility (including Physician Services billed by Facility) Prior Authorization Policy Applies	10% Coinsurance	30% Coinsurance after Deductible
Inpatient Physician Services	10% Coinsurance	30% Coinsurance after Deductible
Labs Performed in Office / Independent Lab	No member cost share	30% Coinsurance after Deductible
Maternity Dependent Daughters Maternity Covered?: Yes	Covered	Covered
Mental Health and Substance Abuse Services - Inpatient Hospital Facility (including Physician Services billed by Facility) Prior Authorization Policy Applies	10% Coinsurance	30% Coinsurance after Deductible
Mental Health and Substance Abuse Services - Inpatient Physician Services	10% Coinsurance	30% Coinsurance after Deductible
Mental Health and Substance Abuse Services - Office Visit	No member cost share	30% Coinsurance after Deductible
Mental Health and Substance Abuse Services - Outpatient Therapy in a Facility	10% Coinsurance	30% Coinsurance after Deductible
Mental Health and Substance Abuse Services - Outpatient Therapy in a Provider's Office INN - Only one copayment will apply if an Office Visit and a Therapy Service are performed by a single provider on the same day?: Yes	No member cost share	30% Coinsurance after Deductible
Nutritional Counseling	Not covered	Not covered
Organ Transplant Services Prior Authorization Policy Applies	Subject to Applicable Cost Shares	Subject to Applicable Cost Shares
Organ Transplant Travel Expenses	Not covered	Not covered
Other Services Performed in Office	10% Coinsurance	30% Coinsurance after Deductible
Outpatient Physician Services	10% Coinsurance	30% Coinsurance after Deductible
Outpatient Surgery Prior Authorization Policy Applies	10% Coinsurance	30% Coinsurance after Deductible
Outpatient Therapy - Cardiac Therapy No limits	10% Coinsurance	30% Coinsurance after Deductible
Outpatient Therapy - Cognitive Therapy	10% Coinsurance	30% Coinsurance after Deductible
Outpatient Therapy - Hearing Therapy in a Facility Combined with Hearing Therapy in a Provider's Office Limits	10% Coinsurance	30% Coinsurance after Deductible
Outpatient Therapy - Hearing Therapy in a Provider's Office Combined with Speech Therapy Limits	10% Coinsurance	30% Coinsurance after Deductible
Outpatient Therapy - Occupational Therapy in a Facility Combined with Occupational Therapy in a Provider's Office Limits	10% Coinsurance	30% Coinsurance after Deductible

Outpatient Therapy - Occupational Therapy in a Provider's Office Combined with Physical Therapy Limits	10% Coinsurance	30% Coinsurance after Deductible
Outpatient Therapy - Physical Therapy in a Facility Combined with Physical Therapy in a Provider's Office Limits	10% Coinsurance	30% Coinsurance after Deductible
Outpatient Therapy - Physical Therapy in a Provider's Office Maximum benefit of 60 Visit(s)/Calendar Year for In-Network and Out-of-Network	10% Coinsurance	30% Coinsurance after Deductible
Outpatient Therapy - Pulmonary Therapy No limits	10% Coinsurance	30% Coinsurance after Deductible
Outpatient Therapy - Skeletal Manipulation Prior Authorization Policy Applies Out-of-Network Combined with Physical Therapy Limits	10% Coinsurance	30% Coinsurance after Deductible
Outpatient Therapy - Speech Therapy in a Facility Combined with Speech Therapy in a Provider's Office Limits	10% Coinsurance	30% Coinsurance after Deductible
Outpatient Therapy - Speech Therapy in a Provider's Office Maximum benefit of 20 Visit(s)/Calendar Year for In-Network and Out-of-Network	10% Coinsurance	30% Coinsurance after Deductible
Penile Prostheses/Implant	Not covered	Not covered
Private Duty Nursing Combined with Home Health Care Limits	10% Coinsurance	30% Coinsurance after Deductible
Routine Preventive Care Diabetes Prevention Program (DPP): Covered Preventive Schedule: PPACA+ (Women's Preventive)	No member cost share	30% Coinsurance after Deductible
Skilled Nursing Facility (SNF) Prior Authorization Policy Applies Maximum benefit of 30 Day(s)/Calendar Year for In-Network and Out-of-Network	10% Coinsurance	30% Coinsurance after Deductible
Sports Physicals by a Physician	Not covered	Not covered
Temporomandibular Joint (TMJ) No limits TMJ Diagnosis and Surgical Treatment (for accidental injury, fracture, tumors): Yes TMJ Non-surgical Treatment: No TMJ Orthognathic Surgery: No	10% Coinsurance	30% Coinsurance after Deductible
Vision Exam-Routine Maximum benefit of 1 Exam/Calendar Year for In-Network and Out-of-Network	$20 Copay/Visit	30% Coinsurance after Deductible
Vision Hardware	Not covered	Not covered
Weight Loss Drugs (see Pharmacy cost shares)	Not covered	Not covered
Weight Management - Naturally Slim	No member cost share	Not covered
Wigs	Not covered	Not covered
X-Rays and Radiology	10% Coinsurance	30% Coinsurance after Deductible
5. General Pharmacy Information		
Pharmacy Network(s)	**Network 1:** RxPremier	

Prescription Drug List Learn more about the drugs covered by your plan, drug category/tier, prior authorization and step therapy by reviewing your prescription drug list on MyBlueKC.com	Blue KC Preferred Formulary	
Outpatient Prescription Drug Deductible You must pay all the costs up to the Deductible amount before this plan begins to pay for covered services.	**In-Network** Does Not Apply	**Out-of-Network** Does Not Apply
Outpatient Prescription Drug Out-of-Pocket Limits The Out-of-Pocket Limit is the most you could pay during the Calendar Year for your share of the cost of covered services.	**In-Network** Combined with Medical Out-of-Pocket	**Out-of-Network** Combined with Medical Out-of-Pocket
Maintenance Medication Program	Not applicable	
Generics Program	Not Applicable	
Copay Credit Accumulator Adjustment (CCAA): Specialty drug copay card dollars will not be included in your deductible and/or out-of-pocket limits. Only your true out-of-pocket costs will be applied to your deductible and/or out-of-pocket totals.	No	
Variable Copay Solution (VCS): When you use a drug copay card, Specialty prescription drugs may be subject to a new plan benefit cost share. This new cost share will not impact you or the price you pay.	No	
Rx Savings Solutions A team of pharmacists and pharmacy technician will help you make sure you're getting the best possible pricing for your medicines. Member support is available Monday – Friday, 7 a.m. to 7 p.m. CST.	Register online at MyBlueKC.com and stay up-to-date on cost saving opportunities. **Email:** info@rxsavingsllc.com **PH:** 1-800-268-4476	

6. Plan Benefits – Pharmacy

	In-Network	Out-of-Network
Retail Pharmacy (Short-term supply: Up to 34 Days**)** **Drug Tier 1:** Generic / Generic Specialty	**RxPremier:** $10 Copay/Fill	$10 Copay/Fill, then 50% Coinsurance
Drug Tier 2: Preferred Brand / Non-Preferred Generic / Preferred Brand Specialty	**RxPremier:** $30 Copay/Fill	$30 Copay/Fill, then 50% Coinsurance
Drug Tier 3: Non-Preferred Brand / Non-Preferred Brand Specialty	**RxPremier:** $50 Copay/Fill	$50 Copay/Fill, then 50% Coinsurance
Retail Pharmacy (Long-term supply: Between 35-102 Days **Drug Tier 1:** Generic / Generic Specialty	**RxPremier:**$20 Copay/Fill	$20 Copay/Fill, then 50% Coinsurance

Drug Tier 2: Preferred Brand / Non-Preferred Generic / Preferred Brand Specialty	**RxPremier:**$60 Copay/Fill	$60 Copay/Fill, then 50% Coinsurance
Drug Tier 3: Non-Preferred Brand / Non-Preferred Brand Specialty	**RxPremier:**$100 Copay/Fill	$100 Copay/Fill, then 50% Coinsurance
Mail Order Pharmacy (Mail Order supply: Between 35-102 Days) **Drug Tier 1:** Generic	$20 Copay/Fill	$20 Copay/Fill, then 50% Coinsurance
Drug Tier 2: Preferred Brand / Non-Preferred Generic	$60 Copay/Fill	$60 Copay/Fill, then 50% Coinsurance
Drug Tier 3: Non-Preferred Brand	$100 Copay/Fill	$100 Copay/Fill, then 50% Coinsurance
Value-Based Benefits (VBB) Included Conditions: CAD, Diabetes		
VBB Retail Pharmacy (Short-term supply) **Drug Tier 1:** Generic / Generic Specialty	**RxPremier:** No member cost share	50% Coinsurance
Drug Tier 2: Preferred Brand / Non-Preferred Generic / Preferred Brand Specialty	**RxPremier:** No member cost share	50% Coinsurance
Drug Tier 3: Non-Preferred Brand / Non-Preferred Brand Specialty	**RxPremier:** $25 Copay/Fill	$25 Copay/Fill, then 50% Coinsurance
VBB Retail Pharmacy (Long-term supply) **Drug Tier 1:** Generic / Generic Specialty	**RxPremier:**No member cost share	50% Coinsurance
Drug Tier 2: Preferred Brand / Non-Preferred Generic / Preferred Brand Specialty	**RxPremier:**No member cost share	50% Coinsurance
Drug Tier 3: Non-Preferred Brand / Non-Preferred Brand Specialty	**RxPremier:**$50 Copay/Fill	$50 Copay/Fill, then 50% Coinsurance
VBB Mail Order Pharmacy **Drug Tier 1:** Generic / Generic Specialty	No member cost share	50% Coinsurance
Drug Tier 2: Preferred Brand / Non-Preferred Generic / Preferred Brand Specialty	No member cost share	50% Coinsurance
Drug Tier 3: Non-Preferred Brand / Non-Preferred Brand Specialty	$50 Copay/Fill	$50 Copay/Fill, then 50% Coinsurance
Weight Loss Drugs	Not covered	Not covered

This page intentionally left blank

Kansas City

Plan Information		
Group Name:	City of Leawood	
Plan Name:	Preferred-Care Blue BlueSaver Plan	
Group Number:	30678000	
State:	Kansas	
Effective Date:	01/01/2021	
Important Notes:		
For Internal Use Only:	Package: 2410080438 XREF: C5P6 Medical: 2410230823 Rx: 2410170838	
1. General Plan Information		
Benefit Period	Calendar Year	
Funding	Fully Insured	
Grandfathered Status	Non-Grandfathered	
Consumer-Driven Health Plan (CDHP)	HSA	
Spira Care Plan?	No	
Religious Employer?	N/A	
Classification of Eligible Employees	All full-time employees actively working 27 hours per week; Retirees and their Dependents who are eligible in accordance with the Employer's Employee Benefits Program	
Eligibility		
Min % of Eligible Employees	75%	
% Threshold of Total Employee Enrollment	90%	
Minimum Employer Contribution – Eligible Employees	75%	
Minimum Employer Contribution – Total Account Premium	50%	
COBRA Billing	Employer	
Are Domestic Partners Covered?	No	
Are Same Sex Spouses Covered?	Yes	
Insurance Coverage Creditable (Medicare Part D)	Yes	
Blue Connect	Blue Connect not included	
Compass	Compass not included	
2. Network		
Local Medical Network	Preferred-Care Blue	
Out-of-Area Medical Network	BlueCard PPO/EPO	
Pharmacy	See Pharmacy (Sections 5 & 6)	
3. Cost Sharing		
Medical Deductible - Calendar Year, Embedded All INN & OON Cross Accum	**In-Network**	**Out-of-Network**
Individual	$2,800	$2,800
Family	$5,600	$5,600
Pharmacy Deductible	Combined with Medical	

Medical Coinsurance	In-Network	Out-of-Network
Member Pays	0%	20%
Plan Pays	100%	80%
Out-of-Pocket Limit - Calendar Year, Embedded All INN & OON Cross Accum The Out-of-Pocket limit includes all Deductibles, Coinsurance, and Copayments a member pays during the Benefit Period.	**In-Network**	**Out-of-Network**
Individual	$2,800	$5,600
Family	$5,600	$11,200
Pharmacy Out-of-Pocket Limit	Combined with Medical	
Annual First Dollar Coverage	Does not apply	Does not apply
Annual Maximum	Does not apply	Does not apply
Lifetime Maximum	Does not apply	Does not apply

4. Benefits

Professional Services	In-Network	Out-of-Network
Primary Care Physician Office Visit - An internist, family practitioner, general practitioner, or pediatrician.	Deductible, then no charge	20% Coinsurance after Deductible
Total Care Primary Care Physician Office Visit	Does not apply	Not applicable
Specialist Physician Office Visit - Doctors of Medicine (MD), Doctors of Osteopathy (DO), except Primary Care Physicians, and other medical practitioners such as optometrists, psychologists and chiropractors.	Deductible, then no charge	20% Coinsurance after Deductible
Urgent Care Office Visit	Deductible, then no charge	20% Coinsurance after Deductible
Total Care Urgent Care Office Visit	Does not apply	Not applicable
Blue KC Virtual Care - Office Visit Virtual care provided by Blue KC virtual care partner(s). All other virtual care services subject to applicable cost sharing.	Deductible, then no charge	Not applicable
Blue KC Virtual Care - Behavioral Health Therapy Virtual care provided by Blue KC virtual care partner(s). All other virtual care services subject to applicable cost sharing.	Deductible, then no charge	Not applicable
Designated Health Clinic	Does not apply	Not applicable

Other Benefits (in alphabetical order)	In-Network	Out-of-Network
ABA Services ABA Services Age Limits: Mandated Limits ABA Services Hours Limits: Mandated Limits	Subject to Applicable Cost Shares	Subject to Applicable Cost Shares
Abortion	Not covered	Not covered
Acupuncture	Not covered	Not covered
Allergy Testing	Deductible, then no charge	20% Coinsurance after Deductible
Allergy Treatment	Deductible, then no charge	20% Coinsurance after Deductible
Ambulance - Air Air Ambulance Allowable Option: Billed Charges	Deductible, then no charge	In-Network Deductible, then no charge

Ambulance - Ground Ground Ambulance Allowable Option: 150% of Medicare	Deductible, then no charge	In-Network Deductible, then no charge
Assisted Reproductive Services	Not covered	Not covered
Autism-Related Services No limits	Subject to Applicable Cost Shares	Subject to Applicable Cost Shares
Bariatric Services	Not covered	Not covered
BDC+ Surgery	Not covered	Not covered
Chiropractic Services Office Visit	Deductible, then no charge	20% Coinsurance after Deductible
Cranial Remodeling Devices Prior Authorization Policy Applies No limits Required to follow Blue KC Medical Policy?: Yes	Deductible, then no charge	20% Coinsurance after Deductible
Dental Anesthesia Maximum age limit of 5 Years	Missouri/Kansas Default	Missouri/Kansas Default
Diabetic Equipment and Supplies Prior Authorization Policy Applies	Deductible, then no charge	20% Coinsurance after Deductible
Diabetic Footwear	Deductible, then no charge	20% Coinsurance after Deductible
Diabetic Pump	Covered as Durable Medical Equipment (DME)	Covered as Durable Medical Equipment (DME)
Diabetic Self Management Education/Training (DSMT)	Deductible, then no charge	20% Coinsurance after Deductible
Durable Medical Equipment (DME) Prior Authorization Policy Applies No limits	Deductible, then no charge	20% Coinsurance after Deductible
Elective Male Sterilization	Deductible, then no charge	20% Coinsurance after Deductible
Emergency Services	Deductible, then no charge	In-Network Deductible, then no charge
Food and Food Products for PKU Maximum benefit of $5,000/Calendar Year for In-Network and Out-of-Network	Covered	Covered
Foot Orthotics	Not covered	Not covered
Gender Dysphoria-Related Services Prior Authorization Policy Applies Gender Dysphoria Cost Shares Apply to Cosmetic Surgery: No Gender Dysphoria Cost Shares Apply to Non-Surgical Services: Yes Gender Dysphoria Cost Shares Apply to Reassignment Surgery: Yes	Subject to Applicable Cost Shares	Subject to Applicable Cost Shares
Hearing Aids	Not covered	Not covered
Hearing Aids - Bone Anchored Hearing Aids	Not covered	Not covered
High Tech Radiology (MRI, MRA, PET, CT) Prior Authorization Policy Applies	Deductible, then no charge	20% Coinsurance after Deductible
Home Health Care Prior Authorization Policy Applies Maximum benefit of 60 Visit(s)/Calendar Year for In-Network and Out-of-Network	Deductible, then no charge	20% Coinsurance after Deductible
Home Hospice	Deductible, then no charge	20% Coinsurance after Deductible
Immunizations - Not Routine Preventive	Not covered	Not covered
Infertility and Impotency Diagnosis & Treatment	Not covered	Not covered
	Deductible, then no charge	20% Coinsurance after Deductible

Inpatient Hospice Prior Authorization Policy Applies Maximum benefit of 14 Day(s)/Lifetime for In-Network and Out-of-Network		
Inpatient Hospital Facility (including Physician Services billed by Facility) Prior Authorization Policy Applies	Deductible, then no charge	20% Coinsurance after Deductible
Inpatient Physician Services	Deductible, then no charge	20% Coinsurance after Deductible
Labs Performed in Office / Independent Lab	Deductible, then no charge	20% Coinsurance after Deductible
Maternity Dependent Daughters Maternity Covered?: Yes	Covered	Covered
Mental Health and Substance Abuse Services - Inpatient Hospital Facility (including Physician Services billed by Facility) Prior Authorization Policy Applies	Deductible, then no charge	20% Coinsurance after Deductible
Mental Health and Substance Abuse Services - Inpatient Physician Services	Deductible, then no charge	20% Coinsurance after Deductible
Mental Health and Substance Abuse Services - Office Visit	Deductible, then no charge	20% Coinsurance after Deductible
Mental Health and Substance Abuse Services - Outpatient Therapy in a Facility	Deductible, then no charge	20% Coinsurance after Deductible
Mental Health and Substance Abuse Services - Outpatient Therapy in a Provider's Office	Deductible, then no charge	20% Coinsurance after Deductible
Nutritional Counseling	Not covered	Not covered
Organ Transplant Services Prior Authorization Policy Applies	Subject to Applicable Cost Shares	Subject to Applicable Cost Shares
Organ Transplant Travel Expenses	Not covered	Not covered
Other Services Performed in Office	Deductible, then no charge	20% Coinsurance after Deductible
Outpatient Physician Services	Deductible, then no charge	20% Coinsurance after Deductible
Outpatient Surgery Prior Authorization Policy Applies	Deductible, then no charge	20% Coinsurance after Deductible
Outpatient Therapy - Cardiac Therapy No limits	Deductible, then no charge	20% Coinsurance after Deductible
Outpatient Therapy - Cognitive Therapy	Deductible, then no charge	20% Coinsurance after Deductible
Outpatient Therapy - Hearing Therapy in a Facility Combined with Hearing Therapy in a Provider's Office Limits	Deductible, then no charge	20% Coinsurance after Deductible
Outpatient Therapy - Hearing Therapy in a Provider's Office Combined with Speech Therapy Limits	Deductible, then no charge	20% Coinsurance after Deductible
Outpatient Therapy - Occupational Therapy in a Facility Combined with Occupational Therapy in a Provider's Office Limits	Deductible, then no charge	20% Coinsurance after Deductible
Outpatient Therapy - Occupational Therapy in a Provider's Office Combined with Physical Therapy Limits	Deductible, then no charge	20% Coinsurance after Deductible
Outpatient Therapy - Physical Therapy in a Facility Combined with Physical Therapy in a	Deductible, then no charge	20% Coinsurance after Deductible

Provider's Office Limits		
Outpatient Therapy - Physical Therapy in a Provider's Office Maximum benefit of 60 Visit(s)/Calendar Year for In-Network and Out-of-Network	Deductible, then no charge	20% Coinsurance after Deductible
Outpatient Therapy - Pulmonary Therapy No limits	Deductible, then no charge	20% Coinsurance after Deductible
Outpatient Therapy - Skeletal Manipulation Prior Authorization Policy Applies Out-of-Network Combined with Physical Therapy Limits	Deductible, then no charge	20% Coinsurance after Deductible
Outpatient Therapy - Speech Therapy in a Facility Combined with Speech Therapy in a Provider's Office Limits	Deductible, then no charge	20% Coinsurance after Deductible
Outpatient Therapy - Speech Therapy in a Provider's Office Maximum benefit of 20 Visit(s)/Calendar Year for In-Network and Out-of-Network	Deductible, then no charge	20% Coinsurance after Deductible
Penile Prostheses/Implant	Not covered	Not covered
Private Duty Nursing Combined with Home Health Care Limits	Deductible, then no charge	20% Coinsurance after Deductible
Routine Preventive Care Diabetes Prevention Program (DPP): Covered Preventive Schedule: PPACA+ (Women's Preventive)	No member cost share	20% Coinsurance after Deductible
Skilled Nursing Facility (SNF) Prior Authorization Policy Applies Maximum benefit of 30 Day(s)/Calendar Year for In-Network and Out-of-Network	Deductible, then no charge	20% Coinsurance after Deductible
Sports Physicals by a Physician	Not covered	Not covered
Temporomandibular Joint (TMJ) No limits TMJ Diagnosis and Surgical Treatment (for accidental injury, fracture, tumors): Yes TMJ Non-surgical Treatment: No TMJ Orthognathic Surgery: No	Deductible, then no charge	20% Coinsurance after Deductible
Vision Exam-Routine Maximum benefit of 1 Exam/Calendar Year for In-Network and Out-of-Network	Deductible, then no charge	20% Coinsurance after Deductible
Vision Hardware	Not covered	Not covered
Weight Loss Drugs (see Pharmacy cost shares)	Not covered	Not covered
Weight Management - Naturally Slim	No member cost share	Not covered
Wigs	Not covered	Not covered
X-Rays and Radiology	Deductible, then no charge	20% Coinsurance after Deductible
5. General Pharmacy Information		
Pharmacy Network(s)	**Network 1:** RxPremier	
Prescription Drug List Learn more about the drugs covered by your plan, drug category/tier, prior authorization and step therapy by reviewing your prescription drug list on MyBlueKC.com	Blue KC Preferred Formulary	

Outpatient Prescription Drug Deductible You must pay all the costs up to the Deductible amount before this plan begins to pay for covered services.	**In-Network** Combined with Medical Deductible	**Out-of-Network** Combined with Medical Deductible
Outpatient Prescription Drug Out-of-Pocket Limits The Out-of-Pocket Limit is the most you could pay during the Calendar Year for your share of the cost of covered services.	**In-Network** Combined with Medical Out-of-Pocket	**Out-of-Network** Combined with Medical Out-of-Pocket
Maintenance Medication Program	Not applicable	
Generics Program	Not Applicable	
Copay Credit Accumulator Adjustment (CCAA): Specialty drug copay card dollars will not be included in your deductible and/or out-of-pocket limits. Only your true out-of-pocket costs will be applied to your deductible and/or out-of-pocket totals.	No	
Variable Copay Solution (VCS): When you use a drug copay card, Specialty prescription drugs may be subject to a new plan benefit cost share. This new cost share will not impact you or the price you pay.	No	
Rx Savings Solutions A team of pharmacists and pharmacy technician will help you make sure you're getting the best possible pricing for your medicines. Member support is available Monday – Friday, 7 a.m. to 7 p.m. CST.	Register online at MyBlueKC.com and stay up-to-date on cost saving opportunities. **Email:** info@rxsavingsllc.com **PH:** 1-800-268-4476	

6. Plan Benefits – Pharmacy

	In-Network	**Out-of-Network**
Retail Pharmacy (Short-term supply: Up to 34 Days) **Drug Tier 1:** Generic / Generic Specialty	**RxPremier:** Deductible, then no charge	Deductible, then $10 Copay/Fill, then 50% Coinsurance
Drug Tier 2: Preferred Brand / Non-Preferred Generic / Preferred Brand Specialty	**RxPremier:** Deductible, then no charge	Deductible, then $30 Copay/Fill, then 50% Coinsurance
Drug Tier 3: Non-Preferred Brand / Non-Preferred Brand Specialty	**RxPremier:** Deductible, then no charge	Deductible, then $50 Copay/Fill, then 50% Coinsurance
Retail Pharmacy (Long-term supply: Between 35-102 Days **Drug Tier 1:** Generic / Generic Specialty	**RxPremier:**Deductible, then no charge	Deductible, then $20 Copay/Fill, then 50% Coinsurance
Drug Tier 2: Preferred Brand / Non-Preferred Generic / Preferred Brand Specialty	**RxPremier:**Deductible, then no charge	Deductible, then $60 Copay/Fill, then 50% Coinsurance
Drug Tier 3: Non-Preferred Brand / Non-Preferred Brand Specialty	**RxPremier:**Deductible, then no charge	Deductible, then $100 Copay/Fill, then 50% Coinsurance

Mail Order Pharmacy (Mail Order supply: Between 35-102 Days) **Drug Tier 1:** Generic	Deductible, then no charge	Deductible, then $20 Copay/Fill, then 50% Coinsurance
Drug Tier 2: Preferred Brand / Non-Preferred Generic	Deductible, then no charge	Deductible, then $60 Copay/Fill, then 50% Coinsurance
Drug Tier 3: Non-Preferred Brand	Deductible, then no charge	Deductible, then $100 Copay/Fill, then 50% Coinsurance
Preventive Drugs **Retail Drug Tier 1:** Generic / Generic Specialty	**RxPremier:** Deductible, then no charge	Deductible, then $10 Copay/Fill, then 50% Coinsurance
Retail Drug Tier 2: Preferred Brand / Non-Preferred Generic / Preferred Brand Specialty	**RxPremier:** Deductible, then no charge	Deductible, then $30 Copay/Fill, then 50% Coinsurance
Retail Drug Tier 3: Non-Preferred Brand / Non-Preferred Brand Specialty	**RxPremier:** Deductible, then no charge	Deductible, then $50 Copay/Fill, then 50% Coinsurance
Mail Order Drug Tier 1: Generic / Generic Specialty	Deductible, then no charge	Deductible, then $20 Copay/Fill, then 50% Coinsurance
Mail Order Drug Tier 2: Preferred Brand / Non-Preferred Generic / Preferred Brand Specialty	Deductible, then no charge	Deductible, then $60 Copay/Fill, then 50% Coinsurance
Mail Order Drug Tier 3: Non-Preferred Brand / Non-Preferred Brand Specialty	Deductible, then no charge	Deductible, then $100 Copay/Fill, then 50% Coinsurance
Weight Loss Drugs	Not covered	Not covered

This page intentionally left blank

Kansas City

Plan Information	
Group Name:	City of Leawood
Plan Name:	BlueSelect Plus Base Plan
Group Number:	30678000
State:	Kansas
Effective Date:	01/01/2021
Important Notes:	
For Internal Use Only:	Package: 2410080722 XREF: C5P7 Medical: 2410280648 Rx: 2410090025
1. General Plan Information	
Benefit Period	Calendar Year
Funding	Fully Insured
Grandfathered Status	Non-Grandfathered
Consumer-Driven Health Plan (CDHP)	N/A
Spira Care Plan?	No
Religious Employer?	N/A
Classification of Eligible Employees	All full-time employees actively working 27 hours per week; Retirees and their Dependents who are eligible in accordance with the Employer's Employee Benefits Program
Eligibility	
Min % of Eligible Employees	75%
% Threshold of Total Employee Enrollment	90%
Minimum Employer Contribution – Eligible Employees	75%
Minimum Employer Contribution – Total Account Premium	50%
COBRA Billing	Employer
Are Domestic Partners Covered?	No
Are Same Sex Spouses Covered?	Yes
Insurance Coverage Creditable (Medicare Part D)	Yes
Blue Connect	Blue Connect not included
Compass	Compass not included
2. Network	
Local Medical Network	BlueSelect Plus
Out-of-Area Medical Network	BlueCard PPO/EPO
Pharmacy	See Pharmacy (Sections 5 & 6)

3. Cost Sharing		
Medical Deductible - Calendar Year, Embedded All INN & OON Cross Accum	**In-Network**	**Out-of-Network**
Individual	$500	$1,500
Family	$1,000	$3,000
Pharmacy Deductible	No Pharmacy Deductible	

Medical Coinsurance	In-Network	Out-of-Network
Member Pays	20%	50%
Plan Pays	80%	50%
Out-of-Pocket Limit - Calendar Year, Embedded All INN & OON Cross Accum The Out-of-Pocket limit includes all Deductibles, Coinsurance, and Copayments a member pays during the Benefit Period.	**In-Network**	**Out-of-Network**
Individual	$3,500	$17,500
Family	$7,000	$35,000
Pharmacy Out-of-Pocket Limit	Combined with Medical	
Annual First Dollar Coverage	Does not apply	Does not apply
Annual Maximum	Does not apply	Does not apply
Lifetime Maximum	Does not apply	Does not apply
4. Benefits		
Professional Services	**In-Network**	**Out-of-Network**
Primary Care Physician Office Visit - An internist, family practitioner, general practitioner, or pediatrician.	$25 Copay/Visit, no Deductible	50% Coinsurance after Deductible
Total Care Primary Care Physician Office Visit	Does not apply	Not applicable
Specialist Physician Office Visit - Doctors of Medicine (MD), Doctors of Osteopathy (DO), except Primary Care Physicians, and other medical practitioners such as optometrists, psychologists and chiropractors.	$35 Copay/Visit, no Deductible	50% Coinsurance after Deductible
Urgent Care Office Visit	$35 Copay/Visit, no Deductible	50% Coinsurance after Deductible
Total Care Urgent Care Office Visit	Does not apply	Not applicable
Blue KC Virtual Care - Office Visit Virtual care provided by Blue KC virtual care partner(s). All other virtual care services subject to applicable cost sharing.	No member cost share	Not applicable
Blue KC Virtual Care - Behavioral Health Therapy Virtual care provided by Blue KC virtual care partner(s). All other virtual care services subject to applicable cost sharing.	20% Coinsurance after Deductible	Not applicable
Designated Health Clinic	Does not apply	Not applicable
Other Benefits (in alphabetical order)	**In-Network**	**Out-of-Network**
ABA Services ABA Services Age Limits: Mandated Limits ABA Services Hours Limits: Mandated Limits	Subject to Applicable Cost Shares	Subject to Applicable Cost Shares
Abortion	Not covered	Not covered
Acupuncture	Not covered	Not covered
Allergy Testing	20% Coinsurance after Deductible	50% Coinsurance after Deductible
Allergy Treatment	20% Coinsurance after Deductible	50% Coinsurance after Deductible
Ambulance - Air Air Ambulance Allowable Option: Billed Charges	20% Coinsurance after Deductible	20% Coinsurance after In-Network Deductible

Ambulance - Ground Ground Ambulance Allowable Option: 150% of Medicare	20% Coinsurance after Deductible	20% Coinsurance after In-Network Deductible
Assisted Reproductive Services	Not covered	Not covered
Autism-Related Services No limits	Subject to Applicable Cost Shares	Subject to Applicable Cost Shares
Bariatric Services	Not covered	Not covered
BDC+ Surgery	Not covered	Not covered
Chiropractic Services Office Visit	$35 Copay/Visit, no Deductible	50% Coinsurance after Deductible
Cranial Remodeling Devices No limits Required to follow Blue KC Medical Policy?: Yes	20% Coinsurance after Deductible	50% Coinsurance after Deductible
Dental Anesthesia Maximum age limit of 5 Years	Missouri/Kansas Default	Missouri/Kansas Default
Diabetic Equipment and Supplies Prior Authorization Policy Applies	20% Coinsurance after Deductible	50% Coinsurance after Deductible
Diabetic Footwear	20% Coinsurance after Deductible	50% Coinsurance after Deductible
Diabetic Pump	Covered as Durable Medical Equipment (DME)	Covered as Durable Medical Equipment (DME)
Diabetic Self Management Education/Training (DSMT)	No member cost share	50% Coinsurance after Deductible
Durable Medical Equipment (DME) Prior Authorization Policy Applies No limits	20% Coinsurance after Deductible	50% Coinsurance after Deductible
Elective Male Sterilization	No member cost share	50% Coinsurance after Deductible
Emergency Services Copay Waiver Rule: Copay Waived if Admitted	$200 Copay/Visit, then Deductible, then 20% Coinsurance	$200 Copay/Visit, then In-Network Deductible, then 20% Coinsurance
Food and Food Products for PKU Maximum benefit of $5,000/Calendar Year for In-Network and Out-of-Network	Covered	Covered
Foot Orthotics	Not covered	Not covered
Gender Dysphoria-Related Services Prior Authorization Policy Applies Gender Dysphoria Cost Shares Apply to Cosmetic Surgery: No Gender Dysphoria Cost Shares Apply to Non-Surgical Services: Yes Gender Dysphoria Cost Shares Apply to Reassignment Surgery: Yes	Subject to Applicable Cost Shares	Subject to Applicable Cost Shares
Hearing Aids	Not covered	Not covered
Hearing Aids - Bone Anchored Hearing Aids	Not covered	Not covered
High Tech Radiology (MRI, MRA, PET, CT) Prior Authorization Policy Applies	20% Coinsurance after Deductible	50% Coinsurance after Deductible
Home Health Care Prior Authorization Policy Applies Maximum benefit of 60 Visit(s)/Calendar Year for In-Network and Out-of-Network	20% Coinsurance after Deductible	50% Coinsurance after Deductible
Home Hospice	20% Coinsurance after Deductible	50% Coinsurance after Deductible
Immunizations - Not Routine Preventive	Not covered	Not covered
Infertility and Impotency Diagnosis &	Not covered	Not covered

Treatment		
Inpatient Hospice Prior Authorization Policy Applies Maximum benefit of 14 Day(s)/Lifetime for In-Network and Out-of-Network	20% Coinsurance after Deductible	50% Coinsurance after Deductible
Inpatient Hospital Facility (including Physician Services billed by Facility) Prior Authorization Policy Applies	20% Coinsurance after Deductible	50% Coinsurance after Deductible
Inpatient Physician Services	20% Coinsurance after Deductible	50% Coinsurance after Deductible
Labs Performed in Office / Independent Lab	No member cost share	50% Coinsurance after Deductible
Maternity Dependent Daughters Maternity Covered?: Yes	Covered	Covered
Mental Health and Substance Abuse Services - Inpatient Hospital Facility (including Physician Services billed by Facility) Prior Authorization Policy Applies	20% Coinsurance after Deductible	50% Coinsurance after Deductible
Mental Health and Substance Abuse Services - Inpatient Physician Services	20% Coinsurance after Deductible	50% Coinsurance after Deductible
Mental Health and Substance Abuse Services - Office Visit	No member cost share	50% Coinsurance after Deductible
Mental Health and Substance Abuse Services - Outpatient Therapy in a Facility	20% Coinsurance after Deductible	50% Coinsurance after Deductible
Mental Health and Substance Abuse Services - Outpatient Therapy in a Provider's Office INN - Only one copayment will apply if an Office Visit and a Therapy Service are performed by a single provider on the same day?: Yes	No member cost share	50% Coinsurance after Deductible
Nutritional Counseling	Not covered	Not covered
Organ Transplant Services Prior Authorization Policy Applies	Subject to Applicable Cost Shares	Subject to Applicable Cost Shares
Organ Transplant Travel Expenses	Not covered	Not covered
Other Services Performed in Office	20% Coinsurance after Deductible	50% Coinsurance after Deductible
Outpatient Physician Services	20% Coinsurance after Deductible	50% Coinsurance after Deductible
Outpatient Surgery Prior Authorization Policy Applies	20% Coinsurance after Deductible	50% Coinsurance after Deductible
Outpatient Therapy - Cardiac Therapy No limits	20% Coinsurance after Deductible	50% Coinsurance after Deductible
Outpatient Therapy - Cognitive Therapy	20% Coinsurance after Deductible	50% Coinsurance after Deductible
Outpatient Therapy - Hearing Therapy in a Facility Combined with Hearing Therapy in a Provider's Office Limits	20% Coinsurance after Deductible	50% Coinsurance after Deductible
Outpatient Therapy - Hearing Therapy in a Provider's Office Combined with Speech Therapy Limits	20% Coinsurance after Deductible	50% Coinsurance after Deductible
Outpatient Therapy - Occupational Therapy in a Facility Combined with Occupational Therapy in a Provider's Office Limits	20% Coinsurance after Deductible	50% Coinsurance after Deductible

Outpatient Therapy - Occupational Therapy in a Provider's Office Combined with Physical Therapy Limits	20% Coinsurance after Deductible	50% Coinsurance after Deductible
Outpatient Therapy - Physical Therapy in a Facility Combined with Physical Therapy in a Provider's Office Limits	20% Coinsurance after Deductible	50% Coinsurance after Deductible
Outpatient Therapy - Physical Therapy in a Provider's Office Maximum benefit of 60 Visit(s)/Calendar Year for In-Network and Out-of-Network	20% Coinsurance after Deductible	50% Coinsurance after Deductible
Outpatient Therapy - Pulmonary Therapy No limits	20% Coinsurance after Deductible	50% Coinsurance after Deductible
Outpatient Therapy - Skeletal Manipulation Prior Authorization Policy Applies Out-of-Network Combined with Physical Therapy Limits	20% Coinsurance after Deductible	50% Coinsurance after Deductible
Outpatient Therapy - Speech Therapy in a Facility Combined with Speech Therapy in a Provider's Office Limits	20% Coinsurance after Deductible	50% Coinsurance after Deductible
Outpatient Therapy - Speech Therapy in a Provider's Office Maximum benefit of 20 Visit(s)/Calendar Year for In-Network and Out-of-Network	20% Coinsurance after Deductible	50% Coinsurance after Deductible
Penile Prostheses/Implant	Not covered	Not covered
Private Duty Nursing Combined with Home Health Care Limits	20% Coinsurance after Deductible	50% Coinsurance after Deductible
Routine Preventive Care Diabetes Prevention Program (DPP): Covered Preventive Schedule: PPACA+ (Women's Preventive)	No member cost share	50% Coinsurance after Deductible
Skilled Nursing Facility (SNF) Prior Authorization Policy Applies Maximum benefit of 30 Day(s)/Calendar Year for In-Network and Out-of-Network	20% Coinsurance after Deductible	50% Coinsurance after Deductible
Sports Physicals by a Physician	Not covered	Not covered
Temporomandibular Joint (TMJ) No limits TMJ Diagnosis and Surgical Treatment (for accidental injury, fracture, tumors): Yes TMJ Non-surgical Treatment: No TMJ Orthognathic Surgery: No	20% Coinsurance after Deductible	50% Coinsurance after Deductible
Vision Exam-Routine Maximum benefit of 1 Exam/Calendar Year for In-Network and Out-of-Network	$25 Copay/Visit, no Deductible	50% Coinsurance after Deductible
Vision Hardware	Not covered	Not covered
Weight Loss Drugs (see Pharmacy cost shares)	Not covered	Not covered
Weight Management - Naturally Slim	No member cost share	Not covered
Wigs	Not covered	Not covered
X-Rays and Radiology	20% Coinsurance after Deductible	50% Coinsurance after Deductible
5. General Pharmacy Information		
Pharmacy Network(s)	**Network 1:** RxPremier	

Prescription Drug List Learn more about the drugs covered by your plan, drug category/tier, prior authorization and step therapy by reviewing your prescription drug list on MyBlueKC.com	Blue KC Preferred Formulary	
Outpatient Prescription Drug Deductible You must pay all the costs up to the Deductible amount before this plan begins to pay for covered services.	**In-Network** Does Not Apply	**Out-of-Network** Does Not Apply
Outpatient Prescription Drug Out-of-Pocket Limits The Out-of-Pocket Limit is the most you could pay during the Calendar Year for your share of the cost of covered services.	**In-Network** Combined with Medical Out-of-Pocket	**Out-of-Network** Combined with Medical Out-of-Pocket
Maintenance Medication Program	Not applicable	
Generics Program	Not Applicable	
Copay Credit Accumulator Adjustment (CCAA): Specialty drug copay card dollars will not be included in your deductible and/or out-of-pocket limits. Only your true out-of-pocket costs will be applied to your deductible and/or out-of-pocket totals.	No	
Variable Copay Solution (VCS): When you use a drug copay card, Specialty prescription drugs may be subject to a new plan benefit cost share. This new cost share will not impact you or the price you pay.	No	
Rx Savings Solutions A team of pharmacists and pharmacy technician will help you make sure you're getting the best possible pricing for your medicines. Member support is available Monday – Friday, 7 a.m. to 7 p.m. CST.	Register online at MyBlueKC.com and stay up-to-date on cost saving opportunities. **Email:** info@rxsavingsllc.com **PH:** 1-800-268-4476	

6. Plan Benefits – Pharmacy

	In-Network	**Out-of-Network**
Retail Pharmacy (Short-term supply: Up to 34 Days) **Drug Tier 1:** Generic / Generic Specialty	**RxPremier:** $10 Copay/Fill	$10 Copay/Fill, then 50% Coinsurance
Drug Tier 2: Preferred Brand / Non-Preferred Generic / Preferred Brand Specialty	**RxPremier:** $30 Copay/Fill	$30 Copay/Fill, then 50% Coinsurance
Drug Tier 3: Non-Preferred Brand / Non-Preferred Brand Specialty	**RxPremier:** $50 Copay/Fill	$50 Copay/Fill, then 50% Coinsurance
Retail Pharmacy (Long-term supply: Between 35-102 Days **Drug Tier 1:** Generic / Generic Specialty	**RxPremier:**$20 Copay/Fill	$20 Copay/Fill, then 50% Coinsurance

Drug Tier 2: Preferred Brand / Non-Preferred Generic / Preferred Brand Specialty	**RxPremier:**$60 Copay/Fill	$60 Copay/Fill, then 50% Coinsurance
Drug Tier 3: Non-Preferred Brand / Non-Preferred Brand Specialty	**RxPremier:**$100 Copay/Fill	$100 Copay/Fill, then 50% Coinsurance
Mail Order Pharmacy (Mail Order supply: Between 35-102 Days) **Drug Tier 1:** Generic	$20 Copay/Fill	$20 Copay/Fill, then 50% Coinsurance
Drug Tier 2: Preferred Brand / Non-Preferred Generic	$60 Copay/Fill	$60 Copay/Fill, then 50% Coinsurance
Drug Tier 3: Non-Preferred Brand	$100 Copay/Fill	$100 Copay/Fill, then 50% Coinsurance
Value-Based Benefits (VBB) Included Conditions: CAD, Diabetes		
VBB Retail Pharmacy (Short-term supply) **Drug Tier 1:** Generic / Generic Specialty	**RxPremier:** No member cost share	50% Coinsurance
Drug Tier 2: Preferred Brand / Non-Preferred Generic / Preferred Brand Specialty	**RxPremier:** No member cost share	50% Coinsurance
Drug Tier 3: Non-Preferred Brand / Non-Preferred Brand Specialty	**RxPremier:** $25 Copay/Fill	$25 Copay/Fill, then 50% Coinsurance
VBB Retail Pharmacy (Long-term supply) **Drug Tier 1:** Generic / Generic Specialty	**RxPremier:**No member cost share	50% Coinsurance
Drug Tier 2: Preferred Brand / Non-Preferred Generic / Preferred Brand Specialty	**RxPremier:**No member cost share	50% Coinsurance
Drug Tier 3: Non-Preferred Brand / Non-Preferred Brand Specialty	**RxPremier:**$50 Copay/Fill	$50 Copay/Fill, then 50% Coinsurance
VBB Mail Order Pharmacy **Drug Tier 1:** Generic / Generic Specialty	No member cost share	50% Coinsurance
Drug Tier 2: Preferred Brand / Non-Preferred Generic / Preferred Brand Specialty	No member cost share	50% Coinsurance
Drug Tier 3: Non-Preferred Brand / Non-Preferred Brand Specialty	$50 Copay/Fill	$50 Copay/Fill, then 50% Coinsurance
Weight Loss Drugs	Not covered	Not covered

This page intentionally left blank

Kansas City

Plan Information	
Group Name:	City of Leawood
Plan Name:	PPO BlueSaver SpiraCare - HSA
Group Number:	30678000
State:	Kansas
Effective Date:	01/01/2021
Important Notes:	
For Internal Use Only:	Package: 2410420602 XREF: C5P8 Medical: 2415470073 Rx: 2410100203
1. General Plan Information	
Benefit Period	Calendar Year
Funding	Fully Insured
Grandfathered Status	Non-Grandfathered
Consumer-Driven Health Plan (CDHP)	HSA
Spira Care Plan?	Yes No charge (after deductible) for services received from a designated Spira Care Center Provider. Treatment of work-related injury or illness is not covered under your Blue Cross and Blue Shield of Kansas City health benefit plan. Treatment of work-related injuries and illnesses is typically provided through your workers' compensation program. The Spira Care clinics are not participating providers under workers' compensation programs. Please reference your workers' compensation policies and procedures to direct your employees appropriately for work-related injuries.
Religious Employer?	N/A
Classification of Eligible Employees	All full-time employees actively working 27 hours per week; Retirees and their Dependents who are eligible in accordance with the Employer's Employee Benefits Program.
Eligibility	
Min % of Eligible Employees	75%
% Threshold of Total Employee Enrollment	90%
Minimum Employer Contribution – Eligible Employees	75%
Minimum Employer Contribution – Total Account Premium	50%
COBRA Billing	Employer
Are Domestic Partners Covered?	No
Are Same Sex Spouses Covered?	Yes
Insurance Coverage Creditable (Medicare Part D)	Yes
Blue Connect	Blue Connect not included
Compass	Compass not included
2. Network	
Local Medical Network	BlueSelect Plus
Out-of-Area Medical Network	BlueCard PPO/EPO
Pharmacy	See Pharmacy (Sections 5 & 6)

3. Cost Sharing		
Medical Deductible - Calendar Year, Embedded All INN & OON Cross Accum	**In-Network**	**Out-of-Network**
Individual	$2,800	$8,400
Family	$5,600	$16,800
Pharmacy Deductible	Combined with Medical	
Medical Coinsurance	**In-Network**	**Out-of-Network**
Member Pays	0%	30%
Plan Pays	100%	70%
Out-of-Pocket Limit - Calendar Year, Embedded All INN & OON Cross Accum The Out-of-Pocket limit includes all Deductibles, Coinsurance, and Copayments a member pays during the Benefit Period.	**In-Network**	**Out-of-Network**
Individual	$2,800	$13,500
Family	$5,600	$54,000
Pharmacy Out-of-Pocket Limit	Combined with Medical	
Annual First Dollar Coverage	Does not apply	Does not apply
Annual Maximum	Does not apply	Does not apply
Lifetime Maximum	Does not apply	Does not apply
4. Benefits		
Professional Services	**In-Network**	**Out-of-Network**
Primary Care Physician Office Visit - An internist, family practitioner, general practitioner, or pediatrician.	Deductible, then no charge	30% Coinsurance after Deductible
Total Care Primary Care Physician Office Visit	Does not apply	Not applicable
Specialist Physician Office Visit - Doctors of Medicine (MD), Doctors of Osteopathy (DO), except Primary Care Physicians, and other medical practitioners such as optometrists, psychologists and chiropractors.	Deductible, then no charge	30% Coinsurance after Deductible
Urgent Care Office Visit	Deductible, then no charge	30% Coinsurance after Deductible
Total Care Urgent Care Office Visit	Does not apply	Not applicable
Blue KC Virtual Care - Office Visit Virtual care provided by Blue KC virtual care partner(s). All other virtual care services subject to applicable cost sharing.	Deductible, then no charge	Not applicable
Blue KC Virtual Care - Behavioral Health Therapy Virtual care provided by Blue KC virtual care partner(s). All other virtual care services subject to applicable cost sharing.	Deductible, then no charge	Not applicable
Designated Health Clinic	Does not apply	Not applicable
Other Benefits (in alphabetical order)	**In-Network**	**Out-of-Network**
ABA Services ABA Services Age Limits: Mandated Limits ABA Services Hours Limits: Mandated Limits	Subject to Applicable Cost Shares	Subject to Applicable Cost Shares

Abortion	Not covered	Not covered
Acupuncture	Not covered	Not covered
Allergy Testing	Deductible, then no charge	30% Coinsurance after Deductible
Allergy Treatment	Deductible, then no charge	30% Coinsurance after Deductible
Ambulance - Air Air Ambulance Allowable Option: Billed Charges	Deductible, then no charge	In-Network Deductible, then no charge
Ambulance - Ground Ground Ambulance Allowable Option: 150% of Medicare	Deductible, then no charge	In-Network Deductible, then no charge
Assisted Reproductive Services	Not covered	Not covered
Autism-Related Services No limits	Subject to Applicable Cost Shares	Subject to Applicable Cost Shares
Bariatric Services	Not covered	Not covered
BDC+ Surgery	Not covered	Not covered
Chiropractic Services Office Visit	Deductible, then no charge	30% Coinsurance after Deductible
Cranial Remodeling Devices No limits Required to follow Blue KC Medical Policy?: Yes	Deductible, then no charge	30% Coinsurance after Deductible
Dental Anesthesia Maximum age limit of 5 Years	Missouri/Kansas Default	Missouri/Kansas Default
Diabetic Equipment and Supplies Prior Authorization Policy Applies	Deductible, then no charge	30% Coinsurance after Deductible
Diabetic Footwear	Deductible, then no charge	30% Coinsurance after Deductible
Diabetic Pump	Covered as Durable Medical Equipment (DME)	Covered as Durable Medical Equipment (DME)
Diabetic Self Management Education/Training (DSMT)	Deductible, then no charge	30% Coinsurance after Deductible
Durable Medical Equipment (DME) Prior Authorization Policy Applies No limits	Deductible, then no charge	30% Coinsurance after Deductible
Elective Male Sterilization	Deductible, then no charge	30% Coinsurance after Deductible
Emergency Services	Deductible, then no charge	In-Network Deductible, then no charge
Food and Food Products for PKU Maximum benefit of $5,000/Calendar Year for In-Network and Out-of-Network	Covered	Covered
Foot Orthotics	Not covered	Not covered
Gender Dysphoria-Related Services Prior Authorization Policy Applies Gender Dysphoria Cost Shares Apply to Cosmetic Surgery: No Gender Dysphoria Cost Shares Apply to Non-Surgical Services: Yes Gender Dysphoria Cost Shares Apply to Reassignment Surgery: Yes	Subject to Applicable Cost Shares	Subject to Applicable Cost Shares
Hearing Aids	Not covered	Not covered
Hearing Aids - Bone Anchored Hearing Aids	Not covered	Not covered
High Tech Radiology (MRI, MRA, PET, CT) Prior Authorization Policy Applies	Deductible, then no charge	30% Coinsurance after Deductible
Home Health Care Prior Authorization Policy Applies Maximum benefit of 60 Visit(s)/Calendar Year for In-Network and Out-of-Network	Deductible, then no charge	30% Coinsurance after Deductible

Home Hospice	Deductible, then no charge	30% Coinsurance after Deductible
Immunizations - Not Routine Preventive	Not covered	Not covered
Infertility and Impotency Diagnosis & Treatment	Not covered	Not covered
Inpatient Hospice Prior Authorization Policy Applies Maximum benefit of 14 Day(s)/Lifetime for In-Network and Out-of-Network	Deductible, then no charge	30% Coinsurance after Deductible
Inpatient Hospital Facility (including Physician Services billed by Facility) Prior Authorization Policy Applies	Deductible, then no charge	30% Coinsurance after Deductible
Inpatient Physician Services	Deductible, then no charge	30% Coinsurance after Deductible
Labs Performed in Office / Independent Lab	Deductible, then no charge	30% Coinsurance after Deductible
Maternity Dependent Daughters Maternity Covered?: Yes	Covered	Covered
Mental Health and Substance Abuse Services - Inpatient Hospital Facility (including Physician Services billed by Facility) Prior Authorization Policy Applies	Deductible, then no charge	30% Coinsurance after Deductible
Mental Health and Substance Abuse Services - Inpatient Physician Services	Deductible, then no charge	30% Coinsurance after Deductible
Mental Health and Substance Abuse Services - Office Visit	Deductible, then no charge	30% Coinsurance after Deductible
Mental Health and Substance Abuse Services - Outpatient Therapy in a Facility	Deductible, then no charge	30% Coinsurance after Deductible
Mental Health and Substance Abuse Services - Outpatient Therapy in a Provider's Office	Deductible, then no charge	30% Coinsurance after Deductible
Nutritional Counseling	Not covered	Not covered
Organ Transplant Services Prior Authorization Policy Applies	Subject to Applicable Cost Shares	Subject to Applicable Cost Shares
Organ Transplant Travel Expenses	Not covered	Not covered
Other Services Performed in Office	Deductible, then no charge	30% Coinsurance after Deductible
Outpatient Physician Services	Deductible, then no charge	30% Coinsurance after Deductible
Outpatient Surgery Prior Authorization Policy Applies	Deductible, then no charge	30% Coinsurance after Deductible
Outpatient Therapy - Cardiac Therapy No limits	Deductible, then no charge	30% Coinsurance after Deductible
Outpatient Therapy - Cognitive Therapy	Deductible, then no charge	30% Coinsurance after Deductible
Outpatient Therapy - Hearing Therapy in a Facility Combined with Hearing Therapy in a Provider's Office Limits	Deductible, then no charge	30% Coinsurance after Deductible
Outpatient Therapy - Hearing Therapy in a Provider's Office Combined with Speech Therapy Limits	Deductible, then no charge	30% Coinsurance after Deductible
Outpatient Therapy - Occupational Therapy in a Facility Combined with Occupational Therapy in a Provider's Office Limits	Deductible, then no charge	30% Coinsurance after Deductible
	Deductible, then no charge	30% Coinsurance after Deductible

Outpatient Therapy - Occupational Therapy in a Provider's Office Combined with Physical Therapy Limits		
Outpatient Therapy - Physical Therapy in a Facility Combined with Physical Therapy in a Provider's Office Limits	Deductible, then no charge	30% Coinsurance after Deductible
Outpatient Therapy - Physical Therapy in a Provider's Office Maximum benefit of 60 Visit(s)/Calendar Year for In-Network and Out-of-Network	Deductible, then no charge	30% Coinsurance after Deductible
Outpatient Therapy - Pulmonary Therapy No limits	Deductible, then no charge	30% Coinsurance after Deductible
Outpatient Therapy - Skeletal Manipulation Prior Authorization Policy Applies Out-of-Network Combined with Physical Therapy Limits	Deductible, then no charge	30% Coinsurance after Deductible
Outpatient Therapy - Speech Therapy in a Facility Combined with Speech Therapy in a Provider's Office Limits	Deductible, then no charge	30% Coinsurance after Deductible
Outpatient Therapy - Speech Therapy in a Provider's Office Maximum benefit of 20 Visit(s)/Calendar Year for In-Network and Out-of-Network	Deductible, then no charge	30% Coinsurance after Deductible
Penile Prostheses/Implant	Not covered	Not covered
Private Duty Nursing Combined with Home Health Care Limits	Deductible, then no charge	30% Coinsurance after Deductible
Routine Preventive Care Diabetes Prevention Program (DPP): Covered Preventive Schedule: PPACA+ (Women's Preventive)	No member cost share	30% Coinsurance after Deductible
Skilled Nursing Facility (SNF) Prior Authorization Policy Applies Maximum benefit of 30 Day(s)/Calendar Year for In-Network and Out-of-Network	Deductible, then no charge	30% Coinsurance after Deductible
Sports Physicals by a Physician	Not covered	Not covered
Temporomandibular Joint (TMJ) No limits TMJ Diagnosis and Surgical Treatment (for accidental injury, fracture, tumors): Yes TMJ Non-surgical Treatment: No TMJ Orthognathic Surgery: No	Deductible, then no charge	30% Coinsurance after Deductible
Vision Exam-Routine Maximum benefit of 1 Exam/Calendar Year for In-Network and Out-of-Network	Deductible, then no charge	30% Coinsurance after Deductible
Vision Hardware	Not covered	Not covered
Weight Loss Drugs (see Pharmacy cost shares)	Not covered	Not covered
Weight Management - Naturally Slim	Deductible, then no charge	30% Coinsurance after Deductible
Wigs	Not covered	Not covered
X-Rays and Radiology	Deductible, then no charge	30% Coinsurance after Deductible
5. General Pharmacy Information		
Pharmacy Network(s)	**Network 1:** RxPremier	

Prescription Drug List Learn more about the drugs covered by your plan, drug category/tier, prior authorization and step therapy by reviewing your prescription drug list on MyBlueKC.com	Blue KC Preferred Formulary	
Outpatient Prescription Drug Deductible You must pay all the costs up to the Deductible amount before this plan begins to pay for covered services.	**In-Network** Combined with Medical Deductible	**Out-of-Network** Combined with Medical Deductible
Outpatient Prescription Drug Out-of-Pocket Limits The Out-of-Pocket Limit is the most you could pay during the Calendar Year for your share of the cost of covered services.	**In-Network** Combined with Medical Out-of-Pocket	**Out-of-Network** Combined with Medical Out-of-Pocket
Maintenance Medication Program	Not applicable	
Generics Program	Not Applicable	
Copay Credit Accumulator Adjustment (CCAA): Specialty drug copay card dollars will not be included in your deductible and/or out-of-pocket limits. Only your true out-of-pocket costs will be applied to your deductible and/or out-of-pocket totals.	No	
Variable Copay Solution (VCS): When you use a drug copay card, Specialty prescription drugs may be subject to a new plan benefit cost share. This new cost share will not impact you or the price you pay.	No	
Rx Savings Solutions A team of pharmacists and pharmacy technician will help you make sure you're getting the best possible pricing for your medicines. Member support is available Monday – Friday, 7 a.m. to 7 p.m. CST.	Register online at MyBlueKC.com and stay up-to-date on cost saving opportunities. **Email:** info@rxsavingsllc.com **PH:** 1-800-268-4476	

6. Plan Benefits – Pharmacy

	In-Network	**Out-of-Network**
Retail Pharmacy (Short-term supply: Up to 34 Days) **Drug Tier 1:** Generic / Generic Specialty	**RxPremier:** Deductible, then no charge	Deductible, then $10 Copay/Fill, then 50% Coinsurance
Drug Tier 2: Preferred Brand / Non-Preferred Generic / Preferred Brand Specialty	**RxPremier:** Deductible, then no charge	Deductible, then $30 Copay/Fill, then 50% Coinsurance
Drug Tier 3: Non-Preferred Brand / Non-Preferred Brand Specialty	**RxPremier:** Deductible, then no charge	Deductible, then $50 Copay/Fill, then 50% Coinsurance
Retail Pharmacy (Long-term supply: Between 35-102 Days **Drug Tier 1:** Generic / Generic Specialty	**RxPremier:**Deductible, then no charge	Deductible, then $20 Copay/Fill, then 50% Coinsurance

Drug Tier 2: Preferred Brand / Non-Preferred Generic / Preferred Brand Specialty	**RxPremier:**Deductible, then no charge	Deductible, then $60 Copay/Fill, then 50% Coinsurance
Drug Tier 3: Non-Preferred Brand / Non-Preferred Brand Specialty	**RxPremier:**Deductible, then no charge	Deductible, then $100 Copay/Fill, then 50% Coinsurance
Mail Order Pharmacy (Mail Order supply: Between 35-102 Days) **Drug Tier 1:** Generic	Deductible, then no charge	Deductible, then $20 Copay/Fill, then 50% Coinsurance
Drug Tier 2: Preferred Brand / Non-Preferred Generic	Deductible, then no charge	Deductible, then $60 Copay/Fill, then 50% Coinsurance
Drug Tier 3: Non-Preferred Brand	Deductible, then no charge	Deductible, then $100 Copay/Fill, then 50% Coinsurance
Preventive Drugs **Retail Drug Tier 1:** Generic / Generic Specialty	**RxPremier:** Deductible, then no charge	Deductible, then $10 Copay/Fill, then 50% Coinsurance
Retail Drug Tier 2: Preferred Brand / Non-Preferred Generic / Preferred Brand Specialty	**RxPremier:** Deductible, then no charge	Deductible, then $30 Copay/Fill, then 50% Coinsurance
Retail Drug Tier 3: Non-Preferred Brand / Non-Preferred Brand Specialty	**RxPremier:** Deductible, then no charge	Deductible, then $50 Copay/Fill, then 50% Coinsurance
Mail Order Drug Tier 1: Generic / Generic Specialty	Deductible, then no charge	Deductible, then $20 Copay/Fill, then 50% Coinsurance
Mail Order Drug Tier 2: Preferred Brand / Non-Preferred Generic / Preferred Brand Specialty	Deductible, then no charge	Deductible, then $60 Copay/Fill, then 50% Coinsurance
Mail Order Drug Tier 3: Non-Preferred Brand / Non-Preferred Brand Specialty	Deductible, then no charge	Deductible, then $100 Copay/Fill, then 50% Coinsurance
Weight Loss Drugs	Not covered	Not covered

This page intentionally left blank

Kansas City

Fully Insured Rate Confirmation 1/1/21 – 12/31/21

Preferred-Care Blue Base Rates	
Employee	$850.60
Employee & Spouse	$1,786.26
Employee & Child(ren)	$1.531.08
Family	$2,457.21

Preferred-Care Blue Buy-Up Rates	
Employee	$994.01
Employee & Spouse	$2,087.43
Employee & Child(ren)	$1,789.22
Family	$2,871.51

Preferred-Care Blue BlueSaver Rates	
Employee	$737.07
Employee & Spouse	$1,547.86
Employee & Child(ren)	$1,326.74
Family	$2,129.28

BlueSelect Plus Base Rates	
Employee	$759.92
Employee & Spouse	$1,595.83
Employee & Child(ren)	$1,367.86
Family	$2,195.24

Blue Select Plus PPO BlueSaver Spira Rates	
Employee	$634.67
Employee & Spouse	$1,332.85
Employee & Child(ren)	$1,142.44
Family	$1,833.50

*Rate cap for 2022 of 16.9% pre-tax and group will be forfeiting their COVID-19 refund potential.

Confirmed by:
City of Leawood

Signature

Title

Date

Approved by:
Blue Cross and Blue Shield of Kansas City

Evan Martinez (Sep 22, 2020 16:52 CDT)

Signature

Underwriter

Title

Sep 22, 2020

Date

DELTA DENTAL

DeltaDentalKS.com

August 19, 2020

NIC SANDERS
CITY OF LEAWOOD
4800 TOWN CENTER DR
LEAWOOD, KS 66211

RE: Renewal of Group Dental Contract
Group #699 – Base

Dear Nic Sanders:

Your contract with Delta Dental of Kansas will renew on **January 1, 2021**. It is our pleasure to serve you and your employees again and we are committed to our continued partnership.

We are pleased to inform you that there will be **no increase** in premium for your dental plan in 2021. Effective **January 1, 2021**, the premium for your dental coverage will be as follows:

	Current Rates	New Rates	
Employee:	$31.32	$31.32	No Increase
Employee + 1:	$65.78	$65.78	No Increase
Family:	$116.99	$116.99	No Increase

NOTE: New 2 year agreement:
2021 – as noted above
2022 – 5% rate cap

Enclosed is a policy endorsement to indicate your acceptance of this renewal. If options are provided, please initial the box next to your preferred option, then sign and return the endorsement via fax to (913) 381-8312, or email to ddpkc@deltadentalks.com. **This endorsement must be returned by December 1, 2020 to ensure timely submission of your group's renewal.** Please attach a copy of the endorsement to your current contract for your records. ***If the signed endorsement is not returned prior to your renewal date shown above, your group will be re-enrolled at current benefit levels with the new rates noted above.***

We look forward to the continued opportunity to be of service to you and your employees. If you have any questions regarding your renewal, please feel free to contact me.

Sincerely,

Erin Baker
Senior Manager, Marketing Services

EB:rmh

Enclosure

cc: HOLMES MURPHY & ASSOCIATES LLC

RENEWAL ADDENDUM No. 6
FOR GROUP #699

Attached to and forming a part of the Agreement To Provide Dental Care Benefits between **CITY OF LEAWOOD-BASE** (plan #699) and Delta Dental of Kansas, Inc.

It is agreed and understood that effective with the **January 1, 2021** renewal, Section I, Number 5 shall read:

RENEWING WITH CURRENT BENEFITS:			
RATES:	Employee:	$31.32	No Increase
	Employee + 1:	$65.78	No Increase
	Family:	$116.99	No Increase

NOTE: New 2 year agreement:
2021 – as noted above
2022 – 5% rate cap

Please acknowledge acceptance of this renewal by signing below and returning the renewal confirmation by fax to (913) 381-8312 or by email to ddpkc@deltadentalks.com by **December 1, 2020**.

Printed Name _____ Date _____

Signature _____ Agent's Name _____

Michael D Ellis
Delta Dental of Kansas, Inc.

Please assist us in updating our records by providing the name & email address of your group administrator.

Contact: _____ Email: _____

WELLNESS CONNECTION – As the dental benefits experts, we're here to help educate your employees on the importance of good oral health. Visit the **Wellness Connection** on our website, www.deltadentalks.com, to download easy-to-use wellness materials.

DELTA DENTAL

DeltaDentalKS.com

August 19, 2020

NIC SANDERS
CITY OF LEAWOOD
4800 TOWN CENTER DR
LEAWOOD, KS 66211

RE: Renewal of Group Dental Contract
Group #4699 – Buy Up

Dear Nic Sanders:

Your contract with Delta Dental of Kansas will renew on **January 1, 2021**. It is our pleasure to serve you and your employees again and we are committed to our continued partnership.

We are pleased to inform you that there will be **no increase** in premium for your dental plan in 2021. Effective **January 1, 2021**, the premium for your dental coverage will be as follows:

	Current Rates	New Rates	
Employee:	$36.60	$36.60	No Increase
Employee + 1:	$76.88	$76.88	No Increase
Family:	$136.73	$136.73	No Increase

NOTE: New 2 year agreement:
2021 – as noted above
2022 – 5% rate cap

Enclosed is a policy endorsement to indicate your acceptance of this renewal. If options are provided, please initial the box next to your preferred option, then sign and return the endorsement via fax to (913) 381-8312, or email to **ddpkc@deltadentalks.com**. **This endorsement must be returned by December 1, 2020 to ensure timely submission of your group's renewal.** Please attach a copy of the endorsement to your current contract for your records. ***If the signed endorsement is not returned prior to your renewal date shown above, your group will be re-enrolled at current benefit levels with the new rates noted above.***

We look forward to the continued opportunity to be of service to you and your employees. If you have any questions regarding your renewal, please feel free to contact me.

Sincerely,

Erin Baker
Senior Manager, Marketing Services

EB:rmh

Enclosure

cc: HOLMES MURPHY & ASSOCIATES LLC

RENEWAL ADDENDUM No. 6
FOR GROUP #4699

Attached to and forming a part of the Agreement To Provide Dental Care Benefits between **CITY OF LEAWOOD-BUYUP** (plan #4699) and Delta Dental of Kansas, Inc.

It is agreed and understood that effective with the **January 1, 2021** renewal, Section I, Number 5 shall read:

RENEWING WITH CURRENT BENEFITS:			
RATES:	Employee:	$36.60	No Increase
	Employee + 1:	$76.88	No Increase
	Family:	$136.73	No Increase

NOTE: New 2 year agreement:
2021 – as noted above
2022 – 5% rate cap

Please acknowledge acceptance of this renewal by signing below and returning the renewal confirmation by fax to (913) 381-8312 or by email to ddpkc@deltadentalks.com by **December 1, 2020**.

Printed Name _____ Date _____

Signature _____ Agent's Name _____

Michael D Ellis
Delta Dental of Kansas, Inc.

Please assist us in updating our records by providing the name & email address of your group administrator.

Contact: _____ Email: _____

WELLNESS CONNECTION – As the dental benefits experts, we're here to help educate your employees on the importance of good oral health. Visit the **Wellness Connection** on our website, www.deltadentalks.com, to download easy-to-use wellness materials.

Kansas City

COMMISSION DISCLOSURE

Company Name: City of Leawood

Commission Summary

Blue KC uses a **standard** commission schedule to compensate our agents and brokers. We currently pay brokers on a sliding 10% scale. Commissions are not paid on ACA-related taxes and fees.

Medical	Dental
☒ **Standard** ☐ **Non-Standard**	☐ **Standard** ☐ **Non-Standard**
☐ Flat $_____ per month	☐ Flat $_____ per month
☐ Flat $_____ per employee per month	☐ Flat $_____ per employee per month
☒ Flat or ☐ Sliding 10%: equivalent of 0.69% of premium excluding ACA taxes with equates to 0.69% of premium including ACA taxes	☐ Flat or ☐ Sliding 10%: equivalent of _____% of premium excluding ACA taxes with equates to _____% of premium including ACA taxes
☐ NET of Commission	☐ NET of Commission
These Medical products are a part of a private exchange powered by Liazon	These Dental products are a part of a private exchange powered by Liazon
☐ Yes ☒ No	☐ Yes ☐ No
Funding Type: Fully Insured	**Funding Type: _____**

Employer Information	
Client Name:	
Client Signature:	**Date**

Broker Information	
Name: Jeff Spencer	
Agency: Holmes Murphy	**Agent Code:**
Signature: jeff s spencer jeff s spencer (Aug 31, 2020 10:22 CDT)	**Date** Aug 31, 2020

FOR INTERNAL USE ONLY		
Effective Date: 1/1/21	**Territory #: 3**	**Group #: 30678000**
Sales and Marketing: Rachel Arnett (Aug 31, 2020 14:35 CDT)		**Date:** Aug 31, 2020
Underwriting: Drew Hatten Drew Hatten (Aug 31, 2020 10:24 CDT)		**Date:** Aug 31, 2020

Evan Martinez (Aug 31, 2020 10:21 CDT)

Aug 31, 2020

2021 Health Insurance Premium Cost Sharing

QHDHP / Blue Select w/ Spira

		Total	Employee		City	
			%	$	%	$
Plan A	EE Only	634.67	0%	- [1]	100%	634.67
	EE + Spouse	1,332.85	22%	295.56	78%	1,037.29
	EE + Child(ren)	1,142.44	0%	- [2]	100%	1,142.44
	Family	1,833.50	4%	77.32	96%	1,756.19

1, 2 - Those electing this plan and tier will receive a contribution by the City to their individual UMB HSA on the first pay date in January and July of 2021 (1 - $660.30 / 2 - $1.106.58).

QHDHP / Preferred Care Blue

		Total	Employee		City	
			%	$	%	$
Plan B	EE Only	737.07	0%	- [3]	100%	737.07
	EE + Spouse	1,547.86	33%	510.58	67%	1,037.29
	EE + Child(ren)	1,326.74	0%	-	100%	1,326.74
	Family	2,129.28	18%	373.10	82%	1,756.19

3 - Those electing this plan and tier will receive a contribution of $45.90 by the City to their individual UMB HSA on the first pay date in January and July of 2021.

PPO / Blue Select (Base)

		Total	Employee		City	
			%	$	%	$
Plan C	EE Only	759.92	2%	15.20	98%	744.72
	EE + Spouse	1,595.83	35%	558.54	65%	1,037.29
	EE + Child(ren)	1,367.86	3%	41.00	97%	1,326.87
	Family	2,195.24	20%	439.06	80%	1,756.19

PPO / Preferred Care Blue

		Total	Employee		City	
			%	$	%	$
Plan D	EE Only	850.60	12%	105.88	88%	744.72
	EE + Spouse	1,786.26	42%	748.98	58%	1,037.29
	EE + Child(ren)	1,531.08	13%	204.22	87%	1,326.87
	Family	2,457.21	29%	701.02	71%	1,756.19

Buy-Up PPO / Preferred Care Blue

		Total	Employee		City	
			%	$	%	$
Plan E	EE Only	994.01	25%	249.30	75%	744.72
	EE + Spouse	2,087.43	50%	1,050.14	50%	1,037.29
	EE + Child(ren)	1,789.22	26%	462.36	74%	1,326.87
	Family	2,871.51	39%	1,115.32	61%	1,756.19

2021 Dental Insurance Premium Cost Sharing

		Total	Employee		City	
			%	$	%	$
Base	EE Only	31.32	15%	4.70	85%	26.62
	EE + 1	65.78	55%	36.18	45%	29.60
	Family	117.00	70%	81.90	30%	35.10

		Total	Employee		City	
			%	$	%	$
Buy-Up	EE Only	36.60	27%	9.98	73%	26.62
	EE + 1	76.88	61%	47.28	39%	29.60
	Family	136.74	74%	101.64	26%	35.10

8 F.

City of Leawood

Date: October 5, 2020

To: Mayor Dunn
Members of the City Council

cc: Scott Lambers, City Administrator

From: Nicholas Sanders, Director of Human Resources

Subject: 2021 Holiday Schedule

Attached is the designated City Holiday Schedule for 2021. Please contact me at 913.663.9105 should you have any questions.

RESOLUTION NO. _____

A RESOLUTION DESIGNATING HOLIDAYS FOR THE YEAR 2021, IN ACCORDANCE WITH THE PERSONNEL RULES AND REGULATIONS OF THE CITY OF LEAWOOD, KANSAS

WHEREAS, after review of the holiday dates for the year 2021, staff recommends the below listed days and dates be adopted as recognized holidays for the City.

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

SECTION ONE: The City of Leawood, Kansas, a municipal corporation, does hereby adopt the following dates as recognized holidays for the year 2021:

HOLIDAY	OBSERVED
New Year's Day	Friday, January 1, 2021
Martin Luther King, Jr., Day	Monday, January 18, 2021
Memorial Day	Monday, May 31, 2021
Independence Day	Monday, July 5, 2021
Labor Day	Monday, September 6, 2021
Thanksgiving	Thursday, November 25 & Friday, November 26, 2021
Christmas	Friday, December 24, 2021

SECTION TWO: This resolution shall become effective upon passage by the Governing Body.

PASSED by the Governing Body this 5th day of October, 2020.

APPROVED by the Mayor this 5th day of October, 2020.

_____
Peggy J. Dunn, Mayor

[SEAL]

ATTEST:

_____
Kelly Varner, CMC, City Clerk

APPROVED AS TO FORM:

_____

Patricia A. Bennett, City Attorney

City of Leawood

2021
Holiday Schedule

New Year's Day	**Friday, January 1, 2021**
Martin Luther King, Jr. Day	**Monday, January 18, 2021**
Memorial Day	**Monday, May 31, 2021**
Independence Day	**Monday, July 5, 2021**
Labor Day	**Monday, September 6, 2021**
Thanksgiving Day	**Thursday, November 25, 2021** **Friday, November 26, 2021**
Christmas Day	**Friday, December 24, 2021**
Personal Days	**Three (3)**

8G.

Staff Review

Fact Sheet

SUBJECT: **APPROVE PROFESSIONAL SERVICES AGREEMENT FOR PUBLIC ART MASTERPLAN**
P.la.id Collaborative, LLC.

October 5, 2020

DISCUSSION

Staff is requesting approval of a Professional Services Agreement with Plaid Collaborative to develop a masterplan for the city's public art.

The collection includes interior and exterior art, many of which are sculptures.

This plan will assist the city in determining potential future locations for public art based on availability of city owned spaces and help the Arts Council, APPI and staff determine size and type of "art" that may be appropriate for each site. Both committees will be consulted during the process.

This consultant team has had vast experience with local private and public art collection work including the Nelson Museum of Art, the National Gallery of Art Sculpture Park and the Hirshhorn Sculpture Park both in Washington D.C. A detailed scope of work for this agreement is attached for your review.

The fee for the work is $23,300 with an allocated budget of $50,000.

If approved, the consultant will begin work on October 6, 2020 with an estimated completion date of November 23, 2020

Chris Claxton

Chris Claxton, CPRP
Director of Parks and Recreation

Holly York

Holly York
Cultural Arts Supervisor

Brian Anderson, CPRP
Superintendent of Parks

SPONSOR

Parks & Recreation Department

COUNCIL ACTION TO BE TAKEN

Approve Professional Services Agreement for Public Art Masterplan.

STAFF RECOMMENDATION

- ☑ For
- ☐ Against
- ☐ No position

COMMITTEE RECOMMENDATION

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

POLICY OR PROGRAM CHANGE

- ☑ No
- ☐ Yes

OPERATIONAL IMPACT

Project will provide professional guidance for future art purchases installation sites.

COSTS

$23,300.00

FUND SOURCES

Project # 79030.120.846100
Public Art Impact Fund - 13070

RESOLUTION NO. _____

RESOLUTION APPROVING AND AUTHORIZING THE MAYOR TO EXECUTE A PROFESSIONAL SERVICES AGREEMENT WITH PLAID COLLABORATIVE IN AN AMOUNT NOT TO EXCEED $23,300.00 PERTAINING TO A MASTER PLAN FOR PUBLIC ART

WHEREAS, the City and Plaid Collaborative desire to enter into a Professional Services Agreement pertaining to a Master Plan for Public Art; and

WHEREAS, Plaid Collaborative provides such services; and

WHEREAS, the parties desire to execute a Professional Services 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 a Professional Services Agreement in an amount not to exceed $23,300.00, between the City and Plaid Collaborative 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 5th day of October, 2020.

APPROVED by the Mayor this 5th day of October, 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 **P.la.id Collaborative LLC** ("Professional")

SECTION 1 – PROFESSIONAL'S DUTIES

Professional shall provide the following services:

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:

> *To provide services to develop a community-wide Masterplan for Public Art as more further set forth in "Exhibit A" attached hereto and incorporated herein by reference.*

SECTION II – TERM OF AGREEMENT

The term of this Agreement shall commence on the 6th day of October, 2020, and shall conclude on or before the 20th day of November, 2020.

SECTION III – TERMS OF PAYMENT

The City shall pay Professional an amount not to exceed **TWENTY-THREE THOUSAND THREE HUNDRED DOLLARS AND NO CENTS ($23,300.00).** City agrees to remit such payment to Professional within 30 days of receipt of invoice, billed monthly.

SECTION IV – 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 V – 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

September 15, 2020

Masterplan for Public Art – Scope of Services
Leawood, Kansas

Project Overview

The Masterplan for Public Art will document existing public art and serve as a guide for future public art installation. The specific components of this plan will include:

- A City-wide site plan that denotes the following:
  - All City-owned property, including facilities, parkland, public street rights-of-way, and similar.
  - The location of all existing public art pieces, with data about each piece.
  - Recommended sites/locations for future public art. While most of the future art locations will be outdoor locations, future City building sites may also be addressed.
- Written guidelines for each recommended future public art location, including:
  - The type/scale of art appropriate for each site
  - Physical improvements that will visually enhance the sculpture space

Scope of Services

Based on this understanding, PLAID will provide the following scope services.

1. ***Pre-planning***
   - Prepare a City-wide site base map utilizing currently available site plan information provided by the City of Leawood. This map will include existing street rights-of-way, City-owned facilities and property, and other key features.
   - Inventory and document existing public art locations and site conditions.
   - Supplement the City-wide base map with existing public art information.
   - Collaborate with the City to establish a public art program that confirms the goals and parameters of this master planning effort, and documents City preferences and priorities related to public art. Public art will include outdoor sculpture, outdoor art other than sculpture (walks, bridges, memorials, lighting, etc.), and art associated with new City buildings.

2. ***Master Plan for Public Art***
   - Assess City-owned property, current facilities, and future facilities, and create a list of potential future public art sites. Document the key conditions for each site…size, exposure, visibility, accessibility, condition/character, and the potential to accommodate public art.
   - For each identified future public art site, establish criteria for art placement, including:
     - The size and type of public art/sculpture appropriate for the site
     - Recommended site improvements that will enhance the space, including vegetative elements to provide spatial definition and control views, opportunities for accessibility (pedestrian and possibly vehicular), and other improvements that will provide the best possible setting for the art.
     - This information will be expressed in the form of descriptive text.
   - Review this information with City staff and make necessary refinements.
   - Prepare the final Public Art Master Plan. This plan will serve as an important reference for the appropriate locations of future public art and for recommended enhancements of future public art spaces. The final deliverable will be a summary report (flexible loose-leaf notebook format) to include:

- City-wide site plan with existing public art locations and data, and future public art locations
- Recommended site improvements for future public art locations (written text)

- Review the Public Art Master Plan with the Leawood Arts Council, and with the Leawood City Council (if requested).

3. ***Public art space enhancement/design for existing and future public art (additional service)***
PLAID will be available on-call to assist in the enhancement of existing public art spaces, and the design of new public art spaces. For both types of spaces, PLAID will collaborate with the City staff, and the artist when appropriate, to design these spaces. Proposed improvements/enhancements will be expressed via site plans, illustrative graphics, and details; this information will be suitable for use by the City in the implementation of site improvements.
   - Existing public art spaces will be reviewed based on previously mentioned criteria (visibility, accessibility, spatial definition, etc.), and design recommendations/plans for spatial enhancement will be provided.
   - Future public art spaces will most likely be addressed when the City has acquired a new public art piece and is preparing for installation. Again, the new public art piece and site will be evaluated using the previously noted criteria, and design plans for the new space will be provided.

Services Not Included
The following are services not included in this proposal.
- Site topographic and utility survey (we'll use available City mapping)
- Detailed design plans for individual public art settings (described in No. 3 above)
- Public art/sculpture base design
- Maintenance guidelines for public art spaces
- Cost estimating
- Funding strategies for public art
- Liaisons between artist and City

Compensation
- The services described herein shall be provided for a lump-sum fee of $22,500.
- Reimbursable project expenses (printing, plotting, mileage, etc.) will be invoiced at actual cost, with an estimated maximum of $800.
- Additional Services will be provided on an hourly basis at a rate of $125/hour. We will provide a proposal for additional services at the appropriate time and will not proceed without your approval.

Schedule
We understand that Leawood City Council approval will occur on October 5. We are prepared to begin work immediately after, with an anticipated completion date of November 20, 2020. We'll work with you at the outset of the project to establish a detailed project schedule.

Sincerely,

Rick Howell, ASLA, PLA, LEEDap Brett Payton, PLA

8H.

Staff Review

Fact Sheet

SUBJECT: **APPROVE AGREEMENT FOR CITY STREET BANNERS**
KC Banner

October 5th, 2020

DISCUSSION

Staff is bringing forth an agreement for KC Banner to print and install banners throughout the City.

KC Banner will screen print the same five designs, created by artist Zach Newton, on sunbrella fabric, totaling 185 banners.

KC Banner will install new banners and replace existing hardware as needed. Current banners that are in good condition will be turned over to City staff to sell or be distributed as gifts.

Staff anticipates the banners to be on display until Leawood's 75th anniversary in 2023, where they will then be stored while commemorative banners are on view. The sunbrella printed banners will be re-installed after the anniversary year to be displayed for another five years.

Holly York
Cultural Arts Supervisor

SPONSOR

Parks, Recreation & Cultural Arts Department

COUNCIL ACTION TO BE TAKEN

Approve agreement for city street banners.

STAFF RECOMMENDATION

- ☑ For
- ☐ Against
- ☐ No position

COMMITTEE RECOMMENDATION

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

POLICY OR PROGRAM CHANGE

- ☑ No
- ☐ Yes

OPERATIONAL IMPACT

COSTS

$29,249.98

FUND SOURCES

General Operations Fund - City Art
11110.44440.612000

RESOLUTION NO. _____

RESOLUTION APPROVING AND AUTHORIZING THE MAYOR TO EXECUTE AN INDEPENDENT CONTRACTOR AGREEMENT BETWEEN THE CITY AND KC BANNER IN THE AMOUNT OF $29,249.98, PERTAINING TO THE REPLACEMENT OF STREET BANNERS IN VARIOUS LOCATIONS THROUGHOUT THE CITY

WHEREAS, the City is in need of services pertaining to replacement of street banners in various locations throughout the City;

WHEREAS, KC Banner provides such services; and

WHEREAS, the parties desire to execute an Independent Contractor 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 an Independent Contractor Agreement in the amount of $29,249.98 between the City and KC Banner, 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 5th day of October, 2020.

APPROVED by the Mayor this 5th day of October, 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 KC Banner Inc. ["Independent Contractor"], dated October 5, 2020.

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

The Independent Contractor is located at:
Address: 5901 W 67th Terrace
City/ State/ZIP: Overland Park, KS 66204
Business Telephone: 913-681-8191
Email: David@kcbanner.com

The Independent Contractor's Social Security or Employer Identification Number is: ON FILE with the City of Leawood.

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

1. Work to Be Performed

City desires that the Independent Contractor print and install banners city wide, which will replace the existing banners, and the Independent Contractor agrees to perform the following work:

- Screen print on Sunbrella fabric the provided designs by the City. There are five different designs and 37 banners will be printed of each design for a total of 185 banners.
- Replace existing banners with new banners City wide. Independent Contractor may replace some existing hardware if needed.
- Independent Contractor will dispose of old banners that are faded, however, Independent Contractor will give banners that are in good or fair condition back to the City.

2. Term of Agreement

The services called for under this Agreement shall commence on **October 6, 2020** and shall conclude on or before **November 13, 2020**.

3. Payment and Reimbursement of Expenses

Staff Review

Fact Sheet

SUBJECT: RESOLUTION TO APPROVE INDEPENDENT CONTRACTOR AGREEMENT WITH WARREN MOORE PAINTING LLC FOR PAINTING AND REPAIRS AT FIRE STATION NO. 2 and FIRE STATION NO. 3
October 5, 2020

DISCUSSION

The Public Works Department requests approval of an Independent Contractor Agreement with Warren Moore Painting LLC for painting and general repairs of Fire Station No. 2 and Fire Station No. 3 at 12701 Mission Road and 14701 Mission Road. The work includes both exterior and interior painting at both locations.

The Facilities Division received quotes from three contractors for the work in September of this year. Warren Moore Painting LLC was the lowest quote at a price of $34,430.00. The second low quote was from Paint Pro at a price of $44,367.42 The total bid tab is attached.

The painting was budgeted for in the 2020 Capital Routine Repair and Replacement Budget for Facilities 2020.

It is the recommendation of the Public Works Department the City Council approves the Independent Contractor Agreement with Warren More Painting LLC for the Painting and Repairs at Fire Stations 2 and 3 in the amount of $34,430.00 and authorizes the Mayor to sign.

David Ley. P.E.
Director of Public Works

COUNCIL ACTION TO BE TAKEN

Approve Resolution & Contract

STAFF RECOMMENDATION

- ☑ For
- ☐ Against
- ☐ No position

COMMITTEE RECOMMENDATION

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

POLICY OR PROGRAM CHANGE

- ☑ No
- ☐ Yes

OPERATIONAL IMPACT

COSTS

$34,430.00

FUND SOURCES

Capital Routine Repair & Replacement
Fire Department Program Budget-
11110.22510.623400

RESOLUTION NO. _____

RESOLUTION APPROVING AND AUTHORIZING THE MAYOR TO EXECUTE AN INDEPENDENT CONTRACTOR AGREEMENT IN THE AMOUNT OF $34,430.00, BETWEEN THE CITY AND WARREN MOORE PAINTING, LLC, PERTAINING TO THE PAINTING AND REPAIR IMPROVEMENTS OF LEAWOOD FIRE STATIONS NO. 2, LOCATED AT 12701 MISSION ROAD, AND NO. 3, LOCATED AT 14701 MISSION ROAD

WHEREAS, the City is in need of services pertaining to the painting of Fire Stations No. 2 and No. 3; and

WHEREAS, Warren Moore Painting, LLC provides 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, in the amount of $34,430.00, between the City and Warren Moore Painting, LLC, 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 5th day of October, 2020.

APPROVED by the Mayor this 5th day of October, 2020.

[SEAL]

_____
Peggy J. Dunn, Mayor

ATTEST:

_____
Kelly Varner, City Clerk

APPROVED AS TO FORM:

_____
Patricia A. Bennett, City Attorney

Bid Tab For: 2020 Painting and Repairs at Fire Station #2 and Fire Station #3			
Quotes received: September 2020	TIME: 2:00 PM	Held in Room:	COUNCIL CHAMBERS

CITY OF LEAWOOD KANSAS
BID TABULATION
4800 Town Center Drive
Leawood, Kansas 66211
(913) 339-6700
(913) 339-9374 fax (913)339-6225 TDD

CONTRACTOR			TOTAL BID
Warren Moore		Station 2	$16,200.00
		Station 3	$18,230.00
		total:	$34,430.00
Paint Pro		Station 2	$22,071.74
		Station 3	$22,295.68
		total:	$44,367.42
Great Plains Paint		Station 2	21,345.00
		Station 3	24,280.00
		total:	$45,625.00
Budget 11110.22510.623400	-------	----------	
Capital Routine Repair and Replacement		Station 2	$20,000.00
Pay-As-You-Go Capital Program		Station 3	$15,000.00
		total:	$35,000.00

The City of Leawood, Kansas reserves the right to reject any and all bids.

This bid tabulation form is offered as information only on public read and received bids.

Bids received are reviewed for accuracies and review of meeting document and specifications as required with the Bid Notice. The "award" of the bid is determined by the City's purchasing policy.

Vendors awarded contracts with the City of Leawood are expected to comply with the City of Leawood Standard Contract forms and procedures and obtain all licenses and permits associated with the job.

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 Warren Moore Painting LLC, _ ("Independent Contractor"), dated _____.

The Independent Contractor is a (n):

__Individual
__Sole proprietorship
__Partnership
__Corporation
✓ LLC

The Independent Contractor is located at:

Address: 9600 W. 104th St.

City/State/ZIP: Overland Park, Ks. 66211

Business Telephone: 913-558-8549

Email: wmoorepainting@kc.rr.com

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

20-8147468 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:

Painting and repairs at Fire Station #2 located at 12701 Mission Road, Leawood, Ks. 66211 and Fire Station #3 located at 14801 Mission Road, Leawood, Ks. 66224 as listed on the attached Exhibits "A" and "B".

Independent Contractor warrants to City that the materials and workmanship provided hereunder shall be free from defect for a period of two years 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 **October 6, 2020**, and shall be concluded on or before **October 31, 2020**. 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, **THIRTY-FOUR THOUSAND, FOUR HUNDRED THIRTY DOLLARS AND NO CENTS ($34,430.00).** 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. City shall not be liable for, nor shall the Independent Contractor be liable to perform, any services or expenses incurred after the receipt of notice of termination.

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, Mayor

Date: _____

ATTEST:

_____
Kelly J. Varner, City Clerk

AS TO FORM

_____
Patricia A. Bennett, City Attorney

INDEPENDENT CONTRACTOR

WARREN MOORE PAINTING, LLC.

By: _____

Date: 9-24-20

Client#: 2916 WARREMOO

ACORD™ CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY) 9/24/2020

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER
Haas & Wilkerson Insurance
4300 Shawnee Mission Parkway
Fairway, KS 66205
913 432-4400

CONTACT NAME: Erica Faunce
PHONE (A/C, No, Ext): 913 676-9296 FAX (A/C, No): 913-749-4796
E-MAIL ADDRESS: hwcertificates@hwins.com

INSURER(S) AFFORDING COVERAGE	NAIC #
INSURER A : Phoenix Insurance Company	25623
INSURER B : Travelers Property Casualty Co. of Amer	25674
INSURER C : Farmington Casualty Company	41483
INSURER D : Travelers Casualty & Surety Company	19038
INSURER E :	
INSURER F :	

INSURED
Warren Moore Painting LLC
PO Box 12582
Overland Park, KS 66282

COVERAGES CERTIFICATE NUMBER: REVISION NUMBER:

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSR	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	GENERAL LIABILITY X COMMERCIAL GENERAL LIABILITY CLAIMS-MADE X OCCUR X PD Ded:250 GEN'L AGGREGATE LIMIT APPLIES PER: POLICY PRO-JECT LOC			680004P504516	12/31/2019	12/31/2020	EACH OCCURRENCE	$1,000,000
							DAMAGE TO RENTED PREMISES (Ea occurrence)	$1,000,000
							MED EXP (Any one person)	$5,000
							PERSONAL & ADV INJURY	$1,000,000
							GENERAL AGGREGATE	$2,000,000
							PRODUCTS - COMP/OP AGG	$2,000,000
								$
D	AUTOMOBILE LIABILITY X ANY AUTO ALL OWNED AUTOS X HIRED AUTOS SCHEDULED AUTOS X NON-OWNED AUTOS			BAP004P568444	12/31/2019	12/31/2020	COMBINED SINGLE LIMIT (Ea accident)	$1,000,000
							BODILY INJURY (Per person)	$
							BODILY INJURY (Per accident)	$
							PROPERTY DAMAGE (Per accident)	$
								$
B	X UMBRELLA LIAB X OCCUR EXCESS LIAB CLAIMS-MADE DED X RETENTION $10000			CUP004P568106	12/31/2019	12/31/2020	EACH OCCURRENCE	$5,000,000
							AGGREGATE	$5,000,000
								$
C	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? Y/N N (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	N / A		UB004P570163	12/31/2019	12/31/2020	X WC STATU-TORY LIMITS OTH-ER	
							E.L. EACH ACCIDENT	$1,000,000
							E.L. DISEASE - EA EMPLOYEE	$1,000,000
							E.L. DISEASE - POLICY LIMIT	$1,000,000

RECEIVED
SEP 24 2020
PUBLIC WORKS

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (Attach ACORD 101, Additional Remarks Schedule, if more space is required)
The City of Leawood Kansas is listed as Additional Insured whereas required by written contract

CERTIFICATE HOLDER
The City of Leawood Kansas
4800 Town Center Dr
Leawood, KS 66211

CANCELLATION
SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

© 1988-2010 ACORD CORPORATION. All rights reserved.

Warren Moore Painting LLC.
9600 W 104th St.
Overland Park KS. 66212

"Exhibit A"

August 27, 2020

The City of Leawood
Public Works Department

Re: Leawood Fire Station #2
Attn: Bill Chance

Please accept the following as Warren Moore Painting's bid for the above project.
Exterior Scope

• Paint bollards as directed hazard colors	$1,150.00
• West elevation window repairs	$450.00
• Powerwash brick and structure	$1,880.00
• Power wash North roof	$400.00
• Seal brick with clear masonry product	$2,750.00
• Prep and paint handrails	$2,800.00
• Paint South, East metal roof white	$2,000.00
• Repair wood rot on East soffit	$650.00
•	

Interior Scope

• Paint 12 doors and frames	$1,450.00
• Wall repaint in hallways	$2,000.00
• Repaint Captains office walls	$450.00
• Patch and paint weight room	$1,850.00
• Provide and install 6 corner guards	$400.00

Items can be broken out as accepted by city.
If you have any questions or require additional information, please do not hesitate to call.

Thank you

Warren Moore
Owner

Total $18,230.00

Warren Moore Painting LLC.
9600 W 104th St.
Overland Park KS. 66212

"Exhibit B"

August 27, 2020

The City of Leawood
Public Works Department

Re: Leawood Fire Station #3
Attn: Bill Chance

Please accept the following as Warren Moore Painting's bid for the above project.

Exterior Scope

• Paint bollards as directed hazard colors	$950.00
• Prep and paint window lintels North and West	$800.00
• Powerwash structure for clean up	$1,500.00
• Paint overhead doors support steel (purple) to match	$3,400.00
• Prep and paint handrails	$1,750.00
• Paint exterior overhead frames	$1,500.00
• Replace 2x2 wood on canopy	$1,850.00
• Stain entry and west wood accents	$1,500.00

Interior Scope

• Paint 8 doors and frames	$850.00
• Wall repaint training and living room walls	$1,800.00
• Paint gypsum wall at top of stairway	$150.00
• Paint north wall in Division Chiefs office	$150.00

Items can be broken out as accepted by city.
If you have any questions or require additional information, please do not hesitate to call.

Thank you

Warren Moore
Owner

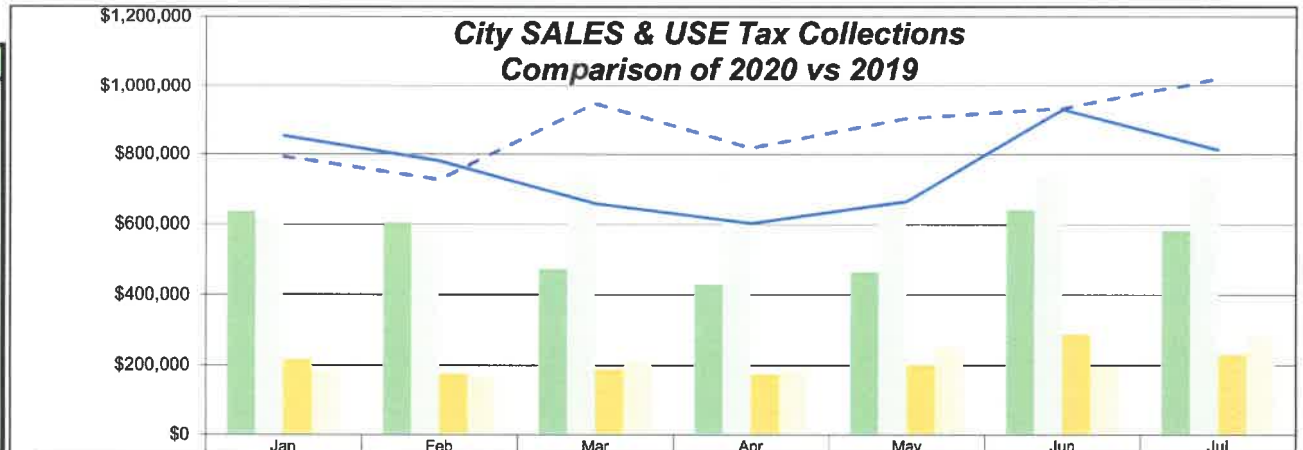
Total $16,200.00

City *SALES & USE* Tax Compare (2020 vs 2019)

City SALES Tax	2020	2019	Variance	%
January	$637,515	$611,142	$26,373	4.3%
February	606,359	565,167	41,192	7.3%
March	473,393	737,244	(263,851)	-35.8%
April	429,927	637,972	(208,045)	-32.6%
May	465,968	653,248	(187,280)	-28.7%
June	642,760	736,574	(93,814)	-12.7%
July	583,672	737,671	(153,999)	-20.9%
August				
September				
October				
November				
December				
	$3,839,594	*$4,679,018*	*($839,424)*	*-17.9%*

City USE Tax	2020	2019	Variance	%
January	$216,131	$181,854	$34,277	18.8%
February	174,607	163,801	10,806	6.6%
March	186,024	208,941	(22,917)	-11.0%
April	173,422	181,364	(7,942)	-4.4%
May	200,648	250,174	(49,526)	-19.8%
June	287,175	196,900	90,275	45.8%
July	229,499	281,492	(51,993)	-18.5%
August				
September				
October				
November				
December				
	$1,467,506	*$1,464,526*	*$2,980*	*0.2%*

COMBINED	2020	2019	Variance	%
January	$853,646	$792,996	$60,650	7.6%
February	780,966	728,968	51,998	7.1%
March	659,417	946,185	(286,768)	-30.3%
April	603,349	819,336	(215,987)	-26.4%
May	666,616	903,422	(236,806)	-26.2%
June	929,935	933,474	(3,539)	-0.4%
July	813,171	1,019,163	(205,992)	-20.2%
August				
September				
October				
November				
December				
	$5,307,100	*$6,143,544*	*($836,444)*	*-13.6%*



	Jan	Feb	Mar	Apr	May	Jun	Jul
SALES 2020	637,515	606,359	473,393	429,927	465,968	642,760	583,672
SALES 2019	611,142	565,167	737,244	637,972	653,248	736,574	737,671
USE 2020	216,131	174,607	186,024	173,422	200,648	287,175	229,499
USE 2019	181,854	163,801	208,941	181,364	250,174	196,900	281,492
TOTAL 2020	853,646	780,966	659,417	603,349	666,616	929,935	813,171
TOTAL 2019	792,996	728,968	946,185	819,336	903,422	933,474	1,019,163

Mar-2020 City SALES (Chg from Mar-2019)	
Grocery Store Sales	32.2%
Retail Trade	-58.3%
Utilities	-54.9%
Restaurants/Bars	-46.1%
Entertainment/Fitness	-25.0%

July-2020 City SALES (Chg from Junly-2019)	
Grocery Store Sales	13.5%
Retail Trade	-27.2%
Utilities	3.1%
Restaurants/Bars	-31.6%
Entertainment/Fitness	5.4%

Apr-2020 City SALES (Chg from Apr-2019)	
Grocery Store Sales	14.3%
Retail Trade	-69.1%
Utilities	42.6%
Restaurants/Bars	-38.4%
Entertainment/Fitness	12.4%

May-2020 City SALES (Chg from May-2019)	
Grocery Store Sales	18.8%
Retail Trade	-53.9%
Utilities	343.6%
Restaurants/Bars	-39.0%
Entertainment/Fitness	-45.5%

June-2020 City SALES (Chg from June-2019)	
Grocery Store Sales	16.2%
Retail Trade	-19.3%
Utilities	-26.2%
Restaurants/Bars	-19.7%
Entertainment/Fitness	11.2%

City of Leawood Governing Body Staff Report

MEETING DATE: **October 5, 2020**
REPORT WRITTEN: **September 17, 2020**

CAMERON'S COURT - REQUEST FOR APPROVAL OF A REZONING FROM AG (AGRICULTURAL) and SD-O (PLANNED OFFICE) TO RP-2 (PLANNED CLUSTER RESIDENTIAL DETACHED) and MXD (MIXED USE DISTRICT), PRELIMINARY PLAN, AND PRELIMINARY PLAT - LOCATED SOUTH OF 133RD STREET AND WEST OF STATE LINE ROAD - Case 49-20

After the recommendation for denial of this application by the Planning Commission on September 9, 2020, during an additional meeting with City Staff, the applicant provided an updated site plan for the project that was not seen by the Planning Commission and has not been yet reviewed by City Staff, including the Planning Department, Public Works Department, or Fire Department for compliance to the Leawood Development Ordinance, Comprehensive Plan, 135th Street Community Plan or other City regulations.

PLANNING COMMISSION RECOMMENDATION:

The Planning Commission recommends denial unanimously (7-0) of Case 49-20, Cameron's Court - request for approval of a Rezoning from AG and SD-O to RP-2 and MXD, Preliminary Plat and Preliminary Plan for the reasons stated in the staff report. City Staff provided the following stipulations if the Planning Commission were to approve. However a statement was included with the stipulations that Staff was not supportive of approval even if the applicant agreed to the stipulations. These stipulations, by their nature, would require major changes to the design of the project, which would require Staff to re-review the plans for compliance and to consider the various impacts of the project.

1. Shall the applicant submit a revised plan set meeting the items listed within the Staff Comments, and Stipulations listed below, the updated plans will need to be reviewed by City Staff to ensure that a substantial change has not been made to the plans submitted. Shall a substantial change be deemed by City Staff, the application will need to be re-reviewed by City Staff and brought back to the Planning Commission for recommendation to the Governing Body.
2. The applicant shall provide staff with a parking study which is specific to this site. A study directly taken from a separate project will not be accepted by the Planning Department. The plan must then be amended to reflect the findings of the updated parking study. The parking study shall be submitted and approved by the Planning Department prior to Governing Body consideration.
3. The applicant shall provide the information required within the Public Works Memo on file for this application prior to Governing Body Review.
4. The applicant shall provide the information required within the Fire Department Memo on file for this application prior to Governing Body Review.
5. The applicant shall work with staff to better follow the intent of Mixed Use as stated within the City of Leawood Comprehensive Plan.
6. The applicant shall remove the RP-2 zoning of the development from the application as it does not meet the Comprehensive Plan map, which shows this area as Mixed Use.
7. The applicant shall remove all gates from the residential portion of the Mixed Use development as it directly defies the Directive of the Residential section within the Comprehensive Plan.
8. The applicant shall work with staff to update the plan and show the correct use of the street designations, including lane widths, street accents, sidewalk widths, etc.

9. The applicant shall provide a plan showing the construction of Kenneth Road and Chadwick Street to help create a grid network.
10. An updated plan set meeting all requirements of the Leawood Development Ordinance must be submitted. Requirements which must be met include, but are not limited to: accessory structure connection to primary buildings, retaining walls within setbacks and height requirements, removal of private streets within non-residential developments, etc.
11. The applicant shall work with staff to conform the site to better meet the transect design set forth within the 135th Street Community Plan, which will allow for the least dense portion of the development to abut the existing residential neighborhoods north of 133rd Street.
12. The applicant shall provide a plan showing how trash is being handled for each Tract area.
13. An updated Tree Inventory Plan will be required and shall reflect the findings within the updated studies being requested by City Staff.
14. A Landscape Plan which encompasses the entire Mixed Use development shall be required at the time of Final Plan for any portion of the Mixed Use development.
15. A Special Use Permit is required for the gas station and hotel shown within Tract C of the development.
16. Design Criteria shall be created for the Mixed Use zoned area prior to Final Plan for any phase of the Mixed Use development.
17. 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. This does not include existing high voltage overhead power transmission lines on the western edge of the development.
18. Per the Leawood Development Ordinance, 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.
19. All new utility boxes with a height of less than 56 inches, a footprint of equal to or less than the 15 square feet in area, or a pad footprint of equal or less than 15 square feet, may be installed only with the prior approval of the Director of Community Development as being in compliance with this Ordinance.
20. All new utility boxes with a height of 56 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.
21. The applicant shall be responsible for the following impact fees:
    a. Park Impact Fee: The applicant shall be responsible for a Park Impact Fee prior to the recording of the Final Plat in the amount of $400.00 per dwelling unit, and $0.15 per square foot of non-residential building area. This amount is subject to change by Ordinance.
    b. Public Art Impact Fee: the applicant shall be responsible for a Public Art Impact Fee prior to the recording of Final Plat in the amount of $0.15 per square foot of non-residential building area. This amount is subject to change by Ordinance.
    c. Street Fee: The applicant/owner shall be responsible for a Street Fee of $391.50 per linear foot of frontage along State Line Road. This amount is subject to change by Ordinance.
    d. 135th Street Corridor Impact Fee: The applicant shall be responsible for a 135th Street Corridor Impact Fee of $1.95 per square foot of retail building area, $0.58 per square foot of office/non-retail building area, and $389.40 per residential unit. This amount is subject to change by Ordinance.
22. Sidewalks shall be minimum of 10' from the back of curb to allow sufficient width for street trees to be planted.

23. Per the Leawood City Code street trees shall be planted a minimum of 5' from the back of curb and adjacent sidewalks.
24. All pedestrian connections, including sidewalks and trails, shall comply with the Americans with Disabilities Act.
25. The completion of the design and construction of all public streets approved with this application shall be under a single set of construction plans.
26. At the time of Final Plan, the applicant shall provide City staff with a copy of the covenants and restrictions proposed for all residential developments.
27. At the time of Final Plat, the applicant shall provide additional language on the Plat describing the Tracts within the development including maintenance and responsibilities.
28. 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.
29. All sidewalks shall be installed as per street construction standards.
30. All streets within the subdivision shall be public. The developer or Homes Association shall 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.
31. The 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.
32. In addition to the stipulations listed in the document, the developer/applicant 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 thirty-two.

PLANNING COMMISSION CHANGES TO STIPULATIONS:

- None. The Planning Commission recommended denial unanimously (7-0) of Case 49-20, Cameron's Court - request for approval of a Rezoning from AG and SD-O to RP-2 and MXD, Preliminary Plat and Preliminary Plan for the reasons stated in the staff report.

APPLICANT:

- The applicant is Rick Oddo with Oddo Development Company, Inc.
- The properties are owned by Vic Regnier with Vic Regnier Builders, Inc.
- The engineer is Jeffrey Skidmore with Schlagel Associates
- The architect is Henry Klover with Klover Architects, Inc.
- The landscape architect is Daniel Foster with Schlagel Associates

REQUEST:

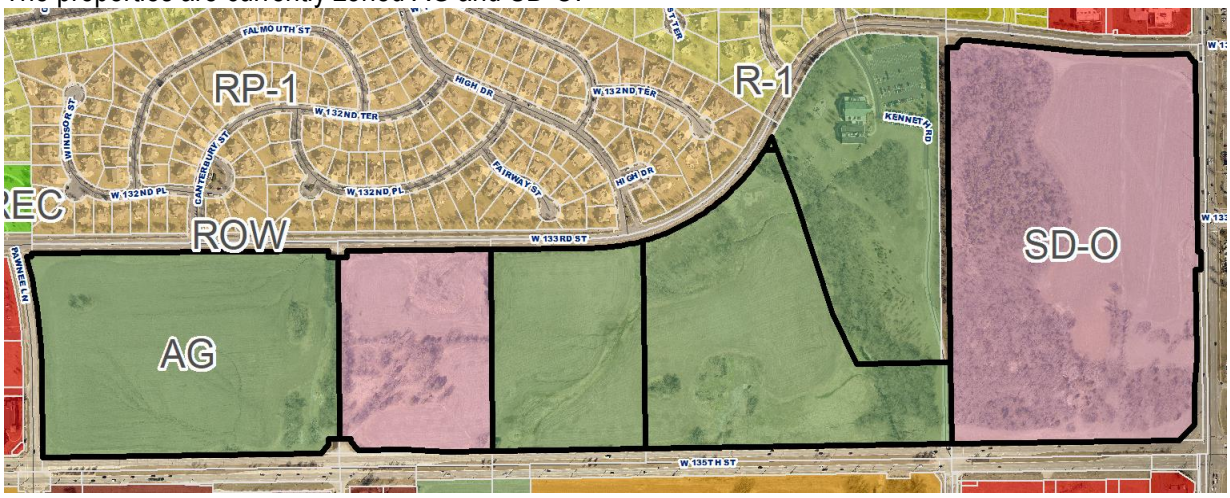
- The applicant is requesting approval of a Rezoning, Preliminary Plan, and Preliminary Plat.
- The site is located south of 133rd Street and east of State Line Road for a total of 116.47 acres.
- The applicant is requesting approval of a Rezoning from AG (Agricultural District) and SD-O (Planned Office) to RP-2 (Planned Cluster Detached Residential District (6,000 sq. ft. per dwelling unit)) and MXD (Mixed Use Development District), Preliminary Plan and Preliminary Plat for the Cameron's Court development, which includes, but not limited to, the following:
    - 56 single family lots within the RP-2 zoned portion of the development
    - 662 multi-family dwelling units
    - 404,864 Sq. Ft. of retail/office
    - 66,472 Sq. Ft. hotel
- The applicant is requesting to phase the development into four phases.

COMPREHENSIVE PLAN:

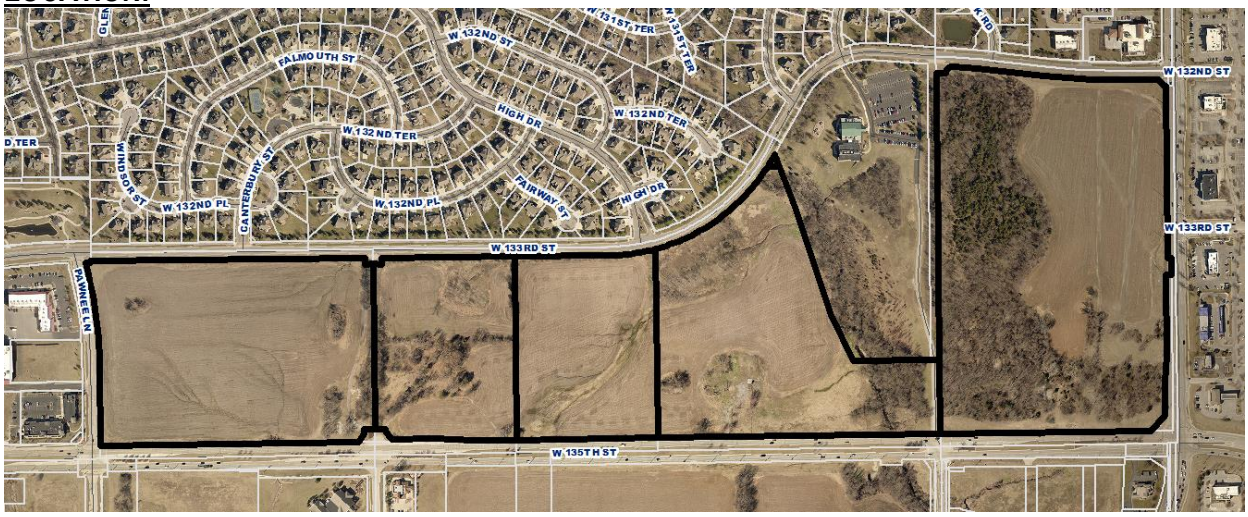
- The Comprehensive Plan designates this property as Mixed Use.

ZONING:

The properties are currently zoned AG and SD-O.



LOCATION:

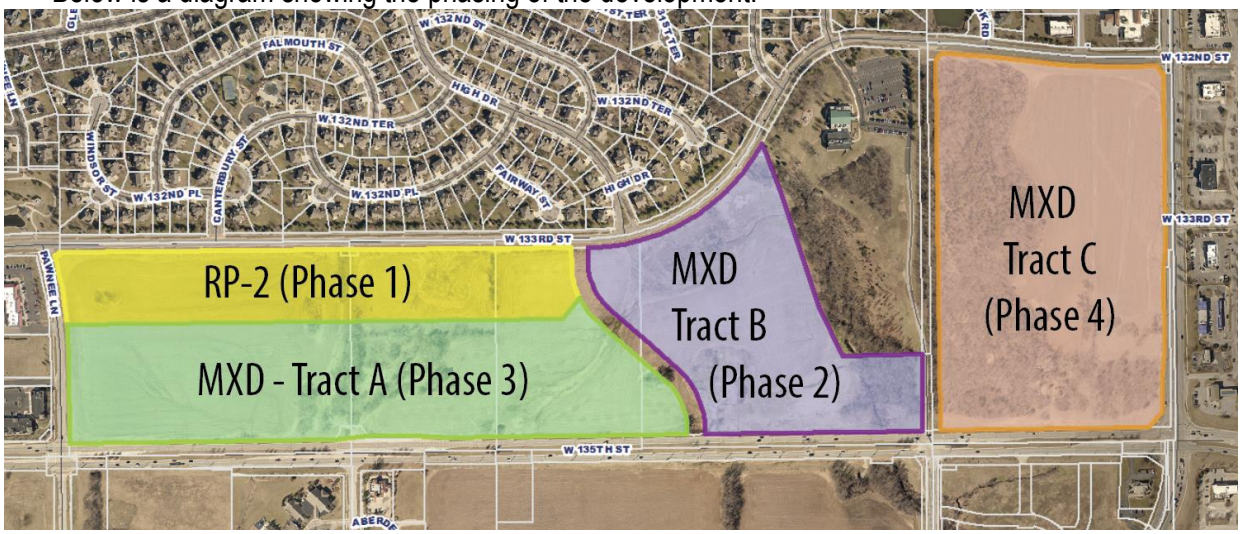


SURROUNDING ZONING:

- North — To the north of the proposed project, across 133rd Street, include Wilshire Place (RP-1-Planned Single Family Residential) and Greenbrier (R-1 – Planned Single Family Low Density Residential) residential subdivision, Enclave at Cedar Pointe subdivision (RP-2), and Village of Seville Commercial Development (SD-CR - Planned General Retail).
- South — To the south of the proposed project, across 135th Street, includes the Lord of Life Church (SD-O), Chadwick Place (SD-NCR – Planned Neighborhood Retail and SD-O) commercial development, and undeveloped land (RP-3 – Planned Cluster Attached Residential, MXD, and SD-CR).
- East — Directly to the east of the proposed development, across State Line Road, is a commercial development within Kansas City, Missouri.
- West — To the west of the proposed development, across Pawnee Lane, is the Market Square commercial development (SD-CR).

PHASING:

- Below is a diagram showing the phasing of the development:



SITE PLAN COMMENTS:

- The development is bordered on the north by 133rd Street, on the east by State Line Road, on the south by 135th Street, and to the west by Pawnee Lane. This application does not include the Covenant Chapel property, located south of 133rd Street and west of the proposed Kenneth Road.
- High Drive is proposed to be constructed with this development. It is to be located between the RP-2 zoning district and Tract A, and the western boundary of Tract B, and will run through the development, going north to south.
- Along with the RP-2 zoned area, the applicant is also proposing an MXD portion of the development with a total of 1,308,468 Sq. Ft. of building area on 97.4 acres for an F.A.R. of 0.249 with a 25% residential discount, allowed per the Leawood Development Ordinance 16-2-6.4 (G).
- Existing power lines are located on the eastern common property line of the development (west side of State Line Road).
- All private internal streets/drives will be built to public street standards and will have to meet all requirements per the Leawood Development Ordinance 16-8-3.2.
- Five foot wide sidewalks are proposed with all sidewalks interior to the sites, with seven foot wide sidewalks near abutting head-in parking areas, and eight foot wide sidewalks at storefronts. The

development will also include a 10' tree lawn between the sidewalk and back of curb on public streets. Approximately 3' of sidewalk will be constructed within a 4' sidewalk easement.

- Other than the RP-2 portion of the development, the other phases of the development are proposed within separate tracts including; Tract A, Tract B, and Tract C.

<u>Below is a list of Site Plan Comments for each phase of the development:</u>

RP-2 (Phase 1)

- This portion of the development bound by Pawnee Lane on the west, 133rd Street on the north, High Drive on the east, and Tract A of the development on the south.
- The applicant is proposing to rezone this portion of the project to RP-2 with 56 single family residential lots on 13.36 acres, for a density of 4.19 dwelling units per acre (average lot size of 10,0387.14 Sq. Ft.).
- Two main entrances into this phase are off of 133rd Street with two cul-de-sacs at the eastern and western ends of the phase.

Tract A (Phase 3)

- Tract A is bound by Pawnee Lane on the west, 135th Street on the south, High Drive on the east, and Phase 1 on the north.
- Tract A is proposed to be zoned MXD, consisting of 27 multifamily residential buildings, a 142 Sq. Ft. maintenance building, and an 8,500 Sq. Ft. club house for a total of 340 residential units proposed with this phase. The apartment buildings will range from 12-14 units per building.
- The main entrance into the tract is off of 135th Street with two other entrances off of Pawnee Lane and High Drive.
- Four ponds are located within this portion of the development, along with a 20,000 Sq. Ft. park area, a dog park, and a sidewalk connection that runs the length of the development from Pawnee Lane to High Drive.
- The internal drive within this tract is proposed to be privately owned and gated.
- Portions of the parking are located within garages integrated into the buildings, while the rest of the parking is located is surface parking.

Tract B (Phase 2)

- Tract B is bound by High Drive on the west, 133rd Street on the north, 135th Street on the south, and portion of Kenneth Road and the western property line of Covenant Chapel on the east.
- Tract B is proposed to be zoned MXD, consisting of 7 multifamily residential buildings and an 8,500 Sq. Ft. club house for a total of 322 residential units are proposed with this phase.
- Two entrances are located off of High Drive, with a third entrance located from an access point shared by the commercial/office portion of the development. An "Emergency Access Only" drive is also proposed along the north side of the Tract, to be accessed from 133rd Street.
- Two ponds are located within this tract, along with a retention pond at the southeast corner. In addition to the ponds, this phase will include a dog park, a 71,000 Sq. Ft. community park, and a 142 Sq. Ft. maintenance building.
- The internal drives within the tract are proposed to be privately owned and gated.
- Portions of the parking are located within accessory structures, with the rest of the parking to be surface parking.
- An existing stream is located along the eastern property line of the tract.

- Multiple retaining walls are proposed, with heights ranging in maximum heights from 5' to 10' in height.

Tract C (Phase 4)

- Tract C is bound the Covenant Chapel eastern property line on the west, 133rd Street on the north, State Line Road on the east, and 135th Street on the south.
- Tract C is proposed to be zoned MXD, consisting of 17 buildings with a mix of retail and office uses for a total of 474,936 Sq. Ft. of building area is proposed to be constructed in this phase.
- A hotel, and a gas station with a convenience store are uses that are shown to be located within this Tract. A special use permit is required for the hotel and gas station with a convenience store, which will be required prior to approval of Final Plan for this phase.
- The main entrance to this tract is located off of State Line road. The main entrance will delineate the ingress and egress with a median.
- Two entrances into the tract are located on 133rd street, along with two other entrances off of Kenneth Road.
- A main drive goes through the tract, connecting Kenneth Road to 133rd Street.
- All parking within this portion of the project is surface parking.
- Retaining walls are located within this tract, ranging in maximum heights from 5' to 10'.
- In between building T and U is a 24,000 Sq. Ft. plaza area. In addition to the plaza area, a pocket park infiltration planter is located between building W and X, a retention pond at the northeast corner of 135th Street and Kenneth Road, and detached and attached patios to a number of the buildings.

PRELIMINARY PLAT:

- The applicant is proposing 56 single family lots for the first phase of this development, with an average lot size of 10,387.14 Sq. Ft. The smallest lot size is 9,100 Sq. Ft., while the maximum is 22,635 Sq. Ft.
- In addition to the 56 single family homes proposed in phase 1, three other tract areas are proposed with this project:

Lot	Sq.ft.	Acres	Description
RP-2	581,962	13.36	Located at the southeast corner of Pawnee Lane and 133rd Street. Will include 56 single family residential lots
Tract A	1,410,037	32.37	Located at the northeast corner of Pawnee Lane and 135th Street. To include 27 multifamily residential buildings.
Tract B	912,582	20.95	Located at the northeast corner of High Drive and 135th Street. To include eight multifamily residential buildings.
Tract C	1,593,860	36.59	Located at the northeast corner of 135th Street and Kenneth Road. To include 17 buildings with a mix of retail and office uses.
Tract 1	105,798	2.42	Located along the eastern property line of Covenant Chapel
Tract 2	77,101	1.77	Located at the southwest corner of the Commercial/Retail use development.
Tract 3	46,609	1.07	Located along the eastern property line of the development on State Line Road.
Tract 4	97,266	2.23	Located at the southeast corner of Tract B, just south of Covenant Chapel.

ROW	248,218*	5.71	Right-of-Way dedicated for High Drive and commercial development entrance facing 135th Street
Total	**5,073,433***	**116.47**	

**Approximate numbers calculated*

BULK REGULATIONS:

- The following table outlines the required and provided regulations for the RP-2 Zoning District:

Criteria	Required	Provided	Compliance
Front Setback	30'	30'	Complies
Side Setback	10'	10'	Complies
Corner Lot Street Side Setback	20'	10'	Does Not Comply
Rear Setback	20'	20'	Complies
Lot Size	6,000 Square Feet per dwelling unit	10,395 Square Feet per dwelling unit	Complies

- The following table outlines the required and provided regulations for each tract in the MXD Zoning District:

Tract A

Criteria	Required	Provided	Compliance
Front Setback	Structure: 40' Parking : 25'	Structure: 42' Parking: 70'	Complies Complies
Side Setback	Structure: 40' Parking: 25'	Structure: 41' Parking: 29'	Complies Complies
Rear Setback	Structure:40' Parking:25'	Structure: 75' Parking: 99'	Complies Complies
Interior Setback	Structure: 10' Parking: 10'	Structure: 27' Parking: N/A	Complies Not Applicable
Building Setback from Residential	75'	75'	Complies

Tract B

Criteria	Required	Provided	Compliance
Front Setback	Structure: 40' Parking : 25'	Structure: 62' Parking: 25'	Complies Complies
Side Setback	Structure: 40' Parking: 25'	Structure: 40' Parking: 30'	Complies Complies
Rear Setback	Structure:40' Parking:25'	Structure: 45' Parking: 82'	Complies Complies
Interior Setback	Structure: 10' Parking: 10'	Structure: 43' Parking: N/A	Complies Not Applicable
Building Setback from Residential	75'	85'	Complies

Tract C

Criteria	Required	Provided	Compliance
Front Setback	Structure: 40' Parking : 25'	Structure:40' Parking: 40'	Complies Complies
Side Setback	Structure: 40' Parking: 25'	Structure:40' Parking: 70'	Complies Complies
Rear Setback	Structure:40' Parking:25'	Structure: 40' Parking: 85'	Complies Complies
Interior Setback	Structure: 10' Parking: 10'	Structure: 35' Parking: N/A	Complies Not Applicable
Building Setback from Residential	75'	260'	Complies

- The following table outlines the required and provided regulations for the entire MXD Zoning District:

Criteria	Required	Provided	Compliance
Minimum Acres	10 Acres	103.11 Acres	Complies
Floor Area Ratio	.25 Maximum	.249	Complies
Height Limit	90'	51'10"	Complies
Required Use Ratios	20% Residential 10% Retail 10% Office	66.5% Residential 11.9% Retail 21.6% Office	Complies
Minimum Residential Unit Size	900 Sq. Ft. for at least 80% of the units with no less than 750 Sq. Ft. for all remaining units	Not Provided	Applicant has acknowledged
Residential Density	15 Units Per Acre	6.80 Units Per Acre	Complies

PARKING:

- Per the Leawood Development Ordinance, RP-2 zoned areas shall have 2 totally enclosed parking spaces per unit.
- Within an MXD zoned area, the Leawood Development Ordinance requires 2 parking spaces per residential unit (1 totally enclosed) + 3.0 to 3.5 parking spaces per 1,000 gross Square Feet of non-residential space.
- Section 16-4-5.4 (A) of the Leawood Development Ordinance allows for the applicant to modify the requirements of the parking ratios required per the Leawood Development Ordinance with a supporting traffic engineering/parking plan approved by the City.
- The applicant is proposing a parking ratio of 1.46 parking spaces per residential unit for both Tract A and Tract B. A parking ratio of 3.0 parking spaces per 1,000 Sq. Ft. for the Tract C portion of the development for a total of 2,883 parking spaces within the MXD zoned portion of the application.

LANDSCAPING:

- Landscaping is reviewed and approved at the time of Final Plan. The applicant has provided a preliminary landscape plan.
- An existing tree plan was requested by the Planning Department to be provided by the applicant. This plan shows the locations of all trees larger than 12" caliper inches. Per the Leawood Development Ordinance, all trees larger than 12" caliper shall be replaced on a 1:1 caliper inch ratio.

- When a development reaches a density of 132 Caliper Inches per acre within their MXD zoning area, the site is allowed to replace 50% of their total calipers. The site does not meet this requirement at a density of 49.62 Caliper Inches per Acre.

LIGHTING:

- Lighting is reviewed and approved at the time of Final Plan.

SIGNAGE:

- No signage is approved with this application. All signage will be reviewed at the time of Final Plan.
- At the time of Final Plan for any portion of the MXD zoned area, Design Guidelines will be required for the entirety of the development, which must include a section on signage.

REQUESTED DEVIATIONS:

- Per the Leawood Development Ordinance 16-2-6.4(F), a 25% discount on the residential square footage is allowed to be deducted from the constructed square footage of the entire development.

INTERACT MEETING:

- An Interact Meeting was held on June 11, 2020. A sign-in sheet and summary of the meeting is attached.

IMPACT FEES:

- **Park Impact Fee**: The applicant shall be responsible for a Park Impact Fee prior to the recording of the Final Plat in the amount of $400.00 per dwelling unit, and $0.15 per square foot of non-residential building area. This amount is subject to change by Ordinance.
- **Public Art Impact Fee**: the applicant shall be responsible for a Public Art Impact Fee prior to the recording of Final Plat in the amount of $0.15 per square foot of non-residential building area. This amount is subject to change by Ordinance.
- **Street Fee:** The applicant/owner shall be responsible for a Street Fee of $391.50 per linear foot of frontage along State Line Road. This amount is subject to change by Ordinance.
- **135th Street Corridor Impact Fee:** The applicant shall be responsible for a135th Street Corridor Impact Fee of $1.95 per square foot of retail building area, $0.58 per square foot of office/non-retail building area, and $389.40 per residential unit. This amount is subject to change by Ordinance.

GOLDEN CRITERIA:

The character of the neighborhood:

The area is characterized by a collector street (133rd Street) with low density residential and commercial to the north; an arterial street (135th Street) and undeveloped land on the south; an arterial street (State Line Road) and commercial on the east, and a collector street (Pawnee Lane) with commercial to the west.

The zoning and uses of properties nearby:

- North — To the north of the proposed project, across 133rd Street, include Wilshire Place (RP-1) and Greenbrier (R-1) residential subdivision, Enclave at Cedar Pointe subdivision (RP-2), and Village of Seville Commercial Development (SD-CR).
- South — To the south of the proposed project, across 135th Street, includes the Lord of Life Church (SD-O), Chadwick Place (SD-NCR and SD-O) commercial development, and undeveloped land (RP-3, MXD, and SD-CR).

- East — Directly to the east of the proposed development, across State Line Road, is a commercial development within Kansas City, Missouri.
- West — To the west of the proposed development, across Pawnee Lane, is the Market Square commercial development (SD-CR).

The suitability of the subject property for uses to which it has been restricted:

The site is suitable for mixed use development as shown within the City of Leawood's 2019 Update of the Comprehensive Plan. However, the proposed plan submitted with this application does not meet a number of regulations set forth within the Leawood Development Ordinance. In addition, the plan does not meet various objectives, goals, and land uses of the Comprehensive Plan which includes the 135th Street Community Plan.

Below are the regulations within the Leawood Development Ordinance that this application does not meet:

- The applicant has provided a parking study for the development to the south, across 135th Street. Per the Leawood Development Ordinance, 16-4-5.4(A) states "Parking requirements may be modified on a project basis with supporting traffic engineering/parking plan approved by the City". The City cannot accept a parking study for a different development as this development is proposing gated communities which does not allow for shared parking to take place.
- The private streets within the MXD portion of the development (Tract A and Tract B) does not meet Section 16-8-3.2 (A) of the Leawood Development Ordinance as it states "Private Streets shall be allowed only within residential developments as authorized herein and as authorized by the Governing Body". The private street is located within areas proposed to be zoned MXD.
- The corner lots within the RP-2 portion of the development do not meet the Corner Lot Street Side Setback of 20'. The site plan shows a setback of 10'. A deviation has not been requested for a reduction of the setback, which then would only allow for a reduction of up to 75% of the standard requirement.
- The applicant is proposing accessory structures which are to be used as covered parking areas. Per the Leawood Development Ordinance, 16-4-1.4 (B) states "Architecturally attached structures shall be allowed only when the accessory structure is connected to the primary structure with a minimum 10' wide structure […]. The accessory structures and the primary structure shall not be more than 15' apart, measured from the exterior wall of the accessory structure to the exterior wall of the primary structure." The accessory structures proposed to cover the parking areas are not connected to the primary structure and are approximately 75' away from the primary structure.
- Retaining walls are proposed within the MXD portion of the development. Per the Leawood Development Ordinance, retaining walls with a height of 6' or less are permitted within all required setbacks. For retaining walls greater than 6' in height, the walls shall be within all required setbacks provided that it shall be setback from the property line one foot for each foot, or part thereof in excess of 6' in height. In multiple instances, the retaining walls proposed are located within the setbacks with some walls exceeding the 6' maximum height, which to staff's knowledge was not notified to the adjacent property owners by certified mail at least 10 days prior to Planning Commission consideration.

Below are the regulations within the Comprehensive Plan that this application does not meet:

- The Comprehensive Plan Map shows the project area as Mixed Use. The proposed application shows a plan with an RP-2 zoned area, which is considered Medium Density Residential. The proposed plan does not match the Comprehensive Plan Map within the 135th Street Community Plan.

- An objective within the Comprehensive Plan for residential development is to ensure that residential growth patterns result in neighborhoods that have their own sense of place, yet are closely linked to the community as a whole. The directive to the objective states "Additional gated communities will not be allowed within the City of Leawood in order to promote a sense of community". This development has separated its residential portion of the Mixed Use development by creating gated communities.
- The Mixed Use portion of the Comprehensive Plan defines Mixed Use as "a development which permits a mixture of retail, office, residential, and cultural uses in a single structure or multiple structures which incorporate a coordinated consistent theme throughout the development and encourage a high level of pedestrian connectivity". The different Tracts within the development are separated from each other by collector streets and gates. A consistent theme has not been developed for all portions of the project to work together.
- An objective of the Mixed Use portion of the Comprehensive Plan is to develop human scale, village or main street style, mixed use developments. The project is proposing four separate styles of development that are all separated from each other and does not have a mix of uses within each tract.

Below are the regulations within the 135th Street Community Plan that this application does not meet:

- The applicant shows multiple internal drives within the development as different road types designated by the 135th Street Community Plan. These road types include Destination Streets, Active Pedestrian Streets, and Neighborhood Streets. The street types used by the applicant do not meet the intent which was created by the 135th Street Community plan and do not match the requirements for the street types which include large planting areas, wider sidewalks, on street parking, sharrows for bicycles, and rain gardens.
- The applicant is proposing to not construct Kenneth Road or Chadwick Road, which are crucial parts for completing the 135th Street Future Street Network. This creates issues when trying to create a street grid network as intended within the 135th Street Community Plan. In addition, the Community Plan shows Pedestrian Issues and Barriers within the corridor and notes that the intersection of 133rd and Kenneth is an incomplete connection. Not constructing Kenneth Road would further create a barrier would keep the connection incomplete.
- Transitions from a less dense development to a more dense and commercial development have been created with this application; however, the plan does not meet the intent of the Transect Zones for the corridor. The transects were created so that low to medium density development would be closest to 133rd Street, as to protect the existing residential neighborhoods to the north of 133rd Street from the commercial, office and high density residential mixed use area, which would be closest to 135th Street.

If any of the items above are to be rectified and updated to come into conformance with the Ordinance/Plans, the site design for the entire development may be subject to major changes.

The time for which the property has been vacant:
The subject property is undeveloped land; however, separate portions have been zoned at a previous date.

Property number HF251327-4003 was zoned to B-4 on February 3, 1975 (Ordinance #482). This zoning has since been carried forward to the current zoning description as SD-O.

Property number HF251326-2004 was zoned B-1 on April 7, 1975 (Ordinance #484). This zoning has since been carried forward to the current zoning description as SD-O.

The extent to which removal of the restrictions will detrimentally affect nearby property:
The site is suitable for Mixed Use Development that follow the example of transects shown within the 135th Street Community Plan. This plan has created a dispersion of density and uses that could detrimentally affect the existing neighborhoods to the north of 133rd Street by having high density residential housing and commercial/office spaces that run north to south, instead of east to west, and potentially creating traffic issues by not constructing Chadwick Road and Kenneth Road.

The project does not currently meet the restrictions set forth within the Leawood Development Ordinance, the 2019 Update to the City of Leawood Comprehensive Plan, and the 135th Street Community Plan. If the applicant were to meet the requirements of the Ordinance and plans, major changes may need to be made to the site design of the development.

The relative gain to the public health, safety, and welfare due to the denial of the application as compared to the hardship imposed, if any, as a result of denial of the application:
The design of the development does not create a gridded street network, activity nodes, and vehicular connectivity which hinders the opportunity for multiple modes of transportation including public transit and the preservation of natural areas. Additionally, the plan does not meet the intent of the 135th Street Community Plan, as it does not offer a truly "mixed-use" development. Requiring these changes to the plan would not pose a hardship on the applicant, yet they would provide greater flexibility and a greater chance for an economically viable and sustainable development. The result will be a gain to public health, safety, and welfare of the community if these standards are followed and the application denied.

The recommendation of the professional staff:
City Staff recommends denial of the proposed application due to the reasons listed within the Golden Criteria, Staff Comments, and Stipulations.

Conformance of the requested change to the adopted master plan of the City of Leawood:
The proposed application does not conform to the Comprehensive Plan of the City of Leawood as the application does not meet the following:

- The Comprehensive Plan Map shows the project area as Mixed Use. The proposed application shows a plan with an RP-2 zoned area, which is considered Medium Density Residential. The proposed plan does not match the Comprehensive Plan Map for the City of Leawood.
- An objective within the Comprehensive Plan for residential development is to ensure that residential growth patterns result in neighborhoods that have their own sense of place, yet are closely linked to the community as a whole. The directive to the objective states "Additional gated communities will not be allowed within the City of Leawood in order to promote a sense of community". This development has separated its residential portion of the Mixed Use development by creating gated communities.
- The Mixed Use portion of the Comprehensive Plan defines Mixed Use as "a development which permits a mixture of retail, office, residential, and cultural uses in a single structure or multiple structures which incorporate a coordinated consistent theme throughout the development and encourage a high level of pedestrian connectivity". The different Tracts within the development are separated from each other by collector streets and gates. A consistent theme has not been developed for all portions of the project to work together.

- An objective of the Mixed Use portion of the Comprehensive Plan is to develop human scale, village or main street style, mixed use developments. The project is proposing four separate styles of development that are all separated from each other and does not have a mix of uses within each tract.

STAFF COMMENTS:

- The current plans shows a total of 72' of right-of-way for 135th Street from their property line to the centerline of the street. A total of 85' of right-of-way shall be provided to allow for a third westbound lane, a 10' sidewalk and utility easements. **(Public Works Stipulation 1(A))**
- The applicant shall provide staff with a parking study which is specific to this site. A study directly taken from a separate project will not be accepted by the Planning Department. The plan must then be amended to reflect the findings of the updated parking study. **(Stipulation #2)**
- The applicant shall provide the information required within the Public Works Memo on file for this application. **(Stipulation #3)**
- The applicant shall provide the information required within the Fire Department Memo on file for this application. **(Stipulation #4)**
- Staff is not supportive of the separation of uses within the MXD zoned portion of the development as there is no interaction between each of the Tracts, essentially creating four separate developments (3 residential, and one commercial/office). The applicant shall work with staff to better follow the intent of Mixed Use as stated within the City of Leawood Comprehensive Plan. **(Stipulation #5)**
- The applicant shall remove the RP-2 zoning of the development from the application as it does not meet the Comprehensive Plan map, which shows this area as Mixed Use. **(Stipulation #6)**
- The applicant shall remove all gates from the residential portion of the Mixed Use development as it directly defies the Directive of the Residential section within the Comprehensive Plan. **(Stipulation #7)**
- If it is the intent of the applicant to create the street designations within the 135th Street Community Plan, the applicant shall work with staff to update the plan and show the correct use of the street designations, including lane widths, street accents, sidewalk widths, etc. **(Stipulation #8)**
- The applicant shall provide a plan showing the construction of Kenneth Road and Chadwick Street to help create a grid network. **(Stipulation #9)**
- An updated plan set meeting all requirements of the Leawood Development Ordinance must be submitted. Requirements which must be met include, but are not limited to: accessory structure connection to primary buildings, retaining walls within setbacks and height requirements, removal of private streets within non-residential developments, etc. **(Stipulation #10)**
- The applicant shall work with staff to conform the site to better meet the transect design set forth within the 135th Street Community Plan, which will allow for the least dense portion of the development to abut the existing residential neighborhoods north of 133rd Street. **(Stipulation #11)**
- Two maintenance buildings are proposed within Tract A and Tract B. These maintenance buildings are proposed to be 142 Sq. Ft. each with large trash compactors connected to these buildings. Staff is not supportive of these maintenance buildings as they are a way for the sites to remove the trash enclosures from the buildings for which they are intended to be servicing. **(Stipulation #12)**
- An updated Tree Inventory Plan will be required and shall reflect the findings within the updated studies being requested by City Staff. **(Stipulation #13)**

City of Leawood
4800 Town Center Drive • Leawood, Kansas 66211
Public Works Department • (913) 339-6700 x 130 • (913) 339-9374 Fax

MEMO

DATE: August 20, 2020

TO: Richard Coleman, Director of Community Development

FROM: Brian Scovill, P.E., City Engineer
Department of Public Works

SUBJECT: Cameron's Court Rezoning and Prelim Plan
Case Number: 49-20

The Department of Public Works has reviewed the aforementioned project and would like to make the following stipulations as part of the Planning Commission Approval:

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 Sidewalk / Utility Easement abutting the Right-of-Way.
   b) Along State Line Road the developer shall provide sixty (60) feet of Right-of-Way from the section line and provide a ten (10) foot Sidewalk / Utility Easement abutting the Right-of-Way.
   c) Along 133rd Street and Pawnee Lane provide forty (40) feet of Right-of-Way and a ten (10) foot Sidewalk / Utility Easement abutting the Right-of-Way.
   d) Along Chadwick Road and High Drive provide eighty (80) feet of Right-of-Way and a ten (10) foot Sidewalk / Utility Easement abutting the Right-of-Way.
   e) Revise plat to extend Kenneth Road between 133rd and 135th Streets. Along Kenneth Rd provide forty (40) feet of Right-of-Way adjacent to the existing 40 foot Right-of-Way south of 133rd Street. Also, provide eighty (80) feet of Right-of-Way along Kenneth north 135th Street to tie into the existing and proposed Right-of-Way. Provide a ten (10) foot Sidewalk / Utility Easement abutting the Right-of-Way.
2) Traffic Impact Analysis:
   a) The developer provided a traffic study August 13th. Our consultant, Olsson completed their review on August 19th and has identified numerous questions and potential issues that need to be addressed. Those include:

i) [Page 1] The report describes gated entry access for the multi-family development. Gated entry will be provided at locations along Pawnee Lane, Chadwick Street, and High Drive. Did not note discussion within report on proposed operations of these access locations (i.e. length of throat provided, rate of service, expected queue). Need to provide discussion and/or analysis to illustrate that adequate storage is provided internal to site to reduce potential for any queuing of traffic off-site onto public roadway network.

ii) [Page 1] Last Paragraph – Confirm the west leg of 133 rd Street and State Line Road will be provided, not east leg.

iii) [Page 4] Table 2 – Update table to reflect accurate commercial development AM trips. Per e-mail correspondence with Jeff Wilke, correct calculations were used for analysis and were provided for the purposes of this review.

iv) [Page 7] General report comment – Discussion of existing/existing+approved individual queuing and level of service not presented, and subsequent impact of residential and full build development on those operations not provided. Identify existing/existing+approved deficiencies and impact of proposed development on individual movement queuing and level of service.

v) [Page 9] Upstream and downstream influence area should be reviewed for each intersection location in relation to access spacing. Upstream influence area discussed for some proposed drives but not all, did not note discussion on downstream.

vi) [Page 10] 133 rd Street and W High Drive – W High Drive utilizes an existing curb cut but is offset from E High Drive (existing extension to north). City preference is to align High Drive across 133rd Street. Aligning with existing High Drive provides fewer offset intersections and improved spacing along 133rd Street. (With current offset will have 350-400' between proposed Drive 3, proposed High Drive extension, existing High Drive (to north), and proposed Drive 4.) If offset is proposed to remain, discuss influence of overlapping left-turn movements and confirm adequate storage provided for left-turn maneuvers.

vii) [Page 11] Paragraph 3 – Are the internal drives outside the influence area of the adjacent intersection?

viii) [Page 11] Paragraph 6 – A 250-foot southbound left turn lane is recommended for the 135th Street and Kenneth Road signalized intersection. Is proposed internal Drive 4 spacing adequate to support construction of turn lane with adequate taper?

ix) [Page 12] Paragraph 4 – Provide documentation of signal warrants in appendix. Confirm that proposed southbound left-turn bay length (110 feet) is adequate to accommodate expected queuing through future scenarios.

x) [Page 15] Paragraph 3 – If Drive 6 aligns with existing access to the north, adequate design will need to be provided to limit the south extension of the drive to right-in/right-out as proposed in the report.

xi) [Page 15] Paragraph 1 – Drive 5 utilizes an existing curb cut but is spaced 260 feet center to center from Overbrook. Consider aligning with Overbrook instead, providing fewer offset intersections and improved spacing along 133rd Street.

xii) Kenneth Road/Drive 5 is intended to be a through street in accordance with the City's future street network. The current site plan does not illustrate the extension of Kenneth Road. If Kenneth Road is not proposed to be extended through the site as a public roadway, the traffic impact study should evaluate the impacts to the surrounding road network with and without the extension of Kenneth Road between 133rd Street and 135th Street. Operations should be reviewed, and discussion provided regarding the impact of providing or not providing the Kenneth Road extension.

xiii) Chadwick Street is intended to be a through street in accordance with the City's future street network. The current site pan does not illustrate the extension of Chadwick Street. If Chadwick Street is not proposed to be extended through the site as a public roadway, the traffic impact study should evaluate the impacts to the surrounding road network with and without the extension of Chadwick Street between 133rd Street and 135th Street. Operations should be reviewed and discussion provided regarding the impact of providing or not providing the Chadwick Street extension.

xiv) [Page 15] Paragraph 4 – The configuration of the eastbound approach of 133 rd Street and State Line Road is a left-turn lane, shared through/right and right-turn lane. Is a shared through/right needed for operations?

xv) [Page 16] Paragraph 1 – There are only two receiving lanes east of State Line Road, provide guidance on how far the lanes should be extended. Consider the 135th Street Corridor Plan. The recommendation of providing three through lanes westbound along 135th Street is consistent with the corridor plan. Eastbound direction is only for improvement from High Drive to Kenneth Road. This recommendation should be extended west to at least Pawnee Lane (frontage of development).

xvi) [Page 17] Table 8 (continued) – Poor operations at Chadwick Street and 135 th Street are expected but a signal is not warranted. In this scenario 135th Street will be a 6-lane section. Consider limiting access at this location to right-in/right-out.

xvii) [Page 18] Paragraph 4 – It appears the second recommendation listed under N 133 rd Street and State Line Road may be incorrect. Confirm. Also confirm that the first recommendation is correct.

xviii) [Page 20] Throat length of proposed drives was not discussed in report. See comment 2 above for comment on throat length in relation to gated drives. For all proposed drive locations, throat length should be discussed in relation to storage for exiting vehicles.

xix) [Page 21] S 133 rd Street and State Line Road recommendations – Can different improvements be recommended to support concurrent east/west phasing instead of introducing split phasing to the corridor?

xx) [Synchro Models]

(1) Peak hour factors are represented for overall intersection versus individual movement. Provide justification regarding why overall intersection was chosen method for analysis purposes. Average overall PHF can, at times, present a more conservative analysis of intersection operations.

(2) State Line Road is coded with a speed limit of 30 mph. It appears that the posted is 40 mph. Confirm posted speed limit. Expected to have a minimal impact on operations.

(3) S 133rd Street and State Line Road – The southbound left turn movement is existing phased permitted/protected. Southbound left turn is coded for permitted only in existing models.

(4) 135th Street and Mission Road – The northbound/southbound left turn movements are existing phased permitted/protected. Both movements coded for protected only in existing models.

(5) Existing+Approved+Residential – 135th Street and Kenneth Road - Were operations considered with northbound/southbound left turn permitted only versus permitted/protected phasing? Is permitted/protected phasing needed to support full build operations?

(6) Existing+Approved+Residential and Full Build – 135th Street and High Drive – AM peak period southbound left turn coded for protected with northbound left turn coded permitted/protected. Is protected phasing needed for both or can movement run permitted only? (PM peak period review considers both permitted/protected.)

(7) Existing+Approved+Full Build – Kenneth Road and Internal Drive 4 – The northbound right turn is coded as a yield movement. Reason?

(8) Existing+Approved+Full Build – 135th Street eastbound assumed two lane, report recommendation is for improvement to three lane (westbound is coded correctly).

b) Current traffic on 135th Street is approximately 27,000 vehicles on an average weekday. The traffic impact study used a 2% growth rate for the background traffic which calculates to 40,000 vehicles a day on 135th Street. This projected volume EXCLUDES the proposed development that is to occur along this corridor within Leawood. The 40,000 vehicles per day would require four lanes of traffic.

c) Based on the Traffic Study prepared by Transystems and reviewed by Olsson, the proposed development is anticipated to generate 21,224 trips within the road network on an average weekday.

i) This development represents approximately 24% of the remaining land to be developed along this corridor.

ii) If the remaining sites along this corridor were to develop with a similar land use we could see an additional 50,000 vehicles a day.

d) The Developer shall provide fifty (50) foot curb return radius at the intersections along 135th Street and at 133th Street and Kenneth Road. All other intersections and drive entrances shall have a thirty (30) foot curb return radius.

e) 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 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.

iii) The developer shall pay into escrow Two Hundred Twenty-three Thousand Nine Hundred Seventy-three ($223,973) Dollars for the future full access median and left turn lane at 135th Street and High Drive. This amount is fifty (50) percent of the estimated cost for design, construction and inspection. This fee shall be paid prior to the City releasing the plat.

iv) Restriping for turn lanes and construction of additional turn lanes. Which will be further stipulated with the Final Plan Submittal.

f) The Developer shall provide an updated Traffic Study prior to Final Plan Submittal. Staff cannot fully stipulate the traffic impacts and requirements based on the current submittal and traffic study. Additional stipulations will be necessary.

3) Storm Water Study:

a) Two stormwater studies were reviewed. A commercial study on the east side and residential study on the west.

i) The commercial site is 42.5 acres and is proposing multiple extended dry detention basins, rain gardens, hydrodynamic separators, and some native vegetation.

ii) The residential site 75.33 acres and is proposing seven extended dry basins, one extended wet basin, hydrodynamic separators, and native vegetation.

b) The developer is providing a 100 foot stream buffer on the existing creek between Kenneth Road and High Drive.

c) The location, size, plant material list, etc of each BMP's will be verified on the engineering plan submittal.

d) Provide BMP details including sizing at final engineering plan stage.

e) The Developer shall submit a floodplain development permit for any work in the steam channel through the site and within the stream preservation coordinator.

f) The Developer shall revise and resubmit the Stormwater Study prior to Final Plan Submittal and shall address the following:

i) Replace native vegetation with the commercial site with other bmp methods. Native vegetation is not compatible with routine commercial property management and maintenance methods. Revise table 2 to replace native vegetation with alternative BMPs.

ii) Add symbol at the locations of planned Hydrodynamic Separators on the plans.

iii) Clarify intentions within the stream path north of 135th Street between Kenneth and High Drive. The plans show an outline for potential facilities.

iv) On one plan sheet show the acreage associated with each BMP

v) Submit composite rating sheets for all train bmp's.

4) 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.

5) Developments shall have all utilities relocated underground. This includes private property and utilities in the Right-of-Way between the curb and property line.

6) 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.

7) Developments on or between 133rd Street to 137th Street shall use the City of Leawood's Special Street Light for all public roadway lighting.

8) The parking lot pavement shall be constructed in accordance to the Leawood Development Ordinance.

9) Permanent structures, including monument signs, shall not be placed within the Right-of-Way and Public Easements.

10) 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).

11) 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.

12) 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.

13) 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.

14) 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.

15) 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.

16) 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.

17) 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.

18) 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) 663-9134.

Copy: Project File

August 19th, 2020

City of Leawood, Kansas
Attn: Brian Scovill, PE
4800 Town Center Drive
Leawood, Kansas 66211

Per the City's request, Olsson has reviewed the traffic impact study submitted for the Cameron's Court development dated August 13th, 2020. This review summary incorporates input provided by City staff.

1. [*Page 1*] The report describes gated entry access for the multi-family development. Gated entry will be provided at locations along Pawnee Lane, Chadwick Street, and High Drive. Did not note discussion within report on proposed operations of these access locations (i.e. length of throat provided, rate of service, expected queue). Need to provide discussion and/or analysis to illustrate that adequate storage is provided internal to site to reduce potential for any queuing of traffic off-site onto public roadway network.
2. [*Page 1*] Last Paragraph – Confirm the west leg of 133rd Street and State Line Road will be provided, not east leg.
3. [*Page 4*] Table 2 – Update table to reflect accurate commercial development AM trips. Per e-mail correspondence with Jeff Wilke, correct calculations were used for analysis and were provided for the purposes of this review.
4. [*Page 7]* General report comment – Discussion of existing/existing+approved individual queuing and level of service not presented, and subsequent impact of residential and full build development on those operations not provided. Identify existing/existing+approved deficiencies and impact of proposed development on individual movement queuing and level of service.
5. [*Page 9*] Upstream and downstream influence area should be reviewed for each intersection location in relation to access spacing. Upstream influence area discussed for some proposed drives but not all, did not note discussion on downstream.
6. *[Page 10]* 133rd Street and W High Drive – W High Drive utilizes an existing curb cut but is offset from E High Drive (existing extension to north). City preference is to align High Drive across 133rd Street. Aligning with existing High Drive provides fewer offset intersections and improved spacing along 133rd Street. (With current offset will have 350-400' between proposed Drive 3, proposed High Drive extension, existing High Drive (to north), and proposed Drive 4.) If offset is proposed to remain, discuss influence of overlapping left-turn movements and confirm adequate storage provided for left-turn maneuvers.
7. *[Page 11]* Paragraph 3 – Are the internal drives outside the influence area of the adjacent intersection?
8. *[Page 11]* Paragraph 6 – A 250-foot southbound left turn lane is recommended for the 135th Street and Kenneth Road signalized intersection. Is proposed internal Drive 4 spacing adequate to support construction of turn lane with adequate taper?
9. *[Page 12]* Paragraph 4 – Provide documentation of signal warrants in appendix. Confirm that proposed southbound left-turn bay length (110 feet) is adequate to accommodate expected queuing through future scenarios.

10. *[Page 15]* Paragraph 3 – If Drive 6 aligns with existing access to the north, adequate design will need to be provided to limit the south extension of the drive to right-in/right-out as proposed in the report.
11. *[Page 15]* Paragraph 1 – Drive 5 utilizes an existing curb cut but is spaced 260 feet center to center from Overbrook. Consider aligning with Overbrook instead, providing fewer offset intersections and improved spacing along 133rd Street.
12. Kenneth Road/Drive 5 is intended to be a through street in accordance with the City's future street network. The current site plan does not illustrate the extension of Kenneth Road. If Kenneth Road is not proposed to be extended through the site as a public roadway, the traffic impact study should evaluate the impacts to the surrounding road network with and without the extension of Kenneth Road between 133rd Street and 135th Street. Operations should be reviewed, and discussion provided regarding the impact of providing or not providing the Kenneth Road extension.
13. Chadwick Street is intended to be a through street in accordance with the City's future street network. The current site pan does not illustrate the extension of Chadwick Street. If Chadwick Street is not proposed to be extended through the site as a public roadway, the traffic impact study should evaluate the impacts to the surrounding road network with and without the extension of Chadwick Street between 133rd Street and 135th Street. Operations should be reviewed and discussion provided regarding the impact of providing or not providing the Chadwick Street extension.
14. *[Page 15]* Paragraph 4 – The configuration of the eastbound approach of 133rd Street and State Line Road is a left-turn lane, shared through/right and right-turn lane. Is a shared through/right needed for operations?
15. *[Page 16]* Paragraph 1 – There are only two receiving lanes east of State Line Road, provide guidance on how far the lanes should be extended. Consider the 135th Street Corridor Plan. The recommendation of providing three through lanes westbound along 135th Street is consistent with the corridor plan. Eastbound direction is only for improvement from High Drive to Kenneth Road. This recommendation should be extended west to at least Pawnee Lane (frontage of development).
16. *[Page 17]* Table 8 (continued) – Poor operations at Chadwick Street and 135th Street are expected but a signal is not warranted. In this scenario 135th Street will be a 6-lane section. Consider limiting access at this location to right-in/right-out.
17. *[Page 18]* Paragraph 4 – It appears the second recommendation listed under N 133rd Street and State Line Road may be incorrect. Confirm. Also confirm that the first recommendation is correct.
18. [*Page 20*] Throat length of proposed drives was not discussed in report. See comment 2 above for comment on throat length in relation to gated drives. For all proposed drive locations, throat length should be discussed in relation to storage for exiting vehicles.
19. [*Page 21*] S 133rd Street and State Line Road recommendations – Can different improvements be recommended to support concurrent east/west phasing instead of introducing split phasing to the corridor?
20. [*Synchro Models*]
    i) Peak hour factors are represented for overall intersection versus individual movement. Provide justification regarding why overall intersection was chosen method for analysis purposes. Average overall PHF can, at times, present a more conservative analysis of intersection operations.
    ii) State Line Road is coded with a speed limit of 30 mph. It appears that the posted is 40 mph. Confirm posted speed limit. Expected to have a minimal impact on operations.

iii) S 133rd Street and State Line Road – The southbound left turn movement is existing phased permitted/protected. Southbound left turn is coded for permitted only in existing models.
iv) 135th Street and Mission Road – The northbound/southbound left turn movements are existing phased permitted/protected. Both movements coded for protected only in existing models.
v) Existing+Approved+Residential – 135th Street and Kenneth Road - Were operations considered with northbound/southbound left turn permitted only versus permitted/protected phasing? Is permitted/protected phasing needed to support full build operations?
vi) Existing+Approved+Residential and Full Build – 135th Street and High Drive – AM peak period southbound left turn coded for protected with northbound left turn coded permitted/protected. Is protected phasing needed for both or can movement run permitted only? (PM peak period review considers both permitted/protected.)
vii) Existing+Approved+Full Build – Kenneth Road and Internal Drive 4 – The northbound right turn is coded as a yield movement. Reason?
viii) Existing+Approved+Full Build – 135th Street eastbound assumed two lane, report recommendation is for improvement to three lane (westbound is coded correctly).

Sincerely,

Thomas H. Fulton

Tom Fulton, Vice President

Memorandum

TO: **Richard Sanchez**

FROM: **Jarrett Hawley**

DATE: **August 20, 2020**

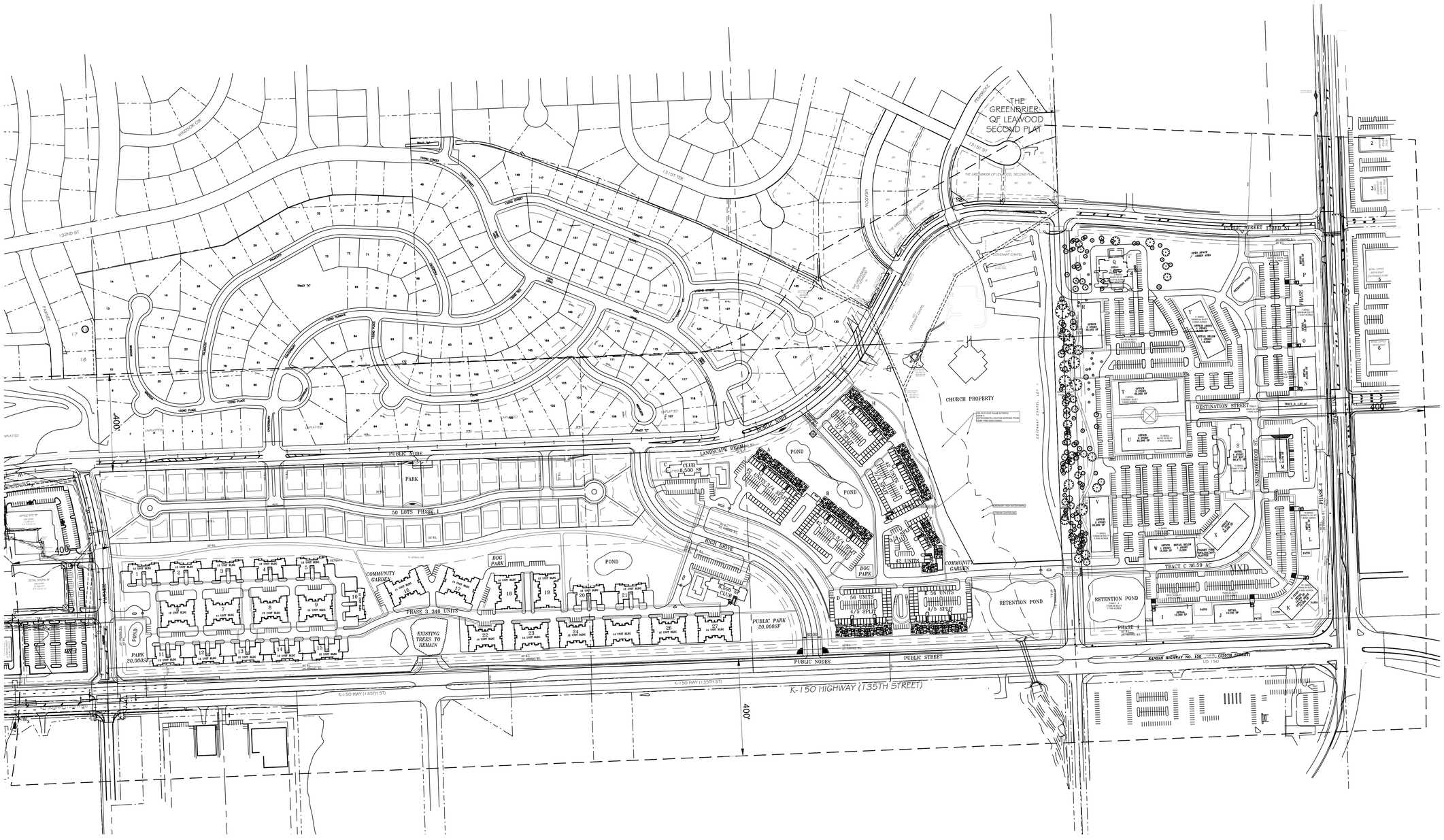
SUBJECT: **Cameron's Court Case 49-20**

The Leawood Fire Department requests additional information as outlined below regarding the planning process for Cameron's Court Case 49-20

- **Specific parking lot sizes for the apartment complexes located east of High Drive to determine whether adequate access is available for all fire department apparatus. This should address access concerns between the parking structures and apartment buildings**
- **Detailed information on what the design and construction materials consist of for the parking structures for the apartment buildings.**
- **Clearance height of the covered walkway between the parking structures and the apartments.**
- **Width and turning radius numbers for the street identified as "Neighborhood Street". Needed to ensure access for all fire department vehicles is avaialable.**

Jarrett Hawley
Deputy Chief
Leawood Fire Department

Site Plan submitted to City Staff on 9/15/2020
After the Planning Commission Meeting



PDP

00000.000 | ODDO DEVELOPMENT | CAMERONS COURT

kloverarchitects incorporated
10955 LOWELL AVENUE, SUITE 700 • OVERLAND PARK, KS 66210
ph: 913.649.8181 • fx: 913.649.1275 • www.klover.net

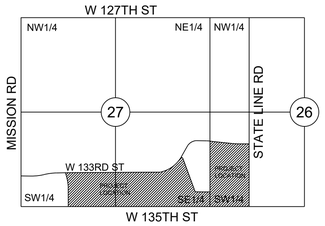
AS100

SCALE: 1" = 200'

CAMERONS COURT | ODDO DEVELOPMENT | 09.15.20

PRELIMINARY PLAT
FOR
CAMERON'S COURT

IN THE CITY OF LEAWOOD
JOHNSON COUNTY, KS



SECTION 27-13-25

LOCATION MAP
SCALE 1" = 2000'

LINKED TO CELLS				
TRACT A:	32.37 AC	1,410,037 S.F.	TRACT A RESIDENTIAL EST:	462,572 S.F.
RP-2	13.36 AC	581,962 S.F.		
TRACT B:	20.95 AC	912,582 S.F.		
TRACT C:	36.59 AC	1,593,860 S.F.		
Tract 1	2.23	97,139 S.F.		
Tract 2	1.77	77,101 S.F.		
Tract 3	1.07	46,609 S.F.	BLD FOOTP	G SPACE
Tract 4	2.42	105,415 S.F.		
Total AC:	110.76 AC			
Total ROW AC	5.71 AC	850,040 S.F.	224,506 S.F.	625,534 S.F.
STALL SF:	280 S.F.			

OVERALL SITE INFORMATION

	BUILDING DESIGNATION(S)	BUILDING USE	LOT DESIGNATION	LOT SIZE AC	LOT SIZE SF	BLD HEIGHT	NUM. OF STORIES	RESID UNITS	NUM. OF BDRMS	RETAIL/REST SF	OFFICE SF	RESIDENTIAL SF	RESID PKNG. REQ. AT 1.46/ UNIT	MIN PKNG. REQ. AT 3/1000	COVERED PKNG PROVIDED	SURFACE PKNG PROVIDED	BLDG/PKNG SETBACK
*See totals chart for SG12, SG14, WO12 break out info	WO12	RESIDENTIAL	TRACT A	32.37 AC	1,410,037 S.F.	35'-0"	2	156	208			183,950 S.F.	227.76		156	61.62	40'/25'
	SG12	RESIDENTIAL	TRACT A	32.37 AC	1,410,037 S.F.	35'-0"	2	72	120			96,720 S.F.	105.12		96	28.44	40'/25'
	SG14	RESIDENTIAL	TRACT A	32.37 AC	1,410,037 S.F.	35'-0"	2	112	144			139,600 S.F.	163.52		128	37.92	40'/25'
	A	RESIDENTIAL	TRACT B	20.95 AC	912,582 S.F.	50' - 8"	5	42	50			56,663 S.F.	61.32		42	36	40'/25'
	B	RESIDENTIAL	TRACT B	20.95 AC	912,582 S.F.	50' - 8"	5	42	50			56,663 S.F.	61.32		42	28	40'/25'
	C	CLUB	TRACT B	20.95 AC	912,582 S.F.	25' - 6"	1					8,500 S.F.				48	40'/25'
	D	RESIDENTIAL	TRACT B	20.95 AC	912,582 S.F.	50' - 8"	5	49	59			58,937 S.F.	71.54		49	33	40'/25'
	E	RESIDENTIAL	TRACT B	20.95 AC	912,582 S.F.	50' - 8"	5	49	59			58,937 S.F.	71.54		49	35	40'/25'
	F	RESIDENTIAL	TRACT B	20.95 AC	912,582 S.F.	50' - 8"	5	56	67			75,554 S.F.	81.76		56	58	40'/25'
	G	RESIDENTIAL	TRACT B	20.95 AC	912,582 S.F.	50' - 8"	5	42	50			50,804 S.F.	61.32		42	20	40'/25'
	H	RESIDENTIAL	TRACT B	20.95 AC	912,582 S.F.	50' - 8"	5	42	50			50,804 S.F.	61.32		42	20	40'/25'
	I	RETAIL	TRACT C	36.59 AC	1,593,860 S.F.	28' - 0"	1			12,300 S.F.				36.9		78	40'/25'
	J	RETAIL	TRACT C	36.59 AC	1,593,860 S.F.	28' - 0"	1			12,150 S.F.				36.45		70	40'/25'
	K	OFFICE/RETAIL	TRACT C	36.59 AC	1,593,860 S.F.	40' - 0"	2			12,000 S.F.	12,000 S.F.			72		95	40'/25'
	L	RETAIL	TRACT C	36.59 AC	1,593,860 S.F.	28' - 0"	1			11,925 S.F.				35.775		68	40'/25'
MXD	M	C-STORE	TRACT C	36.59 AC	1,593,860 S.F.	28' - 0"	1			6,170 S.F.				18.51		45	40'/25'
	N	RETAIL	TRACT C	36.59 AC	1,593,860 S.F.	28' - 0"	1			10,050 S.F.				30.15		60	40'/25'
	O	RETAIL	TRACT C	36.59 AC	1,593,860 S.F.	28' - 0"	1			12,525 S.F.				37.575		67	40'/25'
	P	RETAIL	TRACT C	36.59 AC	1,593,860 S.F.	28' - 0"	1			12,300 S.F.				36.9		64	40'/25'
	Q	OFFICE	TRACT C	36.59 AC	1,593,860 S.F.	40' - 0"	2				10,244 S.F.			30.732		100	40'/25'
	R	OFFICE	TRACT C	36.59 AC	1,593,860 S.F.	40' - 0"	2				30,400 S.F.			91.2		100	40'/25'
	S	HOTEL	TRACT C	36.59 AC	1,593,860 S.F.	44' - 8"	4	122				66,472 S.F.	178.12			200	40'/25'
	T	OFFICE	TRACT C	36.59 AC	1,593,860 S.F.	40' - 0"	3				65,000 S.F.			195		200	40'/25'
	U	OFFICE	TRACT C	36.59 AC	1,593,860 S.F.	40' - 0"	3				65,000 S.F.			195		200	40'/25'
	V	OFFICE	TRACT C	36.59 AC	1,593,860 S.F.	40' - 0"	2				36,000 S.F.			108		110	40'/25'
	W	OFFICE/RETAIL	TRACT C	36.59 AC	1,593,860 S.F.	40' - 0"	2			15,200 S.F.	15,200 S.F.			91.2		100	40'/25'
	X	OFFICE	TRACT C	36.59 AC	1,593,860 S.F.	40' - 0"	2				30,400 S.F.			91.2		100	40'/25'
	Y	OFFICE/RETAIL	TRACT C	36.59 AC	1,593,860 S.F.	40' - 0"	2			18,000 S.F.	18,000 S.F.			108		118	40'/25'
	SUB TOTALS, INCL TRACTS 1-4			97.40 AC	4,242,744 S.F.			784	857	122,620 S.F.	282,244 S.F.	903,604 S.F.	1144.64	1,214.59	702	2180.98	
												TOTAL GLA		TOTAL PKNG REQ		TOTAL PKNG PROVIDED	
	TOTAL											1,308,468 S.F.		2,359.23		2883	

RESIDENTIAL UNITS PROVIDED	662 (NOT INCLUDING HOTEL ROOMS)	
PARKING PROVIDED FOR RESIDENTIAL	1,060 STALLS	(1.6 / UNITS)
PARKING PROVIDED FOR HOTEL	200 STALLS	(3.0 / 1,000 S.F.)
TOTAL OFFICE/RETAIL/(1/2)HOTEL GLA	438,100 S.F.	
TOTAL PARKING FOR OFFICE/RETAIL/HOTEL GLA	1,775 STALLS	(4.1 / 1,000 S.F.)
OVERALL TOTAL BUILDING SF	1,308,468 S.F.	

USES BY PERCENTAGE: RETAIL/RESTAURANT/OFFICE/RESIDENTAL

RETAIL, 1/2 HOTEL	155,856 S.F.	11.9%
OFFICE SF	282,244 S.F.	21.6%
RESIDENTIAL	870,368 S.F.	66.5%
SUBTOTAL	1,308,468 S.F.	100.0%

USES BY PERCENTAGE: RETAIL/RESTAURANT/OFFICE/(1/2)HOTEL

SUBTOTAL	438,100 S.F.	33.5%
PARKING PHASE 4 & 5	1,775 STALLS	4.05 per 1000 SF

SG12, SG14, WO12 BREAK OUT CHART

building type	number of units	number of buildings	total units	total beds	SF per building	Covered pkng provided	Surface parking provided
Walk out		13			14,150 S.F.	12	4.74
one bed	8		104	104			
one bed+d	0		0	0			
two bed	4		52	104			
Total			156	208	183,950 S.F.	156	61.62
slab on grade 12		6			16,120 S.F.	16	4.74
one bed	4		24	24			
one bed+d	0		0	0			
two bed	8		48	96			
Total			72	120	96,720 S.F.	96	28.44
slab on grade 14		8			17,450 S.F.	16	4.74
one bed	6		48	48			
one bed+d	4		32	32			
two bed	4		32	64			
Total			112	144	139,600 S.F.	128	37.92

1. MULTI-FAMILY BLDG'S & SINGLE FAMILY LOTS 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.

OPEN SPACE CALCULATION

ZONING DESIGNATION		SITE AREA		OPEN SPACE		
TRACT A		1,410,037 S.F.	X 30% =	423,011 S.F.	REQUIRED	
				657,843 S.F.	PROVIDED	
TRACT B		912,582 S.F.	X 30% =	273,775 S.F.	REQUIRED	
				547,233 S.F.	PROVIDED	
TRACT C		1,593,860 S.F.	X 30% =	478,158 S.F.	REQUIRED	
				702,478 S.F.	PROVIDED	
INTERNAL LANDSCAPING:						
TRACT A						
TRACT B						
TRACT C	REQUIRED:	1,775 STALLS	X 280 S.F. =	497,000 S.F.	X 10% =	49,700 S.F.
	PROVIDED:				X 10% =	50,178 S.F.

DENSITY CALCULATION

MXD ZONE				
PERMITTED F.A.R. = 25% MAX F.A.R. PER 16-2-6.4(G) =		4,242,744 S.F.	X 25% =	1,060,686 S.F.
		870,368 S.F.	X 75% =	652,776 S.F.
PERMITTED F.A.R. MXD W/ DISCOUNT 25% OF RESDENT SF PER 16-2-6.4(G) =	RETAIL & OFFICE =			404,864 S.F.
TOTAL DENSITY W/ 25% DISCOUNT =				1,057,640 S.F.
		=	1,060,686 S.F.	> 1,057,640 S.F.
UNITS PER ACRE:	662 UNITS / 97.40 AC =	6.80 : ALLOWED 15		
OPEN SPACE:	REQUIRED: 1,174,944 S.F.	- PROVIDED: 1,907,554 S.F.	EXCESS =	732,610 S.F.

PEDESTRIAN AMENITY SPACE CALCULATION:

1,000 SF PLAZA / PEDESTRIAN SPACE PER 125 STALLS			
Total Stalls:	2883 / 125 stalls =	23.06384 X 1000 SF =	23,064 S.F. REQUIRED
Total Amenity Space provided:	25,000 SF	> 23,064 S.F.	

RP-2 BULK SITE INFORMATION

	REQUIREMENT	PROVIDED
FRONT SETBACK	30 FT.	30 FT.
INTERIOR SIDE SETBACK	10 FT.	10 FT.
CORNER LOT STREET SIDE SETBACK	20 FT.	20 FT.
REAR SETBACK	20 FT.	20 FT.
MINIMUM LOT AREA	6,000 S.F.	9,100 S.F.
LOT OPEN SPACE AREA	30%	30%
HEIGHT LIMIT(MEASURED FROM GRADE OF FRONT DOOR)	35'	35'

LIQUID WASTES TO BE HANDLED BY GRAVITY OR LOW PRESSURE SANITARY SEWER
JCW SERVICE DISTRICT: BR02 - CMSD

OWNER/DEVELOPER:

ODDO DEVELOPMENT COMPANY, INC.
RICK ODDO
15431 W. 100TH TER
LENEXA, KS 66219
p 913-894-6336
f 913-894-9100
RODDO@ODDODEV.COM

CAMERON'S COURT MXD ZONING LEGAL DESCRIPTION:

ALL THAT PART OF THE SOUTHWEST FRACTIONAL ¼ (BEING GOVERNMENT LOT NO. 2) OF SECTION 26, TOWNSHIP 13, RANGE 25, NOW IN THE CITY OF LEAWOOD, JOHNSON COUNTY, KANSAS, MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHEAST CORNER OF SAID SOUTHWEST FRACTIONAL ¼; THENCE NORTH 1 DEGREES 59 MINUTES 26 SECONDS WEST, ALONG THE EAST LINE OF SAID SOUTHWEST FRACTIONAL ¼, A DISTANCE OF 1,745.59 FEET, TO A POINT ON THE CENTERLINE OF 133RD STREET, AS NOW ESTABLISHED; THENCE SOUTH 88 DEGREES 00 MINUTES 34 SECONDS WEST, ALONG THE CENTERLINE OF SAID 133RD STREET, A DISTANCE OF 180 FEET, TO A POINT OF CURVATURE; THENCE WESTERLY ALONG THE CENTERLINE OF 133RD STREET, SAID LINE BEING ON A CURVE TO THE RIGHT HAVING A RADIUS OF 3,258.42 FEET AND A CENTRAL ANGLE OF 7 DEGREES 20 MINUTES 01 SECONDS, A DISTANCE OF 417.06 FEET, TO A POINT OF TANGENCY; THENCE NORTH 84 DEGREES 39 MINUTES 25 SECONDS WEST, ALONG THE CENTERLINE OF SAID 133RD STREET, A DISTANCE OF 235.06 FEET, TO A POINT OF CURVATURE; THENCE WESTERLY ALONG THE CENTERLINE OF SAID 133RD STREET, SAID LINE BEING ON A CURVE TO THE LEFT HAVING A RADIUS OF 3,258.42 FEET AND A CENTRAL ANGLE OF 3 DEGREES 20 MINUTES 58 SECONDS, A DISTANCE OF 190.48 FEET, TO A POINT OF TANGENCY; THENCE NORTH 88 DEGREES 00 MINUTES 22 SECONDS WEST, ALONG THE CENTERLINE OF SAID 133RD STREET, A DISTANCE OF 91.97 FEET, TO A POINT ON THE WEST LINE OF SAID SOUTHWEST FRACTIONAL ¼; THENCE SOUTH 2 DEGREES 13 MINUTES 19 SECONDS EAST, ALONG THE WEST LINE OF SAID SOUTHWEST FRACTIONAL ¼, A DISTANCE OF 1,836.43 FEET, TO THE SOUTHWEST CORNER THEREOF; THENCE NORTH 87 DEGREES 32 MINUTES 32 SECONDS EAST, ALONG THE SOUTH LINE OF SAID SOUTHWEST FRACTIONAL ¼, A DISTANCE OF 1,102.95 FEET, TO THE POINT OF BEGINNING, EXCEPT THAT PART IN STREETS AND ROADS.

AND

PART OF THE SOUTHEAST ONE-QUARTER AND SOUTHWEST ONE-QUARTER OF SECTION 27, TOWNSHIP 13 SOUTH, RANGE 25 EAST, IN THE CITY OF LEAWOOD, JOHNSON COUNTY, KANSAS, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF THE SOUTHEAST ONE-QUARTER OF SAID SECTION 27; THENCE NORTH 02 DEGREES 13 MINUTES 11 SECONDS WEST ALONG THE EAST LINE OF THE SAID SOUTHEAST ONE-QUARTER, A DISTANCE OF 60.00 FEET TO A POINT ON THE NORTH RIGHT OF WAY LINE OF W 135TH/ STREET AS NOW ESTABLISHED, SAID POINT BEING THE POINT OF BEGINNING; THENCE ALONG THE SAID NORTH RIGHT OF WAY LINE THE FOLLOWING NINE COURSES, SOUTH 87 DEGREES 40 MINUTES 10 SECONDS WEST, A DISTANCE OF 2193.07 FEET; THENCE NORTH 88 DEGREES 31 MINUTES 00 SECONDS WEST, A DISTANCE OF 180.39 FEET; THENCE SOUTH 87 DEGREES 40 MINUTES 10 SECONDS WEST, A DISTANCE OF 200.00 FEET; THENCE NORTH 40 DEGREES 11 MINUTES 04 SECONDS WEST, A DISTANCE OF 48.89 FEET; THENCE NORTH 02 DEGREES 07 MINUTES 48 SECONDS WEST, A DISTANCE OF 9.55 FEET; THENCE SOUTH 87 DEGREES 40 MINUTES 39 SECONDS WEST, A DISTANCE OF 100.01 FEET; THENCE SOUTH 02 DEGREES 08 MINUTES 07 SECONDS EAST, A DISTANCE OF 21.76 FEET; THENCE SOUTH 35 DEGREES 40 MINUTES 31 SECONDS WEST, A DISTANCE OF 48.73 FEET; THENCE SOUTH 87 DEGREES 40 MINUTES 39 SECONDS WEST, A DISTANCE OF 1206.35 FEET TO A POINT ON THE EAST RIGHT OF WAY LINE OF PAWNEE LANE AS PLATTED IN MARKET SQUARE CENTER, A SUBDIVISION IN THE CITY OF LEAWOOD AS RECORDED IN BOOK 119 AT PAGE 47, JOHNSON COUNTY, KANSAS; THENCE ALONG THE EAST LINE OF SAID PAWNEE LANE AND THE EAST LINE OF SAID MARKET SQUARE CENTER THE FOLLOWING FOUR COURSES, NORTH 02 DEGREES 03 MINUTES 51 SECONDS WEST, A DISTANCE OF 373.44 FEET TO A POINT OF CURVATURE; THENCE ALONG A CURVE TO THE LEFT, TANGENT TO THE PREVIOUS COURSE, HAVING A RADIUS OF 1950.00 FEET, A CENTRAL ANGLE OF 14 DEGREES 28 MINUTES 45 SECONDS AND AN ARC LENGTH OF 492.78 FEET; THENCE NORTH 87 DEGREES 56 MINUTES 18 SECONDS EAST, A DISTANCE OF 21.93 FEET; THENCE NORTH 02 DEGREES 03 MINUTES 51 SECONDS WEST, A DISTANCE OF 10.00 FEET TO A POINT ON THE SOUTH RIGHT OF WAY LINE OF W 133RD/ STREET AS NOW ESTABLISHED; THENCE ALONG THE SAID SOUTH RIGHT OF WAY LINE OF W 133RD/ STREET THE FOLLOWING SEVEN COURSES, NORTH 87 DEGREES 56 MINUTES 18 SECONDS EAST, A DISTANCE OF 1285.27 FEET; THENCE SOUTH 02 DEGREES 07 MINUTES 27 SECONDS EAST, A DISTANCE OF 30.00 FEET; THENCE NORTH 87 DEGREES 56 MINUTES 18 SECONDS EAST, A DISTANCE OF 80.00 FEET; THENCE NORTH 02 DEGREES 07 MINUTES 27 SECONDS WEST, A DISTANCE OF 30.00 FEET; THENCE NORTH 87 DEGREES 56 MINUTES 18 SECONDS EAST, A DISTANCE OF 1059.35 FEET TO A POINT OF CURVATURE; THENCE ALONG A CURVE TO THE LEFT, TANGENT TO THE PREVIOUS COURSE, HAVING A RADIUS OF 900.00 FEET, A CENTRAL ANGLE OF 59 DEGREES 56 MINUTES 41 SECONDS AND AN ARC LENGTH OF 941.61 FEET; THENCE NORTH 27 DEGREES 59 MINUTES 38 SECONDS EAST, A DISTANCE OF 18.69 FEET TO A POINT ON THE WEST LINE OF LOT 1, COVENANT CHAPEL, A SUBDIVISION IN THE CITY OF LEAWOOD AS RECORDED IN BOOK 104 AT PAGE 36, JOHNSON COUNTY, KANSAS; THENCE ALONG THE WEST AND SOUTH LINE OF SAID COVENANT CHAPEL THE FOLLOWING FOUR COURSES, SOUTH 22 DEGREES 49 MINUTES 49 SECONDS EAST, A DISTANCE OF 266.30 FEET; THENCE SOUTH 19 DEGREES 49 MINUTES 47 SECONDS EAST, A DISTANCE OF 534.91 FEET; THENCE SOUTH 27 DEGREES 49 MINUTES 52 SECONDS EAST, A DISTANCE OF 235.08 FEET ; THENCE NORTH 87 DEGREES 39 MINUTES 27 SECONDS EAST, A DISTANCE OF 405.69 FEET TO A POINT ON THE EAST LINE OF THE SAID SOUTHEAST ONE-QUARTER; THENCE SOUTH 02 DEGREES 13 MINUTES 11 SECONDS EAST ALONG THE SAID EAST LINE, A DISTANCE OF 350.00 FEET TO THE POINT OF BEGINNING.

EXCEPT

PART OF THE SOUTHEAST ONE-QUARTER AND SOUTHWEST ONE-QUARTER OF SECTION 27, TOWNSHIP 13 SOUTH, RANGE 25 EAST, IN THE CITY OF LEAWOOD, JOHNSON COUNTY, KANSAS, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTH ONE-QUARTER CORNER OF SAID SECTION 27; THENCE NORTH 02 DEGREES 07 MINUTES 38 SECONDS WEST, ALONG THE EAST LINE OF SAID SOUTHWEST ONE-QUARTER OF SAID SECTION 27, A DISTANCE OF 595.25 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 87 DEGREES 56 MINUTES 06 SECONDS WEST, A DISTANCE OF 1292.84 FEET TO A POINT OF CURVATURE ON THE EAST RIGHT OF WAY LINE OF PAWNEE LANE AS PLATTED IN MARKET SQUARE CENTER, A SUBDIVISION IN THE CITY OF LEAWOOD AS RECORDED IN BOOK 119 AT PAGE 47, JOHNSON COUNTY, KANSAS; THENCE ALONG THE EAST LINE OF SAID PAWNEE LANE AND THE EAST LINE OF SAID MARKET SQUARE CENTER THE FOLLOWING THREE COURSES, THENCE NORTHERLY ALONG A CURVE TO THE LEFT, AND HAVING A RADIUS OF 1950.00 FEET, A CENTRAL ANGLE OF 09 DEGREES 32 MINUTES 55 SECONDS , AN INITIAL TANGENT BEARING OF NORTH 06 DEGREES 59 MINUTES 41 SECONDS WEST, AND AN ARC LENGTH OF 324.97 FEET; THENCE NORTH 87 DEGREES 56 MINUTES 18 SECONDS EAST, A DISTANCE OF 21.93 FEET; THENCE NORTH 02 DEGREES 03 MINUTES 51 SECONDS WEST, A DISTANCE OF 10.00 FEET TO A POINT ON THE SOUTH RIGHT OF WAY LINE OF W 133RD STREET AS NOW ESTABLISHED; THENCE ALONG THE SAID SOUTH RIGHT OF WAY LINE OF W 133RD STREET THE FOLLOWING FIVE COURSES, THENCE NORTH 87 DEGREES 56 MINUTES 18 SECONDS EAST, A DISTANCE OF 1285.27 FEET; THENCE SOUTH 02 DEGREES 07 MINUTES 27 SECONDS EAST, A DISTANCE OF 30.00 FEET; THENCE NORTH 87 DEGREES 56 MINUTES 18 SECONDS EAST, A DISTANCE OF 80.00 FEET; THENCE NORTH 02 DEGREES 07 MINUTES 27 SECONDS WEST, A DISTANCE OF 30.00 FEET; THENCE NORTH 87 DEGREES 56 MINUTES 18 SECONDS EAST, A DISTANCE OF 855.12 FEET; THENCE SOUTH 02 DEGREES 22 MINUTES 35 SECONDS EAST, A DISTANCE OF 54.90 FEET TO A POINT OF CURVATURE; THENCE ALONG A CURVE TO THE LEFT, TANGENT TO THE PREVIOUS COURSE AND HAVING A RADIUS OF 300.00 FEET, A CENTRAL ANGLE OF 29 DEGREES 32 MINUTES 21 SECONDS , A CHORD BEARING OF SOUTH 13 DEGREES 50 MINUTES 14 SECONDS EAST, AND AN ARC LENGTH OF 154.67 FEET; THENCE SOUTH 39 DEGREES 04 MINUTES 13 SECONDS WEST, A DISTANCE OF 168.94 FEET; THENCE SOUTH 87 DEGREES 56 MINUTES 06 SECONDS WEST, A DISTANCE OF 823.72 FEET TO THE POINT OF BEGINNING.

CAMERON'S COURT RP-2 ZONING LEGAL DESCRIPTION:

PART OF THE SOUTHEAST ONE-QUARTER AND SOUTHWEST ONE-QUARTER OF SECTION 27, TOWNSHIP 13 SOUTH, RANGE 25 EAST, IN THE CITY OF LEAWOOD, JOHNSON COUNTY, KANSAS, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTH ONE-QUARTER CORNER OF SAID SECTION 27; THENCE NORTH 02 DEGREES 07 MINUTES 38 SECONDS WEST, ALONG THE EAST LINE OF SAID SOUTHWEST ONE-QUARTER OF SAID SECTION 27, A DISTANCE OF 595.25 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 87 DEGREES 56 MINUTES 06 SECONDS WEST, A DISTANCE OF 1292.84 FEET TO A POINT OF CURVATURE ON THE EAST RIGHT OF WAY LINE OF PAWNEE LANE AS PLATTED IN MARKET SQUARE CENTER, A SUBDIVISION IN THE CITY OF LEAWOOD AS RECORDED IN BOOK 119 AT PAGE 47, JOHNSON COUNTY, KANSAS; THENCE ALONG THE EAST LINE OF SAID PAWNEE LANE AND THE EAST LINE OF SAID MARKET SQUARE CENTER THE FOLLOWING THREE COURSES, THENCE NORTHERLY ALONG A CURVE TO THE LEFT, AND HAVING A RADIUS OF 1950.00 FEET, A CENTRAL ANGLE OF 09 DEGREES 32 MINUTES 55 SECONDS , AN INITIAL TANGENT BEARING OF NORTH 06 DEGREES 59 MINUTES 41 SECONDS WEST, AND AN ARC LENGTH OF 324.97 FEET; THENCE NORTH 87 DEGREES 56 MINUTES 18 SECONDS EAST, A DISTANCE OF 21.93 FEET; THENCE NORTH 02 DEGREES 03 MINUTES 51 SECONDS WEST, A DISTANCE OF 10.00 FEET TO A POINT ON THE SOUTH RIGHT OF WAY LINE OF W 133RD STREET AS NOW ESTABLISHED; THENCE ALONG THE SAID SOUTH RIGHT OF WAY LINE OF W 133RD STREET THE FOLLOWING FIVE COURSES, THENCE NORTH 87 DEGREES 56 MINUTES 18 SECONDS EAST, A DISTANCE OF 1285.27 FEET; THENCE SOUTH 02 DEGREES 07 MINUTES 27 SECONDS EAST, A DISTANCE OF 30.00 FEET; THENCE NORTH 87 DEGREES 56 MINUTES 18 SECONDS EAST, A DISTANCE OF 80.00 FEET; THENCE NORTH 02 DEGREES 07 MINUTES 27 SECONDS WEST, A DISTANCE OF 30.00 FEET; THENCE NORTH 87 DEGREES 56 MINUTES 18 SECONDS EAST, A DISTANCE OF 855.12 FEET; THENCE SOUTH 02 DEGREES 22 MINUTES 35 SECONDS EAST, A DISTANCE OF 54.90 FEET TO A POINT OF CURVATURE; THENCE ALONG A CURVE TO THE LEFT, TANGENT TO THE PREVIOUS COURSE AND HAVING A RADIUS OF 300.00 FEET, A CENTRAL ANGLE OF 29 DEGREES 32 MINUTES 21 SECONDS , A CHORD BEARING OF SOUTH 13 DEGREES 50 MINUTES 14 SECONDS EAST, AND AN ARC LENGTH OF 154.67 FEET; THENCE SOUTH 39 DEGREES 04 MINUTES 13 SECONDS WEST, A DISTANCE OF 168.94 FEET; THENCE SOUTH 87 DEGREES 56 MINUTES 06 SECONDS WEST, A DISTANCE OF 823.72 FEET TO THE POINT OF BEGINNING.

SCHLAGEL
ENGINEERS PLANNERS SURVEYORS LANDSCAPE ARCHITECTS
14920 West 107th Street • Lenexa, Kansas 66215
(913) 492-5158 • Fax: (913) 492-8400
WWW.SCHLAGELASSOCIATES.COM
Kansas State Certificate of Authority
#E-296 #LA-29 #LS-54

PREPARED BY:

SCHLAGEL & ASSOCIATES, P.A.

CAMERON'S COURT
PRELIMINARY PLAT

135TH & STATELINE LEAWOOD, KS

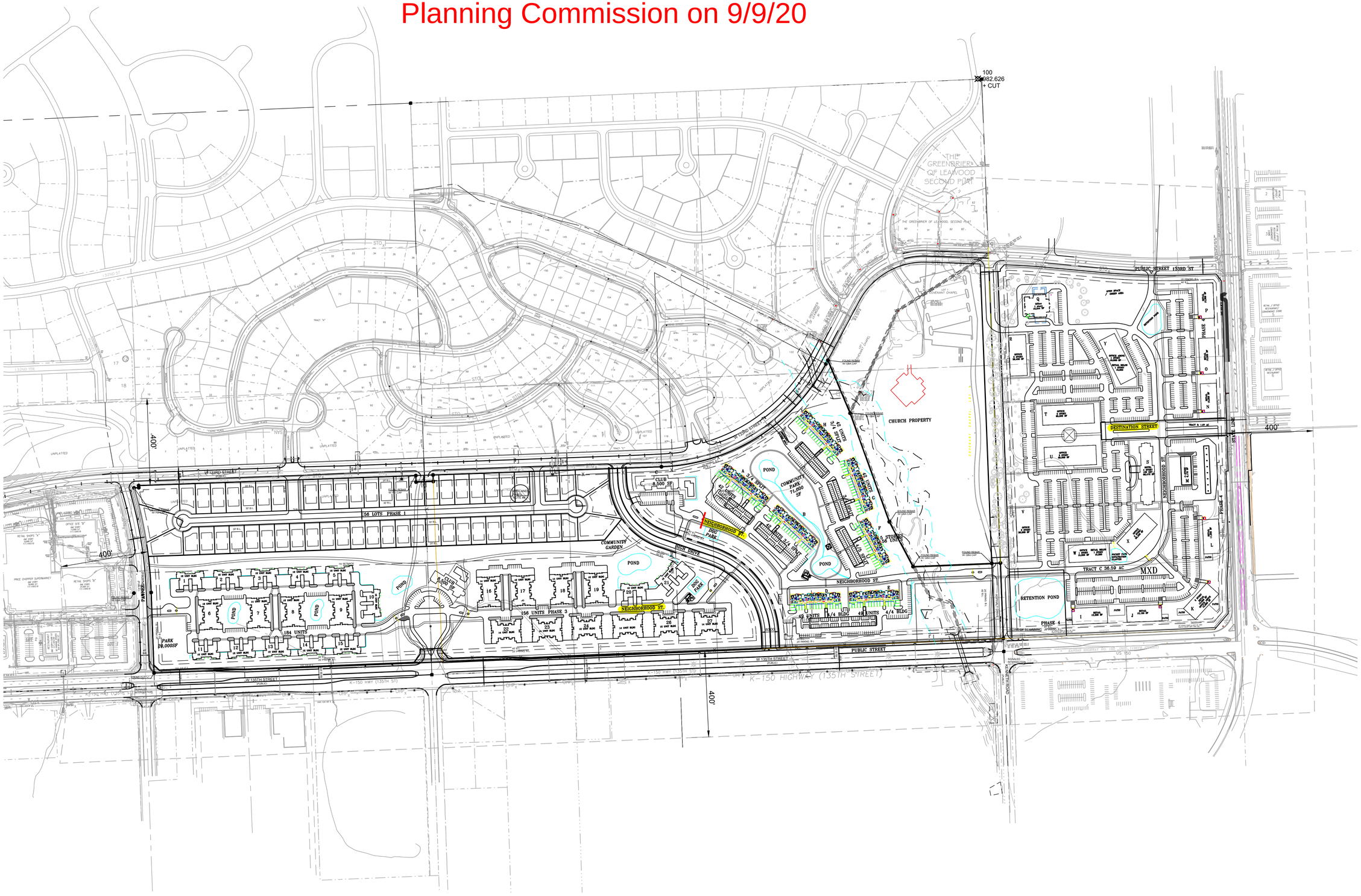
REVISION DATE		DESCRIPTION
DATE		DESCRIPTION 1
1		
2		
3		
4		
5		
6		
7		
8		

DRAWN BY: ####
CHECKED BY: ####
DATE PREPARED:
PROJ. NUMBER: 20-028

SITE INFORMATION

SHEET
C1.0

Plans Submitted and Reviewed by the Planning Commission on 9/9/20



SCHLAGEL
ENGINEERS PLANNERS SURVEYORS LANDSCAPE ARCHITECTS
14920 West 107th Street • Lenexa, Kansas 66215
(913) 492-5158 • Fax: (913) 492-8400
WWW.SCHLAGELASSOCIATES.COM

PREPARED BY:

SCHLAGEL & ASSOCIATES, P.A.

CAMERON'S COURT PRELIMINARY PLAT

135TH & STATELINE LEAWOOD, KS

REVISION DATE	DESCRIPTION
1 DATE	DESCRIPTION 1
2	
3	
4	
5	
6	
7	
8	
9	
10	

DRAWN BY: ####
CHECKED BY: ####
DATE PREPARED:
PROJ. NUMBER: 20-026

OVERALL LAYOUT

SHEET

C1.1

SCHLAGEL

ENGINEERS PLANNERS SURVEYORS LANDSCAPE ARCHITECTS
14920 West 107th Street • Lenexa, Kansas 66215
(913) 492-5158 • Fax: (913) 492-8400
WWW.SCHLAGELASSOCIATES.COM
Kansas State Certificates of Authority
#E-296 #LA-29 #LS-54

PREPARED BY:

SCHLAGEL & ASSOCIATES, P.A.

CAMERON'S COURT PRELIMINARY PLAT

135TH & STATELINE LEAWOOD, KS

REVISION DATE	DESCRIPTION
1 DATE	DESCRIPTION 1
2	
3	
4	
5	
6	
7	
8	
9	

DRAWN BY: ####
CHECKED BY: ####
DATE PREPARED:
PROJ. NUMBER: 20-028

EXISTING CONDITIONS WEST

SHEET
C1.2

SCHLAGEL
ENGINEERS PLANNERS SURVEYORS LANDSCAPE ARCHITECTS
14920 West 107th Street • Lenexa, Kansas 66215
(913) 492-5158 • Fax: (913) 492-8400
WWW.SCHLAGELASSOCIATES.COM

PREPARED BY:

SCHLAGEL & ASSOCIATES, P.A.

CAMERON'S COURT
PRELIMINARY PLAT

135TH & STATELINE LEAWOOD, KS

REVISION DATE	DESCRIPTION
1 DATE	DESCRIPTION 1
2	
3	
4	
5	
6	
7	
8	
9	
10	

DRAWN BY: #### | CHECKED BY: #### | DATE PREPARED: | PROJ. NUMBER: 20-026

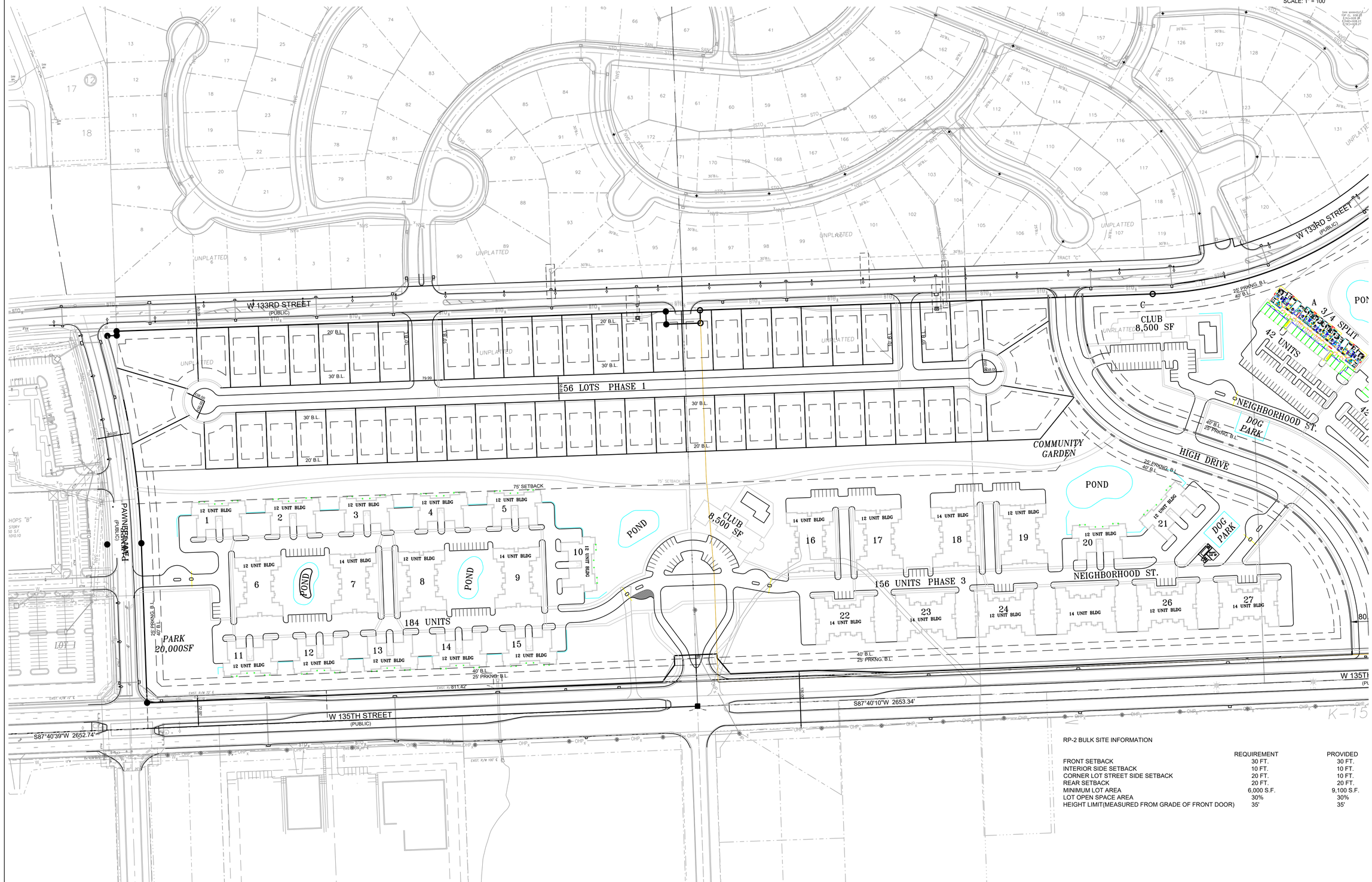
EXISTING CONDITIONS EAST

SHEET

C1.3

GRADING NOTE:
DESIGN OF RETENTION/DETENTION BASINS SHALL ACCOMMODATE WALK OUT SLOPES IN EVENT OF EMERGENCY PER CITY OF LEAWOOD AND APWA DESIGN STANDARDS.
REFER TO ASSOCIATED PRELIMINARY STORMWATER MANAGEMENT REPORT FOR PRELIMINARY STORMWATER ANALYSIS.

SCALE: 1" = 100'



RP-2 BULK SITE INFORMATION

	REQUIREMENT	PROVIDED
FRONT SETBACK	30 FT.	30 FT.
INTERIOR SIDE SETBACK	10 FT.	10 FT.
CORNER LOT STREET SIDE SETBACK	20 FT.	10 FT.
REAR SETBACK	20 FT.	20 FT.
MINIMUM LOT AREA	6,000 S.F.	9,100 S.F.
LOT OPEN SPACE AREA	30%	30%
HEIGHT LIMIT(MEASURED FROM GRADE OF FRONT DOOR)	35'	35'

SCHLAGEL
ENGINEERS PLANNERS SURVEYORS LANDSCAPE ARCHITECTS
14920 West 107th Street • Lenexa, Kansas 66215
(913) 492-5158 • Fax: (913) 492-8400
WWW.SCHLAGELASSOCIATES.COM

PREPARED BY:

SCHLAGEL & ASSOCIATES, P.A.

CAMERON'S COURT
PRELIMINARY PLAT
135TH & STATELINE LEAWOOD, KS

REVISION DATE	DESCRIPTION
1 DATE	DESCRIPTION 1
2	
3	
4	
5	
6	
7	
8	
9	
10	

DRAWN BY: ####
CHECKED BY: ####
DATE PREPARED:
PROJ. NUMBER: 20-026

GENERAL LAYOUT WEST

SHEET
C1.4

GRADING NOTE:
DESIGN OF RETENTION/DETENTION BASINS SHALL ACCOMMODATE WALK OUT SLOPES IN EVENT OF EMERGENCY PER CITY OF LEAWOOD AND APWA DESIGN STANDARDS.
REFER TO ASSOCIATED PRELIMINARY STORMWATER MANAGEMENT REPORT FOR PRELIMINARY STORMWATER ANALYSIS.

SCALE: 1" = 100'

SCHLAGEL
ENGINEERS PLANNERS SURVEYORS LANDSCAPE ARCHITECTS
14920 West 107th Street • Lenexa, Kansas 66215
(913) 492-5158 • Fax: (913) 492-8400
WWW.SCHLAGELASSOCIATES.COM

PREPARED BY:

SCHLAGEL & ASSOCIATES, P.A.

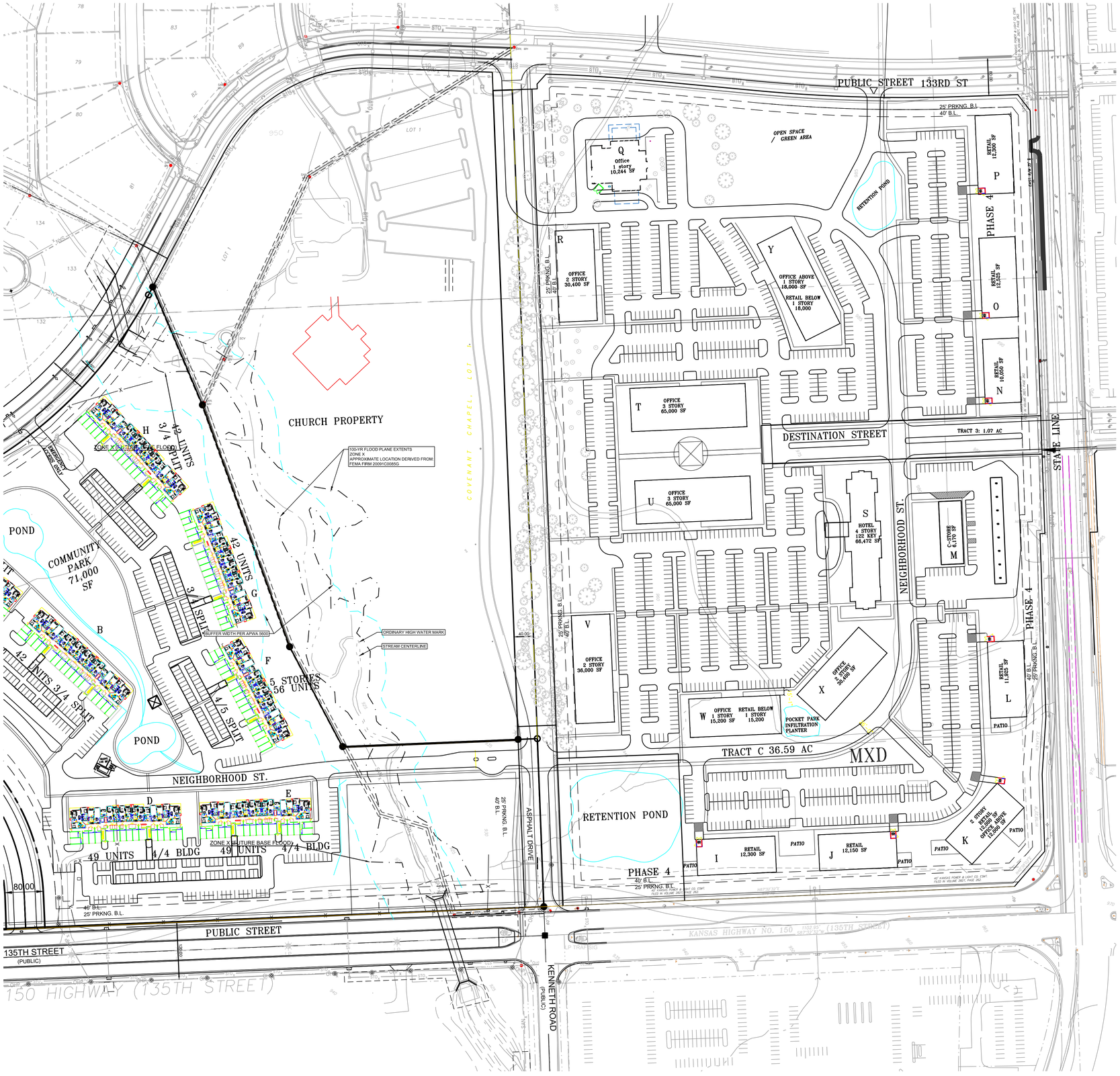
CAMERON'S COURT
PRELIMINARY PLAT
135TH & STATELINE LEAWOOD, KS

REVISION DATE	DESCRIPTION
1 DATE	DESCRIPTION 1
2	
3	
4	
5	
6	
7	
8	

DRAWN BY: ####
CHECKED BY: ####
DATE PREPARED:
PROJ. NUMBER: 20-028

GENERAL LAYOUT CENTRAL

SHEET
C1.5



GRADING NOTE:
DESIGN OF RETENTION/DETENTION BASINS SHALL ACCOMMODATE WALK OUT SLOPES IN EVENT OF EMERGENCY PER CITY OF LEAWOOD AND APWA DESIGN STANDARDS.
REFER TO ASSOCIATED PRELIMINARY STORMWATER MANAGEMENT REPORT FOR PRELIMINARY STORMWATER ANALYSIS.

SCHLAGEL
ENGINEERS PLANNERS SURVEYORS LANDSCAPE ARCHITECTS
14920 West 107th Street • Lenexa, Kansas 66215
(913) 492-5158 • Fax: (913) 492-8400
WWW.SCHLAGELASSOCIATES.COM

PREPARED BY:

SCHLAGEL & ASSOCIATES, P.A.

CAMERON'S COURT PRELIMINARY PLAT

135TH & STATELINE LEAWOOD, KS

REVISION DATE	DESCRIPTION
1. DATE	DESCRIPTION 1
2.	
3.	
4.	
5.	
6.	
7.	
8.	
9.	
10.	

DRAWN BY: #####
CHECKED BY: #####
DATE PREPARED:
PROJ. NUMBER: 20-026

GENERAL LAYOUT EAST

SHEET
C1.6

SD

CAMERON'S COURT | ODDO DEVELOPMENT | 19087.003

klover architects incorporated

10955 LOWELL AVENUE, SUITE 700 • OVERLAND PARK, KS 66210
ph: 913.649.8181 • fx: 913.649.1275 • www.klover.net

N

0' 100' 200' 400'

7/31/2020 RESUBMITTAL

AS103 - PHASE PLAN

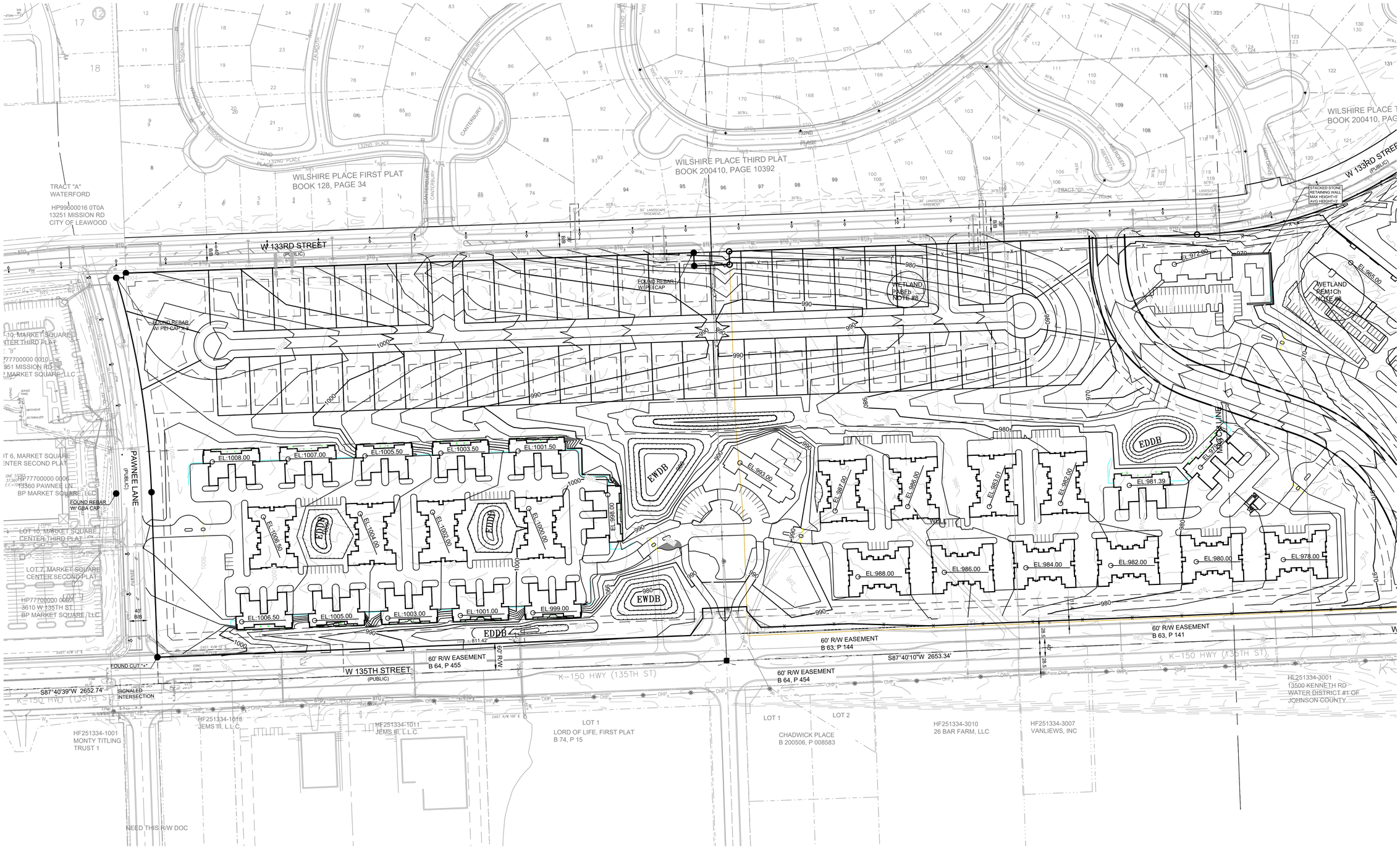
SCALE: 1" = 200'

CAMERON'S COURT | ODDO DEVELOPMENT | 06.09.2020

SCALE: 1" = 100'

0 100' 200'

GRADING NOTE:
DESIGN OF RETENTION/DETENTION BASINS SHALL ACCOMMODATE WALK OUT SLOPES IN EVENT OF EMERGENCY PER CITY OF LEAWOOD AND APWA DESIGN STANDARDS.
REFER TO ASSOCIATED PRELIMINARY STORMWATER MANAGEMENT REPORT FOR PRELIMINARY STORMWATER ANALYSIS.



SCHLAGEL
ENGINEERS PLANNERS SURVEYORS LANDSCAPE ARCHITECTS
14920 West 107th Street • Lenexa, Kansas 66215
(913) 492-5158 • Fax: (913) 492-8400
WWW.SCHLAGELASSOCIATES.COM

PREPARED BY:

SCHLAGEL & ASSOCIATES, P.A.

CAMERON'S COURT
PRELIMINARY GRADING PLAN
135TH & STATELINE LEAWOOD, KS

REVISION DATE		DESCRIPTION
DATE		DESCRIPTION 1
	1	
	2	
	3	
	4	
	5	
	6	
	7	
	8	

DRAWN BY: ####
CHECKED BY: ####
DATE PREPARED:
PROJ. NUMBER: 20-028

PRELIMINARY GRADING PLAN WEST

SHEET

C2.0

GRADING NOTE:
DESIGN OF RETENTION/DETENTION BASINS SHALL ACCOMMODATE WALK OUT SLOPES IN EVENT OF EMERGENCY PER CITY OF LEAWOOD AND APWA DESIGN STANDARDS.
REFER TO ASSOCIATED PRELIMINARY STORMWATER MANAGEMENT REPORT FOR PRELIMINARY STORMWATER ANALYSIS.

SCALE: 1" = 100'

SCHLAGEL
ENGINEERS PLANNERS SURVEYORS LANDSCAPE ARCHITECTS
14920 West 107th Street • Lenexa, Kansas 66215
(913) 492-5158 • Fax: (913) 492-8400
WWW.SCHLAGELASSOCIATES.COM

PREPARED BY:

SCHLAGEL & ASSOCIATES, P.A.

CAMERON'S COURT
PRELIMINARY GRADING PLAN
135TH & STATELINE LEAWOOD, KS

REVISION DATE	DESCRIPTION
DATE	DESCRIPTION 1

DRAWN BY:	####
CHECKED BY:	####
DATE PREPARED:	
PROJ. NUMBER:	20-026

PRELIMINARY
GRADING PLAN
CENTRAL

SHEET

C2.1

SCALE: 1" = 100'

GRADING NOTE:
DESIGN OF RETENTION/DETENTION BASINS SHALL ACCOMMODATE WALK OUT SLOPES IN EVENT OF EMERGENCY PER CITY OF LEAWOOD AND APWA DESIGN STANDARDS.
REFER TO ASSOCIATED PRELIMINARY STORMWATER MANAGEMENT REPORT FOR PRELIMINARY STORMWATER ANALYSIS.

SCHLAGEL
ENGINEERS PLANNERS SURVEYORS LANDSCAPE ARCHITECTS
14920 West 107th Street • Lenexa, Kansas 66215
(913) 492-5158 • Fax: (913) 492-8400
WWW.SCHLAGELASSOCIATES.COM

PREPARED BY:

SCHLAGEL & ASSOCIATES, P.A.

CAMERON'S COURT
PRELIMINARY GRADING PLAN

135TH & STATELINE LEAWOOD, KS

REVISION DATE	DESCRIPTION
1 DATE	DESCRIPTION 1
2	
3	
4	
5	
6	
7	
8	
9	
10	

DRAWN BY: ####
CHECKED BY: ####
DATE PREPARED:
PROJ. NUMBER: 20-026

PRELIMINARY GRADING PLAN EAST

SHEET

C2.2

0 200' 400'

SCALE: 1" = 200'

SCHLAGEL

ENGINEERS PLANNERS SURVEYORS LANDSCAPE ARCHITECTS

14920 West 107th Street • Lenexa, Kansas 66215

(913) 492-5158 • Fax: (913) 492-8400

WWW.SCHLAGELASSOCIATES.COM

PREPARED BY:

SCHLAGEL & ASSOCIATES, P.A.

CAMERON'S COURT
PRELIMINARY GRADING PLAN

135TH & STATELINE LEAWOOD, KS

REVISION DATE		DESCRIPTION
1	DATE	DESCRIPTION 1
2		
3		
4		
5		
6		
7		
8		
9		

DRAWN BY: ####

CHECKED BY: ####

DATE PREPARED:

PROJ. NUMBER: 20-026

AERIAL SITE PLAN

SHEET

C2.3

APARTMENT AREA

TOTAL TREES REMOVED WEST SIDE	2,697 CAL. IN.
TOTAL TREES REMOVED EAST SIDE	583 CAL. IN.
TOTAL TREES REMOVED WEST AND EAST COMBINED	3,280 CAL. IN.

TREE REPLACEMENT REQUIRED PER LEAWOOD DEVELOPMENT ORDINANCE 16-4-7.3.E
All trees larger than 12 inch caliper to be removed from the site shall be replaced on a 1:1 caliper inch ratio. Exception: When the amount of qualifying caliper inches to be replaced is greater than 132" per acre of the development, and an arborist employed by the City determines that sufficient space on-site is not available for the replanting of the required number of trees, then, the Governing Body may approve replacement of trees larger than 12 inch caliper by replacing 50% of those qualifying caliper inches.

SITE AREA	75.27 ACRES
REPLACEMENT INCHES REQUIRED BASED ON ACREAGE	43.58 CAL. IN./ACRE
MINIMUM TREE SIZE PER LEAWOOD DEVELOPMENT ORDINANCE SECTION	2-1/2"
QUANTITY OF TREES REQUIRED USING MINIMUM TREE SIZE	1,312 TREES

COMMERCIAL OFFICE AREA

TOTAL CAL. IN. EXISTING TREES	4,806 CAL.
CAL. IN. EXISTING TREES TO BE SAVED	1,080 CAL. IN.
CAL. IN. EXISTING TREES TO BE REMOVED	3,726 CAL. IN.

TREE REPLACEMENT REQUIRED PER LEAWOOD DEVELOPMENT ORDINANCE 16-4-7.3.E
All trees larger than 12 inch caliper to be removed from the site shall be replaced on a 1:1 caliper inch ratio. Exception: When the amount of qualifying caliper inches to be replaced is greater than 132" per acre of the development, and an arborist employed by the City determines that sufficient space on-site is not available for the replanting of the required number of trees, then, the Governing Body may approve replacement of trees larger than 12 inch caliper by replacing 50% of those qualifying caliper inches.

SITE AREA	40.21 ACRES
REPLACEMENT INCHES REQUIRED BASED ON ACREAGE	92.66 CAL. IN./ACRE
MINIMUM TREE SIZE PER LEAWOOD DEVELOPMENT ORDINANCE SECTION	2-1/2"
QUANTITY OF TREES REQUIRED USING MINIMUM TREE SIZE	1,490 TREES

ENTIRE SITE

TOTAL CAL. IN. EXISTING TREES	8,086 CAL. IN.
CAL. IN. EXISTING TREES TO BE SAVED	1,080 CAL. IN.
CAL. IN. EXISTING TREES TO BE REMOVED	7,006 CAL. IN.

TREE REPLACEMENT REQUIRED PER LEAWOOD DEVELOPMENT ORDINANCE 16-4-7.3.E
All trees larger than 12 inch caliper to be removed from the site shall be replaced on a 1:1 caliper inch ratio. Exception: When the amount of qualifying caliper inches to be replaced is greater than 132" per acre of the development, and an arborist employed by the City determines that sufficient space on-site is not available for the replanting of the required number of trees, then, the Governing Body may approve replacement of trees larger than 12 inch caliper by replacing 50% of those qualifying caliper inches.

SITE AREA	115.48 ACRES
REPLACEMENT INCHES REQUIRED BASED ON ACREAGE	60.66 CAL. IN./ACRE
MINIMUM TREE SIZE PER LEAWOOD DEVELOPMENT ORDINANCE SECTION	2-1/2"
QUANTITY OF TREES REQUIRED USING MINIMUM TREE SIZE	2,802 TREES

INDICATES TREES TO REMAIN

INDICATES TREES TO BE REMOVED

SEE LANDSCAPE PLANS FOR TREE REPLACEMENT INFORMATION

PER CITY STAFF SINGLE FAMILY AND RIGHT OF WAY AREA NOT SUBJECT TO TREE REPLACEMENT.

0 200' 400'
SCALE: 1" = 200'

SCHLAGEL
ENGINEERS PLANNERS SURVEYORS LANDSCAPE ARCHITECTS
14920 West 107th Street • Lenexa, Kansas 66215
(913) 492-5158 • Fax: (913) 492-8400
WWW.SCHLAGELASSOCIATES.COM

PREPARED BY:

SCHLAGEL & ASSOCIATES, P.A.

CAMERON'S COURT
PRELIMINARY PLAT

135TH & STATELINE LEAWOOD, KS

REVISION DATE	DESCRIPTION
DATE	DESCRIPTION 1

DRAWN BY:	####
CHECKED BY:	####
DATE PREPARED:	
PROJ. NUMBER:	20-028

OVERALL TREE SURVEY

SHEET

TS-1

UNKNOWN	12
UNKNOWN	15
UNKNOWN	16
UNKNOWN	20
UNKNOWN	20
UNKNOWN	50
TOTAL	130

HEDGE	15
UNKNOWN	12
HEDGE	12
UNKNOWN	20
ELM	12
HEDGE	12
UNKNOWN	18
UNKNOWN	14
UNKNOWN	12
UNKNOWN	20
UNKNOWN	20
UNKNOWN	16
UNKNOWN	18
UNKNOWN	20
UNKNOWN	15
UNKNOWN	14
UNKNOWN	40
UNKNOWN	18
UNKNOWN	20
UNKNOWN	30
UNKNOWN	15
UNKNOWN	15
UNKNOWN	35
UNKNOWN	18
UNKNOWN	35
UNKNOWN	14
UNKNOWN	30
UNKNOWN	12
UNKNOWN	35
UNKNOWN	45
UNKNOWN	35
UNKNOWN	40
UNKNOWN	40
TOTAL	727

HEDGE	20
HEDGE	18
ELM	15
HEDGE	30
HEDGE	30
HEDGE	30
OAK	25
HEDGE	20
HEDGE	25
HEDGE	20
HEDGE	20
HEDGE	20
HEDGE	20
ELM	12
HEDGE	30
HEDGE	30
HEDGE	40
HEDGE	30
OAK	15
OAK	15
OAK	15
OAK	15
OAK	15
OAK	15
OAK	20
HEDGE	20
ELM	20
TOTAL	600

UNKNOWN	18
UNKNOWN	18
UNKNOWN	18
UNKNOWN	18
TOTAL	72

HEDGE	30
HEDGE	30
HEDGE	30
ELM	20
EVERGREEN	20
HEDGE	40
EVERGREEN	12
HEDGE	30
HEDGE	30
HEDGE	20
HEDGE	20
HEDGE	20
UNKNOWN	18
UNKNOWN	40
EVERGREEN	15
ELM	18
ELM	60
OAK	40
OAK	50
OAK	50
ELM	30
ELM	80
UNKNOWN	30
UNKNOWN	50
OAK	80
EVERGREEN	30
OAK	35
UNKNOWN	25
UNKNOWN	20
ELM	40
ELM	40
ELM	40
TOTAL	1093

HEDGE	20
HEDGE	20
UNKNOWN	20
ELM	15
TOTAL	75

TOTAL TREES REMOVED WEST SIDE	2,697 CAL. IN.
TOTAL TREES REMOVED EAST SIDE	583 CAL. IN.
TOTAL TREES REMOVED WEST AND EAST COMBINED	3,280 CAL. IN.

TREE REPLACEMENT REQUIRED PER LEAWOOD DEVELOPMENT ORDINANCE 16-4-7.3.E
All trees larger than 12 inch caliper to be removed from the site shall be replaced on a 1:1 caliper inch ratio. Exception: When the amount of qualifying caliper inches to be replaced is greater than 132" per acre of the development, and an arborist employed by the City determines that sufficient space on-site is not available for the replanting of the required number of trees, then, the Governing Body may approve replacement of trees larger than 12 inch caliper by replacing 50% of those qualifying caliper inches.

SITE AREA	75.27 ACRES
REPLACEMENT INCHES REQUIRED BASED ON ACREAGE	43.58 CAL. IN./ACRE
MINIMUM TREE SIZE PER LEAWOOD DEVELOPMENT ORDINANCE SECTION	2-1/2"
QUANTITY OF TREES REQUIRED USING MINIMUM TREE SIZE	1,312 TREES

INDICATES TREES TO REMAIN

INDICATES TREES TO BE REMOVED

0 100' 200'

SCALE: 1" = 100'

SCHLAGEL
ENGINEERS PLANNERS SURVEYORS LANDSCAPE ARCHITECTS
14920 West 107th Street • Lenexa, Kansas 66215
(913) 492-5158 • Fax: (913) 492-8400
WWW.SCHLAGELASSOCIATES.COM

PREPARED BY:

SCHLAGEL & ASSOCIATES, P.A.

CAMERON'S COURT
PRELIMINARY PLAT

135TH & STATELINE LEAWOOD, KS

REVISION DATE	DESCRIPTION
1 DATE	DESCRIPTION 1
2	
3	
4	
5	
6	
7	
8	
9	

DRAWN BY: ####	CHECKED BY: ####
DATE PREPARED:	PROJ. NUMBER: 20-028

WEST PARCEL
TREE SURVEY

SHEET

TS-2

HEDGE	20	UNKNOWN	10	HEDGE	20
HEDGE	20	UNKNOWN	10	HEDGE	20
UNKNOWN	20	UNKNOWN	10	HEDGE	20
ELM	15	UNKNOWN	10	HEDGE	20
		UNKNOWN	10	UNKNOWN	15
GROUP TOTAL	75	UNKNOWN	10	UNKNOWN	14
		UNKNOWN	10	UNKNOWN	14
		UNKNOWN	10	UNKNOWN	16
		UNKNOWN	10	UNKNOWN	16
				UNKNOWN	12
		GROUP TOTAL	90	UNKNOWN	15
				UNKNOWN	15
				UNKNOWN	15
				UNKNOWN	15
				UNKNOWN	15
				UNKNOWN	15
				UNKNOWN	15
				UNKNOWN	15
				UNKNOWN	15
				UNKNOWN	15
				UNKNOWN	15
				UNKNOWN	20
				UNKNOWN	12
				UNKNOWN	12
				UNKNOWN	12
				WILLOW	15
				WILLOW	15
				GROUP TOTAL	418

HEDGE	20
HEDGE	20
UNKNOWN	20
ELM	15

HEDGE	20
HEDGE	20
HEDGE	20
HEDGE	20
HEDGE	20
UNKNOWN	15
UNKNOWN	14
UNKNOWN	14
UNKNOWN	16
UNKNOWN	16
UNKNOWN	13
UNKNOWN	15
UNKNOWN	15
UNKNOWN	15
UNKNOWN	15
UNKNOWN	15
UNKNOWN	15
UNKNOWN	15
UNKNOWN	15
UNKNOWN	15
UNKNOWN	15
UNKNOWN	15
UNKNOWN	20
UNKNOWN	12
UNKNOWN	12
UNKNOWN	12
WILLOW	15
WILLOW	15

INDICATES TREES TO REMAIN

INDICATES TREES TO BE REMOVED

0 100' 200'

SCALE: 1" = 100'

SCHLAGEL
ENGINEERS PLANNERS SURVEYORS LANDSCAPE ARCHITECTS
14920 West 107th Street • Lenexa, Kansas 66215
(913) 492-5158 • Fax: (913) 492-8400
WWW.SCHLAGELASSOCIATES.COM

PREPARED BY:

SCHLAGEL & ASSOCIATES, P.A.

CAMERON'S COURT
PRELIMINARY PLAT

135TH & STATELINE LEAWOOD, KS

REVISION DATE	DESCRIPTION
DATE	DESCRIPTION 1

DRAWN BY:	####
CHECKED BY:	####
DATE PREPARED:	
PROJ. NUMBER:	20-028

CENTER PARCEL
TREE SURVEY

SHEET

TS-3

TOTAL CAL. IN. EXISTING TREES	4,806 CAL.
CAL. IN. EXISTING TREES TO BE SAVED	1,080 CAL. IN.
CAL. IN. EXISTING TREES TO BE REMOVED	3,726 CAL. IN.

TREE REPLACEMENT REQUIRED PER LEAWOOD DEVELOPMENT ORDINANCE 16-4-7.3.E
All trees larger than 12 inch caliper to be removed from the site shall be replaced on a 1:1 caliper inch ratio. Exception: When the amount of qualifying caliper inches to be replaced is greater than 132" per acre of the development, and an arborist employed by the City determines that sufficient space on-site is not available for the replanting of the required number of trees, then, the Governing Body may approve replacement of trees larger than 12 inch caliper by replacing 50% of those qualifying caliper inches.

SITE AREA	40.21 ACRES
REPLACEMENT INCHES REQUIRED BASED ON ACREAGE	92.66 CAL. IN./ACRE
MINIMUM TREE SIZE PER LEAWOOD DEVELOPMENT ORDINANCE SECTION	2-1/2"
QUANTITY OF TREES REQUIRED USING MINIMUM TREE SIZE	1,490 TREES

INDICATES TREES TO REMAIN

INDICATES TREES TO BE REMOVED

0 100' 200'

SCALE: 1" = 100'

SCHLAGEL
ENGINEERS PLANNERS SURVEYORS LANDSCAPE ARCHITECTS
14920 West 107th Street • Lenexa, Kansas 66215
(913) 492-5158 • Fax: (913) 492-8400
WWW.SCHLAGELASSOCIATES.COM

PREPARED BY:

SCHLAGEL & ASSOCIATES, P.A.

CAMERON'S COURT PRELIMINARY PLAT

135TH & STATELINE LEAWOOD, KS

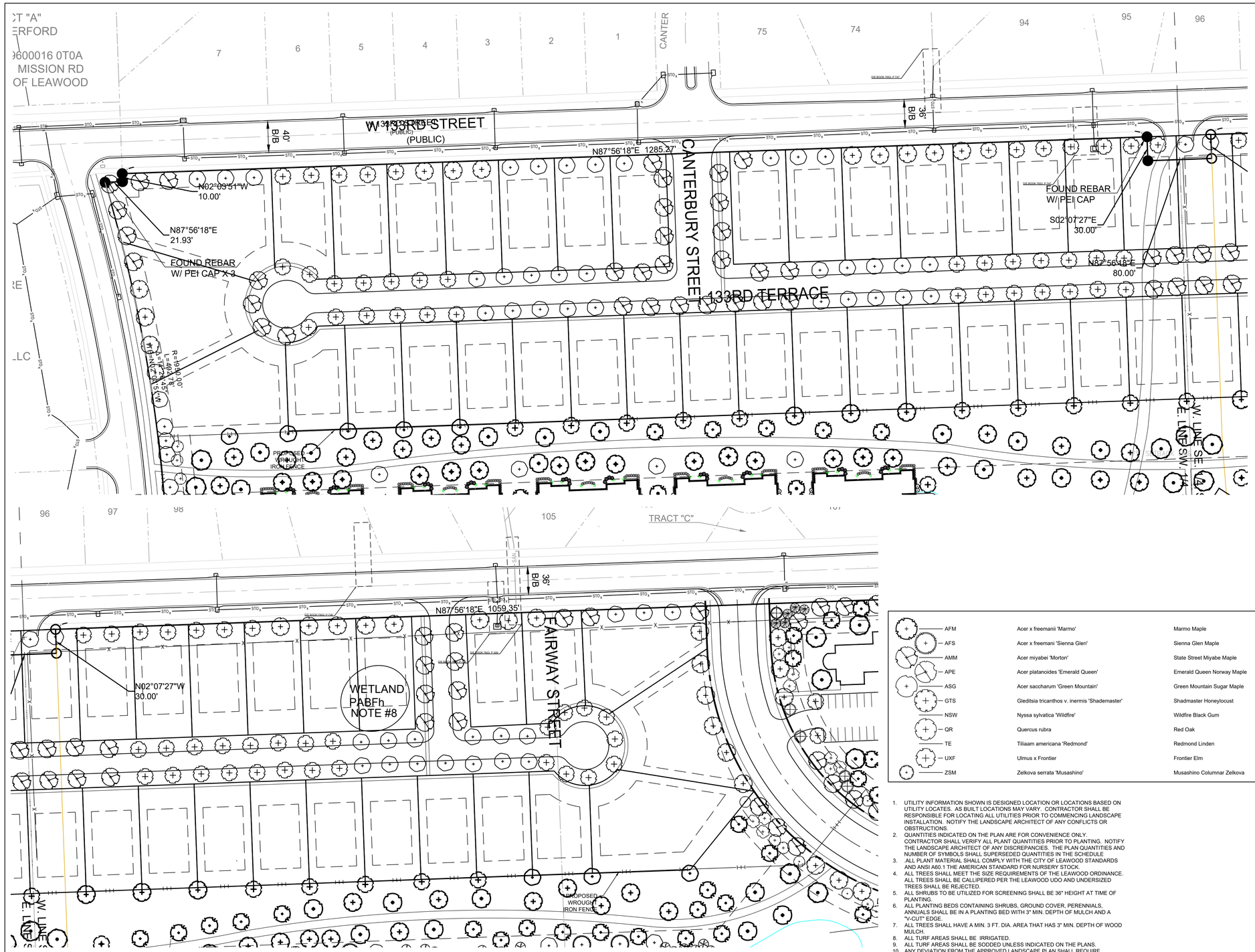
REVISION DATE		DESCRIPTION
1	DATE	DESCRIPTION 1
2		
3		
4		
5		
6		
7		
8		

DRAWN BY:	#####
CHECKED BY:	#####
DATE PREPARED:	
PROJ. NUMBER:	20-026

EAST PARCEL TREE SURVEY

SHEET

TS-4



LANDSCAPE DATA:

LANDSCAPE REQUIREMENTS BASED UPON THE LEAWOOD DEVELOPMENT ORDINANCE, ARTICLE 4. SUPPLEMENTAL PROVISIONS, 16-4-7 LANDSCAPE AND SCREENING REQUIREMENTS

16-4-7.2 LANDSCAPING REQUIREMENTS SINGLE FAMILY

B)PERIMETER LANDSCAPING ADJACENT TO PUBLIC R.O.W.

133RD STREET (COLLECTOR CLASSIFICATION)

FRONTAGE =2,205 FEET BETWEEN HIGH DRIVE AND KENNETH ROAD

REQUIREMENT
1 SHADE TREE PER 35 FEET

LANDSCAPE REQUIRED

2,205/35 = 63 SHADE TREES

LANDSCAPE PROVIDED
63 SHADE TREES

PAWNEE LANE (COLLECTOR CLASSIFICATION)

FRONTAGE = 336 FEET

REQUIREMENT
1 SHADE TREE PER 35 FEET

LANDSCAPE REQUIRED
336/35 = 10 SHADE TREES

LANDSCAPE PROVIDED
10 SHADE TREES

HIGH DRIVE (COLLECTOR CLASSIFICATION)

FRONTAGE = 238 FEET

REQUIREMENT
1 SHADE TREE PER 35 FEET

LANDSCAPE REQUIRED
238/35 = 7 SHADE TREES

LANDSCAPE PROVIDED
7 SHADE TREES

CANTERBURY STREET (RESIDENTIAL CLASSIFICATION)

FRONTAGE = 151 FEET

REQUIREMENT
1 SHADE TREE PER 35 FEET

LANDSCAPE REQUIRED
151/35 = 4 SHADE TREES

LANDSCAPE PROVIDED
4 SHADE TREES

FAIRWAY STREET (RESIDENTIAL CLASSIFICATION)

FRONTAGE = 151 FEET

REQUIREMENT
1 SHADE TREE PER 35 FEET

LANDSCAPE REQUIRED
151/35 = 4 SHADE TREES

LANDSCAPE PROVIDED
4 SHADE TREES

133RD TERRACE (RESIDENTIAL CLASSIFICATION)

FRONTAGE = 4,125 FEET

REQUIREMENT
1 SHADE TREE PER 35 FEET

LANDSCAPE REQUIRED
4,061/35 = 116 SHADE TREES

LANDSCAPE PROVIDED
116 SHADE TREES

AFM	Acer x freemanii 'Marmo'	Marmo Maple	2.5" Cal.	B&B
AFS	Acer x freemani 'Sienna Glen'	Sienna Glen Maple	2.5" Cal.	B&B
AMM	Acer miyabei 'Morton'	State Street Miyabe Maple	2.5" Cal.	B&B
APE	Acer platanoides 'Emerald Queen'	Emerald Queen Norway Maple	2.5" Cal.	B&B
ASG	Acer saccharum 'Green Mountain'	Green Mountain Sugar Maple	2.5" Cal.	B&B
GTS	Gleditsia tricanthos v. inermis 'Shademaster'	Shadmaster Honeylocust	2.5" Cal.	B&B
NSW	Nyssa sylvatica 'Wildfire'	Wildfire Black Gum	2.5" Cal.	B&B
QR	Quercus rubra	Red Oak	2.5" Cal.	B&B
TE	Tiliaam americana 'Redmond'	Redmond Linden	2.5" Cal.	B&B
UXF	Ulmus x Frontier	Frontier Elm	2.5" Cal.	B&B
ZSM	Zelkova serrata 'Musashino'	Musashino Columnar Zelkova	2.5" Cal.	B&B

1. UTILITY INFORMATION SHOWN IS DESIGNED LOCATION OR LOCATIONS BASED ON UTILITY LOCATES. AS BUILT LOCATIONS MAY VARY. CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ALL UTILITIES PRIOR TO COMMENCING LANDSCAPE INSTALLATION. NOTIFY THE LANDSCAPE ARCHITECT OF ANY CONFLICTS OR OBSTRUCTIONS.
2. QUANTITIES INDICATED ON THE PLAN ARE FOR CONVENIENCE ONLY. CONTRACTOR SHALL VERIFY ALL PLANT QUANTITIES PRIOR TO PLANTING. NOTIFY THE LANDSCAPE ARCHITECT OF ANY DISCREPANCIES. THE PLAN QUANTITIES AND NUMBER OF SYMBOLS SHALL SUPERSEDED QUANTITIES IN THE SCHEDULE
3. ALL PLANT MATERIAL SHALL COMPLY WITH THE CITY OF LEAWOOD STANDARDS AND ANSI A60.1 THE AMERICAN STANDARD FOR NURSERY STOCK.
4. ALL TREES SHALL MEET THE SIZE REQUIREMENTS OF THE LEAWOOD ORDINANCE. ALL TREES SHALL BE CALLIPERED PER THE LEAWOOD UDO AND UNDERSIZED TREES SHALL BE REJECTED.
5. ALL SHRUBS TO BE UTILIZED FOR SCREENING SHALL BE 36" HEIGHT AT TIME OF PLANTING.
6. ALL PLANTING BEDS CONTAINING SHRUBS, GROUND COVER, PERENNIALS, ANNUALS SHALL BE IN A PLANTING BED WITH 3" MIN. DEPTH OF MULCH AND A "V-CUT" EDGE.
7. ALL TREES SHALL HAVE A MIN. 3 FT. DIA. AREA THAT HAS 3" MIN. DEPTH OF WOOD MULCH.
8. ALL TURF AREAS SHALL BE IRRIGATED.
9. ALL TURF AREAS SHALL BE SODDED UNLESS INDICATED ON THE PLANS.
10. ANY DEVIATION FROM THE APPROVED LANDSCAPE PLAN SHALL REQUIRE WRITTEN APPROVAL OF THE LANDSCAPE ARCHITECT AND THE CITY OF LEAWOOD, PRIOR TO INSTALLATION.
11. THE LANDSCAPE ARCHITECT AND OWNER SHALL APPROVE GRADES AND CONDITION OF SITE PRIOR TO SODDING OPERATIONS.
12. INSTALLATION AND MAINTENANCE OF LANDSCAPING SHALL COMPLY WITH THE CITY OF LEAWOOD STANDARDS
13. ALL ABOVE GROUND UTILITIES SHALL BE SCREENED.
14. ALL PLANT MATERIAL SHALL BE INSTALLED TO ALLOW A MINIMUM CLEARANCE BETWEEN PLANT AND ADJACENT PAVEMENT OF 1 FT. FOR PERENNIALS AND GROUNDCOVER AND 1.5 FT. FOR SHRUBS. A 2 FT. CLEARANCE FOR CAR OVERHANG IS REQUIRED AT ALL PARKING ISLANDS AND PERIMETERS.
15. AFTER COMPLETE INSTALLATION OF ALL PLANT MATERIAL AND SODE THE CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT THAT THE WORK IS COMPLETE AND READY FOR REVIEW. THE LANDSCAPE ARCHITECT SHALL REVIEW THE LANDSCAPE INSTALLATION TO DETERMINE COMPLIANCE WITH THE APPROVED PLANS. WHEN THE LANDSCAPE INSTALLATION MEETS THE REQUIREMENTS OF THE APPROVED PLAN, THE LANDSCAPE ARCHITECT SHALL PROVIDE A SIGNED AND SEALED LETTER TO THE CITY STATING THAT ALL LANDSCAPE PLANTINGS HAVE BEEN INSTALLED PER THE APPROVED PLAN.

0 60' 120'
SCALE: 1" = 60'

SCHLAGEL
ENGINEERS PLANNERS SURVEYORS LANDSCAPE ARCHITECTS
14920 West 107th Street • Lenexa, Kansas 66215
(913) 492-5158 • Fax: (913) 492-8400
WWW.SCHLAGELASSOCIATES.COM

PREPARED BY:

SCHLAGEL & ASSOCIATES, P.A.

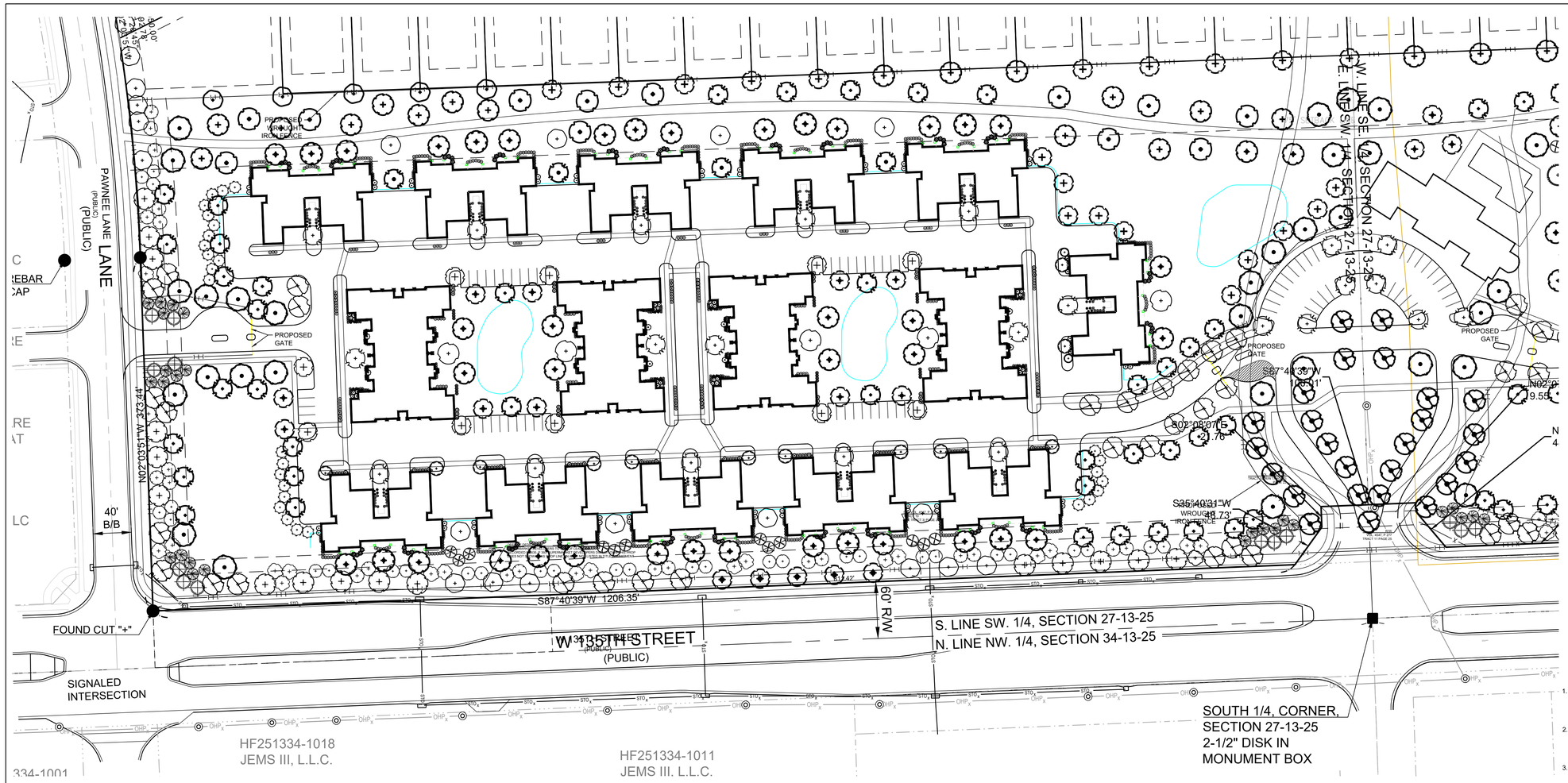
CAMERON'S COURT
PRELIMINARY PLAT
135TH & STATELINE LEAWOOD, KS

REVISION DATE		
	DATE	DESCRIPTION
1		DESCRIPTION 1
2		
3		
4		
5		
6		
7		
8		

DRAWN BY: ####
CHECKED BY: ####
DATE PREPARED:
PROJ. NUMBER: 20-028

SINGLE FAMILY PRELIM. LANDSCAPE PLAN

SHEET
L1.0



LANDSCAPE DATA:

LANDSCAPE REQUIREMENTS BASED UPON THE LEAWOOD DEVELOPMENT ORDINANCE, ARTICLE 4, SUPPLEMENTAL PROVISIONS, 16-4-7 LANDSCAPE AND SCREENING REQUIREMENTS

16-4-7.3 LANDSCAPING REQUIREMENTS OTHER DISTRICTS

B)PERIMETER LANDSCAPING ADJACENT TO PUBLIC R.O.W.

135TH STREET (ARTERIAL CLASSIFICATION)

FRONTAGE =1,231 FEET BETWEEN PAWNEE LN AND CHADWICK ST.

REQUIREMENT
1 SHADE TREE PER 40 FEET; 1 ORNAMENTAL PER 20 FEET; 1 SHRUB PER 5 FEET
A SHADE TREE MAY BE SUBSTITUTED FOR 2 ORNAMENTAL TREES

LANDSCAPE REQUIRED BETWEEN PAWNEE LN AND CHADWICK ST.

1,231/40 = 31 SHADE TREES
1,231/20 = 62 ORNAMENTAL TREES
1,231/5 = 246 SHRUBS

LANDSCAPE PROVIDED
31 SHADE TREES
62 ORNAMENTAL TREES
246 SHRUBS NOT SHOWN

PAWNEE LANE (COLLECTOR CLASSIFICATION)

FRONTAGE = 467 FEET (EXCLUDES DRIVE ENTRANCE)

REQUIREMENT
1 SHADE TREE PER 40 FEET; 1 ORNAMENTAL PER 20 FEET; 1 SHRUB PER 5 FEET
A SHADE TREE MAY BE SUBSTITUTED FOR 2 ORNAMENTAL TREES

LANDSCAPE REQUIRED
467/40 = 12 SHADE TREES
467/20 = 23 ORNAMENTAL TREES
467/5 = 93 SHRUBS

LANDSCAPE PROVIDED
12 SHADE TREES
23 ORNAMENTAL TREES
93 SHRUBS NOT SHOWN

C)PERIMETER LANDSCAPING NOT ADJACENT TO ROW

NORTH PROPERTY LINE

REQUIREMENT
LDO DOES NOT REQUIRE SCREENING SINCE BOTH USES ARE RESIDENTIAL

LANDSCAPE PROVIDED
SHADE AND EVERGREEN TREES PROVIDED AND COUNTED TOWARD INTERIOR LANDSCAPE PLANTINGS

D)INTERIOR LANDSCAPING: THE INTERIOR PORTIONS OF THE SITE TO BE LANDSCAPE THAT ARE NOT PART OF ANY SETBACK OR BUFFER AREAS

NET SITE AREA 672,763 S.F.

OPEN SPACE REQUIRED 67,276 S.F. 10%
OPEN SPACE PROVIDED 352,040 S.F. 52%

REQUIREMENT
(1) 2 1/2" CALIPER TREE PER EVERY 10 PARKING SPACES
59 OPEN PARKING SPACES/10 = 6 TREES

LANDSCAPE PROVIDED
6 TREES

REQUIREMENT
1 ADDITIONAL TREE FOR EVERY 3,000 S.F. OF LANDSCAPE OPEN AREA
67,276 S.F. OPEN SPACE/3,000 = 23 TREES

LANDSCAPE PROVIDED
23 TREES

1. UTILITY INFORMATION SHOWN IS DESIGNED LOCATION OR LOCATIONS BASED ON UTILITY LOCATES. AS BUILT LOCATIONS MAY VARY. CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ALL UTILITIES PRIOR TO COMMENCING LANDSCAPE INSTALLATION. NOTIFY THE LANDSCAPE ARCHITECT OF ANY CONFLICTS OR OBSTRUCTIONS.
2. QUANTITIES INDICATED ON THE PLAN ARE FOR CONVENIENCE ONLY. CONTRACTOR SHALL VERIFY ALL PLANT QUANTITIES PRIOR TO PLANTING. NOTIFY THE LANDSCAPE ARCHITECT OF ANY DISCREPANCIES. THE PLAN QUANTITIES AND NUMBER OF SYMBOLS SHALL SUPERSEDED QUANTITIES IN THE SCHEDULE
3. ALL PLANT MATERIAL SHALL COMPLY WITH THE CITY OF LEAWOOD STANDARDS AND ANSI A60.1 THE AMERICAN STANDARD FOR NURSERY STOCK.
4. ALL TREES SHALL MEET THE SIZE REQUIREMENTS OF THE LEAWOOD ORDINANCE. ALL TREES SHALL BE CALLIPERED PER THE LEAWOOD UDO AND UNDERSIZED TREES SHALL BE REJECTED.
5. ALL SHRUBS TO BE UTILIZED FOR SCREENING SHALL BE 36" HEIGHT AT TIME OF PLANTING.
6. ALL PLANTING BEDS CONTAINING SHRUBS, GROUND COVER, PERENNIALS, ANNUALS SHALL BE IN A PLANTING BED WITH 3" MIN. DEPTH OF MULCH AND A "V-CUT" EDGE.
7. ALL TREES SHALL HAVE A MIN. 3 FT. DIA. AREA THAT HAS 3" MIN. DEPTH OF WOOD MULCH.
8. ALL TURF AREAS SHALL BE IRRIGATED.
9. ALL TURF AREAS SHALL BE SODDED UNLESS INDICATED ON THE PLANS.
10. ANY DEVIATION FROM THE APPROVED LANDSCAPE PLAN SHALL REQUIRE WRITTEN APPROVAL OF THE LANDSCAPE ARCHITECT AND THE CITY OF LEAWOOD, PRIOR TO INSTALLATION.
11. THE LANDSCAPE ARCHITECT AND OWNER SHALL APPROVE GRADES AND CONDITION OF SITE PRIOR TO SODDING OPERATIONS.
12. INSTALLATION AND MAINTENANCE OF LANDSCAPING SHALL COMPLY WITH THE CITY OF LEAWOOD STANDARDS
13. ALL ABOVE GROUND UTILITIES SHALL BE SCREENED.
14. ALL PLANT MATERIAL SHALL BE INSTALLED TO ALLOW A MINIMUM CLEARANCE BETWEEN PLANT AND ADJACENT PAVEMENT OF 1 FT. FOR PERENNIALS AND GROUNDCOVER AND 1.5 FT. FOR SHRUBS. A 2 FT. CLEARANCE FOR CAR OVERHANG IS REQUIRED AT ALL PARKING ISLANDS AND PERIMETERS.
15. AFTER COMPLETE INSTALLATION OF ALL PLANT MATERIAL AND SODE THE CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT THAT THE WORK IS COMPLETE AND READY FOR REVIEW. THE LANDSCAPE ARCHITECT SHALL REVIEW THE LANDSCAPE INSTALLATION TO DETERMINE COMPLIANCE WITH THE APPROVED PLANS. WHEN THE LANDSCAPE INSTALLATION MEETS THE REQUIREMENTS OF THE APPROVED PLAN, THE LANDSCAPE ARCHITECT SHALL PROVIDE A SIGNED AND SEALED LETTER TO THE CITY STATING THAT ALL LANDSCAPE PLANTINGS HAVE BEEN INSTALLED PER THE APPROVED PLAN.

AFM	Acer x freemanii 'Marmo'	Marmo Maple	2.5" Cal.	B&B
AFS	Acer x freemani 'Sienna Glen'	Sienna Glen Maple	2.5" Cal.	B&B
AMM	Acer miyabei 'Morton'	State Street Miyabe Maple	2.5" Cal.	B&B
APE	Acer platanoides 'Emerald Queen'	Emerald Queen Norway Maple	2.5" Cal.	B&B
ASG	Acer saccharum 'Green Mountain'	Green Mountain Sugar Maple	2.5" Cal.	B&B
GTS	Gleditsia tricanthos v. inermis 'Shademaster'	Shadmaster Honeylocust	2.5" Cal.	B&B
NSW	Nyssa sylvatica 'Wildfire'	Wildfire Black Gum	2.5" Cal.	B&B
QR	Quercus rubra	Red Oak	2.5" Cal.	B&B
TE	Tiliaam americana 'Redmond'	Redmond Linden	2.5" Cal.	B&B
UXF	Ulmus x Frontier	Frontier Elm	2.5" Cal.	B&B
ZSM	Zelkova serrata 'Musashino'	Musashino Columnar Zelkova	2.5" Cal.	B&B

ORNAMENTAL TREES

AC	Amelanchier canadensis	Shadblow Serviceberry	2" Cal. & 8' ht.	B&B
MSR	Malus sp. 'Robinson'	Robinson Crabapple	8' ht.	B&B
MRR	Malus sp. 'Royal Raindrops'	Royal Raindropgs Crabapple	2" Cal. & 8' ht.	B&B

EVERGREEN TREES

JVC	Juniperus virginiana 'Canaertii'	Canaert Juniper	7'-8' ht.	B&B
JVT	Juniperus virginiana 'Taylor'	Taylor Juniper	8'-9' ht.	B&B
PAC	Picea abies 'Cupressina'	Cupressina Norway Spruce	8'-9' ht.	B&B
PPC/PP	Picea pungens	Colorado Spruce	6' ht.	B&B
PFV	Pinus flixillis 'Vanderwolfs Pyramid'	Vanderwolf Limber Pine	6' ht.	B&B
PS	Pinus strobus	White Pine	6' ht.	B&B

SHADE TREES

AMM	Acer miyabei 'Morton'	State Street Miyabe Maple	3" Cal.	B&B
ATW	Acer truncatum 'Warrennd'	Pacific Sunset Maple	3" Cal.	B&B
GTS	Gleditsia tricanthos v. inermis 'Shademaster'	Shadmaster Honeylocust	3" Cal.	B&B
NSW	Nyssa sylvatica 'Wildfire'	Wildfire Black Gum	3" Cal.	B&B
QR	Quercus rubra	Red Oak	3" Cal.	B&B
PAE	Platanus x acerifolia 'Exclamation'	Exclamation London Planetree	3" Cal.	B&B
UXP	Ulmus 'Patriot'	Patriot Elm	3" Cal.	B&B

TOTAL TREES REMOVED WEST SIDE	1,251 CAL. IN.
TOTAL TREES REMOVED EAST SIDE	583 CAL. IN.
TOTAL TREES REMOVED WEST AND EAST COMBINED	1,834 CAL. IN.

TREE REPLACEMENT REQUIRED PER LEAWOOD DEVELOPMENT ORDINANCE 16-4-7.3.E
All trees larger than 12 inch caliper to be removed from the site shall be replaced on a 1:1 caliper inch ratio. Exception: When the amount of qualifying caliper inches to be replaced is greater than 132" per acre of the development, and an arborist employed by the City determines that sufficient space on-site is not available for the replanting of the required number of trees, then, the Governing Body may approve replacement of trees larger than 12 inch caliper by replacing 50% of those qualifying caliper inches.

SITE AREA	75.27 ACRES
REPLACEMENT INCHES REQUIRED BASED ON ACREAGE	24.36 CAL. IN./ACRE
MINIMUM TREE SIZE PER LEAWOOD DEVELOPMENT ORDINANCE SECTION	2-1/2"
QUANTITY OF TREES REQUIRED USING MINIMUM TREE SIZE	734 TREES

TABLE E: EXISTING TREE CALIPER INCH REPLACEMENT	QNTY	CAL. IN.
TOTAL CALIPER INCHES OF EXISTING TREES>12"		1,834 CAL. IN.
CREDIT FOR TOTAL CALIPER INCHES OF EXISTING TREES BEING SAVED		0 CAL. IN.
TOTAL CALIPER INCHES OF TREES BEING REMOVED>12" REQUIRED RATIO OF REPLACEMENT PER CODE SEC 16-4-7.3.E (1:1)		**1,834 CAL. IN.**
PERIMETER AND INTERIOR TREES REQUIRED BY CODE	294	
PERIMETER AND INTERIOR TREES PROPOSED	294	
PROPOSED PERIMETER AND INTERIOR TREES UPSIZED FROM 2.5" CAL. TO 3" CAL	68	34 CAL. IN.
PROPOSED 2.5" CAL. REPLACEMENT TREES	519	1,297.5 CAL. IN.
PROPOSED 3" CAL. REPLACEMENT TREES	168	504 CAL. IN.
TOTAL CAL. IN. FOR REPLACEMENT TREES		1835.5 CAL. IN.
NET CALIPER INCHES		1.5 CAL. IN.

0 60' 120'
SCALE: 1" = 60'

SCHLAGEL
ENGINEERS PLANNERS SURVEYORS LANDSCAPE ARCHITECTS
14920 West 107th Street • Lenexa, Kansas 66215
(913) 492-5158 • Fax: (913) 492-8400
WWW.SCHLAGELASSOCIATES.COM

PREPARED BY:

SCHLAGEL & ASSOCIATES, P.A.

CAMERON'S COURT
PRELIMINARY PLAT
135TH & STATELINE LEAWOOD, KS

REVISION DATE	DESCRIPTION
DATE	DESCRIPTION 1

DRAWN BY: ####
CHECKED BY: ####
DATE PREPARED:
PROJ. NUMBER: 20-028

APARTMENT LANDSCAPE PLAN

SHEET
L2.0

LANDSCAPE DATA:

LANDSCAPE REQUIREMENTS BASED UPON THE LEAWOOD DEVELOPMENT ORDINANCE, ARTICLE 4, SUPPLEMENTAL PROVISIONS, 16-4-7 LANDSCAPE AND SCREENING REQUIREMENTS

16-4-7.3 LANDSCAPING REQUIREMENTS OTHER DISTRICTS

B)PERIMETER LANDSCAPING ADJACENT TO PUBLIC R.O.W.

135TH STREET (ARTERIAL CLASSIFICATION)

FRONTAGE =1,454 FEET BETWEEN CHADWICK ST. AND HIGH DRIVE

REQUIREMENT
1 SHADE TREE PER 40 FEET; 1 ORNAMENTAL PER 20 FEET; 1 SHRUB PER 5 FEET
A SHADE TREE MAY BE SUBSTITUTED FOR 2 ORNAMENTAL TREES

LANDSCAPE REQUIRED BETWEEN PAWNEE LN AND CHADWICK ST.

1,454/40 = 36 SHADE TREES
1,454/20 = 73 ORNAMENTAL TREES
1,454/5 = 291 SHRUBS

LANDSCAPE PROVIDED
36 SHADE TREES
73 ORNAMENTAL TREES
SHRUBS NOT SHOWN

HIGH DRIVE (COLLECTOR CLASSIFICATION)

FRONTAGE = 771 FEET (EXCLUDES DRIVE ENTRANCE)

REQUIREMENT
1 SHADE TREE PER 40 FEET; 1 ORNAMENTAL PER 20 FEET; 1 SHRUB PER 5 FEET
A SHADE TREE MAY BE SUBSTITUTED FOR 2 ORNAMENTAL TREES

LANDSCAPE REQUIRED
771/40 = 19 SHADE TREES
771/20 = 38 ORNAMENTAL TREES
771/5 = 154 SHRUBS

LANDSCAPE PROVIDED
19 SHADE TREES
38 ORNAMENTAL TREES
154 SHRUBS (NOT SHOWN)

C)PERIMETER LANDSCAPING NOT ADJACENT TO ROW

NORTH PROPERTY LINE

REQUIREMENT
LDO DOES NOT REQUIRE SCREENING SINCE BOTH USES ARE RESIDENTIAL

LANDSCAPE PROVIDED
SHADE AND EVERGREEN TREES PROVIDED AND COUNTED TOWARD INTERIOR LANDSCAPE PLANTINGS

D)INTERIOR LANDSCAPING: THE INTERIOR PORTIONS OF THE SITE TO BE LANDSCAPE THAT ARE NOT PART OF ANY SETBACK OR BUFFER AREAS

NET SITE AREA 718,186 S.F.

OPEN SPACE REQUIRED 71,819 S.F. 10%
OPEN SPACE PROVIDED 385,475 S.F. 52%

REQUIREMENT
(1) 2 1/2" CALIPER TREE PER EVERY xx PARKING SPACES
62 OPEN PARKING SPACES/10 = 6 TREES

LANDSCAPE PROVIDED
6 TREES

REQUIREMENT
1 ADDITIONAL TREE FOR EVERY 3,000 S.F. OF LANDSCAPE OPEN AREA
71,819 S.F. OPEN SPACE/3,000 = 24 TREES

LANDSCAPE PROVIDED
24 TREES

1. UTILITY INFORMATION SHOWN IS DESIGNED LOCATION OR LOCATIONS BASED ON UTILITY LOCATES. AS BUILT LOCATIONS MAY VARY. CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ALL UTILITIES PRIOR TO COMMENCING LANDSCAPE INSTALLATION. NOTIFY THE LANDSCAPE ARCHITECT OF ANY CONFLICTS OR OBSTRUCTIONS.
2. QUANTITIES INDICATED ON THE PLAN ARE FOR CONVENIENCE ONLY. CONTRACTOR SHALL VERIFY ALL PLANT QUANTITIES PRIOR TO PLANTING. NOTIFY THE LANDSCAPE ARCHITECT OF ANY DISCREPANCIES. THE PLAN QUANTITIES AND NUMBER OF SYMBOLS SHALL SUPERSEDED QUANTITIES IN THE SCHEDULE.
3. ALL PLANT MATERIAL SHALL COMPLY WITH THE CITY OF LEAWOOD STANDARDS AND ANSI A60.1 THE AMERICAN STANDARD FOR NURSERY STOCK.
4. ALL TREES SHALL MEET THE SIZE REQUIREMENTS OF THE LEAWOOD ORDINANCE. ALL TREES SHALL BE CALLIPERED PER THE LEAWOOD UDO AND UNDERSIZED TREES SHALL BE REJECTED.
5. ALL SHRUBS TO BE UTILIZED FOR SCREENING SHALL BE 36" HEIGHT AT TIME OF PLANTING.
6. ALL PLANTING BEDS CONTAINING SHRUBS, GROUND COVER, PERENNIALS, ANNUALS SHALL BE IN A PLANTING BED WITH 3" MIN. DEPTH OF MULCH AND A "V-CUT" EDGE.
7. ALL TREES SHALL HAVE A MIN. 3 FT. DIA. AREA THAT HAS 3" MIN. DEPTH OF WOOD MULCH.
8. ALL TURF AREAS SHALL BE IRRIGATED.
9. ALL TURF AREAS SHALL BE SODDED UNLESS INDICATED ON THE PLANS.
10. ANY DEVIATION FROM THE APPROVED LANDSCAPE PLAN SHALL REQUIRE WRITTEN APPROVAL OF THE LANDSCAPE ARCHITECT AND THE CITY OF LEAWOOD, PRIOR TO INSTALLATION.
11. THE LANDSCAPE ARCHITECT AND OWNER SHALL APPROVE GRADES AND CONDITION OF SITE PRIOR TO SODDING OPERATIONS.
12. INSTALLATION AND MAINTENANCE OF LANDSCAPING SHALL COMPLY WITH THE CITY OF LEAWOOD STANDARDS
13. ALL ABOVE GROUND UTILITIES SHALL BE SCREENED.
14. ALL PLANT MATERIAL SHALL BE INSTALLED TO ALLOW A MINIMUM CLEARANCE BETWEEN PLANT AND ADJACENT PAVEMENT OF 1 FT. FOR PERENNIALS AND GROUNDCOVER AND 1.5 FT. FOR SHRUBS. A 2 FT. CLEARANCE FOR CAR OVERHANG IS REQUIRED AT ALL PARKING ISLANDS AND PERIMETERS.
15. AFTER COMPLETE INSTALLATION OF ALL PLANT MATERIAL AND SODE THE CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT THAT THE WORK IS COMPLETE AND READY FOR REVIEW. THE LANDSCAPE ARCHITECT SHALL REVIEW THE LANDSCAPE INSTALLATION TO DETERMINE COMPLIANCE WITH THE APPROVED PLANS. WHEN THE LANDSCAPE INSTALLATION MEETS THE REQUIREMENTS OF THE APPROVED PLAN, THE LANDSCAPE ARCHITECT SHALL PROVIDE A SIGNED AND SEALED LETTER TO THE CITY STATING THAT ALL LANDSCAPE PLANTINGS HAVE BEEN INSTALLED PER THE APPROVED PLAN.

AFM	Acer x freemanii 'Marmo'	Marmo Maple	2.5" Cal.	B&B
AFS	Acer x freemani 'Sienna Glen'	Sienna Glen Maple	2.5" Cal.	B&B
AMM	Acer miyabei 'Morton'	State Street Miyabe Maple	2.5" Cal.	B&B
APE	Acer platanoides 'Emerald Queen'	Emerald Queen Norway Maple	2.5" Cal.	B&B
ASG	Acer saccharum 'Green Mountain'	Green Mountain Sugar Maple	2.5" Cal.	B&B
GTS	Gleditsia tricanthos v. inermis 'Shademaster'	Shadmaster Honeylocust	2.5" Cal.	B&B
NSW	Nyssa sylvatica 'Wildfire'	Wildfire Black Gum	2.5" Cal.	B&B
QR	Quercus rubra	Red Oak	2.5" Cal.	B&B
TE	Tiliaam americana 'Redmond'	Redmond Linden	2.5" Cal.	B&B
UXF	Ulmus x Frontier	Frontier Elm	2.5" Cal.	B&B
ZSM	Zelkova serrata 'Musashino'	Musashino Columnar Zelkova	2.5" Cal.	B&B

ORNAMENTAL TREES

AC	Amelanchier canadensis	Shadblow Serviceberry	2" Cal. & 8' ht.	B&B
MSR	Malus sp. 'Robinson'	Robinson Crabapple	8' ht.	B&B
MRR	Malus sp. 'Royal Raindrops'	Royal Raindropgs Crabapple	2" Cal. & 8' ht.	B&B

EVERGREEN TREES

JVC	Juniperus virginiana 'Canaertii'	Canaert Juniper	7'-8' ht.	B&B
JVT	Juniperus virginiana 'Taylor'	Taylor Juniper	8'-9' ht.	B&B
PAC	Picea abies 'Cupressina'	Cupressina Norway Spruce	8'-9' ht. 9'-10' ht. AT CLUBHOUSE	B&B
PPC/PP	Picea pungens	Colorado Spruce	6' ht. 9'-10' ht. AT CLUBHOUSE	B&B
PFV	Pinus flexilis 'Vanderwolfs Pyramid'	Vanderwolf Limber Pine	6' ht.	B&B
PS	Pinus strobus	White Pine	6' ht.	B&B

SHADE TREES

AMM	Acer miyabei 'Morton'	State Street Miyabe Maple	3" Cal.	B&B
ATW	Acer truncatum 'Warrennd'	Pacific Sunset Maple	3" Cal.	B&B
GTS	Gleditsia tricanthos v. inermis 'Shademaster'	Shadmaster Honeylocust	3" Cal.	B&B
NSW	Nyssa sylvatica 'Wildfire'	Wildfire Black Gum	3" Cal.	B&B
QR	Quercus rubra	Red Oak	3" Cal.	B&B
PAE	Platanus x acerifolia 'Exclamation'	Exclamation London Planetree	3" Cal.	B&B
UXP	Ulmus 'Patriot'	Patriot Elm	3" Cal.	B&B

0 60' 120'
SCALE: 1" = 60'

SCHLAGEL
ENGINEERS PLANNERS SURVEYORS LANDSCAPE ARCHITECTS
14920 West 107th Street • Lenexa, Kansas 66215
(913) 492-5158 • Fax: (913) 492-8400
WWW.SCHLAGELASSOCIATES.COM

PREPARED BY:

SCHLAGEL & ASSOCIATES, P.A.

CAMERON'S COURT
PRELIMINARY PLAT

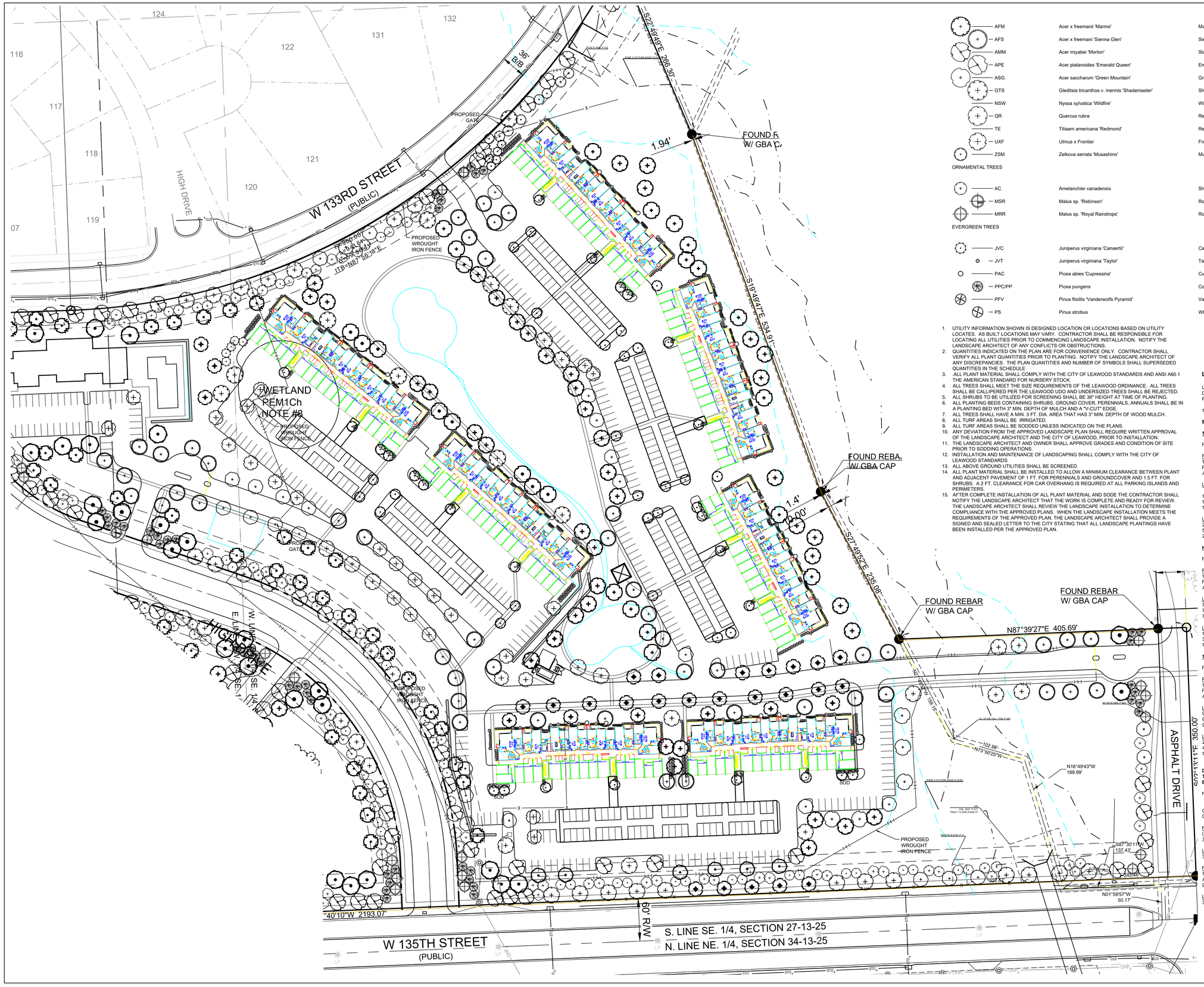
135TH & STATELINE LEAWOOD, KS

REVISION DATE	DESCRIPTION
DATE	DESCRIPTION 1

DRAWN BY: ####
CHECKED BY: ####
DATE PREPARED:
PROJ. NUMBER: 20-026

APARTMENT LANDSCAPE PLAN

SHEET
L3.0



AFM	Acer x freemanii 'Marmo'	Marmo Maple	2.5" Cal.	B&B
AFS	Acer x freemani 'Sienna Glen'	Sienna Glen Maple	2.5" Cal.	B&B
AMM	Acer miyabei 'Morton'	State Street Miyabe Maple	2.5" Cal.	B&B
APE	Acer platanoides 'Emerald Queen'	Emerald Queen Norway Maple	2.5" Cal.	B&B
ASG	Acer saccharum 'Green Mountain'	Green Mountain Sugar Maple	2.5" Cal.	B&B
GTS	Gleditsia tricanthos v. inermis 'Shademaster'	Shadmaster Honeylocust	2.5" Cal.	B&B
NSW	Nyssa sylvatica 'Wildfire'	Wildfire Black Gum	2.5" Cal.	B&B
QR	Quercus rubra	Red Oak	2.5" Cal.	B&B
TE	Tiliaam americana 'Redmond'	Redmond Linden	2.5" Cal.	B&B
UXF	Ulmus x Frontier	Frontier Elm	2.5" Cal.	B&B
ZSM	Zelkova serrata 'Musashino'	Musashino Columnar Zelkova	2.5" Cal.	B&B

ORNAMENTAL TREES

AC	Amelanchier canadensis	Shadblow Serviceberry	2" Cal. & 8' ht.	B&B
MSR	Malus sp. 'Robinson'	Robinson Crabapple	8' ht.	B&B
MRR	Malus sp. 'Royal Raindrops'	Royal Raindropgs Crabapple	2" Cal. & 8' ht.	B&B

EVERGREEN TREES

JVC	Juniperus virginiana 'Canaertii'	Canaert Juniper	7'-8' ht.	B&B
JVT	Juniperus virginiana 'Taylor'	Taylor Juniper	8'-9' ht.	B&B
PAC	Picea abies 'Cupressina'	Cupressina Norway Spruce	8'-9' ht. 9'-10' ht. AT CLUBHOUSE	B&B
PPC/PP	Picea pungens	Colorado Spruce	6' ht. 9'-10' ht. AT CLUBHOUSE	B&B
PFV	Pinus flixillis 'Vanderwolfs Pyramid'	Vanderwolf Limber Pine	6' ht.	B&B
PS	Pinus strobus	White Pine	6' ht.	B&B

1. UTILITY INFORMATION SHOWN IS DESIGNED LOCATION OR LOCATIONS BASED ON UTILITY LOCATES. AS BUILT LOCATIONS MAY VARY. CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ALL UTILITIES PRIOR TO COMMENCING LANDSCAPE INSTALLATION. NOTIFY THE LANDSCAPE ARCHITECT OF ANY CONFLICTS OR OBSTRUCTIONS.
2. QUANTITIES INDICATED ON THE PLAN ARE FOR CONVENIENCE ONLY. CONTRACTOR SHALL VERIFY ALL PLANT QUANTITIES PRIOR TO PLANTING. NOTIFY THE LANDSCAPE ARCHITECT OF ANY DISCREPANCIES. THE PLAN QUANTITIES AND NUMBER OF SYMBOLS SHALL SUPERSEDED QUANTITIES IN THE SCHEDULE
3. ALL PLANT MATERIAL SHALL COMPLY WITH THE CITY OF LEAWOOD STANDARDS AND ANSI A60.1 THE AMERICAN STANDARD FOR NURSERY STOCK.
4. ALL TREES SHALL MEET THE SIZE REQUIREMENTS OF THE LEAWOOD ORDINANCE. ALL TREES SHALL BE CALLIPERED PER THE LEAWOOD UDO AND UNDERSIZED TREES SHALL BE REJECTED.
5. ALL SHRUBS TO BE UTILIZED FOR SCREENING SHALL BE 36" HEIGHT AT TIME OF PLANTING.
6. ALL PLANTING BEDS CONTAINING SHRUBS, GROUND COVER, PERENNIALS, ANNUALS SHALL BE IN A PLANTING BED WITH 3" MIN. DEPTH OF MULCH AND A "V-CUT" EDGE.
7. ALL TREES SHALL HAVE A MIN. 3 FT. DIA. AREA THAT HAS 3" MIN. DEPTH OF WOOD MULCH.
8. ALL TURF AREAS SHALL BE IRRIGATED.
9. ALL TURF AREAS SHALL BE SODDED UNLESS INDICATED ON THE PLANS.
10. ANY DEVIATION FROM THE APPROVED LANDSCAPE PLAN SHALL REQUIRE WRITTEN APPROVAL OF THE LANDSCAPE ARCHITECT AND THE CITY OF LEAWOOD, PRIOR TO INSTALLATION.
11. THE LANDSCAPE ARCHITECT AND OWNER SHALL APPROVE GRADES AND CONDITION OF SITE PRIOR TO SODDING OPERATIONS.
12. INSTALLATION AND MAINTENANCE OF LANDSCAPING SHALL COMPLY WITH THE CITY OF LEAWOOD STANDARDS
13. ALL ABOVE GROUND UTILITIES SHALL BE SCREENED.
14. ALL PLANT MATERIAL SHALL BE INSTALLED TO ALLOW A MINIMUM CLEARANCE BETWEEN PLANT AND ADJACENT PAVEMENT OF 1 FT. FOR PERENNIALS AND GROUNDCOVER AND 1.5 FT. FOR SHRUBS. A 2 FT. CLEARANCE FOR CAR OVERHANG IS REQUIRED AT ALL PARKING ISLANDS AND PERIMETERS.
15. AFTER COMPLETE INSTALLATION OF ALL PLANT MATERIAL AND SODE THE CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT THAT THE WORK IS COMPLETE AND READY FOR REVIEW. THE LANDSCAPE ARCHITECT SHALL REVIEW THE LANDSCAPE INSTALLATION TO DETERMINE COMPLIANCE WITH THE APPROVED PLANS. WHEN THE LANDSCAPE INSTALLATION MEETS THE REQUIREMENTS OF THE APPROVED PLAN, THE LANDSCAPE ARCHITECT SHALL PROVIDE A SIGNED AND SEALED LETTER TO THE CITY STATING THAT ALL LANDSCAPE PLANTINGS HAVE BEEN INSTALLED PER THE APPROVED PLAN.

LANDSCAPE DATA:

LANDSCAPE REQUIREMENTS BASED UPON THE LEAWOOD DEVELOPMENT ORDINANCE, ARTICLE 4, SUPPLEMENTAL PROVISIONS, 16-4-7 LANDSCAPE AND SCREENING REQUIREMENTS

16-4-7.3 LANDSCAPING REQUIREMENTS OTHER DISTRICTS

B)PERIMETER LANDSCAPING ADJACENT TO PUBLIC R.O.W.

135TH STREET (ARTERIAL CLASSIFICATION)

FRONTAGE =1,000 FEET BETWEEN HIGH DRIVE AND KENNETH ROAD

REQUIREMENT
1 SHADE TREE PER 40 FEET; 1 ORNAMENTAL PER 20 FEET; 1 SHRUB PER 5 FEET
A SHADE TREE MAY BE SUBSTITUTED FOR 2 ORNAMENTAL TREES

LANDSCAPE REQUIRED BETWEEN PAWNEE LN AND CHADWICK ST.

1,000/40 = 25 SHADE TREES
1,000/20 = 50 ORNAMENTAL TREES
1,000/5 = 200 SHRUBS

LANDSCAPE PROVIDED
25 SHADE TREES
50 ORNAMENTAL TREES
200 SHRUBS NOT SHOWN

HIGH DRIVE (COLLECTOR CLASSIFICATION)

FRONTAGE = 771 FEET (EXCLUDES DRIVE ENTRANCE)

REQUIREMENT
1 SHADE TREE PER 40 FEET; 1 ORNAMENTAL PER 20 FEET; 1 SHRUB PER 5 FEET
A SHADE TREE MAY BE SUBSTITUTED FOR 2 ORNAMENTAL TREES

LANDSCAPE REQUIRED
771/40 = 19 SHADE TREES
771/20 = 38 ORNAMENTAL TREES
771/5 = 154 SHRUBS

LANDSCAPE PROVIDED
19 SHADE TREES
38 ORNAMENTAL TREES
154 SHRUBS (NOT SHOWN)

133RD STREET (COLLECTOR CLASSIFICATION)

FRONTAGE = 960 FEET (EXCLUDES DRIVE ENTRANCE)

REQUIREMENT
1 SHADE TREE PER 40 FEET; 1 ORNAMENTAL PER 20 FEET; 1 SHRUB PER 5 FEET
A SHADE TREE MAY BE SUBSTITUTED FOR 2 ORNAMENTAL TREES

LANDSCAPE REQUIRED
960/40 = 24 SHADE TREES
960/20 = 48 ORNAMENTAL TREES
960/5 = 192 SHRUBS

LANDSCAPE PROVIDED
24 SHADE TREES
48 ORNAMENTAL TREES
192 SHRUBS (NOT SHOWN)

D)INTERIOR LANDSCAPING: THE INTERIOR PORTIONS OF THE SITE TO BE LANDSCAPE THAT ARE NOT PART OF ANY SETBACK OR BUFFER AREAS

NET SITE AREA 992,700 S.F.

OPEN SPACE REQUIRED 99,270 S.F. 10%
OPEN SPACE PROVIDED 529,129 S.F. 52%

REQUIREMENT
(1) 2 1/2" CALIPER TREE PER EVERY xx PARKING SPACES
362 OPEN PARKING SPACES/10 = 36 TREES

LANDSCAPE PROVIDED
36 TREES

REQUIREMENT
1 ADDITIONAL TREE FOR EVERY 3,000 S.F. OF LANDSCAPE OPEN AREA
99,270 S.F. OPEN SPACE/3,000 = 33 TREES

LANDSCAPE PROVIDED
33 TREES

SCHLAGEL
ENGINEERS PLANNERS SURVEYORS LANDSCAPE ARCHITECTS
14920 West 107th Street • Lenexa, Kansas 66215
(913) 492-5158 • Fax: (913) 492-8400
WWW.SCHLAGELASSOCIATES.COM

PREPARED BY:

SCHLAGEL & ASSOCIATES, P.A.

CAMERON'S COURT PRELIMINARY PLAT

135TH & STATELINE LEAWOOD, KS

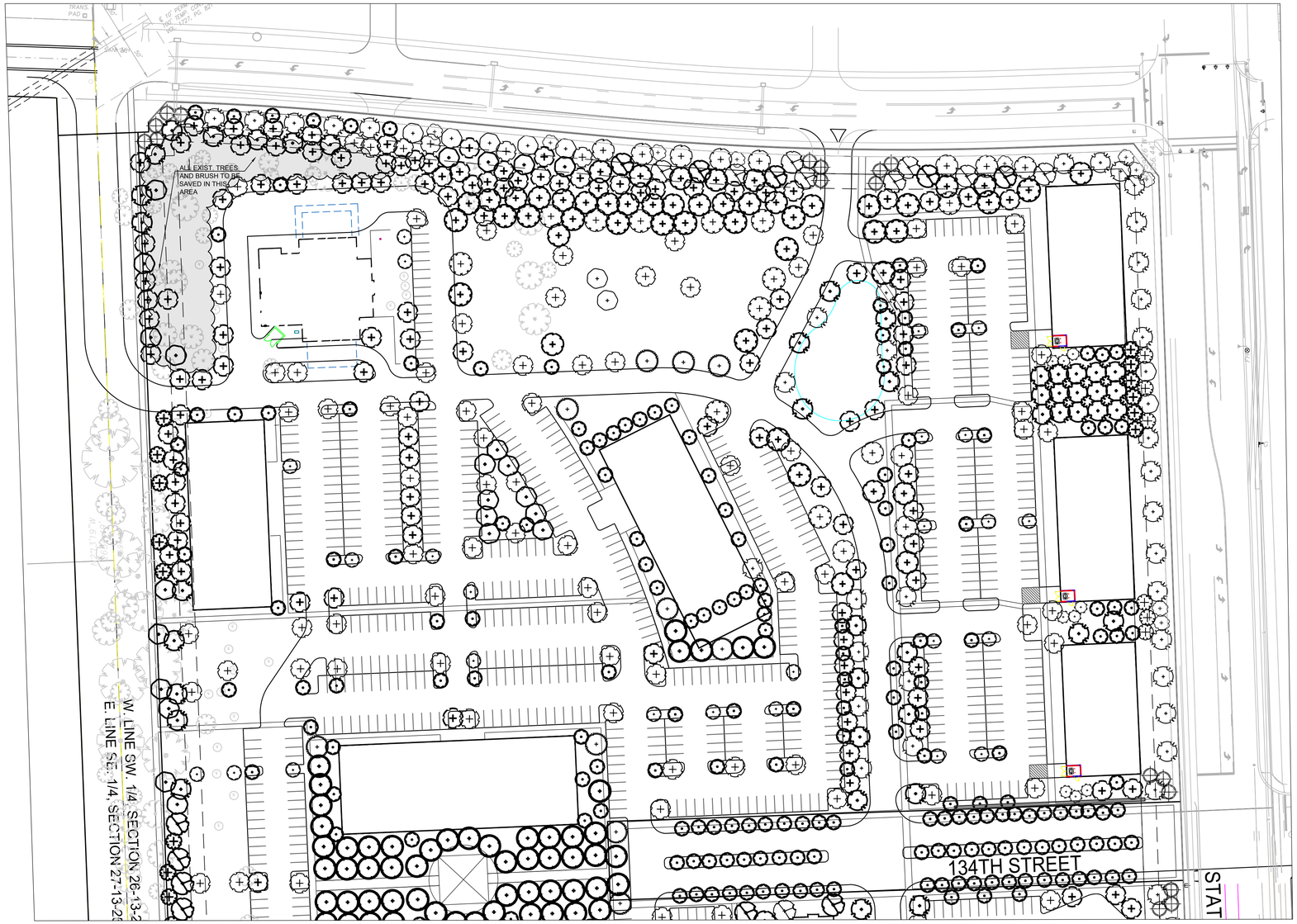
REVISION DATE	DESCRIPTION
DATE	DESCRIPTION 1

DRAWN BY: ####	CHECKED BY: ####
DATE PREPARED:	PROJ. NUMBER: 20-028

APARTMENT LANDSCAPE PLAN

SHEET

L4.0



AFM	Acer x freemanii 'Marmo'	Marmo Maple	2.5" Cal.	B&B
AFS	Acer x freemani 'Sienna Glen'	Sienna Glen Maple	2.5" Cal.	B&B
AMM	Acer miyabei 'Morton'	State Street Miyabe Maple	2.5" Cal.	B&B
APE	Acer platanoides 'Emerald Queen'	Emerald Queen Norway Maple	2.5" Cal.	B&B
ASG	Acer saccharum 'Green Mountain'	Green Mountain Sugar Maple	2.5" Cal.	B&B
GTS	Gleditsia tricanthos v. inermis 'Shademaster'	Shadmaster Honeylocust	2.5" Cal.	B&B
NSW	Nyssa sylvatica 'Wildfire'	Wildfire Black Gum	2.5" Cal.	B&B
QR	Quercus rubra	Red Oak	2.5" Cal.	B&B
TE	Tiliaam americana 'Redmond'	Redmond Linden	2.5" Cal.	B&B
UXF	Ulmus x Frontier	Frontier Elm	2.5" Cal.	B&B
ZSM	Zelkova serrata 'Musashino'	Musashino Columnar Zelkova	2.5" Cal.	B&B
ORNAMENTAL TREES				
AC	Amelanchier canadensis	Shadblow Serviceberry	2" Cal. & 8' ht.	B&B
MSR	Malus sp. 'Robinson'	Robinson Crabapple	8' ht.	B&B
MRR	Malus sp. 'Royal Raindrops'	Royal Raindropgs Crabapple	2" Cal. & 8' ht.	B&B
EVERGREEN TREES				
JVC	Juniperus virginiana 'Canaertii'	Canaert Juniper	7'-8' ht.	B&B
JVT	Juniperus virginiana 'Taylor'	Taylor Juniper	8'-9' ht.	B&B
PAC	Picea abies 'Cupressina'	Cupressina Norway Spruce	6'-9' ht.	B&B 9'-10' ht. AT CLUBHOUSE
PPC/PP	Picea pungens	Colorado Spruce	6' ht.	B&B 9'-10' ht. AT CLUBHOUSE
PFV	Pinus flixillis 'Vanderwolfs Pyramid'	Vanderwolf Limber Pine	6' ht.	B&B
PS	Pinus strobus	White Pine	6' ht.	B&B

8" EXISTING TREE TO BE PRESERVED

1. UTILITY INFORMATION SHOWN IS DESIGNED LOCATION OR LOCATIONS BASED ON UTILITY LOCATES. AS BUILT LOCATIONS MAY VARY. CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ALL UTILITIES PRIOR TO COMMENCING LANDSCAPE INSTALLATION. NOTIFY THE LANDSCAPE ARCHITECT OF ANY CONFLICTS OR OBSTRUCTIONS.
2. QUANTITIES INDICATED ON THE PLAN ARE FOR CONVENIENCE ONLY. CONTRACTOR SHALL VERIFY ALL PLANT QUANTITIES PRIOR TO PLANTING. NOTIFY THE LANDSCAPE ARCHITECT OF ANY DISCREPANCIES. THE PLAN QUANTITIES AND NUMBER OF SYMBOLS SHALL SUPERSEDED QUANTITIES IN THE SCHEDULE
3. ALL PLANT MATERIAL SHALL COMPLY WITH THE CITY OF LEAWOOD STANDARDS AND ANSI A60.1 THE AMERICAN STANDARD FOR NURSERY STOCK.
4. ALL TREES SHALL MEET THE SIZE REQUIREMENTS OF THE LEAWOOD ORDINANCE. ALL TREES SHALL BE CALLIPERED PER THE LEAWOOD UDO AND UNDERSIZED TREES SHALL BE REJECTED.
5. ALL SHRUBS TO BE UTILIZED FOR SCREENING SHALL BE 36" HEIGHT AT TIME OF PLANTING.
6. ALL PLANTING BEDS CONTAINING SHRUBS, GROUND COVER, PERENNIALS, ANNUALS SHALL BE IN A PLANTING BED WITH 3" MIN. DEPTH OF MULCH AND A "V-CUT" EDGE.
7. ALL TREES SHALL HAVE A MIN. 3 FT. DIA. AREA THAT HAS 3" MIN. DEPTH OF WOOD MULCH.
8. ALL TURF AREAS SHALL BE IRRIGATED.
9. ALL TURF AREAS SHALL BE SODDED UNLESS INDICATED ON THE PLANS.
10. ANY DEVIATION FROM THE APPROVED LANDSCAPE PLAN SHALL REQUIRE WRITTEN APPROVAL OF THE LANDSCAPE ARCHITECT AND THE CITY OF LEAWOOD, PRIOR TO INSTALLATION.
11. THE LANDSCAPE ARCHITECT AND OWNER SHALL APPROVE GRADES AND CONDITION OF SITE PRIOR TO SODDING OPERATIONS.
12. INSTALLATION AND MAINTENANCE OF LANDSCAPING SHALL COMPLY WITH THE CITY OF LEAWOOD STANDARDS
13. ALL ABOVE GROUND UTILITIES SHALL BE SCREENED.
14. ALL PLANT MATERIAL SHALL BE INSTALLED TO ALLOW A MINIMUM CLEARANCE BETWEEN PLANT AND ADJACENT PAVEMENT OF 1 FT. FOR PERENNIALS AND GROUNDCOVER AND 1.5 FT. FOR SHRUBS. A 2 FT. CLEARANCE FOR CAR OVERHANG IS REQUIRED AT ALL PARKING ISLANDS AND PERIMETERS.
15. AFTER COMPLETE INSTALLATION OF ALL PLANT MATERIAL AND SODE THE CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT THAT THE WORK IS COMPLETE AND READY FOR REVIEW. THE LANDSCAPE ARCHITECT SHALL REVIEW THE LANDSCAPE INSTALLATION TO DETERMINE COMPLIANCE WITH THE APPROVED PLANS. WHEN THE LANDSCAPE INSTALLATION MEETS THE REQUIREMENTS OF THE APPROVED PLAN, THE LANDSCAPE ARCHITECT SHALL PROVIDE A SIGNED AND SEALED LETTER TO THE CITY STATING THAT ALL LANDSCAPE PLANTINGS HAVE BEEN INSTALLED PER THE APPROVED PLAN.

LANDSCAPE DATA:

LANDSCAPE REQUIREMENTS BASED UPON THE LEAWOOD DEVELOPMENT ORDINANCE, ARTICLE 4, SUPPLEMENTAL PROVISIONS, 16-4-7 LANDSCAPE AND SCREENING REQUIREMENTS

16-4-7.3 LANDSCAPING REQUIREMENTS OTHER DISTRICTS

B)PERIMETER LANDSCAPING ADJACENT TO PUBLIC R.O.W.

STATE LINE ROAD (ARTERIAL CLASSIFICATION)

FRONTAGE =639 FEET BETWEEN 133RD STREET AND 134TH STREET

REQUIREMENT
1 SHADE TREE PER 40 FEET; 1 ORNAMENTAL PER 20 FEET; 1 SHRUB PER 5 FEET
A SHADE TREE MAY BE SUBSTITUTED FOR 2 ORNAMENTAL TREES

LANDSCAPE REQUIRED BETWEEN PAWNEE LN AND CHADWICK ST.

639/40 = 16 SHADE TREES
639/20 = 32 ORNAMENTAL TREES
639/5 = 128 SHRUBS

LANDSCAPE PROVIDED
16 SHADE TREES
12 SHADE TREES SUBSTITUTED FOR 24 ORNAMENTAL TREES
8 ORNAMENTAL TREES
128 SHRUBS NOT SHOWN

133RD STREET (COLLECTOR CLASSIFICATION)

FRONTAGE = 948 FEET (EXCLUDES DRIVE ENTRANCE)

REQUIREMENT
1 SHADE TREE PER 40 FEET; 1 ORNAMENTAL PER 20 FEET; 1 SHRUB PER 5 FEET
A SHADE TREE MAY BE SUBSTITUTED FOR 2 ORNAMENTAL TREES

LANDSCAPE REQUIRED
948/40 = 24 SHADE TREES
948/20 = 48 ORNAMENTAL TREES
948/5 = 190 SHRUBS

LANDSCAPE PROVIDED
24 SHADE TREES
16 SHADE TREES SUBSTITUTED FOR 32 ORNAMENTAL TREES
16 ORNAMENTAL TREES
190 SHRUBS (NOT SHOWN)

D)INTERIOR LANDSCAPING: THE INTERIOR PORTIONS OF THE SITE TO BE LANDSCAPE THAT ARE NOT PART OF ANY SETBACK OR BUFFER AREAS

NET SITE AREA 1,700,663 S.F.(ENTIRE SITE)

OPEN SPACE REQUIRED 170,066 S.F. 10%
OPEN SPACE PROVIDED 692,187 S.F. 52%(ENTIRE SITE)

REQUIREMENT
(1) 2 1/2" CALIPER TREE PER EVERY 10 PARKING SPACES
897 OPEN PARKING SPACES/10 = 90 TREES NORTH SIDE

LANDSCAPE PROVIDED
90 TREES NORTH SIDE

REQUIREMENT
1 ADDITIONAL TREE FOR EVERY 3,000 S.F. OF LANDSCAPE OPEN AREA
170,066 S.F. OPEN SPACE/3,000 = 57 TREES ENTIRE SITE

LANDSCAPE PROVIDED
57 TREES ENTIRE SITE

TABLE E: EXISTING TREE CALIPER INCH REPLACEMENT	QNTY.	CAL. IN.
TOTAL CALIPER INCHES OF EXISTING TREES>12"		4,806 CAL. IN.
CREDIT FOR TOTAL CALIPER INCHES OF EXISTING TREES BEING SAVED		910 CAL. IN.
TOTAL CALIPER INCHES OF TREES BEING REMOVED>12" REQUIRED RATIO OF REPLACEMENT PER CODE SEC 16-4-7.3.E (1:1)		**3,896 CAL. IN.**
PROPOSED 4" CAL. REPLACEMENT TREES	974	3,896 CAL. IN.
NET CALIPER INCHES		0 CAL. IN.

TOTAL CAL. IN EXISTING TREES	4,806 CAL. IN.
TOTAL CAL. IN. EXISTING TREES SAVED	910 CAL. IN.
TOTAL CAL. IN. TREES TO BE REPLACED	3,896 CAL. IN.

TREE REPLACEMENT REQUIRED PER LEAWOOD DEVELOPMENT ORDINANCE 16-4-7.3.E
All trees larger than 12 inch caliper to be removed from the site shall be replaced on a 1:1 caliper inch ratio. Exception: When the amount of qualifying caliper inches to be replaced is greater than 132" per acre of the development, and an arborist employed by the City determines that sufficient space on-site is not available for the replanting of the required number of trees, then, the Governing Body may approve replacement of trees larger than 12 inch caliper by replacing 50% of those qualifying caliper inches.

SITE AREA	40.21 ACRES
REPLACEMENT INCHES REQUIRED BASED ON ACREAGE	96.89 CAL. IN./ACRE
MINIMUM TREE SIZE PER LEAWOOD DEVELOPMENT ORDINANCE SECTION	2-1/2"
QUANTITY OF TREES REQUIRED USING MINIMUM TREE SIZE	1,558 TREES

(PER CITY STAFF PERIMETER, INTERIOR, AND PARKING LOT TREES MAY NOT BE USED TO MEET THIS REQUIREMENT)

0 60' 120'
SCALE: 1" = 60'

SCHLAGEL
ENGINEERS PLANNERS SURVEYORS LANDSCAPE ARCHITECTS
14920 West 107th Street • Lenexa, Kansas 66215
(913) 492-5158 • Fax: (913) 492-8400
WWW.SCHLAGELASSOCIATES.COM

PREPARED BY:

SCHLAGEL & ASSOCIATES, P.A.

CAMERON'S COURT PRELIMINARY PLAT

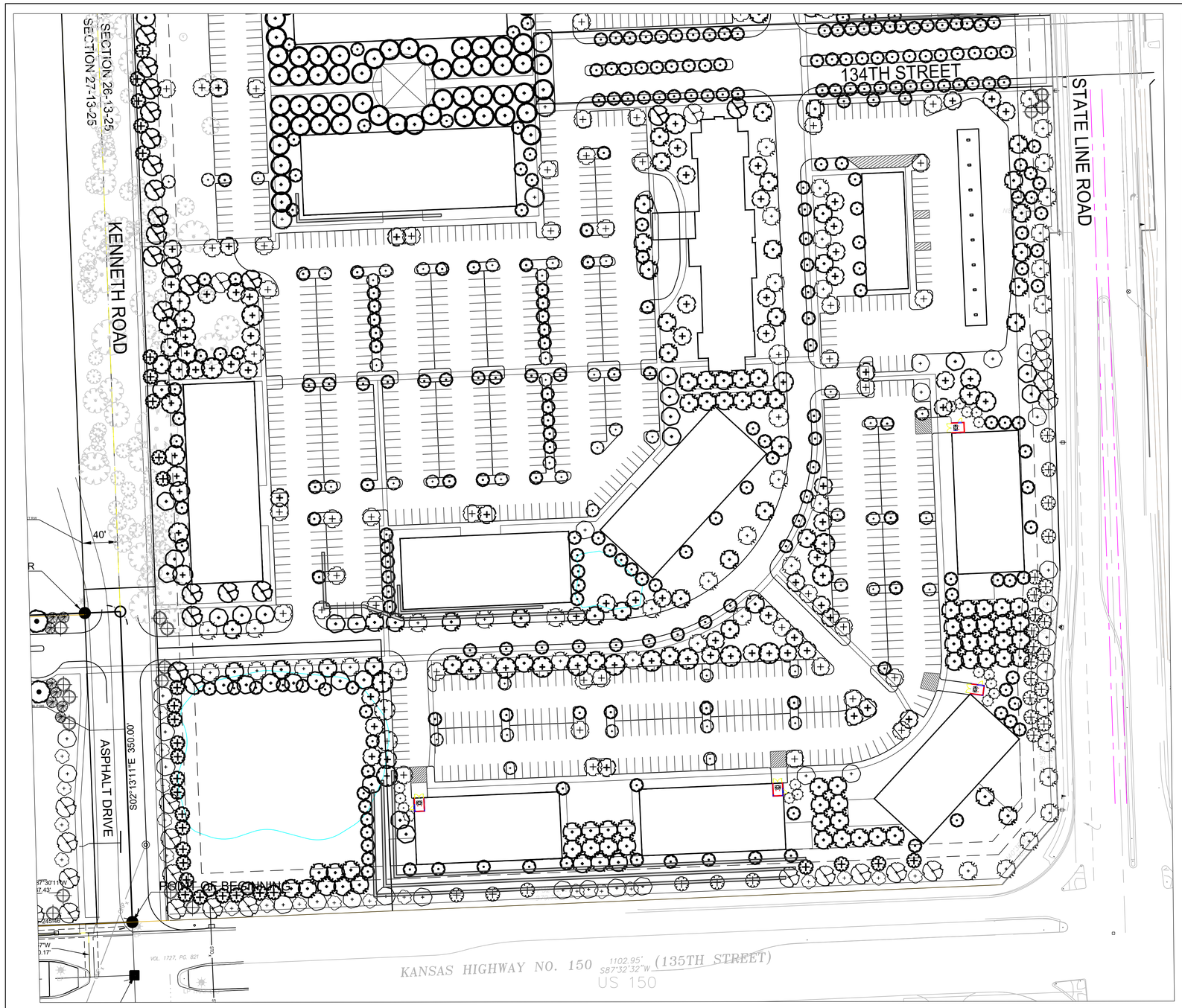
135TH & STATELINE LEAWOOD, KS

REVISION DATE	DESCRIPTION
DATE	DESCRIPTION 1

DRAWN BY: ####	CHECKED BY: ####
DATE PREPARED:	PROJ. NUMBER: 20-028

COMMERCIAL LANDSCAPE PLAN

SHEET
L5.0



AFM	Acer x freemanii 'Marmo'	Marmo Maple	2.5" Cal.	B&B
AFS	Acer x freemani 'Sienna Glen'	Sienna Glen Maple	2.5" Cal.	B&B
AMM	Acer miyabei 'Morton'	State Street Miyabe Maple	2.5" Cal.	B&B
APE	Acer platanoides 'Emerald Queen'	Emerald Queen Norway Maple	2.5" Cal.	B&B
ASG	Acer saccharum 'Green Mountain'	Green Mountain Sugar Maple	2.5" Cal.	B&B
GTS	Gleditsia tricanthos v. inermis 'Shademaster'	Shadmaster Honeylocust	2.5" Cal.	B&B
NSW	Nyssa sylvatica 'Wildfire'	Wildfire Black Gum	2.5" Cal.	B&B
QR	Quercus rubra	Red Oak	2.5" Cal.	B&B
TE	Tiliaam americana 'Redmond'	Redmond Linden	2.5" Cal.	B&B
UXF	Ulmus x Frontier	Frontier Elm	2.5" Cal.	B&B
ZSM	Zelkova serrata 'Musashino'	Musashino Columnar Zelkova	2.5" Cal.	B&B
ORNAMENTAL TREES				
AC	Amelanchier canadensis	Shadblow Serviceberry	2" Cal. & 8' ht.	B&B
MSR	Malus sp. 'Robinson'	Robinson Crabapple	8' ht.	B&B
MRR	Malus sp. 'Royal Raindrops'	Royal Raindropgs Crabapple	2" Cal. & 8' ht.	B&B
EVERGREEN TREES				
JVC	Juniperus virginiana 'Canaertii'	Canaert Juniper	7'-8' ht.	B&B
JVT	Juniperus virginiana 'Taylor'	Taylor Juniper	8'-9' ht.	B&B
PAC	Picea abies 'Cupressina'	Cupressina Norway Spruce	8'-9' ht. 9'-10' ht. AT CLUBHOUSE	B&B
PPC/PP	Picea pungens	Colorado Spruce	6' ht. 9'-10' ht. AT CLUBHOUSE	B&B
PFV	Pinus flixillis 'Vanderwolfs Pyramid'	Vanderwolf Limber Pine	6' ht.	B&B
PS	Pinus strobus	White Pine	6' ht.	B&B

1. UTILITY INFORMATION SHOWN IS DESIGNED LOCATION OR LOCATIONS BASED ON UTILITY LOCATES. AS BUILT LOCATIONS MAY VARY. CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ALL UTILITIES PRIOR TO COMMENCING LANDSCAPE INSTALLATION. NOTIFY THE LANDSCAPE ARCHITECT OF ANY CONFLICTS OR OBSTRUCTIONS.
2. QUANTITIES INDICATED ON THE PLAN ARE FOR CONVENIENCE ONLY. CONTRACTOR SHALL VERIFY ALL PLANT QUANTITIES PRIOR TO PLANTING. NOTIFY THE LANDSCAPE ARCHITECT OF ANY DISCREPANCIES. THE PLAN QUANTITIES AND NUMBER OF SYMBOLS SHALL SUPERSEDED QUANTITIES IN THE SCHEDULE
3. ALL PLANT MATERIAL SHALL COMPLY WITH THE CITY OF LEAWOOD STANDARDS AND ANSI A60.1 THE AMERICAN STANDARD FOR NURSERY STOCK.
4. ALL TREES SHALL MEET THE SIZE REQUIREMENTS OF THE LEAWOOD ORDINANCE. ALL TREES SHALL BE CALLIPERED PER THE LEAWOOD UDO AND UNDERSIZED TREES SHALL BE REJECTED.
5. ALL SHRUBS TO BE UTILIZED FOR SCREENING SHALL BE 36" HEIGHT AT TIME OF PLANTING.
6. ALL PLANTING BEDS CONTAINING SHRUBS, GROUND COVER, PERENNIALS, ANNUALS SHALL BE IN A PLANTING BED WITH 3" MIN. DEPTH OF MULCH AND A "V-CUT" EDGE.
7. ALL TREES SHALL HAVE A MIN. 3 FT. DIA. AREA THAT HAS 3" MIN. DEPTH OF WOOD MULCH.
8. ALL TURF AREAS SHALL BE IRRIGATED.
9. ALL TURF AREAS SHALL BE SODDED UNLESS INDICATED ON THE PLANS.
10. ANY DEVIATION FROM THE APPROVED LANDSCAPE PLAN SHALL REQUIRE WRITTEN APPROVAL OF THE LANDSCAPE ARCHITECT AND THE CITY OF LEAWOOD, PRIOR TO INSTALLATION.
11. THE LANDSCAPE ARCHITECT AND OWNER SHALL APPROVE GRADES AND CONDITION OF SITE PRIOR TO SODDING OPERATIONS.
12. INSTALLATION AND MAINTENANCE OF LANDSCAPING SHALL COMPLY WITH THE CITY OF LEAWOOD STANDARDS
13. ALL ABOVE GROUND UTILITIES SHALL BE SCREENED.
14. ALL PLANT MATERIAL SHALL BE INSTALLED TO ALLOW A MINIMUM CLEARANCE BETWEEN PLANT AND ADJACENT PAVEMENT OF 1 FT. FOR PERENNIALS AND GROUNDCOVER AND 1.5 FT. FOR SHRUBS. A 2 FT. CLEARANCE FOR CAR OVERHANG IS REQUIRED AT ALL PARKING ISLANDS AND PERIMETERS.
15. AFTER COMPLETE INSTALLATION OF ALL PLANT MATERIAL AND SODE THE CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT THAT THE WORK IS COMPLETE AND READY FOR REVIEW. THE LANDSCAPE ARCHITECT SHALL REVIEW THE LANDSCAPE INSTALLATION TO DETERMINE COMPLIANCE WITH THE APPROVED PLANS. WHEN THE LANDSCAPE INSTALLATION MEETS THE REQUIREMENTS OF THE APPROVED PLAN, THE LANDSCAPE ARCHITECT SHALL PROVIDE A SIGNED AND SEALED LETTER TO THE CITY STATING THAT ALL LANDSCAPE PLANTINGS HAVE BEEN INSTALLED PER THE APPROVED PLAN.

LANDSCAPE DATA:

LANDSCAPE REQUIREMENTS BASED UPON THE LEAWOOD DEVELOPMENT ORDINANCE, ARTICLE 4, SUPPLEMENTAL PROVISIONS, 16-4-7 LANDSCAPE AND SCREENING REQUIREMENTS

16-4-7.3 LANDSCAPING REQUIREMENTS OTHER DISTRICTS

B)PERIMETER LANDSCAPING ADJACENT TO PUBLIC R.O.W.

STATE LINE ROAD (ARTERIAL CLASSIFICATION)

FRONTAGE =836 FEET BETWEEN 1134TH STREET AND 135TH STREET

REQUIREMENT
1 SHADE TREE PER 40 FEET; 1 ORNAMENTAL PER 20 FEET; 1 SHRUB PER 5 FEET
A SHADE TREE MAY BE SUBSTITUTED FOR 2 ORNAMENTAL TREES

LANDSCAPE REQUIRED BETWEEN PAWNEE LN AND CHADWICK ST.

836/40 = 21 SHADE TREES
836/20 = 42 ORNAMENTAL TREES
836/5 = 167 SHRUBS

LANDSCAPE PROVIDED
21 SHADE TREES
20 SHADE TREES SUBSTITUTED FOR 40 ORNAMENTAL TREES
2 ORNAMENTAL TREES
128 SHRUBS NOT SHOWN

135TH STREET (ARTERIAL CLASSIFICATION)

FRONTAGE =934 FEET BETWEEN KENNETH ROAD AND STATE LINE ROAD

REQUIREMENT
1 SHADE TREE PER 40 FEET; 1 ORNAMENTAL PER 20 FEET; 1 SHRUB PER 5 FEET
A SHADE TREE MAY BE SUBSTITUTED FOR 2 ORNAMENTAL TREES

LANDSCAPE REQUIRED BETWEEN PAWNEE LN AND CHADWICK ST.

934/40 = 23 SHADE TREES
934/20 = 46 ORNAMENTAL TREES
934/5 = 187 SHRUBS

LANDSCAPE PROVIDED
23 SHADE TREES
16 SHADE TREES SUBSTITUTED FOR 32 ORNAMENTAL TREES
14 ORNAMENTAL TREES
187 SHRUBS NOT SHOWN

D)INTERIOR LANDSCAPING: THE INTERIOR PORTIONS OF THE SITE TO BE LANDSCAPE THAT ARE NOT PART OF ANY SETBACK OR BUFFER AREAS

NET SITE AREA 1,700,663 S.F.(ENTIRE SITE)

OPEN SPACE REQUIRED 170,066 S.F. 10%
OPEN SPACE PROVIDED 692,187 S.F. 52%(ENTIRE SITE)

REQUIREMENT
(1) 2 1/2" CALIPER TREE PER EVERY 10 PARKING SPACES
892 OPEN PARKING SPACES/10 = 89 TREES SOUTH SIDE

LANDSCAPE PROVIDED
89 TREES

REQUIREMENT
1 ADDITIONAL TREE FOR EVERY 3,000 S.F. OF LANDSCAPE OPEN AREA
170,066 S.F. OPEN SPACE/3,000 = 57 TREES ENTIRE SITE

LANDSCAPE PROVIDED
57 TREES ENTIRE SITE

0 60' 120'
SCALE: 1" = 60'

SCHLAGEL
ENGINEERS PLANNERS SURVEYORS LANDSCAPE ARCHITECTS
14920 West 107th Street • Lenexa, Kansas 66215
(913) 492-5158 • Fax: (913) 492-8400
WWW.SCHLAGELASSOCIATES.COM

PREPARED BY:

SCHLAGEL & ASSOCIATES, P.A.

CAMERON'S COURT PRELIMINARY PLAT

135TH & STATELINE LEAWOOD, KS

REVISION DATE	DESCRIPTION
DATE	DESCRIPTION 1

DRAWN BY: ####
CHECKED BY: ####
DATE PREPARED:
PROJ. NUMBER: 20-028

COMMERCIAL LANDSCAPE PLAN

SHEET
L6.0

OVERALL SITE INFORMATION

*See totals chart for SG12, SG14, WO12 break out info

MXD

BUILDING DESIGNATION(S)	BUILDING USE	LOT DESIGNATION	LOT SIZE AC	LOT SIZE SF	BLD HEIGHT	NUM. OF STORIES	RESID UNITS	NUM. OF BDRMS	RETAIL/REST SF	OFFICE SF	RESIDENTIAL SF	RESID PKNG. REQ. AT 1.46/ UNIT	MIN PKNG. REQ. AT 3.0/1000	COVERED PKNG PROVIDED	SURFACE PKNG PROVIDED	BLDG/PKNG SETBACK
WO12	RESIDENTIAL	TRACT A	32.37 AC	1,410,037 S.F.	35'-0"	2	156	208			183,950 S.F.	227.76		156	61.62	40'/25'
SG12	RESIDENTIAL	TRACT A	32.37 AC	1,410,037 S.F.	35'-0"	2	72	120			96,720 S.F.	105.12		96	28.44	40'/25'
SG14	RESIDENTIAL	TRACT A	32.37 AC	1,410,037 S.F.	35'-0"	2	112	144			139,600 S.F.	163.52		128	37.92	40'/25'
A	RESIDENTIAL	TRACT B	20.95 AC	912,582 S.F.	50' - 8"	5	42	50			56,663 S.F.	61.32		42	36	40'/25'
B	RESIDENTIAL	TRACT B	20.95 AC	912,582 S.F.	50' - 8"	5	42	50			56,663 S.F.	61.32		42	28	40'/25'
C	CLUB	TRACT B	20.95 AC	912,582 S.F.	25' - 6"	1					8,500 S.F.				48	40'/25'
D	RESIDENTIAL	TRACT B	20.95 AC	912,582 S.F.	50' - 8"	5	49	59			58,937 S.F.	71.54		49	33	40'/25'
E	RESIDENTIAL	TRACT B	20.95 AC	912,582 S.F.	50' - 8"	5	49	59			58,937 S.F.	71.54		49	35	40'/25'
F	RESIDENTIAL	TRACT B	20.95 AC	912,582 S.F.	50' - 8"	5	56	67			75,554 S.F.	81.76		56	58	40'/25'
G	RESIDENTIAL	TRACT B	20.95 AC	912,582 S.F.	50' - 8"	5	42	50			50,804 S.F.	61.32		42	20	40'/25'
H	RESIDENTIAL	TRACT B	20.95 AC	912,582 S.F.	50' - 8"	5	42	50			50,804 S.F.	61.32		42	20	40'/25'
I	RETAIL	TRACT C	36.59 AC	1,593,860 S.F.	28' - 0"	1			12,300 S.F.				36.9		40	40'/25'
J	RETAIL	TRACT C	36.59 AC	1,593,860 S.F.	28' - 0"	1			12,150 S.F.				36.45		40	40'/25'
K	OFFICE/RETAIL	TRACT C	36.59 AC	1,593,860 S.F.	40' - 0"	2			12,000 S.F.	12,000 S.F.			72		75	40'/25'
L	RETAIL	TRACT C	36.59 AC	1,593,860 S.F.	28' - 0"	1			11,925 S.F.				35.775		40	40'/25'
M	C-STORE	TRACT C	36.59 AC	1,593,860 S.F.	28' - 0"	1			6,170 S.F.				18.51		25	40'/25'
N	RETAIL	TRACT C	36.59 AC	1,593,860 S.F.	28' - 0"	1			10,050 S.F.				30.15		35	40'/25'
O	RETAIL	TRACT C	36.59 AC	1,593,860 S.F.	28' - 0"	1			12,525 S.F.				37.575		40	40'/25'
P	RETAIL	TRACT C	36.59 AC	1,593,860 S.F.	28' - 0"	1			12,300 S.F.				36.9		40	40'/25'
Q	OFFICE	TRACT C	36.59 AC	1,593,860 S.F.	40' - 0"	2				10,244 S.F.			30.732		38	40'/25'
R	OFFICE	TRACT C	36.59 AC	1,593,860 S.F.	40' - 0"	2				30,400 S.F.			91.2		100	40'/25'
S	HOTEL	TRACT C	36.59 AC	1,593,860 S.F.	44' - 8"	4	122				66,472 S.F.	178.12	0		181	40'/25'
T	OFFICE	TRACT C	36.59 AC	1,593,860 S.F.	40' - 0"	3				65,000 S.F.			195		200	40'/25'
U	OFFICE	TRACT C	36.59 AC	1,593,860 S.F.	40' - 0"	3				65,000 S.F.			195		200	40'/25'
V	OFFICE	TRACT C	36.59 AC	1,593,860 S.F.	40' - 0"	2				36,000 S.F.			108		110	40'/25'
W	OFFICE/RETAIL	TRACT C	36.59 AC	1,593,860 S.F.	40' - 0"	2			15,200 S.F.	15,200 S.F.			91.2		100	40'/25'
X	OFFICE	TRACT C	36.59 AC	1,593,860 S.F.	40' - 0"	2				30,400 S.F.			91.2		100	40'/25'
Y	OFFICE/RETAIL	TRACT C	36.59 AC	1,593,860 S.F.	40' - 0"	2			18,000 S.F.	18,000 S.F.			108		115	40'/25'
SUB TOTALS, INCL TRACTS 1-4			97.40 AC	4,242,744 S.F.			784	857	122,620 S.F.	282,244 S.F.	903,604 S.F.	1144.64	1,214.59	702	1884.98	
											TOTAL GLA		TOTAL PKNG REQ		TOTAL PKNG PROVIDED	
TOTAL											1,308,468 S.F.		2,359.23		2587	

RESIDENTIAL UNITS PROVIDED	662	(NOT INCLUDING HOTEL ROOMS)
PARKING PROVIDED FOR RESIDENTIAL	1,060 STALLS	(1.6 / UNITS)
PARKING PROVIDED FOR HOTEL	181 STALLS	(2.7 / 1,000 S.F.)
TOTAL OFFICE/RETAIL/(1/2)HOTEL GLA	438,100 S.F.	
TOTAL PARKING FOR OFFICE/RETAIL/HOTEL GLA	1,479 STALLS	(3.4 / 1,000 S.F.)
OVERALL TOTAL BUILDING SF	1,308,468 S.F.	

USES BY PERCENTAGE: RETAIL/RESTAURANT/OFFICE/RESIDENTAL

RETAIL, 1/2 HOTEL	155,856 S.F.	11.9%
OFFICE SF	282,244 S.F.	21.6%
RESIDENTIAL	870,368 S.F.	66.5%
SUBTOTAL	1,308,468 S.F.	100.0%

USES BY PERCENTAGE: RETAIL/RESTAURANT/OFFICE/(1/2)HOTEL

SUBTOTAL	438,100 S.F.	33.5%	
PARKING PHASE 4 & 5	1,479 STALLS	3.38	per 1000 SF

PEDESTRIAN AMENITY SPACE CALCULATION:

1,000 SF PLAZA / PEDESTRIAN SPACE PER 125 STALLS

Total Stalls:	2587 / 125 stalls =	20.69584 X 1000 SF =	20,696 S.F.	REQUIRED
Total Amenity Space provided:	25,000 SF	> 20,696 S.F.		

RP-2 TRACT INFORMATION

Site Acreage:	13.36 AC		
Total # of Lots:	56	Lots per AC =	4.19
Average Lot size:	70' x 130' or 70' x 140'	Average Lot Size:	0.214 AC
Setbacks per lot:	30' Front / 20' Rear / 10' Side(s)		
Open space per lot:	Minimum 30% open		
Height limit:	35'		

ROW AREAS

ROW 1	2.83 AC	123,275 S.F.
ROW 2	2.19 AC	95,396 S.F.
ROW 3	0.69 AC	30,056 S.F.

OPEN SPACE CALCULATION

ZONING DESIGNATION	SITE AREA		OPEN SPACE	
TRACT A	1,410,037 S.F.	X 30% =	423,011 S.F.	REQUIRED
			657,843 S.F.	PROVIDED
TRACT B	912,582 S.F.	X 30% =	273,775 S.F.	REQUIRED
			547,233 S.F.	PROVIDED
TRACT C	1,593,860 S.F.	X 30% =	478,158 S.F.	REQUIRED
			702,478 S.F.	PROVIDED

INTERNAL LANDSCAPING:

TRACT A						
TRACT B						
TRACT C	REQUIRED:	1,479 STALLS	X 280 S.F. =	414,120 S.F.	X 10% =	41,412 S.F.
	PROVIDED:				X 12% =	50,178 S.F.

DENSITY CALCULATION

MXD ZONE

PERMITTED F.A.R. = 25% MAX F.A.R. PER 16-2-6.4(G) =	4,242,744 S.F.	X 25% =	1,060,686 S.F.
	870,368 S.F.	X 75% =	652,776 S.F.
PERMITTED F.A.R. MXD W/ DISCOUNT 25% OF RESDENT SF PER 16-2-6.4(G) =	RETAIL & OFFICE =		404,864 S.F.
TOTAL DENSITY W/ 25% DISCOUNT =			1,057,640 S.F.
	=	1,060,686 S.F.	> 1,057,640 S.F.

UNITS PER ACRE: 662 UNITS / 97.40 AC = 6.80 : ALLOWED 15

OPEN SPACE: REQUIRED: 1,174,944 S.F. - PROVIDED: 1,907,554 S.F. EXCESS = 732,610 S.F.

LINKED TO CELLS

TRACT A:	32.37 AC	1,410,037 S.F.	TRACT A RESIDENTIAL EST:	462,572 S.F.
RP-2	13.36 AC	581,962 S.F.		
TRACT B:	20.95 AC	912,582 S.F.		
TRACT C:	36.59 AC	1,593,860 S.F.		
Tract 1	2.23	97,139 S.F.		
Tract 2	1.77	77,101 S.F.		
Tract 3	1.07	46,609 S.F.	BLD FOOTP	G SPACE
Tract 4	2.42	105,415 S.F.		
Total AC:	110.76 AC			
Total ROW AC	5.71 AC	850,040 S.F.	224,506 S.F.	625,534 S.F.
STALL SF:	280 S.F.			

SG12, SG14, WO12 BREAK OUT CHART

building type	number of units	number of buildings	total units	total beds	SF per building	Covered pkng provided	Surface parking provided
Walk out		13			14,150 S.F.	12	4.74
one bed	8		104	104			
one bed+d	0		0	0			
two bed	4		52	104			
Total			156	208	183,950 S.F.	156	61.62
slab on grade 12		6			16,120 S.F.	16	4.74
one bed	4		24	24			
one bed+d	0		0	0			
two bed	8		48	96			
Total			72	120	96,720 S.F.	96	28.44
slab on grade 14		8			17,450 S.F.	16	4.74
one bed	6		48	48			
one bed+d	4		32	32			
two bed	4		32	64			
Total			112	144	139,600 S.F.	128	37.92

1. MULTI-FAMILY BLDG'S & SINGLE FAMILY LOTS 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.

OVERALL SITE PLAN OPT 2 (1)

SCALE: 1" = 200'

8/13/2020 RESUBMITTAL 7/31/2020 RESUBMITTAL

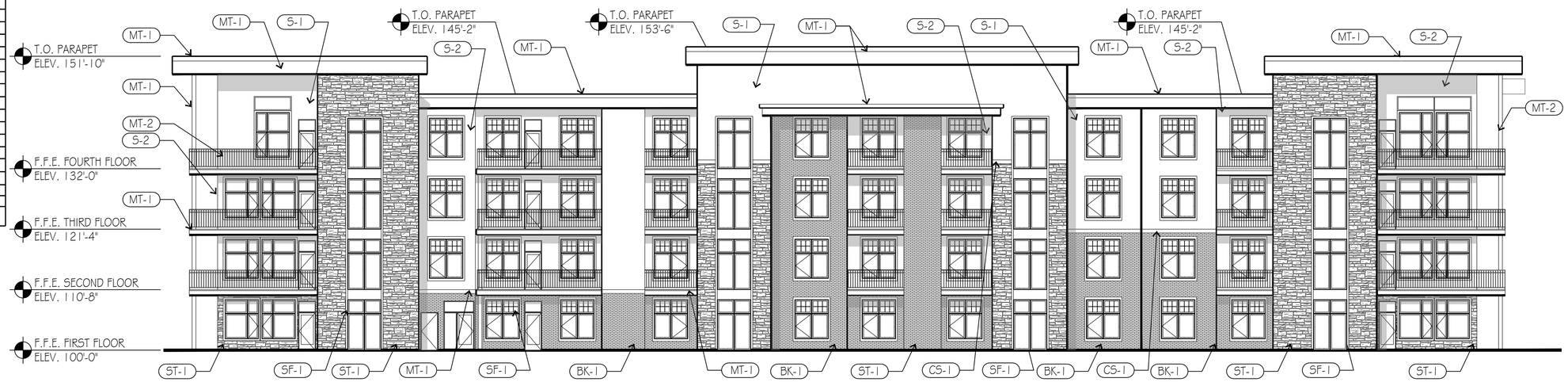
0' 100' 200' 400'

AS100 - SITE PLAN

SCALE: 1" = 200'

kloverarchitects incorporated
10955 LOWELL AVENUE, SUITE 700 • OVERLAND PARK, KS 66210
ph: 913.649.8181 • fx: 913.649.1275 • www.klover.net

FINISH SCHEDULE				
SYMBOL	MATERIAL	MANUFACTURER	COLOR	TEXTURE / FINISH
CS-1	CAST STONE	TBD	TBD	TBD
BK-1	BRICK	TBD	TBD	TBD
BK-2	BRICK	TBD	TBD	TBD
S-1	STUCCO	TBD	TBD	TBD
S-2	STUCCO	TBD	TBD	TBD
LS-1	LAP SIDING	TBD	TBD	TBD
LS-2	LAP SIDING	TBD	TBD	TBD
MT-1	ALUMINUM	TBD	TBD	TBD
MT-2	ALUMINUM	TBD	TBD	TBD
MT-3	ALUMINUM	TBD	TBD	TBD
PC-1	PRECAST PANEL	TBD	TBD	TBD
SF-1	COMPOSITE FRAME GLAZING	TBD	TBD	TBD
SF-2	ALUMINUM FRAME GLAZING	TBD	TBD	TBD
ST-1	STONE VENEER	TBD	TBD	TBD
WD-1	ARCH WALL PANEL	TBD	TBD	TBD
WD-2	CEDAR	TBD	TBD	TBD
RF-1	SHINGLE	TBD	TBD	TBD
PFG-1	PREFINISHED ALUMINUM GUTTER/DOWNSPOUT	TBD	TBD	TBD



MULTI-FAMILY BUILDING TYPICAL ELEVATION (3)

SCALE: 1" = 10'-0"

BIG HOUSE APARTMENT TYPICAL ELEVATION (2)

SCALE: 1" = 10'-0"

BIG HOUSE WALKOUT APARTMENT TYPICAL ELEVATION (1)

SCALE: 1" = 10'-0"

Buildings SG12, SG14, and WO12 elevations to utilize similar materials as the previously approved Villa Melano project in type, material, spec, and finish.

A200 RESIDENTIAL BUILDING ELEVATIONS

8/13/2020 RESUBMITTAL 7/31/2020 RESUBMITTAL

SCALE: 1" = 10'

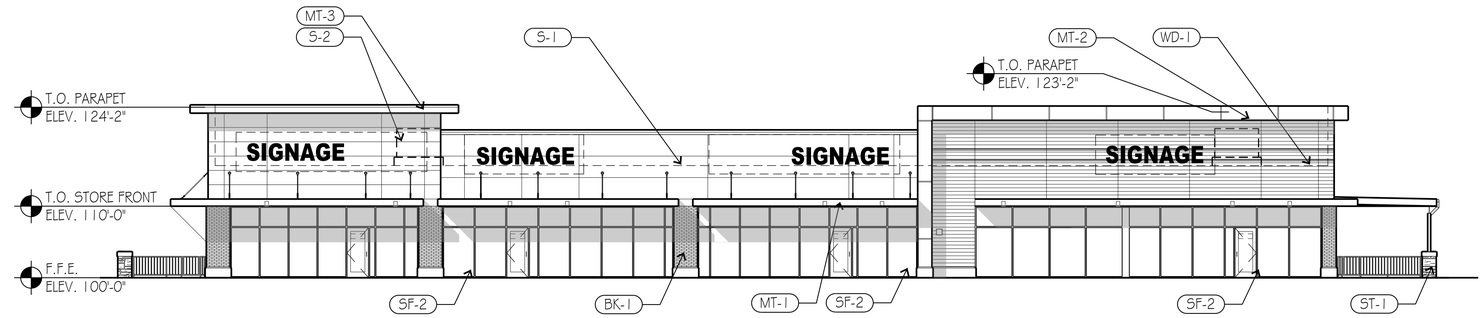
kloverarchitects incorporated
8813 PENROSE LANE, SUITE 400 • LENEXA, KS 66210
ph: 913.649.8181 • fx: 913.649.1275 • www.klover.net

135TH AND STATELINE | ODDO DEVELOPMENT | 05.19.20

SD

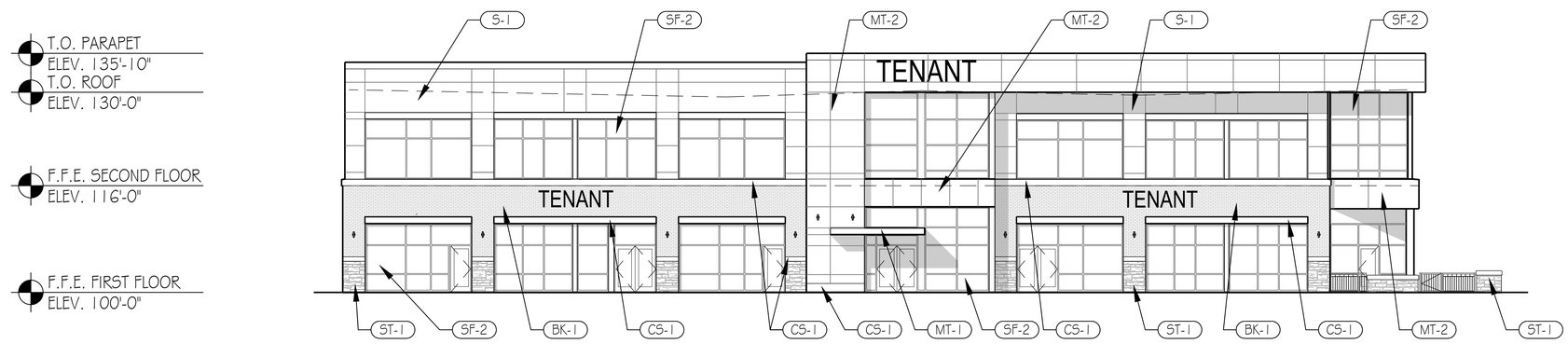
135TH AND STATELINE | 19087.003 | 19087.003

FINISH SCHEDULE				
SYMBOL	MATERIAL	MANUFACTURER	COLOR	TEXTURE / FINISH
CS-1	CAST STONE	TBD	TBD	TBD
BK-1	BRICK	TBD	TBD	TBD
BK-2	BRICK	TBD	TBD	TBD
S-1	STUCCO	TBD	TBD	TBD
S-2	STUCCO	TBD	TBD	TBD
LS-1	LAP SIDING	TBD	TBD	TBD
LS-2	LAP SIDING	TBD	TBD	TBD
MT-1	ALUMINUM	TBD	TBD	TBD
MT-2	ALUMINUM	TBD	TBD	TBD
MT-3	ALUMINUM	TBD	TBD	TBD
PC-1	PRECAST PANEL	TBD	TBD	TBD
SF-1	COMPOSITE FRAME GLAZING	TBD	TBD	TBD
SF-2	ALUMINUM FRAME GLAZING	TBD	TBD	TBD
ST-1	STONE VENEER	TBD	TBD	TBD
WD-1	ARCH WALL PANEL	TBD	TBD	TBD
WD-2	CEDAR	TBD	TBD	TBD
RF-1	SHINGLE	TBD	TBD	TBD
PFG-1	PREFINISHED ALUMINUM GUTTER/DOWNSPOUT	TBD	TBD	TBD



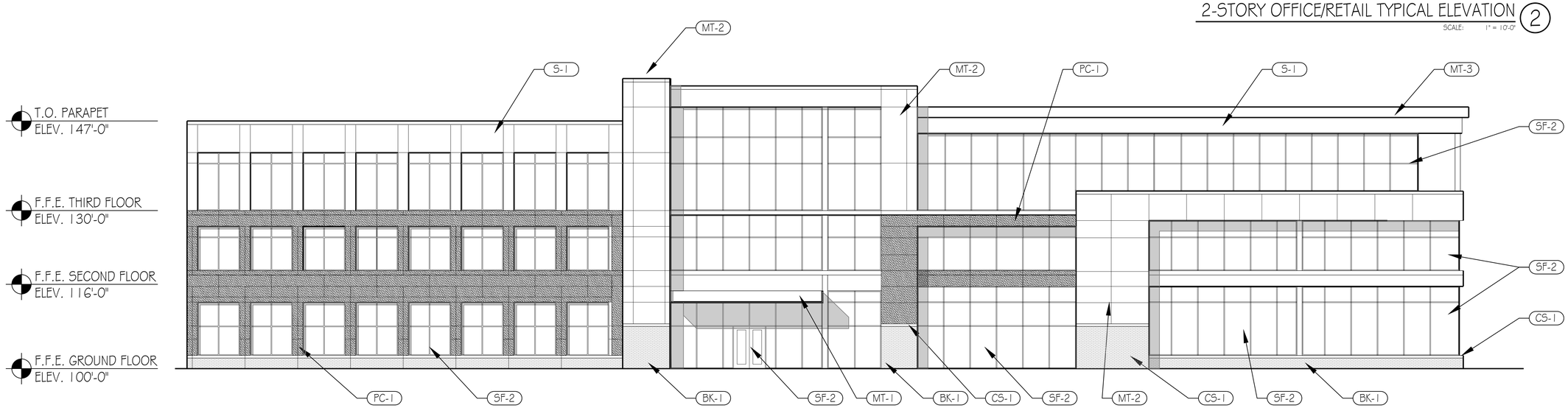
RETAIL BUILDING TYPICAL ELEVATION (3)

SCALE: 1" = 10'-0"



2-STORY OFFICE/RETAIL TYPICAL ELEVATION (2)

SCALE: 1" = 10'-0"



OFFICE BUILDING TYPICAL ELEVATION (2)

SCALE: 1" = 10'-0"

ALL ROOF DRAINS TO BE INTERNAL TO THE BUILDING

A201 OFFICE & RETAIL ELEVATIONS

SCALE: 1" = 10'

kloverarchitects incorporated
8813 PENROSE LANE, SUITE 400 • LENEXA, KS 66210
ph: 913.649.8181 • fx: 913.649.1275 • www.klover.net

8/13/2020 RESUBMITTAL 7/31/2020 RESUBMITTAL

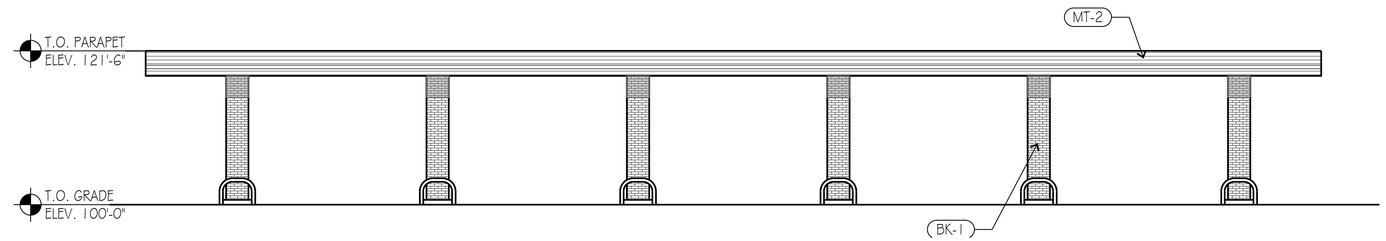
135TH AND STATELINE | ODDO DEVELOPMENT | 05.19.20

SD

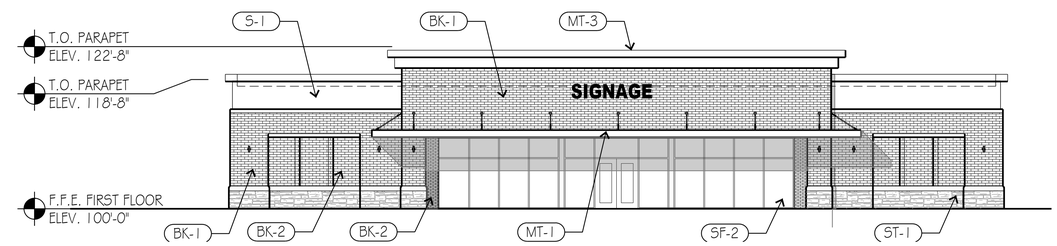
135TH AND STATELINE

19087.003 | 19087.003

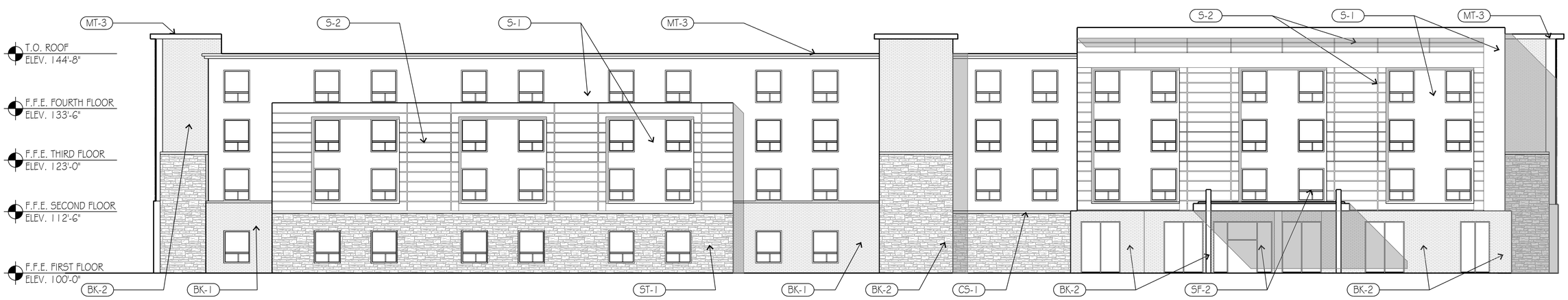
FINISH SCHEDULE				
SYMBOL	MATERIAL	MANUFACTURER	COLOR	TEXTURE / FINISH
CS-1	CAST STONE	TBD	TBD	TBD
BK-1	BRICK	TBD	TBD	TBD
BK-2	BRICK	TBD	TBD	TBD
S-1	STUCCO	TBD	TBD	TBD
S-2	STUCCO	TBD	TBD	TBD
LS-1	LAP SIDING	TBD	TBD	TBD
LS-2	LAP SIDING	TBD	TBD	TBD
MT-1	ALUMINUM	TBD	TBD	TBD
MT-2	ALUMINUM	TBD	TBD	TBD
MT-3	ALUMINUM	TBD	TBD	TBD
PC-1	PRECAST PANEL	TBD	TBD	TBD
SF-1	COMPOSITE FRAME GLAZING	TBD	TBD	TBD
SF-2	ALUMINUM FRAME GLAZING	TBD	TBD	TBD
ST-1	STONE VENEER	TBD	TBD	TBD
WD-1	ARCH WALL PANEL	TBD	TBD	TBD
WD-2	CEDAR	TBD	TBD	TBD
RF-1	SHINGLE	TBD	TBD	TBD
PFG-1	PREFINISHED ALUMINUM GUTTER/DOWNSPOUT	TBD	TBD	TBD



C-STORE FUEL TYPICAL ELEVATION (3)
SCALE: 1" = 10'-0"



C-STORE TYPICAL ELEVATION (2)
SCALE: 1" = 10'-0"



HOTEL TYPICAL ELEVATION (1)
SCALE: 1" = 10'-0"

ALL ROOF DRAINS TO BE INTERNAL TO THE BUILDING

A202 HOTEL & C-STORE ELEVATIONS

SCALE: 1" = 10'

8/13/2020 RESUBMITTAL 7/31/2020 RESUBMITTAL

kloverarchitects incorporated
8813 PENROSE LANE, SUITE 400 • LENEXA, KS 66210
ph: 913.649.8181 • fx: 913.649.1275 • www.klover.net

135TH AND STATELINE | ODDO DEVELOPMENT | 05.19.20

SD

135TH AND STATELINE | 19087.003

19087.003

SCHLAGEL

ENGINEERS PLANNERS SURVEYORS LANDSCAPE ARCHITECTS
14920 W 107TH STREET • LENEXA, KANSAS 66215
(913) 492-5158 • Fax: (913) 492-8400
WWW.SCHLAGELASSOCIATES.COM

PREPARED BY:

SCHLAGEL & ASSOCIATES, P.A.

CAMERON'S COURT PRELIMINARY PLAT

135TH & STATELINE LEAWOOD, KS

REVISION DATE	DESCRIPTION
1. DATE	DESCRIPTION 1
2.	
3.	
4.	
5.	
6.	
7.	
8.	
9.	

DRAWN BY:	#####
CHECKED BY:	#####
DATE PREPARED:	
PROJ. NUMBER:	20-028

WEST LOT AREA SUMMARY

SHEET

C1.7

SCHLAGEL
ENGINEERS PLANNERS SURVEYORS LANDSCAPE ARCHITECTS
14920 W. 107th Street • Lenexa, Kansas 66215
(913) 492-5158 • Fax: (913) 492-8400
WWW.SCHLAGELASSOCIATES.COM

PREPARED BY:

SCHLAGEL & ASSOCIATES, P.A.

CAMERON'S COURT
PRELIMINARY PLAT

135TH & STATELINE LEAWOOD, KS

REVISION DATE	DESCRIPTION
1 DATE	DESCRIPTION 1
2	
3	
4	
5	
6	
7	
8	
9	

DRAWN BY: #####
CHECKED BY: #####
DATE PREPARED:
PROJ. NUMBER: 20-028

EAST LOT AREA SUMMARY

SHEET
C1.8

Preliminary Stormwater Management Plan

prepared for

CAMERON'S COURT

MXD Zoning – Overall Development

135th Street and Stateline Road
Leawood, KS

Initial Submittal: May 19, 2020
Revised: August 12, 2020

Schlagel & Associates Project 20-028

prepared by

SCHLAGEL & ASSOCIATES, PA

Lenexa, Kansas

With subconsultants

Oddo Development

Lenexa, Kansas

EXECUTIVE SUMMARY

Schlagel & Associates, PA is submitting Cameron's Court residential/commercial mixed-used development project for preliminary development plan approval on behalf of our client, Oddo Development, and this Preliminary Storm Water Management Study in support of the applications. This report has been prepared to address permitting requirements and provides preliminary design calculations of the required storm water detention and BMP facilities.

The overall approximate 120 acre, mixed-use develop is made up of a western phase, 75-acre site is a proposed single-family and multi-family subdivision with associated infrastructure, and an eastern phase, 43 acre commercial development with associated infrastructure on an existing row crop, pasture, and woods combination land description. The overall development area lies in the Blue River Watershed. In the western portion, on-site wetlands include an existing riverine that is located at the southeast corner of the western residential phase and bi-sects the two proposed development uses, a decommissioned freshwater detention basin at the north center of the site western phase, and a decommissioned freshwater emergent wetland at the northeastern portion of the western phase. In regards to the eastern commercial phase, no existing wetlands and/or riverine features are identified within that development area. Detention will be provided to limit post-developed flows to at or below existing flow rates for the 10-, and 100-year return events, with emergency overflow routing provided. Due to the nature of the development being bisected by a large north/south tributary of the Little Blue River, which generally isolates the western, residential phase from the eastern commercial phase, we have calculated water quality requirements for each phase individually. For the western, residential portion we have calculated a required level of service of 5.3 and on the eastern, more intense commercial phase we have calculated a required level of service of 6.7. The Water Quality Level of Service for the development has been preliminarily proposed to be been obtained through use of best management practices, including native vegetation area, maintained vegetation areas within the stream corridor, extended dry detention, extended wet detention, proprietary devices, native vegetated swales, and various combinations of these practices in sequence with each other.

TABLE OF CONTENTS

Page No.

EXECUTIVE SUMMARY I

1.0 GENERAL INFORMATION 1-1
1.1 Objective 1-1
1.2 Methodology 1-1

2.0 EXISTING CONDITIONS ANALYSIS 2-1
2.1 Existing Soil Conditions 2-1
2.2 Tributary Areas 2-1
2.3 Curve Number and Time of Concentration 2-1
2.4 Existing Flow Rates 2-2

3.0 AGENCY REVIEW 3-3
3.1 Corps of Engineers Review 3-3
3.2 Fema Requirments 3-3
3.3 Kansas Department of Health and Environment 3-3

4.0 PROPOSED STORM WATER MANAGEMENT ANALYSIS 4-1
4.1 Tributary Areas 4-1
4.2 Curve Number and Time of Concentration 4-1
4.3 Proposed Flow Rates 4-2
4.4 Detention Analysis 4-3
4.5 Level of Service Analysis 4-4
4.6 Combined detention analysis 4-5

5.0 SUMMARY AND RECOMMENDATIONS 5-1

APPENDIX A – SITE INFORMATION
- Location Map/Current Aerial Photo
- NRCS Soil Survey
- National Wetland Inventory Map
- FEMA Firmette
- KS Watershed Map

APPENDIX B – SUPPORTING CALCULATIONS
- Existing Drainage Area Map
- Proposed Drainage Area Map
- Proposed BMP Plan
- Level of Service Calculations
- HydroCAD Model Output

* * * * *

LIST OF TABLES

Table No. **Page No.**

2.3.1a –West Phase - Existing Runoff Conditions 2-2
2.3.1b –East Phase - Existing Runoff Conditions 2-2

4.2.1a –West Phase - Proposed Cover Conditions 4-2
4.2.1b –East Phase - Proposed Cover Conditions 4-2

4.3.1a - West Phase - Pre-Detention Site Peak Flow Summary 4-3
4.3.1b - East Phase - Pre-Detention Site Peak Flow Summary 4-3

4.4.1a – West Phase Pre-Detention Site Volume Summary 4-4
4.4.1b – East Phase Pre-Detention Site Volume Summary 4-4

4.6.1 Pre-Detention Site Volume Summary – Combined Commercial/Residential 4-5

* * * * *

1.0 GENERAL INFORMATION

Cameron's Court is a proposed mixed used development with associated infrastructure located in Section 26, Township 13, and Range 25 at the north-west corner of the 135th Street and Stateline Road intersection in Leawood, Johnson County, Kansas. This overall approximate 120 acre development consists of a 75 acre western, residential (single family and multi-family) and a 43 acre eastern commercial phase (office/retail). The western phase is proposed to be developed with a combination of 59 single family lots and a multi-family apartment complex with 34 multi-story apartment buildings, with associated infrastructure and landscaping and the eastern phase is proposed to be developed with a combination of commercial uses, including commercial business/office buildings, hotels and convenience store with gas sales along with the associated parking and site infrastructure. The western phase is currently a combination of AG (Agriculture) and SD-0 (Business-Office) and the entire eastern phase is currently zoned (SD-0) (Business-Office). The entire area is preliminarily proposed to be planned and redeveloped into one master-planned MXD District (Mixed Use District) to create a mixture of residential, commercial retail and commercial office use areas within this corridor between 133rd Street and 135th Street, extending between Pawnee and State Line Road.

1.1 OBJECTIVE

The intent of this report is to provide information pertaining to the existing and proposed watersheds, provide a conceptual analysis of detention and level of service requirements, and address permitting requirements. Detention will be provided to limit the proposed site peak discharge rate to that of the existing site peak discharge rate for the 10- and 100-year storm events. The site will be required to meet the City of Leawood's storm water quality objectives, and calculations are included to determine the improvements required. This study provides information as required in the Leawood Stormwater Ordinance and the City of Leawood's adopted requirements and subsidies.

1.2 METHODOLOGY

Section 5600 – Storm Drainage Systems and Facilities of the Standard Specifications and Design Criteria of the Kansas City Metropolitan Chapter of the American Public Works Association, dated February 16, 2011,The Manual of Best Management Practices for Stormwater Quality - September 2012, published by the Mid-America Regional Council and,

and the *City of Leawood Municipal Code* were utilized in preparation of this document and site watershed analysis. Watersheds for the site were defined according to soil cover and type and tributary area. Soil cover was determined from inspection of the site and aerial photography. A soil survey for the project area obtained from the NRCS online portal was utilized in determining soil types on-site and can be found in Appendix A. Watershed sizes were determined from topographical survey of the existing conditions, aerial photography, and the proposed site layout. Times of concentration were compiled according to *NRCS TR-55 Urban Hydrology for Small Watersheds (1986)* methodology for sheet flow, shallow concentrated flow, and channel flow. Travel times for channel flows were determined using the length and velocity of the open channel. HydroCAD version 10.0 was used to model the runoff. All storm events were modeled using SCS 24 hour Type II distributions for the 10-year, and 100-year storm events.

* * * * *

2.0 EXISTING CONDITIONS ANALYSIS

The existing site is predominantly agricultural and consists of row crops, pasture, and wooded ground cover in good condition. Runoff is conveyed to four discharge points by sheet, shallow concentrated, and channel flow. The surrounding streets are improved roadways with existing public storm sewer infrastructure in place. There are no improved channels or storm sewer systems on the project site. A riverine stream segment is located at the south-west corner of the site and is depicted in the Wetlands Inventory Exhibit in Appendix A.

2.1 EXISTING SOIL CONDITIONS

On-site soils data was retrieved via a USDA NRCS Custom Soil Resource Report obtained from the Web Soil Survey online portal. The soils report is presented in Appendix A. The report indicates that the following soils are located on-site.

- **7051 – Kennebec Silt Loam**, Frequently Flooded; Moderately Well Drained, Low Runoff Class, Non-Hydric, Hydrologic Soil Group B, 3.9% of Site
- **7251 – Grundy Silt Loam**, 1-3 Percent Slopes; Somewhat Poorly Drained, Non-Hydric, Hydrologic Soil Group C/D, 50.2% of Site
- **7462 – Oska-Martin Silty Clay Loam**, 4-8 Percent Slopes; Well Drained, Medium, Runoff Class, Non-Hydric, Hydrologic Soil Group D, 11.7% of Site
- **7525 – Chillicothe Silty Loam**, 2-5 Percent Slopes; Moderately Well Drained, Low Runoff Class, Non-Hydric, Hydrologic Soil Group D, 34.1% of Site

2.2 TRIBUTARY AREAS

The existing tributaries are provided in Appendix B. The site release points have been identified as Release Points 1 through 4 (R#1, R#2, etc.). These designations correspond with the watershed model located in Appendix B.

2.3 CURVE NUMBER AND TIME OF CONCENTRATION

The existing curve numbers and time of concentrations for each sub-area have been established based on the procedures outlined in *NRCS TR-55 Urban Hydrology for Small Watersheds (1986)*. Existing curve numbers were based on aerial photography, site inspection, and the soil types present on site. A composite curve number for each sub-area

was determined. The predevelopment condition of this site includes a row crop, woods, and pasture combination. These areas can be seen in an aerial AIMS map provided in Appendix A. Table 2.3.1 summarizes the curve numbers for each of the sub-areas.

Time of concentration flow paths were based on sheet flow, shallow concentrated flow, and channel flow conditions. Sheet flow lengths were limited to 100 feet, or where a grade break occurred. Flow was then considered shallow concentrated flow. The Existing Drainage Area Map presented in Appendix B illustrates the time of concentration flow paths utilized in the analysis. Times of concentration for each sub-area are presented in Table 2.3.1, and detailed calculations are included with the HydroCAD summary in Appendix B.

Table 2.3.1a Existing Cover Conditions – Western Phase

	CN	89	80	77			
Catchment	Outfall	Row Crops ac	Pasture ac	Woods ac	Total Area ac	Tc min	Composite CN
W-EDA-1	R#1 (NW)	8.765	0.000	0.393	9.158	13.3	88.5
W-EDA-2	R#2 (N)	4.842	0.860	1.959	7.661	11.4	84.9
W-EDA-3	R#3 (E)	28.556	9.479	2.344	40.380	19.5	86.2
W-EDA-4	R#5 (SW)	16.756	0.000	1.378	18.134	12.4	88.1
Whole Site (Sum)		58.919	10.339	6.075	75.333	---	86.8

Table 2.3.1b Existing Cover Conditions - Eastern Phase

	CN	89	80	77			
Catchment	Outfall	Row Crops ac	Pasture ac	Woods ac	Total Area ac	Tc min	Composite CN
E-EDA-1	R#1 (NW)	3.960	1.686	4.618	10.264	13.4	82.1
E-EDA-2	R#2 (SW)	11.525	3.222	17.541	32.288	12.6	81.6
Whole Site (Sum)		15.485	4.908	22.159	42.552	---	81.7

2.4 EXISTING FLOW RATES

Existing flow rates were determined based on the above, identified parameters (Time of Concentration, Soil type and Cover Conditions) for the 10-year and 100-year design storms. Comparison of the Peak flow rates for the existing and proposed conditions are presented in Table 4.2.1, and detailed calculations are included with the HydroCAD summary in Appendix B.

3.0 AGENCY REVIEW

Permitting requirements of the following agencies were reviewed as part of the existing conditions analysis.

3.1 CORPS OF ENGINEERS REVIEW

The north/south riverine tributary of the Blue River is centrally located and generally bisects the western and eastern phases of the proposed development areas and is identified as a *Waterway of the U.S*. per the USGS Topographic Map for the project location. The proposed development is anticipated to stay north/south drainage feature and has identified stream corridor within the development plans to accommodate. Coordination regarding any necessary permitting and potential impacts to the riverine and wetland areas will be addressed as project phasing progresses. A National Wetland Inventory Map provided in Appendix B.

3.2 FEMA REQUIRMENTS

A future conditions 1% Annual Chance of Flood Hazard Zone X is located at the south-east portion of the site along the riverine flow path, as depicted per FEMA Flood Insurance Rate Map Panel No. 20091C0085G. The proposed development is anticipated to stay outside of the referenced north-south drainage tributary via the established stream corridor restrictions and no FEMA requirements are anticipated for the project at this time. Please see the attached FEMA Firmette in Appendix A.

3.3 KANSAS DEPARTMENT OF HEALTH AND ENVIRONMENT

All land disturbance activities will be permitted in accordance with the City of Leawood, KS specifications as well as the Kansas Department of Health and Environment and National Pollution Discharge Elimination System (NPDES) requirements. NPDES and NOI Applications will be made with the future permitting of the site in compliance with local, state and federal guidelines.

* * * * *

4.0 PROPOSED STORM WATER MANAGEMENT ANALYSIS

The proposed development will generally maintain the existing site drainage patterns with the addition of on-site detention and BMP facilities to provide post development runoff control and water quality level of service. Runoff from the interior of the site will be conveyed to proposed on-site extended dry detention basins (EDDB) and extended wet detention basins (EWDB) and/or underground detention chambers as defined with the final design of the project. A site plan detailing the preliminary locations and drainage areas of the proposed basins is presented in Appendix B. An on-site enclosed storm sewer is proposed to capture and convey the site runoff to the proposed detention facilities.

4.1 TRIBUTARY AREAS

The proposed tributary areas are provided in Appendix B. The proposed drainage areas have been delineated to convey runoff volumes necessary to meet requirements for runoff control and level of service by use of the on-site detention and BMP facilities. BMP facilities are discussed in section 4.5 of this report. Site release points generally remained unchanged from the existing conditions. These designations correspond with the watershed model located in Appendix B.

4.2 CURVE NUMBER AND TIME OF CONCENTRATION

The proposed curve numbers and time of concentrations for each sub-area have been established based on the procedures outlined in NRCS TR-55 Urban Hydrology for Small Watersheds (1986). Proposed curve numbers were based on inspection, and the soil types present on site. General ground cover including single-family and multi-family residential and commercial office/retail and pervious and impervious cover types for the proposed conditions were considered and a composite curve number for each sub-area was determined. Curve numbers for the proposed conditions were based on 1/4-acre and 1/8-acre residential development cover and commercial development cover respective to the proposed overall land use. Hydrologic soil group D was used for the site per the USDA NRCS Custom Soil Resource Report presented in Appendix A. The proposed cover conditions are shown in appendix B. Table 4.2.1a and Table 4.2.1b summarizes the curve numbers for each of the sub-areas in the post-development, proposed cover condition phase.

Time of concentration flow paths were based upon sheet flow, shallow concentrated flow, and reach flow conditions. Sheet flow lengths were limited to 100 feet. Flow was then considered shallow concentrated flow until a detention basin, or storm sewer was reached at which point the flow was modeled as a pipe reach. Table 4.2.1 summarizes the time of concentration for each sub-area. Detailed calculations of the composite curve numbers and times of concentration can be found in Appendix B and the proposed flow paths utilized in the time of concentration calculations are presented in appendix A.

Table 4.2.1a West Phase - Proposed Cover Conditions

	CN	87	92			
Catchment	Outfall	Single Family ac	Multi Family ac	Total ac	Tc min	Composite CN
W-PDA-1	R#1 (NW)	4.032	0.000	4.032	5.0	87.0
W-PDA-2	R#2 (N)	8.612	13.053	21.665	5.0	90.0
W-PDA-3	R#3 (E)	4.247	40.192	44.439	5.0	91.5
W-PDA-4	R#5 (SW)	0.855	4.341	5.196	5.0	91.2
Whole Site (Sum)		17.75	57.59	75.333	---	90.8

Table 4.2.1b East Phase - Proposed Cover Conditions

	CN	95			
Catchment	Outfall	Commercial ac	Total ac	Tc min	Composite CN
E-PDA-1	R#1 (NW)	8.889	8.889	5.0	95.0
E-PDA-2	R#2 (SW)	33.663	33.663	5.0	95.0
Whole Site (Sum)		42.55	42.552	---	95.0

4.3 PROPOSED FLOW RATES

Proposed flow rates were determined for the 10-year, and 100-year design storms. Comparison of the Peak flow rates for the existing and proposed conditions are presented in Tables 4.3.1a and 4.3.2b, detention routing calculations are not included in the site runoff rates presented in Table 4.3.1, and detailed routing calculations can be found in the referenced Hydrocad Report in Appendix B.

Table 4.3.1a West Phase - Pre-Detention Peak Flow Summary – HydroCAD Calculations (Flows in CFS)

Outfall	10-YR			100-YR		
	EX	PROP	CHANGE	EX	PROP	CHANGE
W-R#1	48.65	27.21	**-21.44**	75.74	42.50	**-33.24**
W-R#2	40.41	154.29	**113.88**	64.44	235.60	**171.16**
W-R#3	171.44	326.21	**154.77**	272.36	491.52	**219.16**
W-R#4	98.97	37.59	**-61.38**	153.96	57.01	**-96.95**
SITE TOTAL	---	---	**185.83**	---	---	**260.13**

Table 4.3.1b – East Phase - Pre-Detention Peak Flow Summary – HydroCAD Calculations (Flows in CFS)

Outfall	10-YR			100-YR		
	EX	PROP	CHANGE	EX	PROP	CHANGE
E-R#1	47.39	67.62	**20.23**	77.84	100.23	**22.39**
E-R#2	152.88	256.10	**103.22**	250.87	379.57	**128.70**
SITE TOTAL	---	---	**123.45**	---	---	**151.09**

4.4 DETENTION ANALYSIS

City of Leawood codes require detention and runoff control for the 10-, and 100-yr storm events. The runoff hydrographs used to determine the peak flow volumes for each tributary area were determined using TR-55 methodology and HydroCAD Version 10.0 and are presented in Tables 4.4.1a and 4.4.1b. The difference in hydrograph volumes for the proposed and existing conditions was utilized to estimate the total detention volumes required across the site relative to the release points to reduce flows to at or below the existing conditions. Multiple onsite detention facilities are proposed to meet the associated peak flow reduction requirements. Final design and sizing will be completed with the final storm water management report. Complete hydrograph routing and model output can be found referenced Hydrocad Report in Appendix B.

Table 4.4.1a West Detention Volume Summary–HydroCAD Calculations (Volumes in AC-FT)

Outfall	10-YR			100-YR		
	EX	PROP	CHANGE	EX	PROP	CHANGE
W-R#1	3.091	1.326	**-1.765**	4.938	2.134	**-2.804**
W-R#2	2.387	7.696	**5.309**	3.905	12.109	**8.204**
W-R#3	12.928	16.593	**3.665**	20.979	25.717	**4.738**
W-R#4	6.120	1.893	**-4.227**	9.778	2.956	**-6.822**
SITE TOTAL	---	---	**2.982**	---	---	**3.316**
TOTAL DETENTION VOLUME PROVIDED				8.8	AC-FT	

Table 4.4.1b East Detention Volume Summary–HydroCAD Calculations (Volumes in AC-FT)

Outfall	10-YR			100-YR		
	EX	PROP	CHANGE	EX	PROP	CHANGE
E-R#1	2.942	3.567	**0.625**	4.931	5.409	**0.478**
E-R#2	9.254	13.510	**4.256**	15.551	20.483	**4.932**
SITE TOTAL	---	---	**4.881**	---	---	**5.410**
TOTAL DETENTION VOLUME PROVIDED				6.6	AC-FT	

4.5 LEVEL OF SERVICE ANALYSIS

A level of service analysis has been completed with this report. Worksheets 1 and 2 from The Manual of Best Management Practices for Stormwater Quality, published by the Mid-America Regional Council and the American Public Works Association (MARC BMP Manual) have been completed and are included in Appendix B. In the western, residential phase, existing and proposed curve numbers of 87 and 91 were determined, respectively, resulting in a required level of service of 5.3. In the eastern, commercial office/retail phase, Existing and proposed curve numbers of 82 and 95 were determined, respectively, resulting in a required level of service of 6.7. Best management practices including established native vegetation, extended dry detention, extended wet detention, proprietary devices, native vegetation swales, and various combinations of these practices in sequence are proposed to meet the required level of service for the development. The proposed detention facilities will function as extended dry or wet detention basins to treat runoff from a storm water quality perspective, as well as a storm water quantity control facility. Full design of extended dry and wet detention facilities and all storm water quality features will be completed with the final stormwater management report as the proposed project progresses

and phases are submitted. Final design shall be in accordance with the associated design procedure forms as detailed by the MARC BMP Manual. Completed best management practice worksheets for the proposed development are presented in Appendix B.

4.6 COMBINED DETENTION ANALYSIS

Detention analysis for the entire combined residential and commercial development is provided at the request of city staff. Table 4.6.1 details the combined volume analysis for the entire proposed development.

Table 4.6.1 Pre-Detention Site Volume Summary – HydroCAD Calculations (Volumes in AC-FT)

FULL SITE – Combined Commercial and Residential

Outfall	10-YR			100-YR		
	EX	PROP	CHANGE	EX	PROP	CHANGE
R#1 - Res	3.091	1.326	**-1.765**	4.938	2.134	**-2.804**
R#2 - Res	2.387	7.696	**5.309**	3.905	12.109	**8.204**
R#3	12.928	16.593	**3.665**	20.979	25.717	**4.738**
R#4	6.120	1.893	**-4.227**	9.778	2.956	**-6.822**
R#1 - Com	2.942	3.567	**0.625**	4.931	5.409	**0.478**
R#2 - Com	9.254	13.510	**4.256**	15.551	20.483	**4.932**
SITE TOTAL	---	---	**7.863**	---	---	**8.726**
TOTAL DETENTION VOLUME PROVIDED				15.4	AC-FT	

As shown in Table 4.6.1, the detention volume provided exceeds the overall the volume increase associated with the proposed improvements. Full basin and BMP design will be addressed with final development plans and associated submittals.

* * * * *

5.0 SUMMARY AND RECOMMENDATIONS

The proposed development of this approximate 120-acre site within the City of Leawood by Oddo Development has preliminarily proposed to incorporate storm water quality (BMP's) and storm water quantity (detention) controls. We have allotted space throughout the proposed development plan to accommodate the proposed facilities with the final design of the project. Detention for the 10-, and 100-year events is proposed for the site with emergency overflow conveyance provided. Additionally, the required Water Quality Level of Service 5.3 in the western, residential family phase and Level of Service of 6.7 in the eastern, commercial office/retail phase is preliminarily planned to be obtained through use of best management practices, including native vegetation extended dry and wet detention, propriety devices, native vegetation swales, and combinations of these practices in sequence. As with the proposed detention facilities, the water quality features will be located throughout the development and the final design of each respective feature will be incorporated into the final design and layout of each respective phase of the development. With the water quality/quantity features preliminarily incorporated into the overall development plan to restrict post-development flow rates to calculated pre-development rates in the 10-year and 100 year storm events, the preliminarily planned project should be able to be constructed from storm water perspective without any adverse impacts on the existing public storm sewer system that serves this overall development area.

* * * * *

Richard Sanchez

From: Henry Klover <henry@klover.net>
Sent: Friday, August 14, 2020 2:23 PM
To: Richard Sanchez
Cc: Rick Oddo; Curtis Holland; Patrick Reuter; Justin Campbell
Subject: Cameron's Court
Attachments: 135th & Kenneth Shared Parking Analysis.pdf

Follow Up Flag: Follow up
Flag Status: Completed

Rickard

In response to your request for the parking study to justify the 1.46 minimum ratio for the residential parking, attached is the parking study done for the South side of 135th and Kenneth project. It a shared parking study, but the analysis on page 4 on residential parking is the description of the actual parking usage for 51st and Main and Mission Farms, which we provided to Trans systems and still applies. The basic analysis is the actual demand with the stabilized properties was closer to 1.35 ratio, even though half of the units were 2 bedroom.

The calculated ratio for Cameron's Court is below and based on the Developers (Oddo's) typical requirements came out almost the same at calculated overall ratio of 1.38 to 1.44 stalls/ unit. Since the desired ratios were so close to the previous recommended study we left the minimum at the 1.46 stalls / unit ratio.

Cameron's Court phase 2 (East of High Drive) have a 25% two bed to 75% one bed range which at 322 units = 81 two beds and 241 one beds.

Typically Developers residential parking requirements: 1.25 stall/one bed and 1.75 stalls/two bed which equals

Phase 2 (East of High Drive)
241 x 1.25- 1bed: 301.25
81 x 1.75- 2bed: 141.75 stalls
= 443 stalls / 332 units or 1.38 stalls / unit.

Parking provided 581 / 322 or 1.80 stalls/ unit.

Cameron's Court phase 3 (West of High Drive) have a 39% two bed to 61% one bed range which at 340 units = 132 two beds and 208 one beds.

Phase 3 (West of High Drive)
208 x 1.25- 1bed: 260 stalls
132 x 1.75 -2bed: 231 stalls
= 491 stalls / 340 units or 1.44 stalls / unit.

Parking provided 507 / 340 or 1.49 stalls/ unit.

The actual provided parking is higher then the 1.46 minimum ratio and considering both developments have similar desired parking ratios, that were obtained separately, shows the parking ratio is logical and adequate.

Henry Klover President

Klover Architects
8813 Penrose Lane, Suite 400
Lenexa, KS 66219
P: 913-649-8181
F: 913-649-1275
henry@klover.net

kloverarchitects
www.klover.net

WARNING: This email originated from an EXTERNAL SOURCE. DO NOT CLICK LINKS or ATTACHMENTS unless you recognize the sender and know the content is safe.

TranSystems
EXPERIENCE | Transportation

Memorandum

2400 Pershing Road
Suite 400
Kansas City, MO 64108
Tel 816 329 8600
Fax 816 329 8601

www.transystems.com

To: Mr. Rick Lashbrook
Leawood 135, LLC
P.O. Box 26170
Overland Park, KS 66225

From: Jeff Wilke, PE, PTOE
Date: November 1, 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 118 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 302 surface parking spaces. The northwestern portion of the site includes 182 garage parking spaces for apartment residents (one per unit). There will also be 162 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 and office land uses. The sizes of these businesses range from 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.

135th & Kenneth Mixed-Use Development Proposed Land Uses					
Northwestern Portion			**Northeastern Portion**		
Land Use	**Intensity**		**Land Use**	**Intensity**	
Family Restaurant	6,000	Square Feet	Family Restaurant	6,000	Square Feet
Retail	9,000	Square Feet	Retail	20,000	Square Feet
Office	10,000	Square Feet	Office	72,000	Square Feet
Apartments	182	Units	Apartments	0	Units
Assisted Living	0	Units	Assisted Living	84	Units

Parking Requirements

The Leawood Development Ordinance (LDO) requires certain parking ratios by zoning district. For a mixed-residential and commercial district, 2.0 parking spaces are required per residential unit, plus 3.0 spaces per each 1,000 square feet of lease space. The table below summarizes the parking supply and LDO parking requirements.

Parking Supply and LDO Requirements							
Land Use	**Intensity**		**LDO Minimum Required Parking Spaces**	**Parking Supply**			**Excess (Shortage)**
				Garage Parking Spaces	**Surface Parking Spaces**	**Total Spaces**	
Northwestern Portion							
Apartments	182	Units	364				
Commercial	25,000	Square Feet	75				
Total			439	182	162	344	**(95)**
Northeastern Portion							
Commercial	98,000	Square Feet	294				
Assisted Living	84	Units	168				
Total			**462**	**100**	**302**	**402**	**(60)**

The LDO requirements are for individual land uses and do not account for shared parking. Given the mixture of land uses proposed for the development, it is likely that the peak parking demands for the land uses will not coincide. The land uses are located within close proximity; therefore, shared parking is applicable for the proposed development. The LDO states that parking requirements may be modified on a project basis with supporting documentation. The following section includes a shared parking analysis for the proposed development.

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 at 29,000 square feet, and is anticipated to be 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 the numbers of bedrooms included in each apartment, which can have an effect on parking demand. Seventy-six percent of the apartment units in the proposed development are one bedroom units, which would be expected to have a lower demand for parking than a two bedroom unit. The base parking ratio used for the apartment land use in this analysis is

1.46 spaces per unit. This ratio was obtained from the 85th percentile for suburban apartments from *Parking Generation*. This ratio exceeds one space per unit for one bedroom units, and two spaces per unit for two bedroom units.

The development team provided data from several recent projects in the metropolitan area for additional perspective on the appropriate base parking ratio for apartments. 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 ratio of 1.3 spaces per unit was provided and found to have a surplus of 10 percent at peak times. The parking garage for 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. The garage was found to have a parking surplus of roughly 20 percent during peak times. The actual demand is closer to a 1.35 ratio, even though more than half of the units consist of two bedrooms. It should be noted that there are surface parking spaces available at Mission Farms outside the garage.

For this shared parking analysis, the base parking ratio for the apartments in the northwestern portion was reduced from 1.46 to 0.46 spaces per unit, as one parking space per unit will be provided in the 182 garage parking spaces below the apartments. These garage spaces will not be shared with other land uses. A few apartment residents not parking in the garage spaces and apartment visitors will share the surface parking spaces. The base parking ratio for the assisted living in the northeastern portion was reduced to 0.28 spaces per unit, as 100 spaces are provided in the garage below the assisted living facility. These garage spaces will not be shared with other land uses.

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 average 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.

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. The peak parking demand of 300 spaces for the northeastern portion of the site

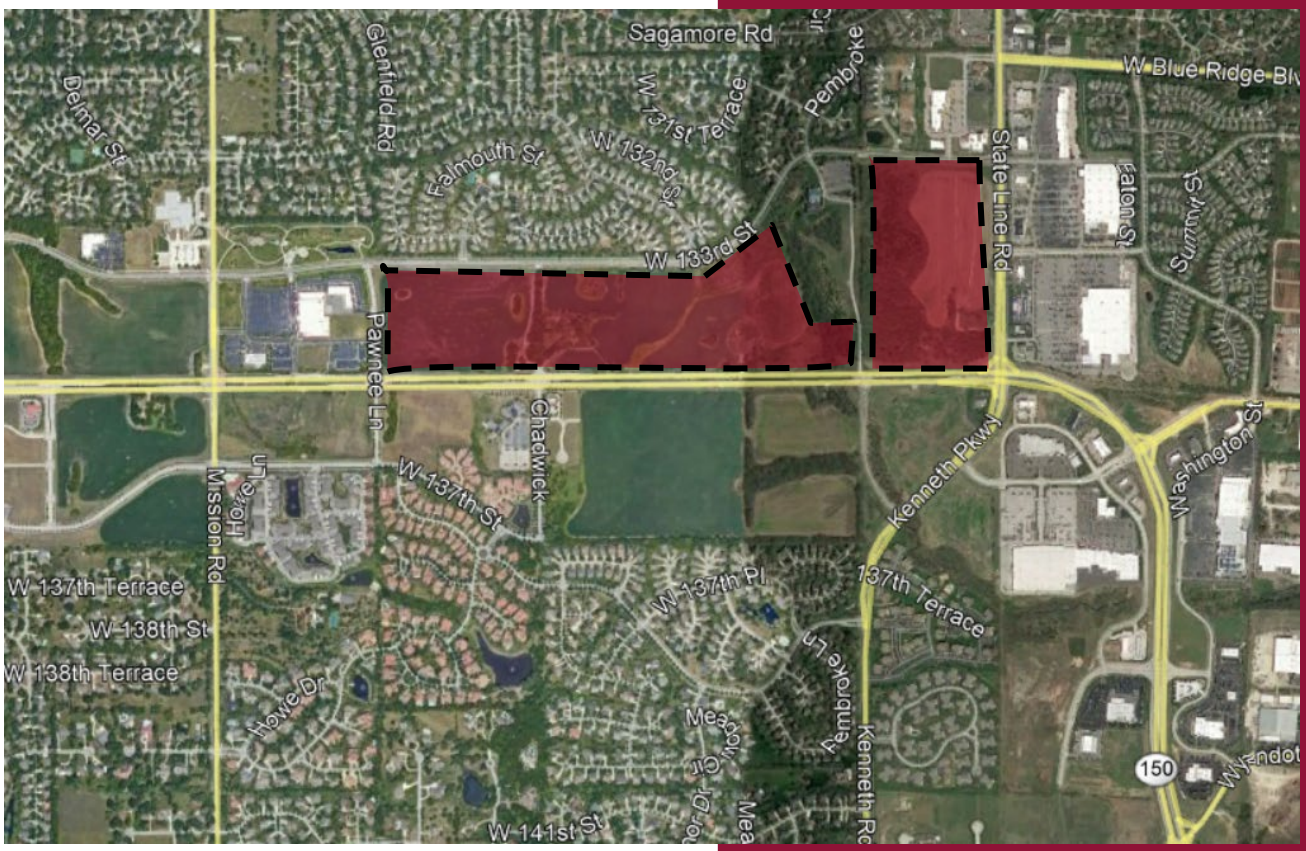
is projected to occur at 11:00 A.M. in December. At that time the surface parking in the northeastern portion of the site is projected to be 99 percent occupied. The peak parking demand of 150 spaces for the northwestern portion of the site is projected to occur at 7:00 P.M. in December. At that time, the 162 surface spaces are projected to be 93 percent occupied. This analysis correlates with the fact that December is the peak month for most retail business because of holiday shopping. This analysis indicates that the parking supply can be effectively shared to accommodate the proposed land uses at all times of day, throughout the year.

Summary

The mixed-use portion of the proposed development will provide fewer parking spaces than the LDO requires, however the requirements are based on isolated, individual land uses. The LDO allows for modifications to the parking requirements on a project basis with supporting documentation. Given the mixture of land uses proposed for the site within a close proximity, shared parking is applicable for this development. The Shared Parking Analysis indicates that the parking supply can be effectively shared to accommodate the proposed land uses at all times of day, throughout the year.

Cameron's Court Traffic Impact Study

135th Street and State Line Road
Leawood, Kansas



Prepared for:

Oddo Development Company, Inc.

Prepared by TranSystems

August 2020

TranSystems
EXPERIENCE | Transportation

TranSystems
2400 Pershing Road
Suite 400
Kansas City, MO 64108
Tel 816 329 8600
Fax 816 329 8601

www.transystems.com

August 13, 2020

Mr. Rick Oddo
Oddo Development Company, Inc.
15431 West 100th Terrace
Lenexa, KS 66219

Re: Cameron's Court Traffic Impact Study
135th Street and State Line Road
Leawood, Kansas

Dear Mr. Oddo:

In response to your request and authorization, TranSystems has completed a traffic impact study for the proposed residential and commercial development generally located along the north side of 135th Street between State Line Road and Pawnee Lane 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 impact of the proposed development on the adjacent street network and identified improvements to mitigate deficiencies for the following scenarios:

- Existing Conditions
- Existing plus Approved Development Conditions
- Existing plus Approved plus Proposed Residential Development Conditions
- Existing plus Approved plus Proposed Full 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: _____ By: _____
Jeffrey J. Wilke, PE, PTOE Emma Martin, EIT

EHM:JJW/ehm/P101200212
Enclosure

Introduction

TranSystems has completed this traffic impact study for the proposed residential and commercial development to be located generally located along the north side of 135th Street between State Line Road and Pawnee Lane 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 land uses which will be constructed in phases. The initial phases of the development will include residential land uses to the west of Kenneth Road. Later phases of the development will include commercial land uses, such as retail, office, hotel, and a gas station with a convenience store located to the east of Kenneth Road. A copy of the proposed site plan for the development is included on ***Figure A-2*** for reference.

The residential phases include single-family and multi-family land uses. Along the south side of 133rd Street there are 56 single-family homes which will be accessed from two proposed site driveways (Site Drives 2 and 3). The multi-family units are separated into an eastern and western portion, which is divided by a new street named High Drive. High Drive is to be a collector type street running between 133rd and 135th Street. The proposed High Drive will intersect 133rd Street at an existing curb cut, roughly 375 feet west of the existing High Drive intersection. There are 340 proposed multi-family units to the west of High Drive, and 322 units to the east of High Drive. The two multi-family developments will each have gated entries. The western portion is accessed from three proposed driveways; one on Pawnee Lane, one on 135th Street that aligns with Chadwick Street, and an internal driveway that intersects proposed High Drive. The eastern portion will be accessed from two proposed driveways along 133rd Street, an internal driveway intersecting Kenneth Road north of 135th Street, and two internal driveways that intersect proposed High Drive.

The commercial phases of the proposed development include the area generally bounded by Kenneth Road on the west, 135th Street on the south, State Line Road on the east, and 133rd Street on the north. Four new driveways will provide access to the commercial land uses. An internal driveway will intersect Kenneth Road north of 135th Street, aligning with the internal drive to the eastern portion of the multi-family development. Two proposed driveways are to be located along 133rd Street. One proposed driveway will be the east leg of the existing signalized 133rd Street and State Line Road intersection. While the intersection is signed as 133rd Street, the intersection is actually offset roughly 740 feet south of Leawood's 133rd Street and State Line Road intersection. For the purposes of this study, the two intersections are referred to as the N. 133rd Street and S. 133rd Street intersections.

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.

- 133rd Street and Mission Road
- 133rd Street and Pawnee Lane
- 133rd Street and Canterbury Road
- 133rd Street and High Drive
- 133rd Street and State Line Road (North intersection)
- 133rd Street and State Line Road (South intersection)
- 135th Street and State Line Road
- 135th Street and Kenneth Road
- 135th Street and Chadwick Street
- 135th Street and Pawnee Lane
- 135th Street and Mission Road
- Site Driveways

Surrounding Land Uses and Street Network

The development site currently consists of undeveloped land with agricultural land uses. There is an existing church located between the commercial and multi-family residential land uses, which is not part of the development site and will remain. The church is accessed from the north leg of the 135th Street and Kenneth Road intersection and from a driveway on 133rd Street. North of the development site, there are several neighborhoods of single-family homes. Directly to the east and west of the site, there are commercial developments. Currently the area south of the site across 135th Street is undeveloped land, except for a church. However an approved mixed-use development has been approved in the southwest corner of 135th Street and Kenneth Road.

The existing street network characteristics are summarized below in ***Table 1***. It should be noted that the segment of 133rd Street between Mission Road and State Line Road has intermittent bike lane markings where there are no designated left-turn lanes.

Table 1
Existing Street Network Conditions

Street	Functional Classification	Number of Lanes	Speed Limit	Median
135th Street	Arterial	4-lane	45 mph	Raised Median
State Line Road	Arterial	5-lane	40 mph	Raised Median south of 133rd Street
Mission Road	Arterial	4-lane	35 mph	Raised Median between 135th and 133rd Streets
Pawnee Lane	Collector	2-lane	Not Posted	None
133rd Street	Collector	3-lane	35 mph	None
Kenneth Road	Collector	2-lane	35 mph	None

Traffic Counts

Turning-movement traffic volume counts were collected at some of the study intersection on Thursday, June 30, 2020, from 7:00 to 9:00 A.M. and from 4:00 to 6:00 P.M. Based on the data, the A.M. peak hour generally occurs between 7:15 and 8:15 A.M. along 135th Street and between 8:00 and 9:00 A.M. along 133rd Street. The P.M. peak hour generally occurred between 4:30 and 5:30 P.M.

Turning-movement traffic volume counts were adjusted and balanced to account for the abnormal traffic volumes due to the COVID-19 pandemic. In general, traffic counts collected on June 30, 2020 were increased by 33 percent during the A.M. peak hour and 10 percent during the P.M. peak hour. To develop these adjustment factors, the traffic counts were compared to previous counts within the study area. The turning-movement traffic volume counts along 135th Street at Mission Road, Pawnee Lane, and State Line Road were provided by Operation Green Light. Counts at the 135th Street and Kenneth Road intersection were obtained from the traffic impact study for the approved development. In general, traffic counts collected on June 30, 2020 were increased by 33 percent during the A.M. peak hour and 10 percent during the P.M. peak hour. 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 2*** on the following page shows the expected trips to be generated by the proposed development. Additional information related to trip generation is included in ***Appendix B***.

The commercial portion of the proposed development includes office, retail, hotel, and convenience store land uses. Therefore, it can be assumed that when the development is fully built out, some of the retail trips will be from the office workers and hotel patrons. These trips are said to be internal trips, because the origin and destination of the trips are within the development site. The NCHRP 8-51 internal capture estimation tool was used to determine the number of trips internal to the site. The internal trips were not applied to the external street system.

Pass-by traffic occurs when drivers stop at the proposed development while in route to their final destination. Pass-by traffic is common for gas stations and retail land use. A pass-by percentage of 76% was assumed for the gas station/convenience store, and a pass-by percentage of 34% was applied to the external shopping center trips during the P.M. peak hour only. These pass-by rates were obtained from

the ITE Trip Generation Handbook. No pass-by percentage is provided for A.M. peak hour shopping center trips.

Table 2
Trip Generation

Land Use	Intensity	ITE Code	Average Weekday	A.M. Peak Hour			P.M. Peak Hour		
				Total	In	Out	Total	In	Out
Residential Land Uses									
Single-Family Residential	56 units	210	610	45	12	33	59	38	21
Multi-Family Housing (Western Low-Rise)	340 units	220	2,530	153	36	117	176	111	65
Multi-Family Housing (Eastern Low-Rise)	322 units	220	2,394	145	34	111	168	106	62
Subtotal Residential Development Trips			*5,534*	*343*	*82*	*261*	*403*	*255*	*148*
Commercial Land Uses									
General Office Building	282,244 sf	710	2,903	292	252	40	306	49	257
Hotel	122 key	310	951	56	34	22	66	34	32
Shopping Center	116,450 sf	820	6,668	211	131	80	609	293	316
Super Convenience Store	6,170 sf	960	5,168	584	292	292	428	214	214
Subtotal Commercial Development Trips			*15,012*	*961*	*611*	*350*	*1,409*	*590*	*819*
Subtotal Full Development Trips			*21,224*	*1,306*	*693*	*613*	*1,812*	*845*	*967*
Internal Trips			-	*64*	*32*	*32*	*78*	*39*	*39*
External Trips			-	*1,422*	*759*	*663*	*1,734*	*806*	*928*
Pass-by Trips (Shopping Center)			-	-	-	-	*194*	*97*	*97*
Pass-by Trips (Convenience Store)			-	*444*	*222*	*222*	*325*	*163*	*163*
Total Full Development Trips			***21,224***	***978***	***537***	***441***	***1,215***	***546***	***668***

Trip Distribution

The estimated trips generated by the proposed development were distributed onto the street system based on the trip distributions summarized on the next page in ***Table 3***. These distributions are based on existing travel patterns in the area, expected service area of the development, and engineering judgment. The detailed distribution patterns through the study intersections are shown in ***Appendix B***.

Table 3
Trip Distribution

Direction To/From	Residential Percentage	Commercial Percentage
West on 133rd Street	10%	5%
East on 135th Street	15%	20%
West on 135th Street	30%	25%
North on State Line Road	30%	25%
South on State Line Road	5%	5%
North on Mission Road	5%	10%
South on Mission Road	5%	10%
Total	**100%**	**100%**

Traffic Operation Assessment

An assessment of traffic operations was made for the scenarios listed below.

- Existing Conditions
- Existing plus Approved Development Conditions
- Existing plus Approved plus Proposed Residential Development Conditions
- Existing plus Approved plus Proposed Full 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), 6th 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 4*** on the subsequent page shows the upper limit of delay associated with each level of service for signalized and unsignalized intersections.

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.

Table 4
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

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, such as Leawood, have identified LOS D as the minimum desirable goal for signalized intersections. However, at unsignalized intersections LOS 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 on the following page in ***Table 5***. The study intersection was evaluated with the lane configurations, traffic volumes, and traffic control devices shown on ***Figures A-3*** through ***A-5***. The current signal timing and coordination plans for the study intersection were used for the analysis of the traffic signal in this scenario. Synchro output files are included in ***Appendix C***.

Table 5
Intersection Operational Analysis
Existing Conditions

Intersection / *Movement*	A.M. Peak Hour LOS[1]	A.M. Peak Hour Delay[2]	P.M. Peak Hour LOS[1]	P.M. Peak Hour Delay[2]
Mission Road and 133rd Street				
Traffic Signal	*B*	*16.9*	*B*	*18.6*
Pawnee Lane and 133rd Street				
Northbound	*B*	*11.5*	*B*	*12.3*
Westbound Left-Turn	*A*	*7.7*	*A*	*8.1*
Canterbury Road and 133rd Street				
Southbound	*B*	*10.0*	*B*	*12.1*
Eastbound Left-Turn	*A*	*7.8*	*A*	*8.0*
E. High Road and 133rd Street				
Southbound	*B*	*11.5*	*B*	*13.0*
Eastbound Left-Turn	*A*	*7.8*	*A*	*8.0*
State Line Road and N. 133rd Street				
Traffic Signal	*B*	*11.2*	*C*	*23.6*
State Line Road and S. 133rd Street				
Traffic Signal	*A*	*9.4*	*B*	*14.4*
State Line Road and 135th Street				
Traffic Signal	*D*	*52.0*	***E***	***57.7***
Kenneth Road and 135th Street				
Traffic Signal	*A*	*3.5*	*A*	*6.0*
Chadwick Street and 135th Street				
Northbound	*C*	*15.0*	*D*	*34.9*
Westbound Left-Turn	*A*	*9.9*	*C*	*18.0*
Pawnee Lane and 135th Street				
Traffic Signal	*A*	*7.1*	*A*	*5.4*
Mission Road and 135th Street				
Traffic Signal	*D*	*43.7*	*D*	*36.5*

1 – Level of Service
2 – Delay in seconds per vehicle

The results of ***Table 4*** indicates that all of the study intersections currently operate at acceptable levels of service except for the intersection of State Line Road and 135th Street. During the P.M. peak hour, the intersection operates at LOS E with 57.7 seconds of delay. This is due to high volumes of through traffic and a heavy southbound left-turn movement. Additionally, the 95th percentile queue for the southbound left-turn movement exceeds the length of the dual left-turn lanes.

To improve the LOS at this intersection, significant capacity improvements are needed. A third eastbound lane would need to be constructed through the State Line Road intersection, and possibly through other intersections to the east, to serve the heavy eastbound through volume. Such an improvement would require coordination with the Missouri Department of Transportation, as 135th Street becomes M-150 Highway to the east of State Line Road. These improvements have not been programmed and therefore are not included in the existing conditions analyses.

Existing plus Approved Development Conditions

The Existing plus Approved Development Conditions scenario includes the addition of traffic and improvements from the development proposed in the southwest corner of 135th Street and Kenneth Road. The development has been approved by the City of Leawood, but has not been constructed at the time of this study. The approved development trips and improvements were obtained from the traffic impact study for that development, completed by TranSystems in November 2018.

Improvements for the proposed development include construction of High Drive south of 135th Street, roughly 1,070 feet west of the Kenneth Road intersection. The 135th Street and High Drive intersection will be signalized. A westbound left-turn lane, eastbound right-turn lane, and three northbound lanes will be constructed at the intersection.

The results of the Existing plus Approved Development Conditions intersection analyses are summarized in ***Table 6***. This study scenario considered the addition of traffic from the proposed development. The study intersections were evaluated with the lane configurations, traffic volumes, and traffic control devices shown on ***Figures A-6*** through ***A-8***. The new traffic signal at High Drive 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 6
Intersection Operational Analysis
Existing plus Approved Development Conditions

Intersection	A.M. Peak Hour		P.M. Peak Hour	
Movement	**LOS[1]**	**Delay[2]**	**LOS[1]**	**Delay[2]**
Mission Road and 133rd Street				
Traffic Signal	*B*	*16.0*	*B*	*18.3*
Pawnee Lane and 133rd Street				
Northbound	*B*	*11.5*	*B*	*12.3*
Westbound Left-Turn	*A*	*7.7*	*A*	*8.1*
Canterbury Road and 133rd Street				
Southbound	*B*	*10.0*	*B*	*12.1*
Eastbound Left-Turn	*A*	*7.8*	*A*	*8.0*
E. High Road and 133rd Street				
Southbound	*B*	*11.5*	*B*	*13.0*
Eastbound Left-Turn	*A*	*7.8*	*A*	*8.0*
State Line Road and N. 133rd Street				
Traffic Signal	*B*	*11.1*	*C*	*23.7*
State Line Road and S. 133rd Street				
Traffic Signal	*A*	*9.3*	*B*	*14.5*
State Line and 135th Street				
Traffic Signal	***E***	***56.3***	***E***	***61.5***
Kenneth Road and 135th Street				
Traffic Signal	*A*	*2.5*	*B*	*14.0*
High Drive and 135th Street				
Traffic Signal	*A*	*5.1*	*A*	*5.9*

Table 6 – Continued
Intersection Operational Analysis
Existing plus Approved Development Conditions

Intersection	A.M. Peak Hour		P.M. Peak Hour	
Movement	**LOS[1]**	**Delay[2]**	**LOS[1]**	**Delay[2]**
Chadwick Street and 135th Street				
Northbound	*C*	*16.6*	***E***	***41.6***
Westbound Left-Turn	*B*	*10.5*	*C*	*19.5*
Pawnee Lane and 135th Street				
Traffic Signal	*A*	*9.4*	*A*	*3.4*
Mission Road and 135th Street				
Traffic Signal	*D*	*47.3*	*D*	*40.2*

1 – Level of Service
2 – Delay in seconds per vehicle

As shown in the table, the study intersections are projected to operate within acceptable levels of service during the A.M. and P.M. peak hours with two exceptions. The 135th Street and State Line Road intersection is projected to operate at LOS E during both peak hours. Additionally, the 95th percentile queue for the southbound left-turn movement exceeds the length of the dual left-turn lanes. As mentioned in the existing conditions scenario, significant capacity improvements are needed. Given that such improvements are not programmed, they were not included in the Existing plus Approved Development Conditions analyses.

The intersection of 135th Street and Chadwick Street is projected to operate at LOS E with the addition of traffic from the approved development. The northbound traffic volumes on Chadwick Street are projected to be low, therefore no improvements are identified for this intersection. If delays are unacceptable to drivers, alternate routes are available by traveling on 137th Street to High Drive or to Pawnee Lane.

Existing plus Approved plus Proposed Residential Development Conditions

This scenario includes development trips from the residential portion of the proposed development. The proposed site driveways are included in the analysis. The City of Leawood does not have access management requirements, therefore the Kansas Department of Transportation's (KDOT) Access Management Policy (AMP) was used as guidance for intersection spacing and turn lane requirements.

Pawnee Lane and Site Drive 1

Site Drive 1 will provide access to the western portion of the multi-family residential area. This full-access drive is to be located roughly 330 feet north of 135th Street, measured between centerlines. This location aligns with an existing commercial driveway along the west side of Pawnee Lane. Per AMP criteria, Pawnee Lane would be most similar to a Class E route, and the minimum spacing between unsignalized driveways for a 30 mph street is 125 feet. The drive is located 240 feet south of the adjacent driveway to the north, so the minimum spacing criteria is met. The intersection influence area on the north leg of the 135th Street and Pawnee Lane intersection is 155 feet, plus the queue storage length. The analysis results show that all southbound 95th percentile queues are 87 feet or less at full development, therefore Drive 1 is

outside the influence area of the 135th Street intersection. Traffic volumes at the Site Drive 1 intersection are well below the warranting volumes for turn lanes. As such, no turn lanes are identified for this intersection.

133rd Street and Site Drive 2

Site Drive 2 will provide access to the single-family residential area. This full-access drive is to be located roughly 825 feet west of Pawnee Lane, measured between centerlines. This location aligns with an existing Canterbury Road along the north side of 133rd Street. Per AMP criteria, 133rd Street would be most similar to a Class D route, and the minimum spacing between unsignalized driveways is 200 feet. The drive is located 1,175 feet west of the next proposed site driveway (Site Drive 3), therefore the minimum spacing criteria is met. Drive 2 is also well outside the influence area of the adjacent intersections.

The traffic volumes at the 133rd Street and Site Drive 2 intersection will meet the AMP warrants for a westbound left-turn lane, but not for an eastbound right-turn lane. The AMP indicates that the minimum turn lane length is 135 feet for deceleration plus 50 feet for queue storage, totaling 185 feet plus appropriate taper. This turn lane can be provided by modifying the existing pavement markings on 133rd Street to create a left-turn lane and eliminate a short section of the bike lane, as has been done at adjacent intersections.

133rd Street and Site Drive 3

Site Drive 3 will also provide access to the single-family residential area. This full-access drive is to be located roughly 375 feet west of the proposed High Drive intersection, measured between centerlines. Therefore, the AMP minimum spacing criteria is met. Drive 2 is also well outside the influence area of the adjacent intersections.

The traffic volumes at the 133rd Street and Site Drive 3 intersection will meet the AMP warrants for a westbound left-turn lane, but not for an eastbound right-turn lane. The AMP indicates that the minimum turn lane length is 135 feet for deceleration plus 50 feet for queue storage, totaling 185 feet plus appropriate taper. This turn lane can be provided by modifying the existing pavement markings on 133rd Street to create a left-turn lane and eliminate a short section of the bike lane, as has been done at adjacent intersections. Given the distance from High Drive, a three-lane section with a center two-way left-turn lane would be appropriate for this location.

133rd Street and W. High Drive

High Drive is a new street that is proposed to be constructed through the development from 133rd Street to 135th Street. High Drive is to intersect 133rd Street at the location of an existing curb cut, which is offset roughly 375 feet from the existing High Drive intersection on 133rd Street. For the purposes of this study, the proposed High Drive intersection is referred to as W. High Drive, and the existing High Drive intersection is referred to as E. High Drive. At the south end, High Drive is to intersect 135th Street at the location of the signalized intersection in the approved development plan.

Given the intersection spacing, the AMP's unsignalized intersection criteria is met. The AMP also has guidance on offset intersections in Table 4-9. The minimum offset distance is 225 feet along 35 mph roadways, so the minimum offset distance is exceeded.

The traffic volumes at the 133rd Street and W. High Drive intersection will meet the AMP warrants for a westbound left-turn lane, but not for an eastbound right-turn lane. The AMP indicates that the minimum turn lane length is 135 feet for deceleration plus 50 feet for queue storage, totaling 185 feet plus appropriate taper. This length will overlap with the left-turn lane length for the E. High Drive intersection. Given the spacing between intersections, the three-lane section with a center two-way left-turn lane should continue through this intersection. The Future Conditions operational analysis indicates that all left-turn queues at these intersections are projected to be no more than one vehicle in length. Therefore, short queues of one vehicle in the center two-way left-turn lane on 133rd Street will not restrict opposing traffic from entering the center left-turn lane at the adjacent intersection.

High Drive and internal site driveways

High Drive will be constructed as a two-lane undivided street with a speed limit no higher than 30 mph. which would be considered similar to a Class E route per the AMP. There are 3 internal site driveway connections proposed from High Drive to the multi-family areas on the east and west side of the street. The first intersection is spaced 220 feet south of High Drive, The next internal drive is spaced 350 feet from the drive to the north, and 270 feet from the next drive to the south. The southernmost internal drive is spaced 450 feet north of 135th Street. These spacings all meet the 125 foot minimum spacing per the AMP.

133rd Street and Site Drive 4

Site Drive 4 will provide access to the eastern portion of the multi-family residential area. This full-access drive is to be located roughly 375 feet east of E. High Drive and 660 feet west of Meadow Lane, measured between centerlines. This location meets the minimum spacing criteria.

The traffic volumes at the 133rd Street and Site Drive 4 intersection will meet the AMP warrants for a westbound left-turn lane, but not for an eastbound right-turn lane. The AMP indicates that the minimum turn lane length is 135 feet for deceleration plus 50 feet for queue storage, totaling 185 feet plus appropriate taper. This turn lane can be provided by modifying the existing pavement markings on 133rd Street to create a left-turn lane and eliminate a short section of the bike lane, as has been done at adjacent intersections. The center two-way left turn lane would terminate at Site Drive 4.

135th Street and Kenneth Road

The development will utilize the north leg of the 135th Street and Kenneth Road intersection for access to the eastern portion of the multi-family residential development. An internal drive to the multi-family site will intersect Kenneth Road approximately 300 feet north of 135th Street. The existing driveway for the church will continue north of the internal intersection as a private street.

According to the AMP, the development trips are projected to satisfy warrants for a westbound right-turn lane and an eastbound left-turn lane. Per the AMP, the westbound right-turn lane should have a minimum length of 250 feet plus appropriate taper, and the eastbound left-turn lane should have a minimum length of 315 feet plus appropriate taper.

The existing traffic signal at 135th Street and Kenneth Road operates without left-turn phasing for east/west traffic and split phasing for north/south traffic. It would be appropriate to include protected left-turn phasing for east/west traffic in conjunction with the addition of the eastbound left-turn lane. It would also be appropriate to provide north/south left-turn lanes to eliminate the split phased operation. The northbound approach should be restriped to provide a 150 foot left turn lane and a shared right-turn/through lane. A southbound left-turn lane should be provided with a minimum storage length of 250 feet plus appropriate taper.

135th Street and High Drive

The proposed portion of High Drive will intersect 135th Street at the signalized intersection that is to be constructed as part of the approved development to the south of 135th Street. The development trips are projected to satisfy warrants for a westbound right-turn lane and an eastbound left-turn lane. Per the AMP, the westbound right-turn lane should have a minimum length of 250 feet plus appropriate taper, and the eastbound left-turn lane should have a minimum length of 315 feet plus appropriate taper. A southbound left-turn lane should be constructed with a minimum length of 110 feet plus appropriate taper to allow for protected/permitted left-turn phasing for north/south traffic.

135th Street and Chadwick Street

An access point to the western portion of the multi-family area will be provided from 135th Street, aligning with Chadwick Street. An intersection has been planned for this location, as pavement is in place for an eastbound left-turn lane and a westbound right-turn lane. The pavement markings need to be modified in the existing lane to provide a westbound right-turn lane. Lengthy delays are expected at peak times for left-turn traffic from the side street. To separate this traffic from the right-turn traffic, a southbound left-turn lane should be constructed with a minimum length of 110 feet plus appropriate taper.

It should be noted that intersection sight distances were not measured in the field at the site driveways, however the terrain is fairly level and cursory observations from readily available photography indicate that sight distances at all proposed site driveways should be adequate. In roadway segments with horizontal curves, such as proposed High Drive, low landscaping should be planned that will not obstruct intersection sight distances.

The results of the Existing plus Approved plus Residential Development Conditions intersection analyses are summarized on the next page in ***Table 7***. This study scenario includes the addition of traffic from the residential portion of the proposed development and the aforementioned improvements. The study intersections were evaluated with the lane configurations, traffic volumes, and traffic control devices shown on ***Figures A-9*** through ***A-11***. The new traffic signal at High Drive 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 7
Intersection Operational Analysis
Existing plus Approved plus Residential Development Conditions

Intersection	A.M. Peak Hour		P.M. Peak Hour	
Movement	**LOS[1]**	**Delay[2]**	**LOS[1]**	**Delay[2]**
Mission Road and 133rd Street				
Traffic Signal	*B*	*16.8*	*B*	*19.1*
Pawnee Lane and 133rd Street				
Northbound	*B*	*12.4*	*B*	*13.3*
Westbound Left-Turn	*A*	*7.8*	*A*	*8.2*
Canterbury Road/Site Drive 2 and 133rd Street				
Northbound	*B*	*12.4*	*C*	*16.2*
Southbound	*B*	*10.3*	*B*	*13.1*
Eastbound Left-Turn	*A*	*7.8*	*A*	*8.1*
Westbound Left-Turn	*A*	*7.6*	*A*	*8.1*
Site Drive 3 and 133rd Street				
Northbound	*B*	*10.0*	*B*	*11.6*
Westbound Left-Turn	*A*	*7.6*	*A*	*8.1*
W. High Road and 133rd Street				
Northbound	*B*	*10.0*	*B*	*11.9*
Westbound Left-Turn	*A*	*7.7*	*A*	*8.1*
E. High Road and 133rd Street				
Southbound	*B*	*12.0*	*B*	*13.7*
Eastbound Left-Turn	*A*	*7.8*	*A*	*8.1*
Site Drive 4 and 133rd Street				
Northbound	*B*	*10.9*	*B*	*12.6*
Westbound Left-Turn	*A*	*7.8*	*A*	*8.1*
State Line Road and N. 133rd Street				
Traffic Signal	*B*	*12.2*	*C*	*24.4*
State Line Road and S. 133rd Street				
Traffic Signal	*A*	*9.2*	*B*	*14.3*
State Line and 135th Street				
Traffic Signal	*D*	*52.9*	***E***	***58.6***
Kenneth Road and 135th Street				
Traffic Signal	*A*	*8.3*	*A*	*4.1*
High Drive and 135th Street				
Traffic Signal	*B*	*18.7*	*B*	*12.8*
Chadwick Street and 135th Street				
Northbound	*C*	*20.9*	***F***	***75.9***
Southbound Left-Turn	***F***	***>100***	***F***	***>100***
Southbound Through/Right-Turn	*C*	*21.4*	*B*	*14.8*
Eastbound Left-Turn	*C*	*18.1*	*B*	*13.1*
Westbound Left-Turn	*B*	*10.5*	*C*	*20.1*
Pawnee Lane and 135th Street				
Traffic Signal	*B*	*14.2*	*A*	*12.4*
Mission Road and 135th Street				
Traffic Signal	*D*	*53.3*	*D*	*44.5*

Table 7 – Continued
Intersection Operational Analysis
Existing plus Approved plus Residential Development Conditions

Intersection	A.M. Peak Hour		P.M. Peak Hour	
Movement	LOS[1]	Delay[2]	LOS[1]	Delay[2]
Pawnee Lane and Site Drive 1				
Westbound	*A*	*8.9*	*A*	*9.1*
Northbound Left-Turn	*A*	*7.3*	*A*	*7.4*
High Drive and Internal Drive 1				
Westbound	*A*	*8.6*	*A*	*8.6*
Southbound Left-Turn	*A*	*7.3*	*A*	*7.3*
High Drive and Internal Drive 2				
Westbound	*A*	*8.8*	*A*	*8.9*
Southbound Left-Turn	*A*	*7.3*	*A*	*7.3*
High Drive and Internal Drive 3				
Eastbound	*A*	*8.7*	*A*	8.7
Northbound Left-Turn	*A*	*7.3*	*A*	7.3
Kenneth Road and Internal Drive 4				
Eastbound	*A*	*8.4*	*A*	*8.8*
Northbound Left-Turn	*A*	*7.2*	*A*	*7.3*

As shown in ***Table 7***, the study intersections are projected to operate within acceptable levels of service during the A.M. and P.M. peak hours with the aforementioned improvements, with two exceptions. The intersection of 135th Street and State Line Road is projected to operate at LOS E during the P.M. peak hour, as it does in the previous scenario. While LOS E is generally undesirable, it is worth noting that the increase in average delay per vehicle is only 0.9 seconds per vehicle more during the P.M. peak hour than it is in the Existing Conditions scenario. The 95th percentile queue for the southbound left-turn movement exceeds the length of the dual left-turn lanes, as it does in the previous scenarios.

While the delays for side street traffic are projected to be lengthy at the 135th Street and Chadwick Street intersection, the side street traffic volumes are projected to be below the minimum volume thresholds of the peak hour traffic signal warrant. As such, it is not likely that the intersection will satisfy traffic signal volume warrants. If delays are unacceptable to drivers, alternate routes are available by traveling on the existing and proposed street network to High Drive or to Pawnee Lane.

Existing plus Approved plus Proposed Full Development Conditions

This scenario includes development trips from the residential and commercial portion of the proposed development. Full build out of the proposed development will result in a significant increase in traffic to the surrounding street network and capacity improvements will be needed. The proposed site driveways for the commercial development are included in the analysis. The Kansas Department of Transportation's (KDOT) Access Management Policy (AMP) was used as guidance for intersection spacing and turn lane requirements.

133rd Street and Site Drive 5

Site Drive 5 will provide access to the commercial area from 133rd Street. This full-access drive is to be located at an existing curb cut roughly 450 feet east of Pembroke Lane and 260 feet west of Overbrook Road, measured between centerlines. Per AMP criteria, 133rd Street would be most similar to a Class D route, and the minimum spacing between unsignalized driveways is 200 feet, therefore the minimum spacing criteria is met.

The traffic volumes at the 133rd Street and the Site Drive 5 intersection will meet the AMP warrants for a westbound left-turn lane, but not for an eastbound right-turn lane. An intersection has been planned at this location for some time and there is an existing left-turn lane with a 95 feet of storage. This storage length is less than the minimum turn lane length in the AMP. The turn lane cannot be extended without shortening the existing left-turn lane for Overbrook Road. It should be noted that the 95 feet of storage will contain the queues for the westbound left-turn movement.

133rd Street and Site Drive 6

Site Drive 6 will provide access to the commercial area from 133rd Street. This drive is to be located roughly 410 feet east of Overbrook Road and 410 feet west of State Line Road, measured between centerlines. This location aligns with an existing full-access commercial drive along the north side of 133rd Street. The minimum driveway spacing criteria of the AMP is met. Long queues of eastbound left-turn traffic from the signalized State Line Road intersection do nearly extend to the Site Drive 6 intersection during the P.M. peak hour. Therefore Site Drive 6 is within the influence area of the 133rd Street and State Line Road intersection. For that reason, Site Drive 6 is proposed to be a right-in/right-out access only to limit vehicular conflicts within the influence area.

S. 133rd Street and State Line Road

A new access point will be constructed as the west leg of the existing signalized S. 133rd Street and State Line Road intersection. Several lanes are needed to accommodate development traffic, which are listed below.

- Construct a northbound left-turn lane with a minimum length of 315 feet plus appropriate taper.
- Construct a southbound right-turn lane with a minimum length of 250 feet plus appropriate taper.
- Construct three eastbound lanes with minimum lengths of 200 feet plus appropriate taper. The lanes are to be a left-turn lane, a shared right-turn/through lane, and a right-turn lane.

The shared lanes will require split phased operation for east/west traffic. While split phasing is generally not desirable, at intersections where there is little to no through volume on the side street, split phasing does effectively accommodate turning traffic.

135th Street and State Line Road

Long queues occur for the heavy southbound left-turn movement during the P.M. peak hour. To accommodate this volume, the left-turn storage capacity should be maximized. The existing dual left turn lanes should be lengthened to provide a minimum length of 325 feet plus appropriate taper.

135th Street

With the addition of development traffic, significant capacity improvements are needed along 135th Street. In the eastbound direction, 135th Street should be widened for three through lanes from High Drive through the State Line Road intersection. In the westbound direction, 135th Street should be widened for three through lanes from State Line Road to the start of the third lane at Pawnee Lane.

135th Street and Kenneth Road

Access to the commercial portion of the development will be provided from the north leg of the 135th Street and Kenneth Road intersection. A new internal drive will extend east from Kenneth Road at the intersection of the internal drive to the multi-family residential area. To accommodate development traffic, the eastbound left-turn lane will need to be lengthened to provide a minimum length of 400 feet plus appropriate taper.

The results of the Existing plus Proposed Full Development Conditions intersection analyses are summarized in ***Table 8***. This study scenario considered the addition of traffic from the proposed development. The study intersections were evaluated with the lane configurations, traffic volumes, and traffic control devices shown on ***Figures A-12*** through ***A-14***. The traffic signal timings were optimized for this scenario, but the existing cycle lengths were maintained. The Synchro output files are included in ***Appendix C***.

Table 8
Intersection Operational Analysis
Existing plus Approved plus Full Development Conditions

Intersection	A.M. Peak Hour		P.M. Peak Hour	
Movement	**LOS[1]**	**Delay[2]**	**LOS[1]**	**Delay[2]**
Mission Road and 133rd Street				
Traffic Signal	*C*	*23.2*	*C*	*24.0*
Pawnee Lane and 133rd Street				
Northbound	*B*	*13.6*	*B*	*14.7*
Westbound Left-Turn	*A*	*7.9*	*A*	*8.4*
Canterbury Road/Site Drive 2 and 133rd Street				
Northbound	*B*	*13.7*	*C*	*18.6*
Southbound	*B*	*10.8*	*B*	*14.6*
Eastbound Left-Turn	*A*	*8.0*	*A*	*8.3*
Westbound Left-Turn	*A*	*7.8*	*A*	*8.2*
Site Drive 3 and 133rd Street				
Northbound	*B*	*10.4*	*B*	*12.5*
Westbound Left-Turn	*A*	*7.8*	*A*	*8.3*
W. High Road and 133rd Street				
Northbound	*B*	*10.0*	*B*	*12.6*
Westbound Left-Turn	*A*	*7.7*	*A*	*8.3*
E. High Road and 133rd Street				
Southbound	*B*	*13.2*	*C*	*15.4*
Eastbound Left-Turn	*A*	*7.9*	*A*	*8.3*
Site Drive 4 and 133rd Street				
Northbound	*B*	*11.7*	*B*	*13.8*
Westbound Left-Turn	*A*	*7.9*	*A*	*8.3*

Table 8 – Continued
Intersection Operational Analysis
Existing plus Approved plus Full Development Conditions

Intersection	A.M. Peak Hour		P.M. Peak Hour	
Movement	**LOS[1]**	**Delay[2]**	**LOS[1]**	**Delay[2]**
Site Drive 5 and 133rd Street				
Northbound Left-Turn	*C*	*15.8*	*C*	*22.3*
Northbound Through/Right-Turn	*B*	*10.2*	*B*	*11.1*
Westbound Left-Turn	*A*	*8.1*	*A*	*8.4*
Site Drive 6 and 133rd Street				
Northbound	*B*	*10.2*	*B*	*12.1*
State Line Road and N. 133rd Street				
Traffic Signal	*B*	*13.2*	*C*	*21.8*
State Line Road and S. 133rd Street				
Traffic Signal	*C*	*22.7*	*C*	*31.0*
State Line and 135th Street				
Traffic Signal	*C*	*25.2*	*D*	*40.6*
Kenneth Road and 135th Street				
Traffic Signal	*C*	*25.3*	*C*	*27.6*
High Drive and 135th Street				
Traffic Signal	*A*	*5.3*	*C*	*20.7*
Chadwick Street and 135th Street				
Northbound	*C*	*22.1*	***F***	***81.9***
Southbound Left-Turn	***F***	***>100***	***F***	***>100***
Southbound Through/Right-Turn	*D*	*28.1*	*C*	*19.4*
Eastbound Left-Turn	***E***	***43.9***	*D*	*29.0*
Westbound Left-Turn	*B*	*11.8*	*C*	*24.1*
Pawnee Lane and 135th Street				
Traffic Signal	*B*	*10.4*	*A*	*3.6*
Mission Road and 135th Street				
Traffic Signal	*D*	*40.5*	*D*	*54.8*
Pawnee Lane and Site Drive 1				
Westbound	*A*	*8.9*	*A*	*9.1*
Northbound Left-Turn	*A*	*7.3*	*A*	*7.4*
High Drive and Internal Drive 1				
Westbound	*A*	*8.6*	*A*	*8.6*
Southbound Left-Turn	*A*	*7.3*	*A*	*7.3*
High Drive and Internal Drive 2				
Westbound	*A*	*8.8*	*A*	*8.9*
Southbound Left-Turn	*A*	*7.3*	*A*	*7.3*
High Drive and Internal Drive 3				
Eastbound	*A*	*8.7*	*A*	8.7
Northbound Left-Turn	*A*	*7.3*	*A*	7.3
Kenneth Road and Internal Drive 4				
Eastbound	*A*	*7.2*	*A*	*8.4*
Westbound	*B*	*12.4*	*B*	*17.1*
Northbound Left-Turn	*A*	*8.7*	*A*	*7.3*

1 – Level of Service
2 – Delay in seconds per vehicle

As shown in the table, each study intersection is projected to operate within acceptable levels of service during the A.M. and P.M. peak hours with the aforementioned improvements except the intersection of 135th Street and Chadwick Street. Similar to the previous scenario, side street traffic volumes are projected to be below the minimum volume thresholds of the peak hour traffic signal warrant. As such, it is not likely that the intersection will satisfy traffic signal volume warrants. Alternate routes are available if delays are unacceptable to drivers.

The intersection of 135th Street and State Line Road is projected to operate acceptably with the aforementioned capacity improvements, however, the 95th percentile queue for the southbound left-turn movement exceeds the length of the dual left-turn lanes. The volume for this movement is projected to be extremely heavy, but there is limited space in the existing median to lengthen the left-turn lanes beyond what has been identified.

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 for a conservative analysis. The additional background growth results in a very heavy volume of through traffic on 135th Street and on State Line. To support the increased volume and future development traffic, several improvements are necessary. These improvements are listed below and are included in the Future Conditions intersection analyses.

State Line Road

- Widen State Line Road for three through lanes in the southbound direction beginning at N. 133rd Street. The third lane will terminate as a southbound left-turn lane at 135th Street.

N. 133rd Street and State Line Road

- Construct a second eastbound left-turn lane.
- Widen 135th Street to have three through lanes in each direction.

135th Street and State Line Road

- Construct a third southbound left-turn lane.

135th Street

- Widen 135th Street for three through lanes in each direction throughout the study area.

135th Street and Mission Road

- Widen for two through lanes on Mission Road south of 135th Street.
- Construct a southbound right-turn lane.
- Construct a second eastbound left-turn lane.

The results of the Future Conditions intersection analyses are summarized on the following page in ***Table 9***. The study intersections were evaluated with the lane configurations, traffic volumes, and traffic control devices shown on ***Figures A-15*** through ***A-17***. The traffic signal timings for the 135th Street corridor were optimized for this scenario. The Synchro output files are included in ***Appendix C***.

The results shown in ***Table 9*** indicate that all study intersections are projected to operate at an acceptable level of service in the future conditions scenario, with one exception. Several turning movements at the 135th Street and Chadwick intersection are projected to operate at LOS F during both peak hours. Traffic volumes in the Future Conditions scenario are projected to be below the minimum volume thresholds of the peak hour traffic signal warrant. There is developable land remaining on the south side of 135th Street near the Chadwick intersection. Additional development of this land could add enough traffic to satisfy warrants at some point in the future.

Table 9
Intersection Operational Analysis
Future Year 2040 Conditions

Intersection	A.M. Peak Hour		P.M. Peak Hour	
Movement	**LOS[1]**	**Delay[2]**	**LOS[1]**	**Delay[2]**
Mission Road and 133rd Street				
Traffic Signal	*C*	*27.3*	*C*	*28.3*
Pawnee Lane and 133rd Street				
Northbound	*C*	*17.4*	*C*	*21.2*
Westbound Left-Turn	*A*	*8.2*	*A*	*9.0*
Canterbury Road/Site Drive 2 and 133rd Street				
Northbound	*C*	*17.7*	*D*	*29.8*
Southbound	*B*	*12.4*	*C*	*22.6*
Eastbound Left-Turn	*A*	*8.3*	*A*	*8.8*
Westbound Left-Turn	*A*	*8.0*	*A*	*8.7*
Site Drive 3 and 133rd Street				
Northbound	*B*	*11.4*	*C*	*15.2*
Westbound Left-Turn	*A*	*8.0*	*A*	*8.8*
W. High Road and 133rd Street				
Northbound	*B*	*11.2*	*B*	*14.8*
Westbound Left-Turn	*A*	*8.0*	*A*	*8.8*
E. High Road and 133rd Street				
Southbound	*C*	*16.6*	*C*	*16.8*
Eastbound Left-Turn	*A*	*8.2*	*A*	*8.6*
Site Drive 4 and 133rd Street				
Northbound	*B*	*13.5*	*C*	*16.0*
Westbound Left-Turn	*A*	*8.2*	*A*	*8.6*
Site Drive 5 and 133rd Street				
Northbound Left-Turn	*C*	*20.4*	*D*	*31.7*
Northbound Through/Right-Turn	*B*	*11.1*	*B*	*12.0*
Westbound Left-Turn	*A*	*8.4*	*A*	*8.7*
Site Drive 6 and 133rd Street				
Northbound	*B*	*11.0*	*B*	*12.1*
State Line Road and N. 133rd Street				
Traffic Signal	*B*	*15.3*	*C*	*21.7*
State Line Road and S. 133rd Street				
Traffic Signal	*C*	*28.6*	*D*	*36.2*
State Line and 135th Street				
Traffic Signal	*D*	*48.3*	***E***	***55.7***
Kenneth Road and 135th Street				
Traffic Signal	*D*	*40.0*	*C*	*26.6*

Table 9 – Continued
Intersection Operational Analysis
Future Year 2040 Conditions

Intersection	A.M. Peak Hour		P.M. Peak Hour	
Movement	LOS[1]	Delay[2]	LOS[1]	Delay[2]
High Drive and 135th Street				
Traffic Signal	*B*	*12.3*	*B*	*18.3*
Chadwick Street and 135th Street				
Northbound	***E***	***45.1***	***F***	***>100***
Southbound Left-Turn	***F***	***>100***	***F***	***>100***
Southbound Through/Right-Turn	***F***	***57.4***	*D*	*28.0*
Eastbound Left-Turn	***F***	***>100***	***F***	***59.9***
Westbound Left-Turn	*D*	*29.9*	***F***	***>100***
Pawnee Lane and 135th Street				
Traffic Signal	*A*	*4.4*	*A*	*7.6*
Mission Road and 135th Street				
Traffic Signal	*C*	*23.6*	*D*	*47.1*
Pawnee Lane and Site Drive 1				
Westbound	*A*	*9.1*	*A*	*9.3*
Northbound Left-Turn	*A*	*7.4*	*A*	*7.4*

1 – Level of Service
2 – Delay in seconds per vehicle

Summary

TranSystems has completed this traffic impact study for the proposed residential and commercial development to be located generally located along the north side of 135th Street between State Line Road and Pawnee Lane in Leawood, Kansas. The purpose of this study was to assess the impact of the proposed development on the surrounding transportation system.

The proposed development includes a variety of residential and commercial land uses which will be constructed in phases. The initial phases of the development will include residential land uses to the west of Kenneth Road. Later phases of the development will include commercial land uses, such as retail, office, hotel, and a gas station with a convenience store located to the east of Kenneth Road.

Analysis of existing conditions determined that the intersection of 135th Street and State Line Road is currently in need of substantial capacity improvements. The addition of development traffic from the approved development in the southwest corner of 135th Street and State Line Road will further increase delays at the intersection. The addition of traffic from the residential portion of the development will also incrementally increase delays at the intersection by a nominal amount.

To accommodate traffic generated by the residential portion of the proposed development, the following improvements are identified.

133rd Street and Site Drive 2

- Re-stripe the street for a westbound left-turn lane with a minimum length of 185 feet plus appropriate taper.

133rd Street

- Re-stripe the street as a three-lane roadway, with a center two-way left-turn lane from Site Drive 3 to Site Drive 4.

133rd Street and Site Drive 4

- Re-stripe the street for a westbound left-turn lane with a minimum length of 185 feet plus appropriate taper.

135th Street and Kenneth Road

- Construct an eastbound left-turn lane with a minimum length of 315 feet plus appropriate taper.
- Construct a westbound right-turn lane with a minimum length of 250 feet plus appropriate taper.
- Construct a southbound left-turn lane with a minimum length of 250 feet plus appropriate taper.
- Restripe the northbound approach to provide a 150 foot left turn lane and a shared right-turn/through lane.
- Modify the traffic signal phasing to include protected left-turn phasing for east/west traffic and protected permitted left-turn phasing for north/south traffic.

135th Street and High Drive

- Construct an eastbound left-turn lane with a minimum length of 315 feet plus appropriate taper.
- Construct a westbound right-turn lane with a minimum length of 250 feet plus appropriate taper.
- Construct a southbound left-turn lane with a minimum length of 110 feet plus appropriate taper.

135th Street and Chadwick Street

- Modify the pavement markings in the existing lane to provide a westbound right-turn lane.
- Construct a southbound left-turn lane with a minimum length of 110 feet plus appropriate taper.

Full build out of the proposed development will result in a significant increase in traffic to the surrounding street network. To accommodate traffic generated by the full build out of the proposed development, the following improvements are identified.

S. 133rd Street and State Line Road

- Construct a northbound left-turn lane with a minimum length of 315 feet plus appropriate taper.
- Construct a southbound right-turn lane with a minimum length of 250 feet plus appropriate taper.
- Construct three eastbound lanes with minimum lengths of 200 feet plus appropriate taper. The lanes are to be a left-turn lane, a shared right-turn/through lane, and a right-turn lane.
- Modify the traffic signal to include split phasing for east/west traffic and protected/permitted phasing for north/south left-turn traffic.

135th Street and State Line Road

- Construct additional storage length for the southbound dual left-turn lanes. Provide a minimum length of 325 feet plus appropriate taper.

135th Street

- Widen 135th Street for three through lanes in the eastbound direction from High Drive through the State Line Road intersection.
- Widen 135th Street for three through lanes in the westbound direction from State Line Road to Pawnee Lane.

135th Street and Kenneth Road

- Construct additional storage length for the eastbound left-turn lane. Provide a minimum length of 400 feet plus appropriate taper.

In the future, significant traffic growth is projected along the 135th Street and State Line Road corridors. To support future traffic growth and future development, the following improvements are identified.

State Line Road

- Widen State Line Road for three through lanes in the southbound direction beginning at N. 133rd Street. The third lane will terminate as a southbound left-turn lane at 135th Street.

N. 133rd Street and State Line Road

- Construct a second eastbound left-turn lane.
- Widen 135th Street to have three through lanes in each direction.

135th Street and State Line Road

- Construct a third southbound left-turn lane.

135th Street

- Widen 135th Street for three through lanes in each direction throughout the study area.

135th Street and Mission Road

- Widen for two through lanes on Mission Road south of 135th Street.
- Construct a southbound right-turn lane.
- Construct a second eastbound left-turn lane.

RCLCO
REAL ESTATE ADVISORS

HIGHEST AND BEST USE ANALYSIS

135TH STREET PROPERTY

LEAWOOD, KS

Prepared for Johnson County Management, LLC
June 19, 2019

CONTENTS

RCLCO REAL ESTATE ADVISORS

Executive Summary 3
- Background & Objectives 3
- Scope of Work 4
- Key Findings and Recommendations 5

About RCLCO 7
- RCLCO Qualifications and Experience 8
- Community and Resorts Advisory Group Overview 9

Regional Overview & Site Analysis 22
- Regional Employment Growth 23
- Employment Growth by Industry 24
- Site Analysis 25
- Commute Patterns 26
- Economics and Demographics 27

Rental Apartment Analysis 28
- Rental Apartment Trends 29
- Rental Apartment Supply 30
- Rental Positioning 31
- Balance Between Supply & Demand 33
- Target Market Audience Segments 34

For-Sale Residential Analysis 35
- Growth in For-Sale Residential Market 36
- For-Sale Residential Supply 37
- Recommended Pricing and Program 39
- Recommended Positioning 40
- For-Sale Pipeline 42
- For-Sale Residential Demand 43

Office Analysis 44
- Office Market Trends 45
- Office Supply 46
- Office Demand 47

Hotel Analysis 48
- Hotel Supply 49
- Hotel Market Trends 50
- Hotel Demand 51

Retail Analysis 52
- Retail Market Overview 53
- Retail Center Analysis 55
- Retail Scenarios 56
- Retail Demand4 57
- Recommended Retail Program 58

Key Findings & Recommendations 59

Disclaimers 66

Appendix: Supporting Exhibits 69

EXECUTIVE SUMMARY

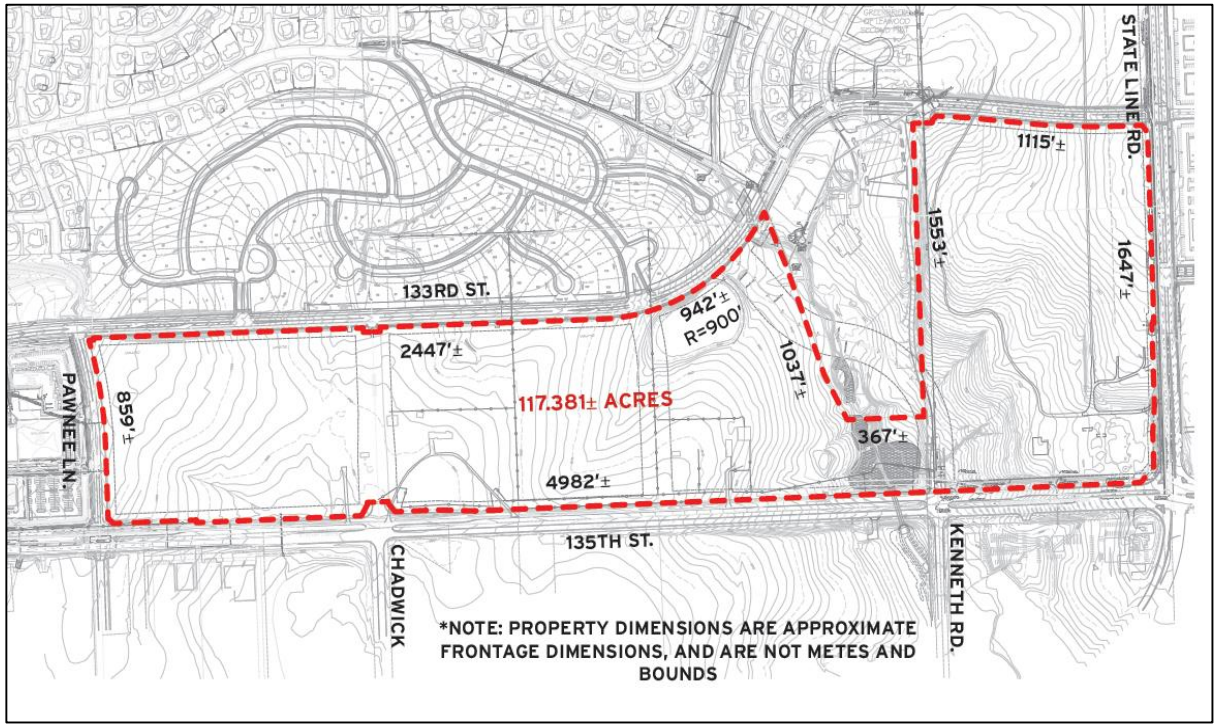
RCLCO
REAL ESTATE ADVISORS

BACKGROUND & OBJECITVES

Johnson County Management, LLC, has retained RCLCO (Robert Charles Lesser & co.) to conduct a highest and best use market analysis of its property located in Leawood Kansas. The property, which consists of approximately 117 acres, is located in the northeast quadrant of the intersection of 135th Street and State Line Road.

Key questions that this analysis has been attended to address incudes:

- Who are the logical target market audiences for various residential and commercial land uses at the subject property?
- What is the potential depth of market demand for various potential residential and commercial land uses in the near-, mid-, and long-terms?
- What is the competitive set of comparables against which the subject property should be evaluated for each potential land use?
- Given an assessment of the positioning of the subject property within the context of the overall marketplace, in general, and strengths and weaknesses of the site, in particular, how should the site be positioned to capture its share of market demand?
- What product program, and development timing represents the optimal development scheme from a market perspective.
- Based on the above, what represents the optimal development program, including specific real estate products, segments, densities, timing, and phasing, etc., for the site?



SCOPE OF WORK

To achieve the objectives above, RCLCO conducted the following analytical tasks:

- Physically examined the subject property and its surrounding land uses relative to quality, visibility, access, planned developments, views, and other relevant factors.
- Assessed the property's strengths and challenges relative to its potential development as for-rent and for-sale residential and commercial real estate land uses oriented to a wide array of potential market audiences.
- Collected and analyzed demographic and socioeconomic data pertaining to the future demand for housing, office, hotel, and retail, including the most recent population, household, and employment growth forecasts; household income distributions; household sizes by age of householder; consumer spending power; etc.
- Compiled and analyzed relevant data regarding supply and demand trends for the candidate land uses under consideration.
- Utilizing the statistical data above and the actual sales/lease-up experience of other projects in the market, outline the relevant potential market audiences for the housing and commercial development at the subject site, and quantify the potential market demand (number of units/square footage/hotel rooms per year and required land consumption) for residential and retail development.
- Combine the results of the statistical demand analyses with those from the competitive market to understand the supply/demand relationship, i.e. the product/customer alignment or lack thereof.
- Conducted interviews with local real estate owners, landlords/operators, developers, homebuilders, public officials and other knowledgeable real estate professionals as well as using RCLCO's extensive national experience consulting on large-scale master-planned communities across the country and local market knowledge to determine the likely future trajectory of the Leawood submarket in general, and the subject property's positioning in the market.
- Based on an analysis of the above, prepared a development program including project scale, product/unit mix recommendations, pricing or other items including:
  - Renter/buyer segments, tenant types, etc., to whom various real estate product should be targeted;
  - Achievable rental/sales/room rates and absorption pace by year;
  - Recommended number of residential units and commercial space by tenure, density, and phasing;
  - Critical marketing factors and other key aspects impacting the development of the property.
- The following report includes a summary of our findings, conclusions and recommendations under the market study portion of the scope of work.

KEY FINDINGS AND CONCLUSIONS

The City of Leawood is a highly desirable, predominantly residential enclave that serves as an attractive bedroom community to closer-in urbanizing suburban and urban employment center to the north of the subject property, including the College Boulevard Corridor, and the Country Club Plaza submarket and the Kansas City CBD.

For the foreseeable future (next 10-20+ years), this market will remain a largely drivable suburban location, with very limited opportunities for commercial office, retail or hospitality development. For-sale single-family detached, single-family attached (i.e. Twin Villas), and relatively low density (i.e., two- and three-story) rental residential land uses represent the highest and best real estate land uses at the subject property.

There is no near- or mid-term market support employment-oriented land uses, such as corporate build-to-suit or multitenant office space, as there is amply opportunity for these uses in existing established closer-in office cores in Johnson County. There may be some near- and mid-term demand for limited amount of professional/medical office space catering to local serving businesses (e.g., financial/tax/accounting services, real estate, and other quasi-retail operators). However, we understand that the property immediately across 135th street from the subject property was recently approved for approximately 128,000 square feet of retail and professional office, which will likely satisfy and near- or mid term demand.

Furthermore, the RCLCO analysis of demand-supply conditions in the challenging retail sector, indicates that there is insufficient depth of market for any significant amount of additional commercial retail space in the marketplace, given the oversupply of existing retail in the immediate vicinity of the subject property, low occupancy in existing multi-tenant retail centers, and generally tepid demand emanating from the local trade area.

There may be an opportunity for a neighborhood grocery anchor in the mid-term (5-10+ years), as residential density at, and around, the subject property gains critical mass; but it is important to note that Hy-Vee recently decided to abandon its functionally obsolete store on State Line Road immediately to the north of the subject property when it could not secure approvals for a new store elsewhere in the city. This store was recently converted to a school use, which provides additional evidence to support the conclusion that there is little demand for additional grocery/retail space in the market.

To the extent that there is a mid- or long-term market opportunity for some limited retail development at the subject property, this use should be oriented to the eastern edge of the site with direct access to, and visibility from, State Line Road. Conceptual zoning plans, like those contemplated in the 135th Street Community Plan, that call for vertically mixed-use development and/or higher density residential and/or commercial uses are not supportable in the overall Leawood marketplace, nor at the subject property, in the near-, mid-, or even in the long-term.

True vertically mixed-use development (e.g., ground floor retail with office or residential on top) requires that a) there is sufficient demand for all of the contemplated uses at the same time, as these uses necessarily have be built at the same time; and b) prices and rents are high enough to support the additional costs associated with building integrated multi-story buildings. Evidence from the RCLCO market analysis, and interviews with active market participants including builders, developers, and local managers and operators who considered high-density true vertical mixed-use development to be unrealistic and too high risk, indicates that neither of the conditions outlined above are likely to be met at the subject property any time soon. Based on this assessment, it appears that the 135th Street Corridor Plan, which was developed back in 2008, was overly optimistic both then, and in the current market environment of 2019, and is based more on wishful thinking than any realistic assessment of what the market can bear at the present time, nor into the foreseeable future in this location.

Accordingly, RCLCO believes that the highest and best market use for the subject property consist of the following uses:

- For-sale Single-family Detached Residential (large, medium and small lots)
- For-sale Single-family Attached Residential (twin villa and townhome)
- Rental Multifamily Residential (two- and three-story, surface parked)
- (limited) Neighborhood-serving Retail
- Please refer the balance of this report for a summary of our key findings and conclusions supporting these recommendations.

SUMMARY MATRIX OF USES

RCLCO
REAL ESTATE ADVISORS

RCLCO PRODUCT PROGRAM RECOMMENDATIONS:

LAND USE/ DEVELOPMENT TYPE	POSITIONING / TARGET MARKET	DENSITY	PRICING	SITE DEMAND (UNITS/SF)	NEAR-TERM POTENTIAL (3-5 YEARS)	NEAR-TERM POTENTIAL (6-10 YEARS)	NEAR-TERM POTENTIAL (11+ YEARS)
Residential							
Conventional For-Sale Single Family Detached Homes (Broad Market Appeal)	Mix of professionals, young families, and empty nesters	3-5 DU/Acre	From $200 / SF	50 to 60 Units / Year	STRONG	STRONG	STRONG
Luxury For-Sale Single Family Homes SFD and TH (Maintenance Free)	Primarily empty nesters and out-of-market professionals	10-12 DU/Acre	$255 - $275 / SF	30 to 35 Units / Year	STRONG	STRONG	STRONG
Rental Apartments (Broad Market Appeal)	Mix of young professionals, mature professionals, and families	25-35 DU/Acre	$1.34 / SF	14 Units / Month	MODERATE	STRONG	STRONG
Retail							
Neighborhood Grocery Anchored	Grocery/Drug and "Daily Needs" Services	.250 FAR	$15 - $25 NNN	140,000 SF by 2023	LOW	MODERATE	MODERATE
Big Box Center	Large-format retail spaces	.300 FAR	TBD	Not supportable	LOW	LOW	LOW
Lifestyle Center	Hard and Soft Goods, Entertainment, Drining	.400 FAR	$25 - $30 NNN	Not supportable	LOW	LOW	LOW
Office							
Corporate/Multitenant Office	Large Format Tenant	.250 FAR	$22-$25 FS	Not supportable	LOW	LOW	LOW
Professional/Medical Office	Professional & Business Services, Financial Activities	.250 FAR	$18-$22 FS	10,000 SF by 2023	LOW	LOW	MODERATE
Hotel							
Business	Limited Service	.250 FAR	$125-$150 ADR	Not supportable	HIGH	LOW	LOW

RCLCO
REAL ESTATE ADVISORS

ABOUT RCLCO

ABOUT RCLCO

Since 1967, RCLCO has been the "first call" for real estate developers, investors, the public sector, and non-real estate companies and organizations seeking strategic and tactical advice regarding property investment, planning, and development.

RCLCO leverages quantitative analytics and a strategic planning framework to provide end-to-end business planning and implementation solutions at an entity, portfolio, or project level. With the insights and experience gained over 50 years and thousands of projects–touching over $5B of real estate activity each year–RCLCO brings success to all product types across the United States and around the world.

Learn more about RCLCO at www.RCLCO.com.

REPORT AUTHORS

Project Director:

Charlie Hewlett, Managing Director

- P: (240) 644-1006 | E: CHEWLETT@RCLCO.COM

Project Manager:

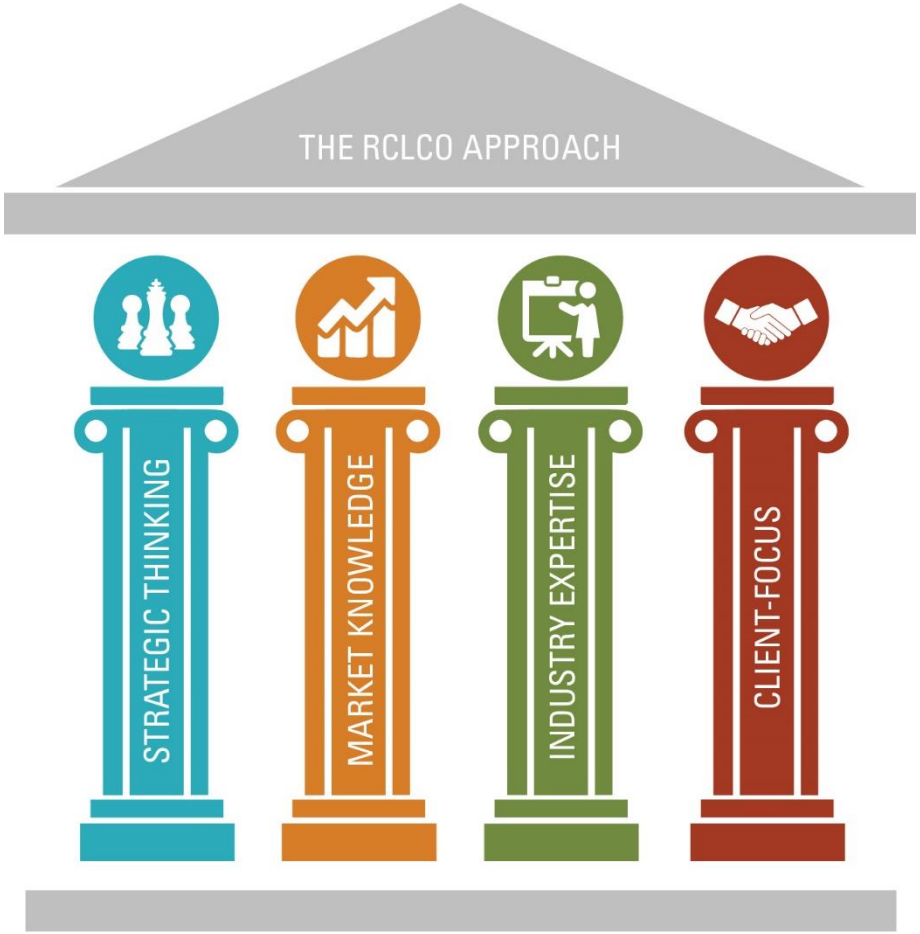
Kelly Mangold, Vice President

- P: (240) 669-5638 | E: KMANGOLD@RCLCO.COM

Additional Authors:

Dominic Mazza, Senior Associate

Carter Smith, Associate



COMMUNITY & RESORT ADVISORY GROUP

RCLCO
REAL ESTATE ADVISORS

TURN TO OUR TRUSTED MARKET KNOWLEDGE, EXTENSIVE INDUSTRY EXPERIENCE, AND CLIENT-FOCUSED SERVICE.

The RCLCO Community & Resort Advisory Group provides market and strategic analysis to developers, builders, landowners, and investors engaged in planned community, active retirement, and second home development. Clients seeking clarity on the depth of opportunity for development assets rely on us to recommend the optimal development program, pricing, product, and market segmentation strategies, as well as forecast sales absorption potential. RCLCO uses unique methodologies to understand the market in ways that can be directly applied to evaluating specific and targeted opportunities, thereby enhancing clients' success with actionable market intelligence.

PRODUCT EXPERTISE

- Master-Planned Communities
- Traditional Neighborhood Developments
- Resort, Vacation, & Second Home
- Condo & Attached For-Sale Housing
- Single-Family Rental Communities
- Active Adult Communities
- Conservation Communities
- Infill Neighborhoods
- Senior Living Communities

SERVICES TO RELY ON

After 50 years studying community development, we know what questions to ask and what strategies to employ.

- Market & Financial Feasibility
- Market Positioning & Pricing Analysis
- Segmentation Strategy / Product &
- Development Programming
- Financial Modeling & Optimization Analysis
- Competitive Edge
- Repositioning & Reuse
- Acquisition Underwriting
- Consumer Insight
- Market Opportunity Analysis
- Entitlement Support: Fiscal & Economic Impact Analysis
- Amenity Program Strategies

REPRESENTATIVE CLIENTS INCLUDE

RCLCO
REAL ESTATE ADVISORS

JDC

LAKEWOOD RANCH

STRATFORDLAND

Howard Hughes
THE HOWARD HUGHES CORPORATION

RISE
A REAL ESTATE COMPANY

CRESCENT
COMMUNITIES

SunCal

PardeeHomes
Where smart solutions live.

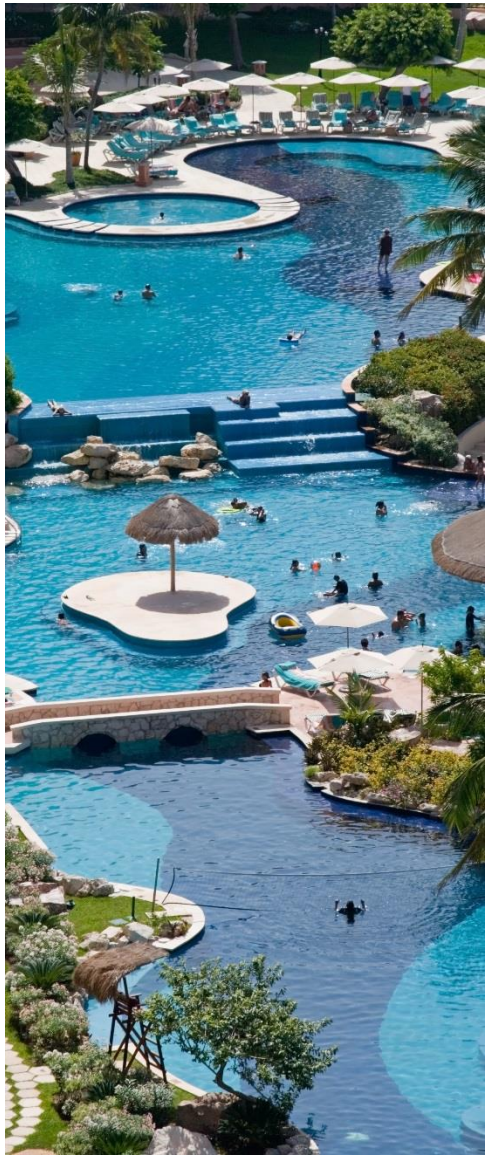
Brookfield
Residential

MARKET & FINANCIAL FEASIBILITY

RCLCO
REAL ESTATE ADVISORS

RCLCO brings cutting-edge market and financial analytics to underwrite proposed new development projects, optimize existing developments, and/or determine highest and best use. Whether it's a large land asset, planned community, active adult retirement community, or resort development, our skilled professionals understand what's working, where markets are going, and how to apply that knowledge to benefit our clients' real estate projects. RCLCO's work is distinguished by:

- Expertise: with more than 50 years of experience, we have a deep knowledge base that enables us to tailor a customized approach
- Benchmarking: we research trends, concepts, and product types across all geographic markets
- Market Depth: the industry's best demand-forecasting tools are utilized to maximize each project's absorption potential
- Macro View: we quantify regional growth dynamics to illustrate how your assets fit into the big picture
- Consumer Knowledge: our broad knowledge of consumer preferences, demographics, psychographics, and lifestyle trends drive land use recommendations
- Premium Potential: we identify who will pay more and why
- Clear, Concise, and Action-Oriented Deliverables: while other firms may provide off-the-shelf reports, we customize ours to be specific to your needs



SAMPLE PROJECT EXPERIENCE:

Master-Planned Community
Our market and financial analyses for Johnson Development Corporation assessed the highest and best use for Grand Central Park, a multiuse project near Houston. RCLCO recommendations included the optimal residential product program, as well as the scale, density, programming, and positioning for office, retail, entertainment, hospitality, and rental residential components.

Traditional Neighborhood Dev.
RCLCO performed a market analysis and provided development recommendations for the SayeBrook Community and Jackson Companies in Horry County, South Carolina.

Master-Planned Community
We provided numerous studies regarding residential product in The Woodlands community in Texas, including market analyses for resort-oriented, for-sale product, and a residential product opportunity analysis for the Town Center and East Shore districts.

MARKET POSITIONING & PRICING ANALYSIS

RCLCO
REAL ESTATE ADVISORS

With RCLCO's support, learn to understand your project in the context of the competitive landscape and its unique strengths and challenges. Optimally position your property in the market relative to price and demand, utilizing recommendations that are informed by:

- Decision-Making Tools: we take the guesswork out of pricing so you can make the best decisions
- Price Optimization: maximize pricing and absorption potential by leveraging our knowledge and analyses
- Financial Planning Tools: we assist you with business planning by predicting future revenues and the most likely sales and/or leasing pace

SAMPLE PROJECT EXPERIENCE:

Master-Planned Community
Terre Verde Group, LLC enlisted us to determine the impact of a large-scale resort amenity offering on pricing and absorption potential at the Windsong Master-Planned Community in Prosper, Texas.

Residential Community & Resort
RCLCO provided market research and development program recommendations for the Weyerhaeuser oceanfront community and resort on Vancouver Island's west coast.

Active Adult Community
We performed a market feasibility analysis for Shea Homes regarding their Tegavah/Vista Verde properties in Maricopa County, Arizona.

SEGMENTATION STRATEGY/PRODUCT & DEVELOPMENT PROGRAMMING

RCLCO
REAL ESTATE ADVISORS

RCLCO uses demographics, psychographics, competitor research, and analytical techniques to predict customer behavior and recommend development program strategies. We understand that the most successful segmentation strategies incorporate product lines that are differentiated from one another, not just by price and size, but also by the unique purchase motivations of diverse consumer segments. Because we evaluate thousands of different housing types across the nation each year, we can help you create the most effective builder program strategies.

Our segmentation strategies are defined by:

- Strategic Approach: your developments will stand the test of time with product programs that are sensitive to their environment and responsive to the lifestyles of their residents
- Identifying Market Gaps: our team identifies niche markets and product gaps, leading to superior outcomes in terms of pricing, absorption, and market share
- Successful Launch: utilize our services to launch new developments with a well-thought-out strategy based on research and analysis of home types and prices in your community, the competition, and target-buyer preferences
- Keep it Fresh: niche opportunities evolve over the life of a community; our on-going strategic involvement helps you stay current

SAMPLE PROJECT EXPERIENCE:

Master-Planned Community
RCLCO helped conceptualize the development program for Laureate Park for Lake Nona Property Holdings, LLC, in Orlando, Florida, driving sales from less than 100 per year to over 500 per year.

Master-Planned Community
We analyzed the market demand and ideal mix of residential uses regarding the River District in Charlotte, North Carolina, for Crescent Communities.

Master-Planned Community
RCLCO prepared a product segmentation strategy for Lakewood Ranch in Sarasota, Florida, that helped to dramatically increase market share and total annual sales.

Master-Planned Community
Rise Development Partners utilized our Market Analysis to expand their existing product program at the Cane Island MPC in Katy, Texas, to include offerings targeting underserved buyer segments.

FINANCIAL MODELING & OPTIMIZATION ANALYSIS

RCLCO
REAL ESTATE ADVISORS

We'll combine our revenue forecasts and cost estimates to prepare dynamic development pro forma analyses and other decision-making tools that help you:

- Understand Various Scenarios: RCLCO can help you quickly test the financial implications of development programs and positioning scenarios in an easy-to-understand report
- Maximize Returns: we use the power of linear optimization to determine the development program that maximizes your investment
- Outline Property Valuation: discounted cash flow is an important valuation tool for clients seeking a better understanding of the value of an asset (under diverse scenarios)
- Form Infrastructure Bonds: gain deeper insights as to the capacity of a project to support community development district financing
- Fine Tune Your Business Plan with Cycle Risk Analysis: RCLCO financial modeling determines the expected rates of return and net present value of your development under different assumptions, taking into consideration business cycles, real estate cycles, and future economic conditions

SAMPLE PROJECT EXPERIENCE:

Master-Planned Community
RCLCO prepared financial models to forecast the anticipated future performance of the Seldin community during the planning and entitlement phase.

Master-Planned Community
Connerton utilized RCLCO's Linear Optimization model to fine-tune the development program for remaining acreage in order to drive higher financial returns.

Commercial Employment Center
We conducted a market and financial analysis to determine the highest and best use solution for a major new employment center in Frisco, Texas. The analysis included an assessment of a variety of development execution options (superpads vs. finished lots) and partnership structures.

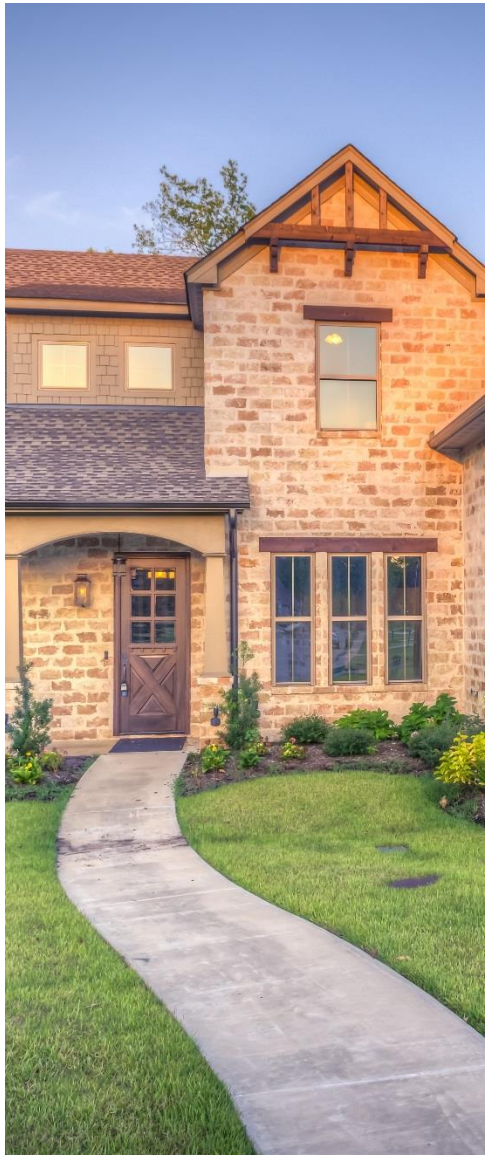
Master-Planned Community
RCLCO evaluated the product program at Houston's Sienna Plantation for an MPC Developer, and recommended an expansion of product offerings to penetrate underserved buyer segments and accelerate the sales pace. We developed a financial pro forma and optimized the product mix to maximize returns and net present value.

COMPETITIVE EDGE

RCLCO
REAL ESTATE ADVISORS

Gain a competitive edge in the marketplace by utilizing RCLCO's market, financial, and consumer insights, specifically:

- Market Sizing: we are highly experienced in quantifying the depth and future growth potential in new or underserved market niches
- Competitive Landscape Analysis: we can evaluate other players in the field, their strengths and weaknesses, capitalization approach, potential acquisitions, and more
- Defining New Concepts: RCLCO investigates existing product segmentation, points of departure, emerging niche opportunities, and responses to obsolescence
- Customer Definition: our revolutionary consumer research describes how real estate behavior is changing and how the corresponding appetite for "place" is evolving
- Business Plan Analysis: we model the optimal business plan for new or differentiated concepts, demonstrating where premiums are created or where risks linger unmitigated



SAMPLE PROJECT EXPERIENCE:

Master-Planned Community
RCLCO performed market sizing and a competitive landscape analysis for WestRock's Charleston area communities in South Carolina.

Net-Zero Community Concept
RCLCO identified best practices in developing net-zero community concepts and product types to inform the market opportunity for a concept community in San Antonio, Texas.

Active Adult Community
RCLCO worked with On Top of the World to revistalize their product segmentation to reinvigorate sales.

REPOSITIONING & REUSE

RCLCO has an intimate knowledge of the market realities governing your ability to reposition real estate assets. We know what is needed to quantify both the enhanced revenue potential and added market risk from this reposition. The hallmarks of RCLCO's approach to these analytical efforts include:

- Highest & Best Use Approaches: we start with an analysis of the full spectrum of repositioning efforts and then quickly hone in on what's optimal
- Actionable Recommendations: our work results in specific, product-level recommendations (down to the feature and floorplan level)
- Quantification of Benefits and Risks: our recommendations are informed by a return on investment analysis and a quantification of market risk, recognizing that a "do nothing" solution has risk as well
- Full-Spectrum Product-Type Capabilities: we are among the few consulting resources in the industry that has detailed knowledge of every product type
- Valuation: with our guidance, understand the current and future value of each asset under various development program assumptions

SAMPLE PROJECT EXPERIENCE:

Golf Community
Suntrust Bank enlisted RCLCO's advisory services for the Hasentree Golf and Residential Community in Wake County, North Carolina, providing repositioning strategies for the golf community at-large.

Master-Planned Community
RCLCO performed a market analysis regarding the Huntington Village master-planned community for British American in Ormond Beach, Florida.

Resort
RCLCO helped Pangea's Edge Holdings with a strategic market analysis for Balsam Mountain Preserve, a 4,400-acre resort community in the mountains of Western North Carolina.

ACQUISITION UNDERWRITING

RCLCO
REAL ESTATE ADVISORS

Investors and owner/operators turn to RCLCO for the thoughtful underwriting of every product type and forecasting of real asset performance. We support markets throughout North and South America, the Caribbean, and beyond.

Our work is distinguished by:

- Speed to Market: we quickly turn around a full competitive market analysis
- Streamlined, Action-Oriented Deliverables: clear guidance on performance/lease rate upside and escalation projections
- Qualitative Input: we offer a unique and nuanced understanding of both the challenges and the potential of the asset in question, as well as key competitive properties
- Personalized Underwriting Process: RCLCO can act as an extension of your acquisition team; for many of our clients we have standard data collection, analysis, and reporting templates, and a streamlined contracting process

SAMPLE PROJECT EXPERIENCE:

Second-Home Community
RCLCO provided an analysis and recommendations for Arendale Holdings, as part of the underwriting for the acquisition of a portfolio of eight resort and second-home communitites, including The Cliffs.

Homebuilder
We performed an analysis and evaluation of dozens of residential community assets all across the U.S. as part of the buyer's due diligence process.

Master-Planned Community
RCLCO helped Johnson Development Corporation understand the market potential of the Trinity Falls MPC in McKinney, Texas, during their acquisition due-diligence phase. We analyzed the upside potential with regard to sales pace as well as the opportunity to enhance sales through the delivery of an active adult community.

MARKET OPPORTUNITY ANALYSIS

RCLCO
REAL ESTATE ADVISORS

The industry's major players call on RCLCO to bring advanced data analysis and market forecasting to guide the selection of markets and submarkets for existing and new real estate concepts.

The hallmarks of RCLCO's approach to these analytical efforts are:

- A Rigorously Analytical Methodology: our team utilizes the best predictive analytics around, identifying the optimal markets and submarkets by weighing a range of economic, demographic, and market data points
- Geography of Demand: we carefully analyze what is getting built, where, and with what expected impact on your plans and positioning
- Real-Time Feedback: our work gravitates toward custom databases and dashboards that serve as dynamic decision-making tools
- Strategic Results: we provide specific conclusions and recommendations relative to product concept, market positioning, consumer profiles, and geographic targeting

SAMPLE PROJECT EXPERIENCE:

Master-Planned Primary & Second Home Communities
RCLCO evaluated metro market areas and submarkets throughout the Southeast in support of Hines Interests Fund for residential community acquisition and development.

Single-Family Rental Communities
RCLCO helped identify opportunistic markets for the expansion of NexMetro's single-family rental community concept. We created a market selection model that utilized key demographic and economic criteria deemed most predictive in identifying growth markets for their target customer.

Homebuilder
RCLCO helped Gracepoint Homes identify opportunistic submarkets and neighborhoods in the Dallas-Fort Worth and Houston markets to deliver for-sale, infill housing products ranging from 12 to 24 units per acre.

CONSUMER INSIGHT

Whether mining years of past research or conducting fresh direct consumer research (in the form of internet surveys, focus groups, and in-person/intercept interviews), we provide critical insight into your target customers' likely reaction to a new offering, repositioning strategy, or new product concept. RCLCO has helped clients of every type understand consumer dynamics and apply them to their business. Our work in this area is defined by:

- A Unique Perspective: most research companies do not have the nuanced understanding of real estate and the expertise to conduct research and analyze the results with a team expert in land use matters
- Cost-Effective Approach: technology and improved work processes allow us to add this vital research step at a much lower incremental cost
- Actionable Conclusions: not just mindset observations, RCLCO translates consumer insights into program, pricing, and project recommendations to support complicated underwriting or drive product evolution

SAMPLE PROJECT EXPERIENCE:

Large Land Owner / Master-Planned Community / Active Adult Community
We conducted in-depth research with consumers in the U.S. and Canada to gauge interest in new community concepts for St Joe's vast land holdings.

Age-Oriented Communities
RCLCO conducted national consumer research for Brookfield Residential to understand varying consumer preferences for a variety of age-oriented community concepts.

Resort
We conducted quantitative consumer research to identify key second-home buyer preferences for the purpose of quantifying demand as well as product and amenity programming at a proposed resort residential development in the Texas Hill Country.

FISCAL & ECONOMIC IMPACT ANALYSIS

RCLCO
REAL ESTATE ADVISORS

RCLCO's entitlement support includes fiscal and economic impact analysis that evaluates the impact of your projects on local and state economies and budgets. This analysis determines a land use's net benefit contribution to a local government. Every land use creates revenue for a local government (in the form of property taxes, sales taxes, charges for services, etc.) as well as expenses (such as police, fire, roads, general government, parks, schools, and other services).

- FIVA Model: RCLCO's proprietary modeling calculates these revenues and expenses to arrive at the net fiscal benefit to a local government
- Trusted Insight: The FIVA model provides insight and comfort to elected officials when making difficult votes on proposed projects, by providing a quantitative, independent analysis that forecasts the economic result of their decision
- Market Reality: our market studies offer key inputs into our impact analyses
- Multiple Applications: private clients seek entitlements, tax increment financing, and participation by public provision capital improvements
- Credibility: after 50 years in the space, we have achieved a high level of credibility with both governments and the private sector

SAMPLE PROJECT EXPERIENCE:

Master-Planned Community / Resort Second Home Community / Large Land Owner / Active Adult Development

RCLCO conducted in-depth fiscal and economic analyses for Russell Lands to demonstrate the contribution that lake resort and second home development makes to the local and regional economy.

Master-Planned Community

We conducted a fiscal and economic impact analysis for the Gran Central Park MPC in Conroe, Texas, for the purpose of obtaining critical public financing for a variety of infrastructure improvements.

Resort Second-Home Community

RCLCO prepared an analysis of the net fiscal and economic benefits of lake-oriented residential development (both primary and second homes) around Lake Martin in Alabama, working with local government and major land owner and developer Russell Lands.

AMENITY PROGRAM STRATEGIES

RCLCO helps clients determine the best amenity program strategies, recognizing that it is essential to make amenity investments consistent with consumer preferences in order to achieve the highest return. Our work on hundreds of engagements each year provides insight relative to the amenities that are most in demand and to which specific audiences. Key questions we are often called on to address include:

- Parks and Open Space: How much in the way of parks and open space should be included, and what premiums can be generated? What share of product should be in premium locations, and is it worth giving up buildable uplands?
- What to Build or Not: Although there is market support for golf, do the economics make sense? Will the premiums generated by golf be sufficient to justify the capital cost, and is demand sufficient to support ongoing operations and maintenance? What type of structure makes the most economic sense - public, private, or a hybrid?
- Sidewalks and Trails: Do we include sidewalks on both sides of the street, as well as walking or hiking paths, or would a more active fitness trail be perferable?
- We understand that a long-term development requires an ongoing amenity strategy. Having something new to talk about, even if small, generates interest and adds to the lifestyle of the development.

SAMPLE PROJECT EXPERIENCE:

Master-Planned Community
RCLCO prepared a strategic market analysis and provided development program recommendations for Sayebrook's successful town center development, with a traditional neighborhood design, in Myrtle Beach.

Master-Planned Community
We provided market and case study analyses in order to successfully program the shopping, dining, and cultural center of Waterside at the Lakewood Ranch community.

Active Adult Community
RCLCO worked with Walton Development to determine the optimal amenity strategy for their planned active adult community (Panasoffkee Preserve), including whether or not golf could be financially feasible.

RCLCO
REAL ESTATE ADVISORS

REGIONAL OVERVIEW & SITE ANALYSIS

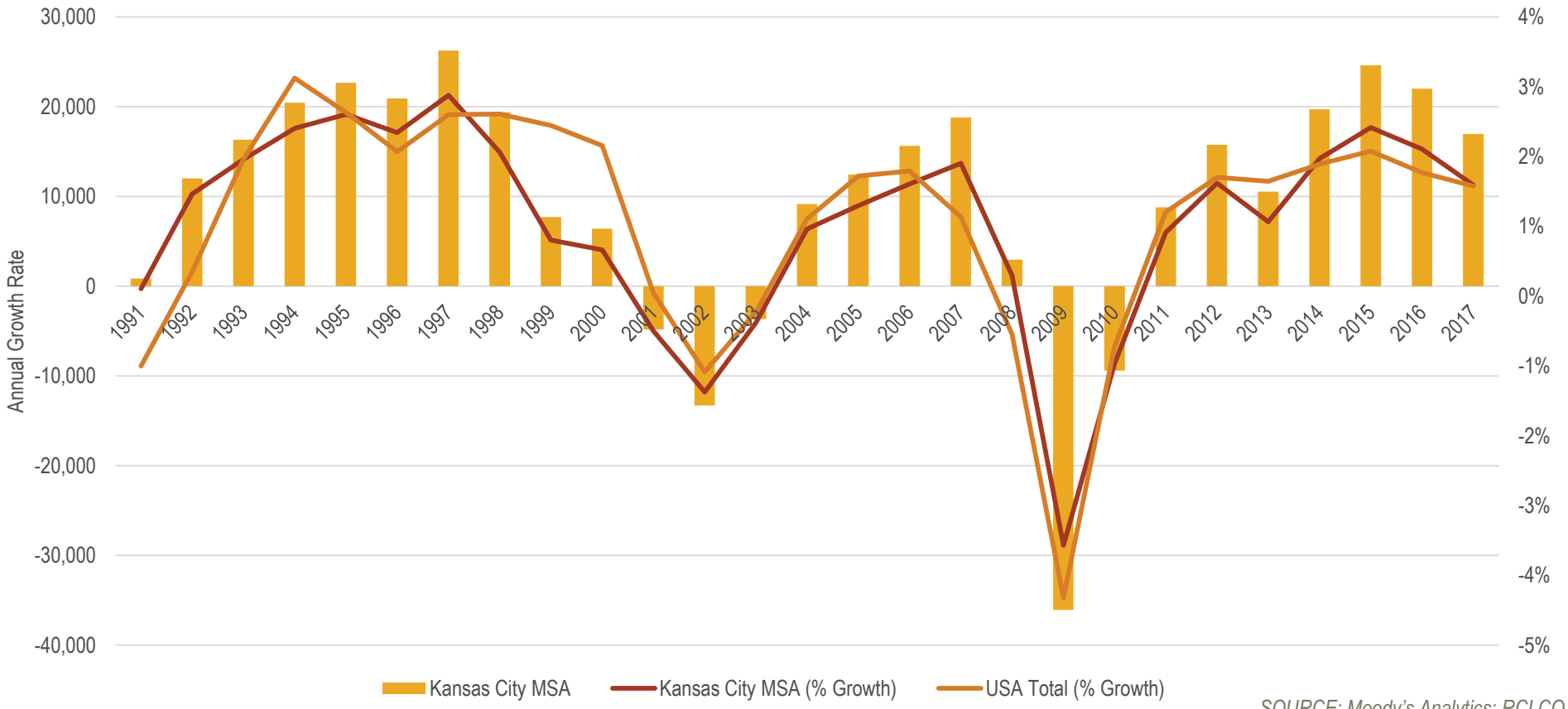
REGIONAL EMPLOYMENT GROWTH

RCLCO REAL ESTATE ADVISORS

KANSAS CITY IS A STABLE MARKET WHERE EMPLOYMENT DYNAMICS ARE REFLECTIVE OF THE NATION AS A WHOLE

- The subject site is located in the Johnson County, home to a growing number of job opportunities in the Kansas City region. Historically, the Kansas City metropolitan statistical area ("MSA") has experienced employment growth reflective of the nation as a whole. From 2012 to 2017, the MSA added approximately 18,250 new jobs per year, averaging a 2% annual growth rate.

Historical Employment Growth, 1991-2017;
Kansas City MSA and United States



SOURCE: Moody's Analytics; RCLCO

EMPLOYMENT GROWTH BY INDUSTRY

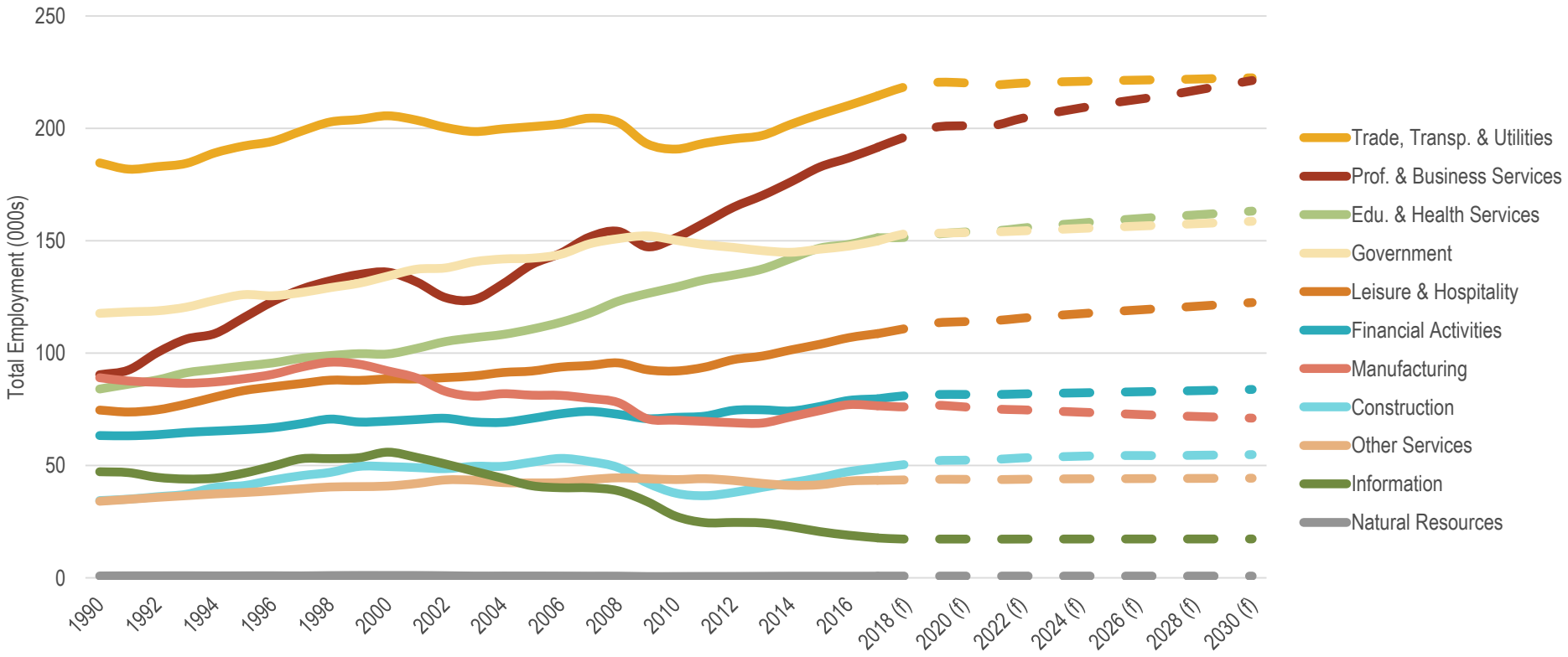
RCLCO
REAL ESTATE ADVISORS

THE KANSAS CITY MSA IS SHIFTING TOWARDS MORE KNOWLEDGE-BASED INDUSTRIES

The economic composition of the Kansas City MSA has been shifting over the past two decades, increasingly led by growth in the Professional & Business Services and Education & Health Services economic sectors. Three largest health systems (HCA Midwest, University of Kansas, and Children's Mercy) are among the top ten employers in the region, with over 27,500 workers. Sprint Corp, headquartered in Overland has over 6,000 employees and is is the largest employer in Johnson County.

Looking forward, these two economic sectors are projected to be economic drivers in the MSA over the next decade. As the region shifts towards a more knowledge based economy, areas like Johnson County, with highly-educated populations are well positioned to capture an outsized share of future job growth.

Historical and Projected Employment Growth by Industry, 1990-2030;
Kansas City MSA



SOURCE: Moody's Analytics; KC Area Development Council; RCLCO

SITE ANALYSIS

RCLCO
REAL ESTATE ADVISORS

STRENGTHS

- **Reputation and Visibility**: Leawood is an established, desirable residential location for executives in Johnson County. Leawood is primarily a residential bedroom community serving many of the largest employment cores and lifestyle destinations located to the north of the subject property. The site has strong visibility from the heavily trafficked State Line Road.

CHALLENGES

- **Distance from highway network**: The subject site's location at the southeastern edge of Leawood, is further from major highways than other new mixed-use communities in the area located to the northwest of the site, which could impact the viability of certain commercial components.
- **Challenging local retail environment**: Several shopping centers near the subject site along State Line Road are struggling with high vacancy rates. The availability of a large amount of vacant retail space nearby could create challenges for leasing activity at the subject site if the retail on-site is not anchored.
- **Not an Established Employment Core**: Leawood is not considered to be a viable employment core, and given the capacity for growth that exists in more established commercial and office submarkets, it is unlikely that employment related uses will migrate to this location anytime in the foreseeable future.
- **State Line is a Bright Line**: From a demographic and socioeconomic status perspective, State Line Road represents a significant psychological barrier, and while demand analyses radii drawn around the subject property crosses this state boundary line, in reality, there is relatively little crossover between the Kansas and Missouri portions of the market.

SUBJECT SITE

SOURCE: RCLCO

COMMUTE PATTERNS IN THE PMA

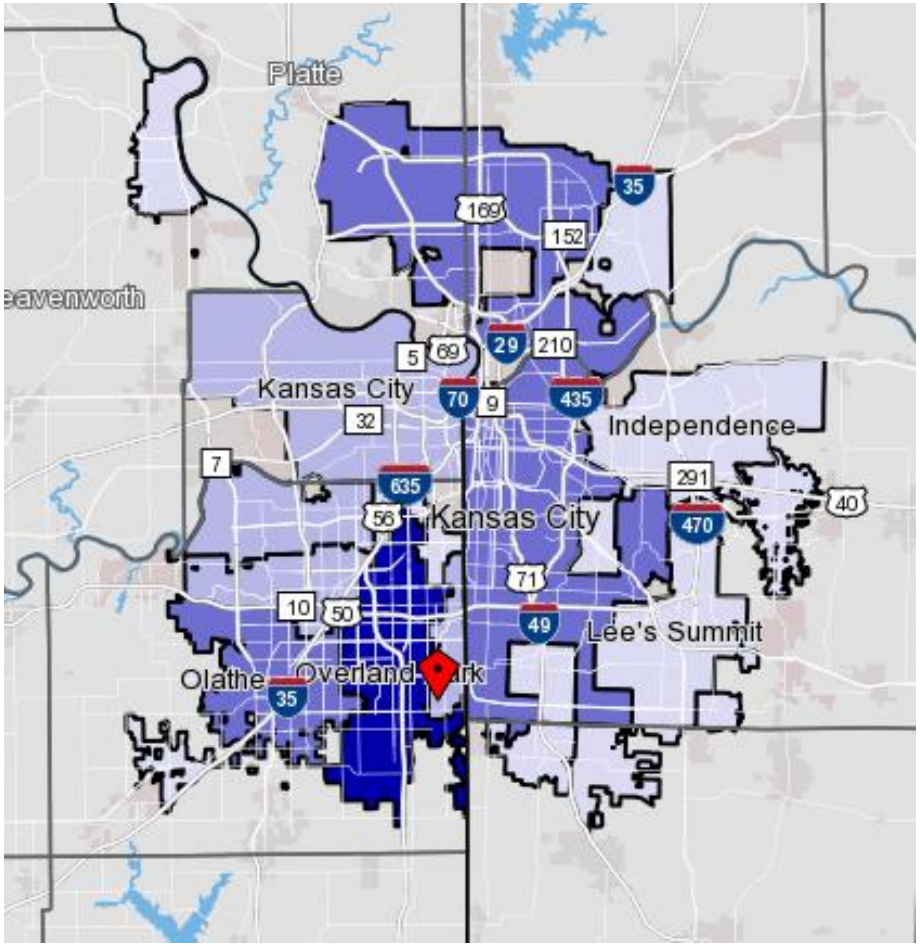
RCLCO
REAL ESTATE ADVISORS

SITE IS CONVENIENT TO COLLEGE BOULEVARD, DOWNTOWN KANSAS CITY, AND OTHER EMPLOYMENT HUBS

Despite the fact that Leawood is not considered a viable employment submarket, the subject property is easily accessible to many established employment cores in the Kansas City region. Accordingly, there should be strong market support for households that are looking for residential options within a reasonable commuting distance from several of the region's large employment cores, including:

- **College Boulevard**: Located an approximate 10 to 15 minute drive from the subject site, College Boulevard attracts significant concentrations of traditional office workers as well hotel/retail employees due to the presence of the Overland Park Convention Center.
- **South Johnson County**: Along Highway 69, there is a cluster of healthcare related employment with several hospitals, such as Blue Valley Hospital, Children's Mercy Blue Valley, and Overland Park Regional Medical Center. Further west on 135th Street, there is another concentration of hospitals and related employment.
- **Downtown Kansas City:** One of the single-largest job cores in the region, Downtown Kansas City offers diverse types of employment, in such economic sectors as Professional Services, Government, Retail, and Hospitality.
- **Lenexa:** Home to a large concentration of manufacturing and logistics employment due to its strategic location at the intersection of Interstate 435 and Interstate 35. Lenexa has a large inventory of single-story business parks.

Work Destinations of Residents, 2015;
Three-Mile Radius from Subject Site



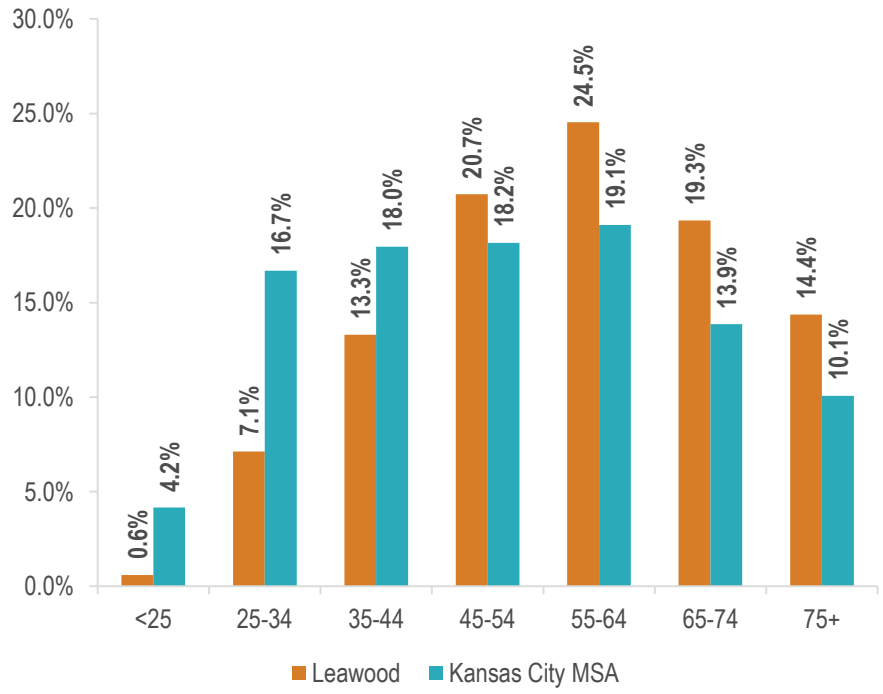
SOURCE: LEHD; Robert Manduca; RCLCO

RCLCO REAL ESTATE ADVISORS

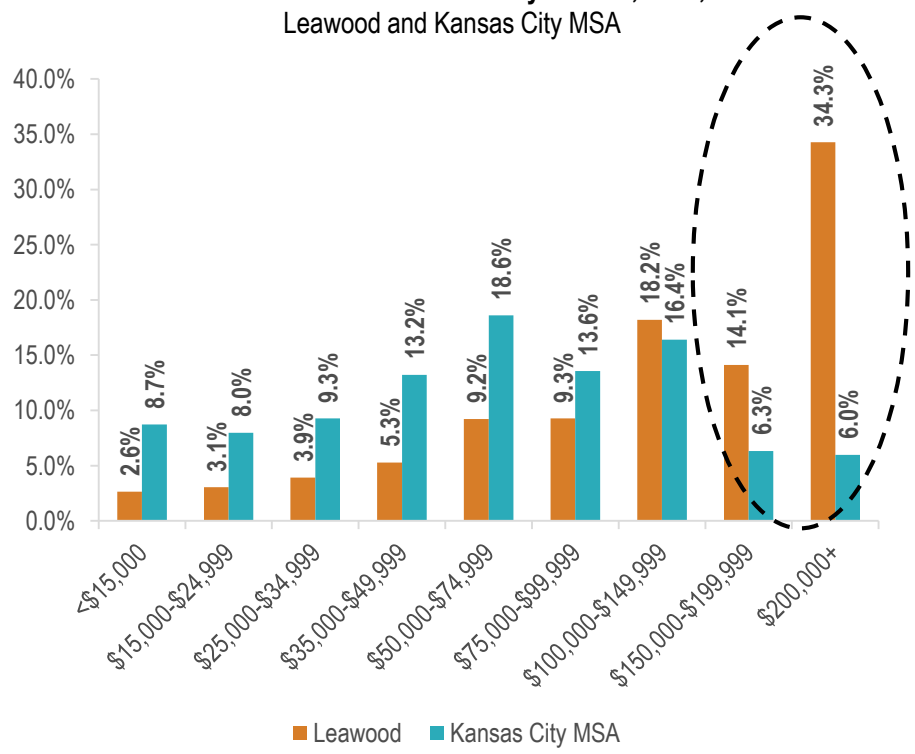
STRONG DEMOGRAPHICS IN LEAWOOD NEAR TOP OF KANSAS CITY REGION

- As a result of its attractive location near top performing schools and established residential neighborhoods, the area around the subject site is attractive to affluent households in the region.
- When compared to the Kansas City MSA, the age distribution for households living within Leawood skews older, with approximately 60% of households head by someone 55 years or older compared to 43% in the region as a whole. Within 3 miles of the subject site, the demographics more closely mirror the region as a result of younger households choosing to live along the emerging 135th St corridor in recently built apartment communities.
- Leawood has an average household income of $188,000, nearly double the $85,000 average in the region as a whole. Accordingly, the income distribution of the area reflects the higher average age of residents and the ability of the city to attract a large number of high-income households that are likely drawn to its desirable location.

Distribution of Households by Age, 2018;
Leawood and Kansas City MSA



Distribution of Households by Income, 2018;
Leawood and Kansas City MSA



SOURCE: Esri; RCLCO

RCLCO
REAL ESTATE ADVISORS

RENTAL APARTMENT ANALYSIS

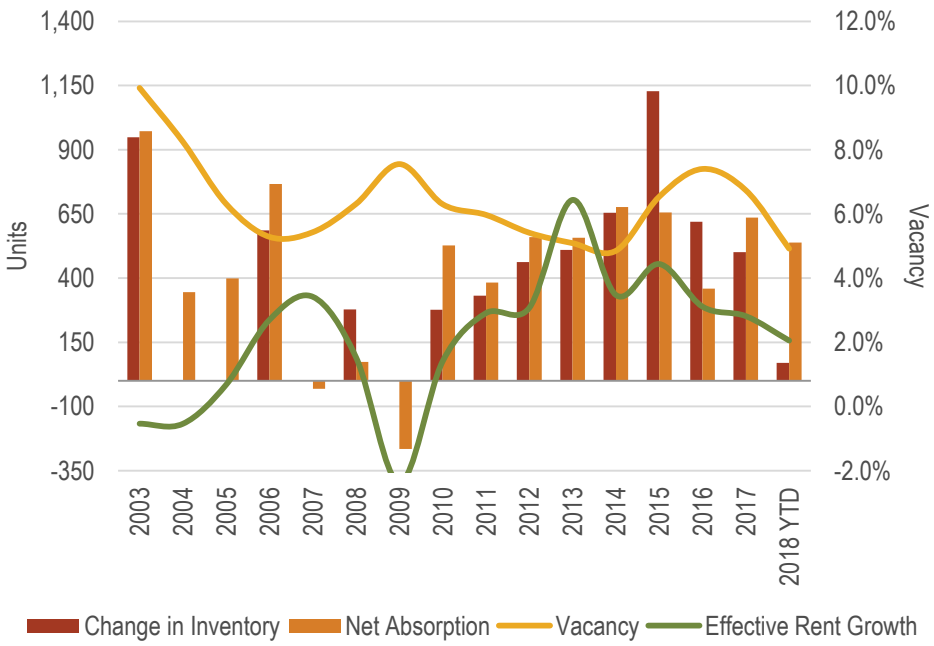
OVER THE PAST 6 YEARS THERE HAS BEEN A STEADY PACE OF NEW SUPPLY, HOWEVER, NET ABSORPTION HAS KEPT PACE WITH DELIVERIES DEMONSTRATING MARKET STRENGTH

- The PMA, which is defined in Exhibit III-8 and encompasses Leawood and parts of Overland Park, has seen a steady supply of new rental apartment development in the last six years, during which approximately 3,500 new units delivered in the area.

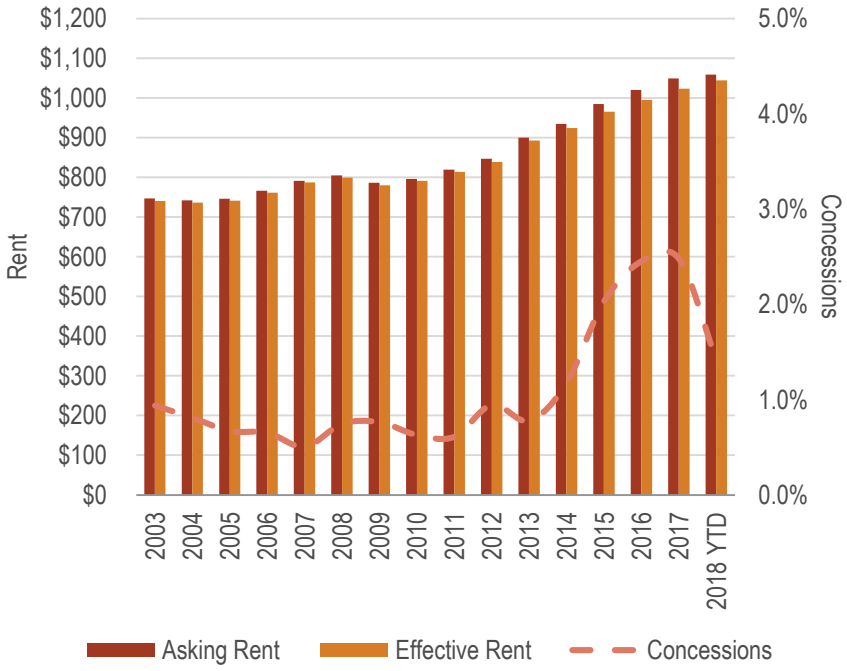
Net absorption has kept pace with these deliveries, and vacancy rates have remained stable in the 5% to 7% range, which is consistent with the historic market average. While vacancies have fluctuated somewhat during years with many new deliveries, such as 2015 when over 1,100 units came to market, the submarket has typically absorbed these deliveries soon thereafter.

As new rental apartment development has occurred in the PMA, both asking rents and effective rents have experienced significant growth. In the past six years, asking rents in the PMA have increased by an average of 3.7% each year.

Completions, Absorptions, Vacancy, and Effective Rent Growth 2003-2018;
Primary Market Area



Asking Rent, Effective Rent, and Concessions, 2003-2018;
Primary Market Area



SOURCE: CoStar; RCLCO

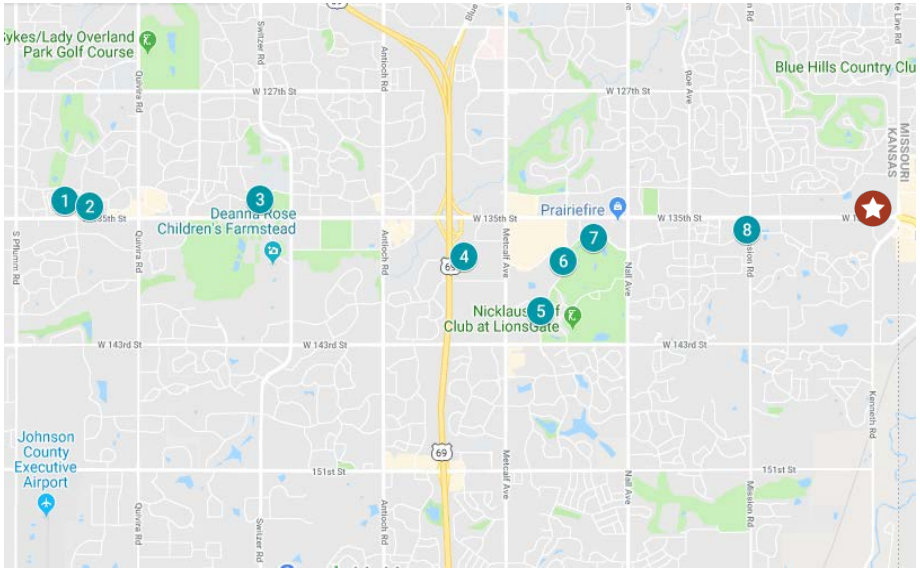
RENTAL APARTMENT SUPPLY

RCLCO
REAL ESTATE ADVISORS

THE COMPETITIVE SET IS MADE UP OF GARDEN-STYLE COMMUNITIES WITH STANDARD FEATURES AND AMENITIES

- RCLCO assessed numerous nearby properties along the 135th Street corridor in order to determine the optimal positioning for a new rental apartment community at the subject site. In general, the vast majority of new communities in the PMA are attracting professionals and former homeowners by offering larger floorplans with relatively low monthly prices compared to mortgage payments, comprehensive amenity packages with numerous social spaces, and high-end but not over-the-top unit finishes.
- Within the competitive set, asking rents generally range from $1.15 to $1.24 per square foot. Villa Milano, the closest property to the subject site, is achieving the highest rents in the market at $1.29 per square foot (when adjusting for the included attached garage parking spaces at $150/month per space). This property offers unit finishes and amenities in line with the market but offers the largest average unit size east of Highway 69. Villa Milano appears to have found success in attracting a mature renter demographic in comparison to other communities in the PMA that are marketed towards a broad spectrum of renters.

Map of Comparable Apartment Communities;
Primary Market Area



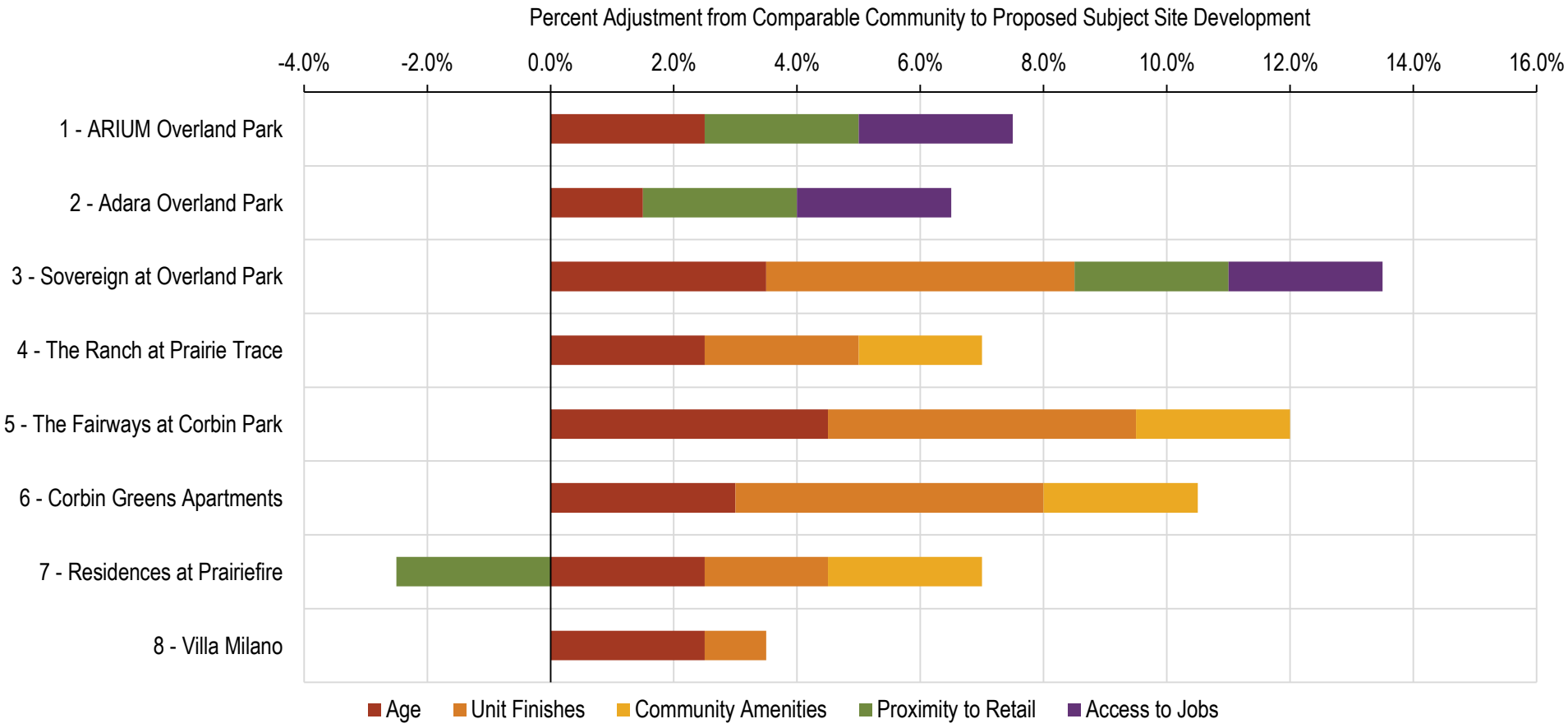
MAP KEY	COMMUNITY NAME	YEAR BUILT	TOTAL UNITS	OCC. RATE	AVERAGE SIZE (SF)	AVERAGE ASKING RENT	AVERAGE ASKING $/SF	AVERAGE LEASE-UP PACE
1	ARIUM Overland Park	2015	402	94.0%	1,160	$1,349	$1.16	21 Units/Month
2	Adara Overland Park	2017	260	95.0%	1,125	$1,351	$1.20	15 Units/Month
3	Sovereign at Overland Park	2013	250	96.0%	1,131	$1,362	$1.20	16 Units/Month
4	The Ranch at Prairie Trace	2015	280	95.0%	921	$1,141	$1.24	16 Units/Month
5	The Fairways at Corbin Park	2011	276	96.0%	981	$1,129	$1.15	N/A
6	Corbin Greens Apartments	2014	228	91.0%	985	$1,174	$1.19	20 Units/Month
7	Residences at Prairiefire	2015	426	96.0%	1,047	$1,294	$1.24	20 Units/Month
8	Villa Milano	2015	290	94.0%	1,133	$1,459	$1.29	17 Units/Month

SOURCE: Axiometrics, CoStar, Interviews with Leasing Agents; RCLCO

RCLCO REAL ESTATE ADVISORS

AN ADJUSTMENT ANALYSIS WAS USED TO PROJECT LIKELY PRICE POSITIONING AT THE SUBJECT SITE

- Each community surveyed has various strengths and weaknesses considered when determining pricing feasibility. In order to price units at the subject site, each comparable community was adjusted on factors including age, unit finishes, amenities, location, and proximity to retail.
- The adjustments assume that unit finishes and community amenities at the subject site will be superior to those of existing apartments in the market, and the property will be highly amenitized. The site is also assumed to have a strong location, a sense of place (due to planned open space and on-site retail), and to be a mix of unit types to appeal to a broad spectrum of prospective renters.



SOURCE: RCLCO

RENTAL POSITIONING

RCLCO
REAL ESTATE ADVISORS

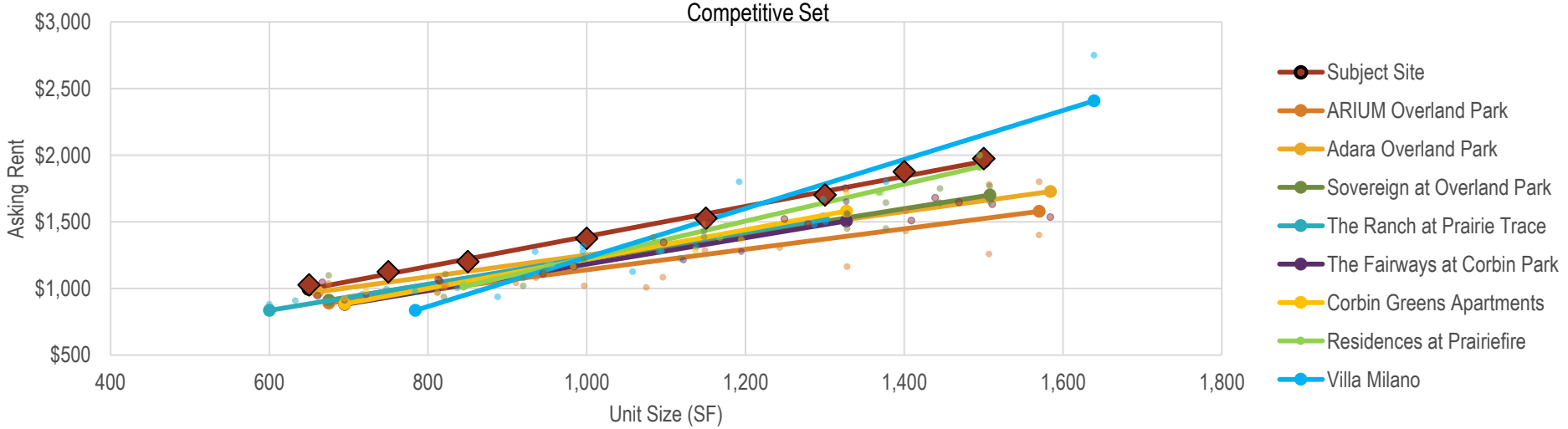
RCLCO BELIEVES THE SUBJECT SITE CAN ACHIEVE TOP-OF-MARKET RENTS FOR THE AREA

- Situated in Leawood and along the emerging 135th Street retail corridor, the subject site is an appealing residential location for a variety of household types, including young and mature professionals looking to live near the locations in which they work and play, as well as empty nesters looking for walkable urban living.
- Due to the demographics of the surrounding area, there is a compelling opportunity to introduce a rental apartment building that will appeal to a more affluent and mature segment of the population.
- RCLCO recommends that the unit mix be relatively equally divided between one-bedroom and two-bedroom units. The units at the subject site are positioned at $1.37 per square foot (in $Q4 2018), which is top-of-market due to likely product execution as well as the sense of place envisioned at the subject site.
- Based on conversations with knowledgeable market participants, and our own underwriting of multifamily projects in analogous locations/markets, these rents are likely to only support relatively low density two- and three-story garden-style construction with surface parking.

Recommended Unit Mix by Building Type
Subject Site

UNIT TYPE	UNITS	MIX	UNIT SIZE RANGE (SF)	AVG. UNIT SIZE (SF)	RENT RANGE	AVG. RENT	AVG. $/SF
1BR	105	40.4%	650 - 850	764	$1,025 - $1,200	$1,125	$1.47
2BR	125	48.1%	1,000 - 1,300	1,180	$1,375 - $1,700	$1,565	$1.33
3BR	30	11.5%	1,400 - 1,500	1,450	$1,875 - $1,975	$1,925	$1.33
TOTAL/AVG.	**260**	**100.0%**	**650 - 1,500**	**1,043**	**$1,025 - $1,975**	**$1,425**	**$1.37**

Linear Trend of Average Rent to Average Unit Size Relationship, October 2018;
Competitive Set



SOURCE: Axiometrics, CoStar, Interviews with Leasing Agents; RCLCO

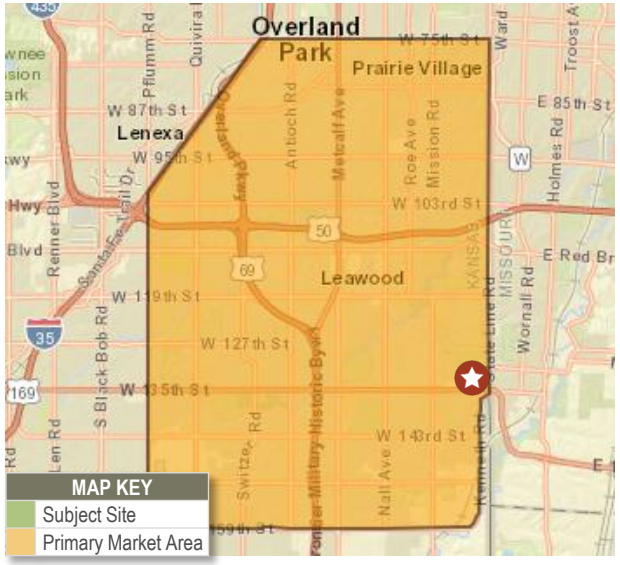
BALANCE BETWEEN SUPPLY & DEMAND

RCLCO
REAL ESTATE ADVISORS

DEMAND IS EXPECTED TO REMAIN HEALTHY, SUPPORTIVE OF 14 UNITS PER MONTH ABSORPTION PACE AT THE SUBJECT SITE

- To estimate potential absorption of rental apartments, RCLCO used a demographics-based demand model and examined households in the Primary Market Area ("PMA"), or the area from which most demand is expected to emanate. For the purpose of this study, RCLCO considered the PMA to be the area bounded by W 75th Street to the north, W 159th Street to the south, Pflum Road and Interstate 35 to the west and State Line Road to the east. Within this area, RCLCO considered factors such as age, income, tenure, turnover, and product preference to determine the number of households that are likely to rent new apartments.
- Using this approach, RCLCO estimated total demand for 635 new apartments in the PMA each year. In general, the majority of this demand is expected to come from young professionals, though there remain untapped opportunities to attract mature professionals and empty nesters as well.
- Currently, there is a sizable amount of projects under construction in the PMA set to deliver in 2019. There is also a significant number planned projects, including the 2,000+ unit Brookridge Country Club redevelopment, that may compete with the subject site. While certain years may experience a more competitive lease-up environment, RCLCO expects the supply and demand for multifamily apartments will remain in balance over the next five years. For information on the pipeline of new deliveries, please see Exhibit III-12.
- Assuming that the subject site offers phases of 260 rental apartment units, that two to three buildings deliver in the PMA in a similar time frame, and that the subject site captures its fair share of annual demand, RCLCO estimates it will achieve a monthly absorption pace of 14 units per month, resulting in a lease-up period of approximately 18-19 months per phase. In conversations with leasing professionals, the apartment market is highly seasonal and absorption pace may vary based on which month a project delivers.
- Please see Exhibits III and IV for detailed information on the apartment market and demand.

Map of Primary Market Area;
Leawood and Overland Park, KS



MARKET STATISTICS	
Units at Subject Site	260
Units Delivering in a Similar Time Frame[1]	750
Total Competitive Units	**1,010**
Total Units (Competitive Units + Subject Site)	1,010
Subject Site Share of Total Units (Fair Share)[2]	25.7%
Total Demand	**635**

SUBJECT SITE CAPTURE OF DEMAND	
Subject Site Capture of Demand	**163**
Monthly Absorption Potential	**14**
Months to Stabilized Occupancy (95%)	**18.1**

[1] Based on the volume of expected deliveries for the next three years
[2] Assumes the subject site will be one of seven new buildings when it delivers, based on an analysis of historic deliveries and pipeline projects

SOURCE: Esri; American Community Survey PUMS; RCLCO

RENTAL MARKET AUDIENCE SEGMENTS

RCLCO REAL ESTATE ADVISORS

	POST-GRAD	YOUNG PROFESSIONAL	FAMILY	RENTER-BY-CHOICE	EMPTY NESTER
Description	Just completed degree, in first job or grad school, single	Well into career, singles and couples	Children at home, usually young children	Couples and singles, established wealth, rent due to life change or preference	Couple or single, active in community and socially
Motivated By…	Price-point, location, nightlife	Location, amenities, quality	Value-orientation, convenience, good schools	Nice finishes and amenities, convenience	Downsizing, urban-suburban living, nice finishes, convenience of renting
Moves from	College Housing	Shared housing with roommates and/or older less amenitized apartment community	N/A	Less amenitized apartment community, relocating from another metro area, moving out of single-family-detached home due to life change	Single-family-detached home in surrounding suburbs
Financial Status	$50,000	$110,000 (combined, lots of student loans)	$125,000 (waiting to buy home)	$140,000 (limited savings)	$150,000+ (saving for retirement)
Age Range	Early and mid 20's	Late 20's and 30's	30's and 40's	Late 30's, 40's, 50's	60's, 70's
Location Preferences	Walkable, affordable	Walkable, close to employment	Good school district, close to employment, retail	Walkable, sensitive to reputation	Walkable, urban-suburban locations
Unit Layout	2-BR roommates, 1-BR	1-BR, 1-BR+Den	2-BR, 3-BR	1-BR, 1-BR+Den, 2-BR	1-BR+Den, 2-BR, 3BR
Amenity Preferences	Pool, fitness, grill and lounge areas, pet amenities	Fitness, grill areas, lounge areas, pet amenities	Fitness, outdoor open spaces, pet amenities	Fitness, pet amenities, concierge services	Fitness, on-site storage, pet amenities, concierge
Most relevant comparable communities	Residences at Prariefire, The Ranch at Prairie Trace	Residences at Prariefire, The Ranch at Prairie Trace	Adara Overland Park, Sovereign at Overland Park, Corbin Park Apartments	Villa Milano, Residences at Prariefire	Villa Milano
Opportunity to capture	Large market segment but limited opportunity to capture; price sensitivity will preclude some from renting at subject site, location is not a strong fit as many may prefer to live closer to downtown Kansas City	Largest market segment, strong opportunity to capture; likely moving out of sub-par housing, ready for something new/nice but not ready to buy	Moderate market for multifamily rental at subject site, most will be relocating to the market and renting temporarily before buying, or are young families with pre-school aged children	Moderate market segment but strong location for this audience; mixed-use, proximity to employment; high-end finishes	Moderate market of renters but strong location for audience; upscale suburban mixed-use environment near their existing social circles

RCLCO
REAL ESTATE ADVISORS

FOR-SALE RESIDENTIAL ANALYSIS

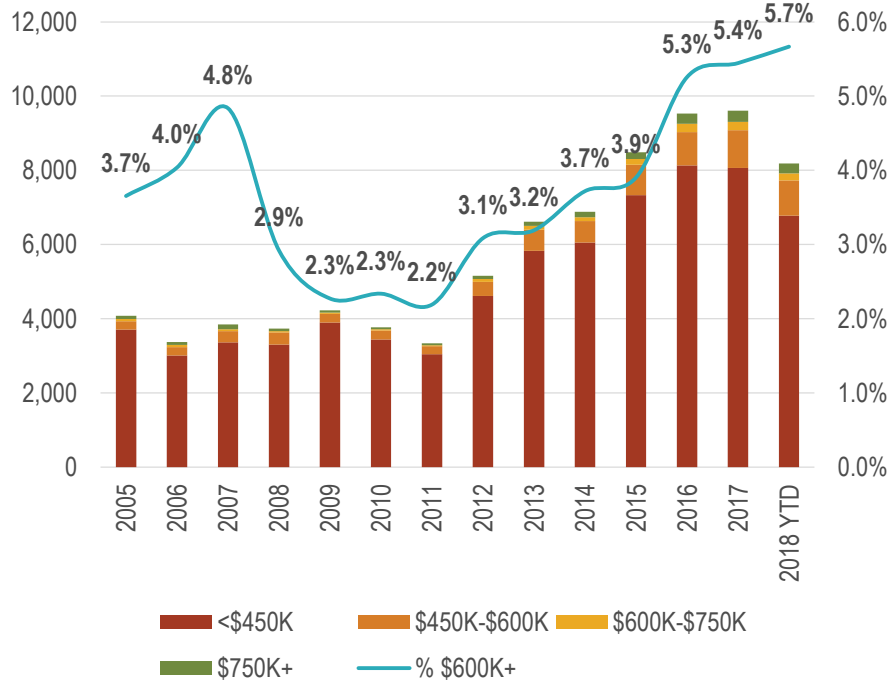
GROWTH IN FOR-SALE RESIDENTIAL MARKET

RCLCO REAL ESTATE ADVISORS

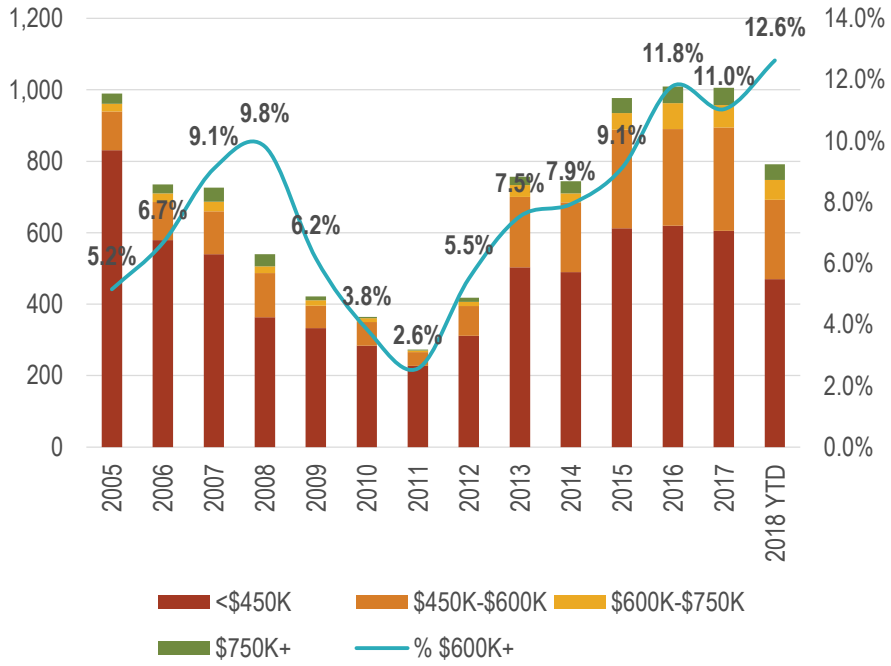
TRANSACTION VOLUME IN JOHNSON COUNTY HAS SURPASSED PRE-RECESSION LEVELS, PRICE APPRECIATION HAS OCCURRED ACROSS ALL SALES BUT IS MORE PRONOUNCED IN NEW HOME PRICES

- Total transaction volume (new and resales) hit approximately 9,600 in 2017, nearly triple the sales volume in 2005-2006. The share of high value sales $600,000 and above also increased to a high of 5.7% in 2018 YTD.
- New home sales have reached their pre-recession levels in 2016-2017 of approximately 1,000 sales annually. The share of high value sales has had a similar pattern of price appreciation as total sales, and increased significantly to 12.6% of new home sales in 2018 YTD. However, the share of new home sales as a percentage of overall sales has fallen due to the overall increase in transaction volume in the county.

Total Home Sales (New and Resales) by Price Band 2005-2018 YTD
Johnson County, KS



New Home Sales by Price Band 2005-2018 YTD
Johnson County, KS



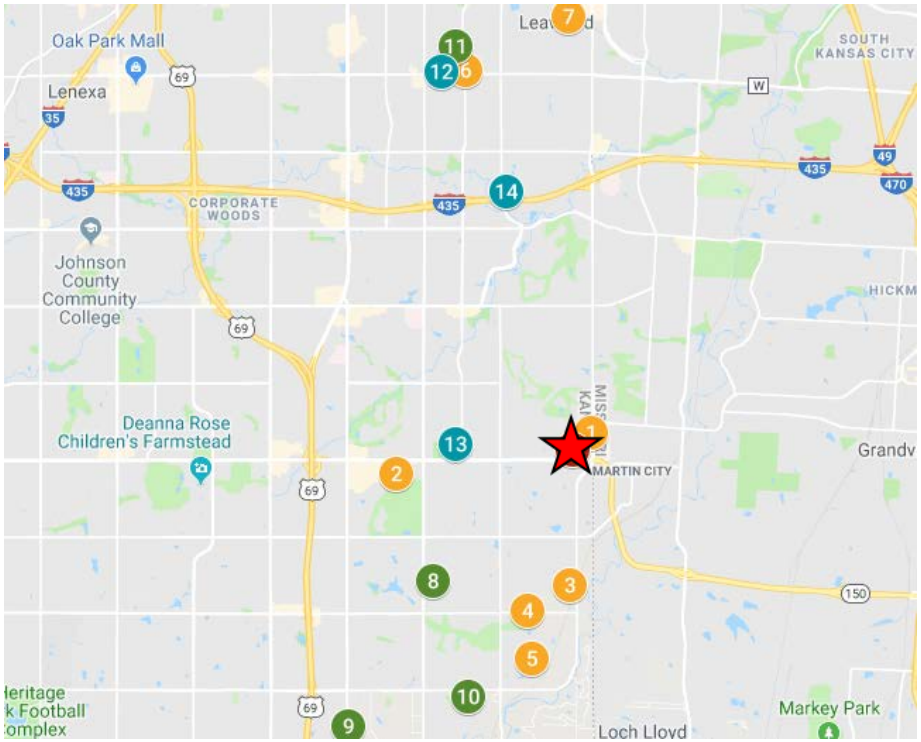
SOURCE: RealQuest

FOR-SALE RESIDENTIAL SUPPLY- SINGLE FAMILY DETACHED

RCLCO REAL ESTATE ADVISORS

- Meadowbrook Park is currently the top of market in the region with average sales above $1,700,000 ($435 per square foot). This community is currently selling and its first homes are under construction or recently completed. The master-planned, gated community is located on the site of a former golf course and offers unique park amenities.
- Prairiefire Villas at Lionsgate and Village at Leawood are new construction communities near the top of market with average sales above $1,250,000 (above $280 on a per square foot basis) Prairiefire Villas is located near the subject site off of 135th Street and offers high-end homes adjacent to a golf course. Village of Leawood is located north of the subject site on 89th Street. Both communities offer high end finishes and similarly sized homes (approximately 4,500 square feet).
- The Enclave at Cedar Pointe is located just north of the subject site on 133rd Street. The community offers the smallest, most affordable homes with average size of approximately 2,600 square feet and sales around $550,000 ($206 per square foot).
- Villas of Leabrooke Town Manor and Villas of Ironwoods are located near to 151st Street in Leawood and are priced similarly on a per square foot basis (around $220 per square foot). Although Villas of Ironwoods offers larger homes, the Village of Leabrooke offers unique amenities such as a sports court and fitness center.
- Water's Edge is the bottom of market on a per square foot basis ($191). The community is the only actively selling, non-maintenance free community in the area.

Map of Comparable For-Sale Residential Communities;
Kansas City, KS



Subject Site

MAP KEY	COMMUNITY	TYPE	YEAR OPENED	AVG. PRICE	$/ SQ. FT.	AVG. MO. ABS.
1	Enclave at Cedar Pointe	Single Family Detached	2017	$547,210	$206	1
2	Prairiefire Villas at Lionsgate	Single Family Detached	2018	$1,286,903	$287	1
3	Villas of Leabrooke Town Manor	Single Family Detached	2017	$631,933	$228	N/A
4	Villas of Ironwoods	Single Family Detached	2017	$826,065	$218	N/A
5	Waters Edge	Single Family Detached	2017	$685,344	$191	3
6	Meadowbrook Park	Single Family Detached	2017	$1,766,827	$435	1
7	Village of Leawood	Single Family Detached	2018	$1,318,567	$299	N/A

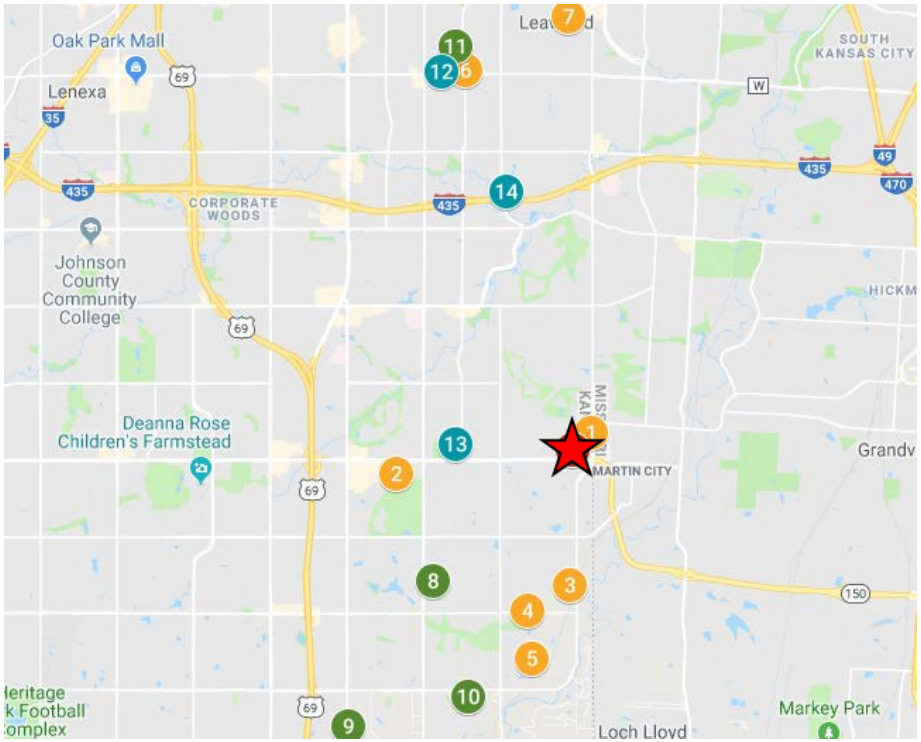
SOURCE: Google; sales agent interviews; Redfin; RCLCO

FOR-SALE RESIDENTIAL SUPPLY-TOWNHOMES

RCLCO REAL ESTATE ADVISORS

- Whereas there are a number of comparable single family detached communities in the area surrounding the subject site, there are fewer comparable communities offering townhouse-style, single family attached product or condominiums.
- Part of master-planned Meadowbrook Park, Parkside and the Reserve's twin villas are currently the top of market in the region with average sales around $900,000 ($295 per square foot). This community is currently selling and its first twin villas were recently completed.
- Villas of Metcalf Village and Parkview at the Wilderness are located south of the subject site in Overland Park, and consist of smaller, more affordably priced units (average sales around $435,000 at Villas of Metcalf Village and $235,0000 at Parkview at the Wilderness).
- The Enclave at Highland Villas is located adjacent to a senior care center and offers services and a wide variety of amenities catered to older homebuyers.
- Capella (also part of the Meadowbrook Park master-planned community) is the only actively selling condominium community in the area This 6-unit community offers large units with high end finishes priced at approximately $1,450,000).
- Parkway 133 is the only condo product within three miles of subject site and offers condo resales priced from $640,000.

Map of Comparable For-Sale Residential Communities;
Kansas City, KS



Subject Site

MAP KEY	COMMUNITY	TYPE	YEAR OPENED	PRICE	$/ SQ. FT.	AVG. MO. ABS.
8	The Enclave at Highland Villas	Townhome	2018	$618,070	$245	1
9	Villas at Metcalf Village	Townhome	2018	$433,363	$187	N/A
10	Parkview at the Wilderness	Townhome	2018	$236,250	$147	N/A
11	Parkside and the Reserve	Townhome	2017	$898,743	$295	N/A
12	Capella	Condominium	2018	$1,435,000	$476	N/A
13	Parkway 133 (RESALES)	Condominium	2005	$641,471	$347	N/A
14	Mission Farms (RESALES)	Condominium	2006	$294,500	$209	N/A

SOURCE: Google; sales agent interviews; Redfin; RCLCO

RECOMMENDED PRICING AND PROGRAM

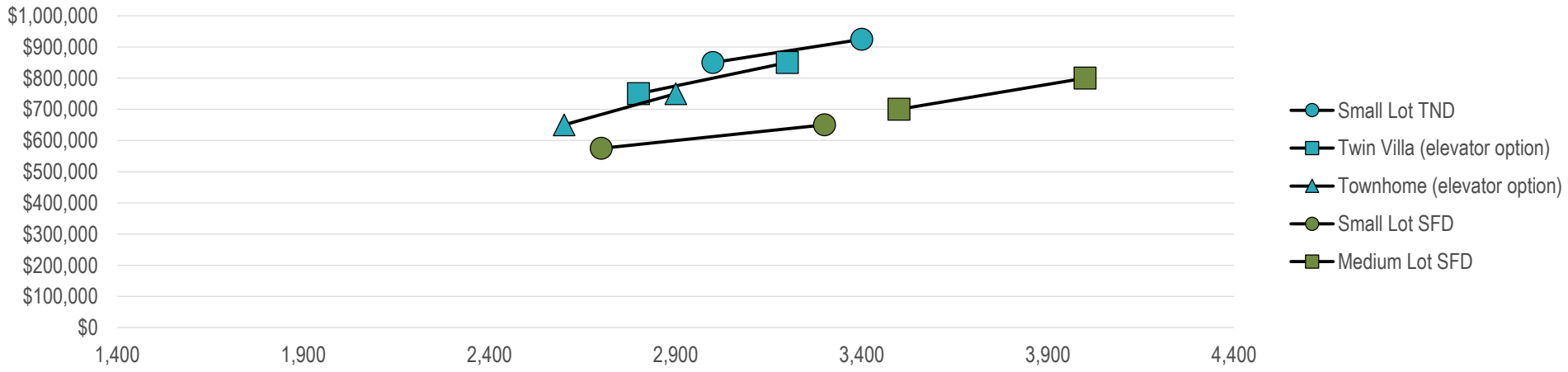
RCLCO
REAL ESTATE ADVISORS

RCLCO RECOMMENDS SEGMENTING THE FOR-SALE PROGRAM INTO TWO TYPES – A LUXURY MAINTENANCE FREE SECTION AND A CONVENTIONAL MORE ATTAINABLY PRICED SECTION

- The target audience for maintenance-free product at the subject site will likely be empty nesters, pre-retirees, and retirees looking to downsize to high-end, more manageable homes. Many will likely move from nearby in Leawood or Overland Park.
- The target audience for the conventional product at the subject site will likely be a mix of move-up buyers, young families, and mature professionals looking for single family attached homes. Buyers of this type of product tend to be more value-oriented and are willing to sacrifice certain services for lower-price points.

Subject Site Recommended Program; For-Sale Residential

	TOTAL HOMES	TOTAL ACREAGE	UNIT MIX	DENSITY[1]	LOT SIZE	PRICE MIN - MAX	PRICE AVG	SIZE MIN - MAX	SIZE AVG	$/SQFT MIN - MAX	$/SQFT AVG
MAINTENANCE FREE	**200**	**31**	**100%**	**7.1**		**$650,000 - $925,000**	**$771,875**	**2,600 - 3,400**	**2,925**	**$250 - $283**	**$263**
Small Lot TND	50	12	25%	4.2	60 x 120	$850,000 - $925,000	$887,500	3,000 - 3,400	3,200	$272 - $283	$277
Twin Villa (elevator option)	50	7	25%	6.8	45 x 100	$750,000 $850,000	$800,000	2,800 - 3,200	3,000	$266 - $268	$267
Townhome (elevator option)	100	11	50%	8.7	35 x 100	$650,000 - $750,000	$700,000	2,600 - 2,900	2,750	$259 - $250	$255
CONVENTIONAL	**325**	**91**	**100%**	**3.6**		**$575,000 - $800,000**	**$665,385**	**2,700 - 4,000**	**3,288**	**$197 - $213**	**$203**
Small Lot SFD	200	51	62%	3.9	65 x 120	$575,000 - $650,000	$612,500	2,700 - 3,300	3,000	$197 - $213	$204
Medium Lot SFD	125	39	38%	3.2	80 x 120	$700,000 - $800,000	$750,000	3,500 - 4,000	3,750	$200 - $200	$200



SOURCE: RCLCO

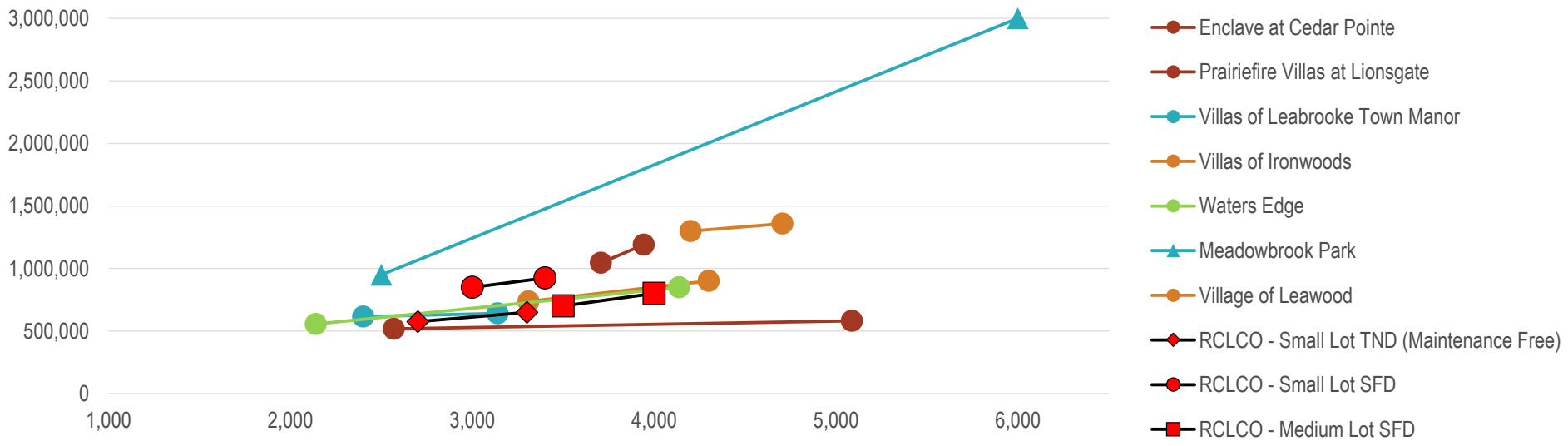
RECOMMENDED POSITIONING – SINGLE FAMILY DETACHED

RCLCO
REAL ESTATE ADVISORS

BASED ON VARIOUS FACTORS SUCH AS LOCATION AND EXECUTION, RCLCO BELIEVES THE MAINTENANCE-FREE HOMES AT THE SITE WILL BE POSITIONED ON-PAR WITH OTHER NEARBY MAINTENANCE FREE COMMUNITIES AND THE CONVENTIONAL HOMES WILL BE POSITIONED ON-PAR WITH THE MORE ATTAINABLY PRICED COMMUNITIES LOCATED FURTHER SOUTH

- In order to create segmentation and capture demand from a diverse mix of buyers, the subject site will offer higher-end, maintenance-free product as well as more value-focused, conventional product.
- RCLCO believes there is an opportunity for development of high-end, maintenance-free homes given site's location in desirable Leawood. The homes, which will offer ultra high-end unit finishes and small lot sizes, will be appealing for empty nesters, pre-retirees, and retirees. These homes may be positioned on-par with similar community concepts located nearby, below Meadowbrook Park located to the north, and slightly above maintenance-free communities located further south in a less desirable location.
- Given the area's desirability as well as the lack of attainably priced new construction communities, there is an opportunity for more moderately homes at the subject site, which will also increase annual sales volume. In order to attract first time or move-up buyers and families, the conventional areas of the community should limit services that increase the cost of ownership and provide a moderate level of finish. The recommended price positioning is above adjacent Enclave at Cedar Point, which offers limited amenities/services, and somewhat on-par with Villas of Ironwoods, and Villas of Leabrooke Town Manor, maintenance-free communities located further to the south. Ability to offer a monthly HOA below $200 will aide in affordability.

Prices to Unit Size Graph; Subject Site Recommended Program and Competitive Set



SOURCE: Community websites; interviews with sales agents; Redfin; RCLCO

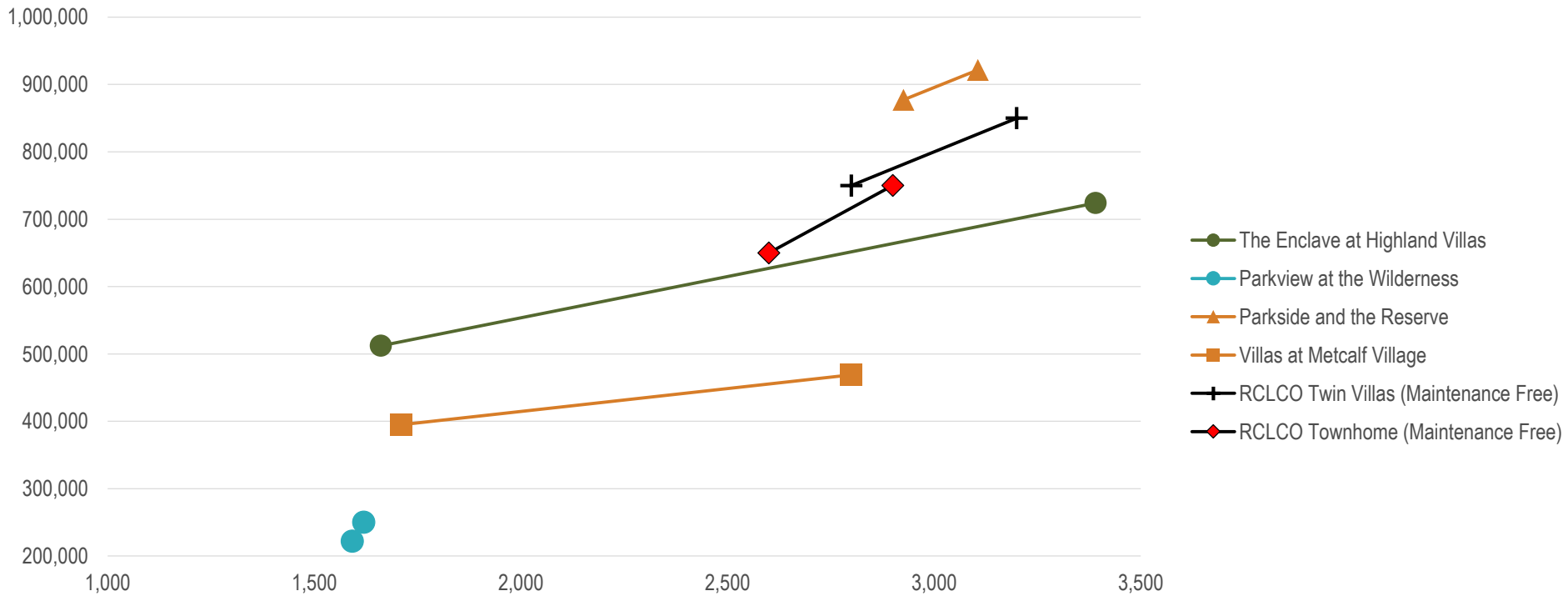
RECOMMENDED POSITIONING – TWIN VILLAS/TOWNHOMES

RCLCO REAL ESTATE ADVISORS

THE TWIN VILLAS AND TOWNHOMES AT THE SITE SHOULD BE POSITIONED NEAR THE TOP OF MARKET

- Due the site's desirable location in Leawood, south of Kansas City, KS and the lack of high-end townhome product in the immediate area, there is an opportunity for maintenance-free townhouse product at the subject site. The homes, which will offer high-end unit finishes and options such as private elevators, will likely appeal to empty nesters, pre-retirees, and retirees.
- Although this type of project will be near the top of market, it should be priced lower than Parkside and the Reserve, which offer better locations and unique amenities.

Prices to Unit Size Graph; Subject Site Recommended Program and Competitive Set



SOURCE: Community websites; interviews with sales agents; Redfin; RCLCO

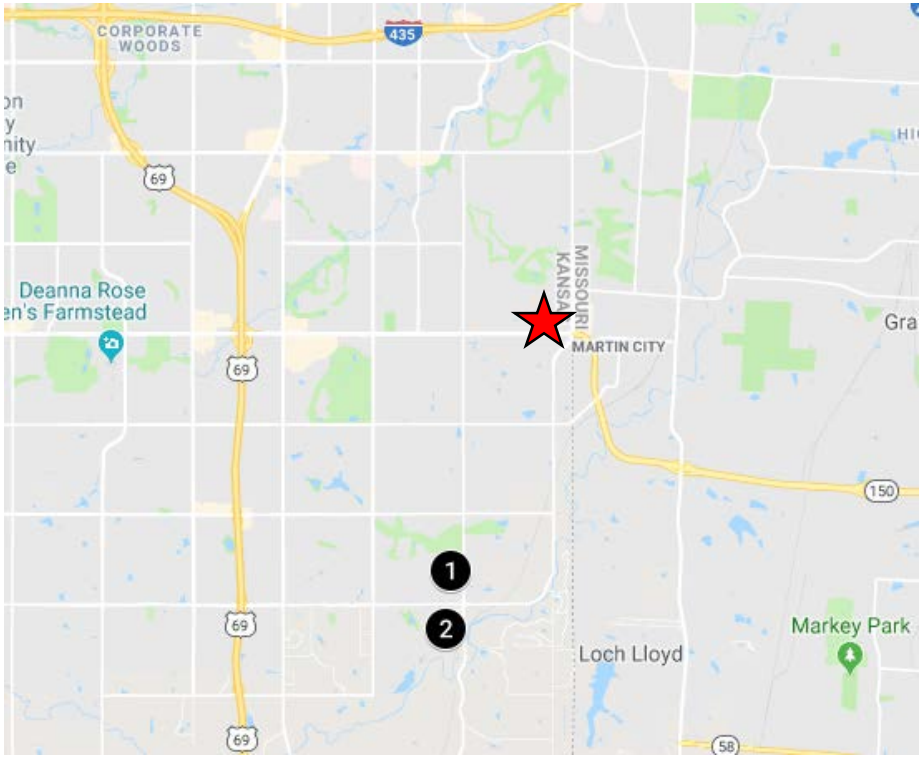
FOR-SALE RESIDENTIAL PIPELINE

RCLCO REAL ESTATE ADVISORS

PIPELINE PRIMARILY CONCENTRATED IN SOUTH OVERLAND PARK

- There are approximately 200 single family detached and townhomes condominium units planned and proposed in Primary Market Area, in addition to later development phases at existing communities.
- Mission Ranch is expected to offer homes price range similar to the suggested single family detached homes at the subject site (from around $500,000 to $900,000)
- Haven will be one of multiple communities within the "Wilderness" area. This small community is expected to appeal to more value-oriented buyers with homes priced between $225,000 and $250,000.
- With much of the pipeline located south of the subject site in Overland Park, the subject site offers a superior location closer to employment cores such as College Boulevard and Downtown Kansas City.

Map of Planned and Proposed Single Family and Townhome Communities;
Kansas City, KS



Subject Site

DEVELOPMENT	DEVELOPER	LOCATION	UNITS	EST. PRICE RANGE	STATUS
SINGLE FAMILY DETACHED					
Mission Ranch	Rodrock Homes	Overland Park	188	$500,000-$900,000	Under Construction
SINGLE FAMILY ATTACHED/TOWNHOMES					
Haven	Prieb Homes	Overland Park	12	$225,000-$250,000	Under Construction

SOURCE: Google; sales agent interviews; Redfin; RCLCO

FOR-SALE RESIDENTIAL DEMAND

RCLCO REAL ESTATE ADVISORS

THE FOR-SALE RESIDENTIAL COMPONENT OF THE FUTURE DEVELOPMENT AT THE SUBJECT SITE IS PROJECTED TO SELL BETWEEN 6 AND 7 UNITS A MONTH, WITH TOTAL MARKET EXPOSURE TAKING ABOUT 7 YEARS TOTAL.

- RCLCO conducted a demographics-based statistical analysis of for-sale demand at the subject site and within its PMA. For this analysis, RCLCO utilized the same residential PMA selected for the rental apartment demand analysis described on page 20.
- There is annual structural demand for 225+ new for sale residential units within the PMA in the $450,000 and above price bands. The subject site is expected to capture 25%-35% of new sales, or approximately 80-85 units each year.
- Given the strength of the project's location in Leawood and the relatively limited development pipeline, the subject site's fair share capture is a reasonable estimate as new for-sale options will continue to be limited as new development shifts further south in Johnson County.
- Please refer to Exhibits Section V and VI for detailed information on the for-sale residential market and for-sale residential demand.

Subject Site For-Sale Residential Capture Rate Analysis, 2018-2023;
Kansas City, KS

	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
Demand from Existing Owner Households	31,988	32,019	33,029	33,695	34,123	34,586	35,103	35,410	35,919	36,654	37,211
Change in Owner Households	5,731	6,107	5,462	5,138	5,047	4,911	4,708	4,717	4,508	4,042	3,735
Other Demand	6,656	6,728	6,792	6,853	6,912	6,970	7,026	7,081	7,134	7,182	7,226
Total Owner Demand	44,375	44,855	45,283	45,686	46,082	46,468	46,837	47,207	47,561	47,878	48,172
TOTAL NEW HOME DEMAND	**5,159**	**4,873**	**4,920**	**4,964**	**5,007**	**5,049**	**5,089**	**5,129**	**5,167**	**5,202**	**5,234**
TOTAL SUBMARKET NEW HOME DEMAND	**381**	**364**	**368**	**371**	**374**	**377**	**380**	**383**	**386**	**389**	**391**
Subject Site Capture with Existing Segmentation											
Subject Site Capture Rate with Existing Segmentation											
Home Price											
$450k-$600k	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%
$600k-$750k	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%
Over $750k	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%
Home Price											
$450k-$600k	30	29	29	29	29	30	30	30	30	31	31
$600k-$750k	31	30	30	30	31	31	31	31	32	32	32
Over $750k	24	23	23	23	24	24	24	24	24	25	25
TOTAL SUBJECT SITE NEW HOME DEMAND	**85**	**82**	**82**	**83**	**84**	**84**	**85**	**86**	**86**	**87**	**88**

SOURCE: Esri, American Community Survey PUMS, RCLCO

RCLCO
REAL ESTATE ADVISORS

OFFICE ANALYSIS

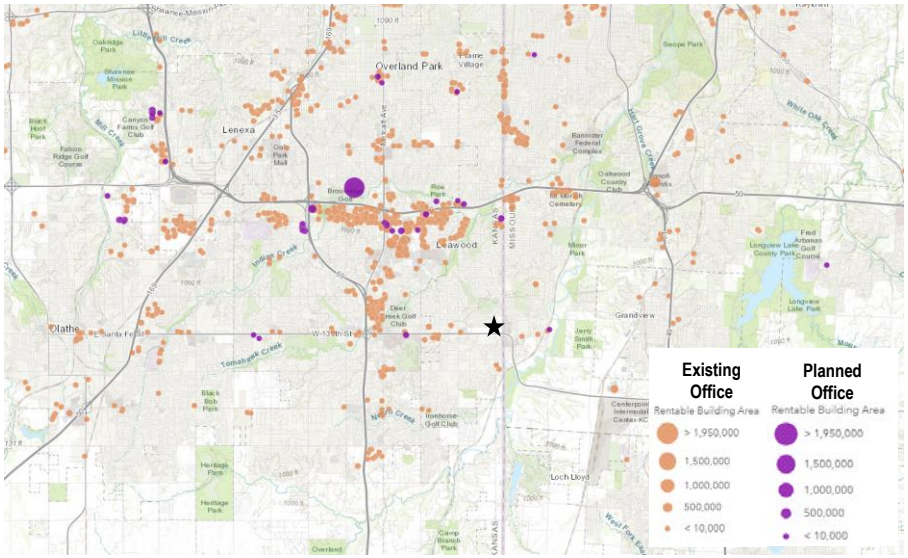
OFFICE MARKET TRENDS

RCLCO REAL ESTATE ADVISORS

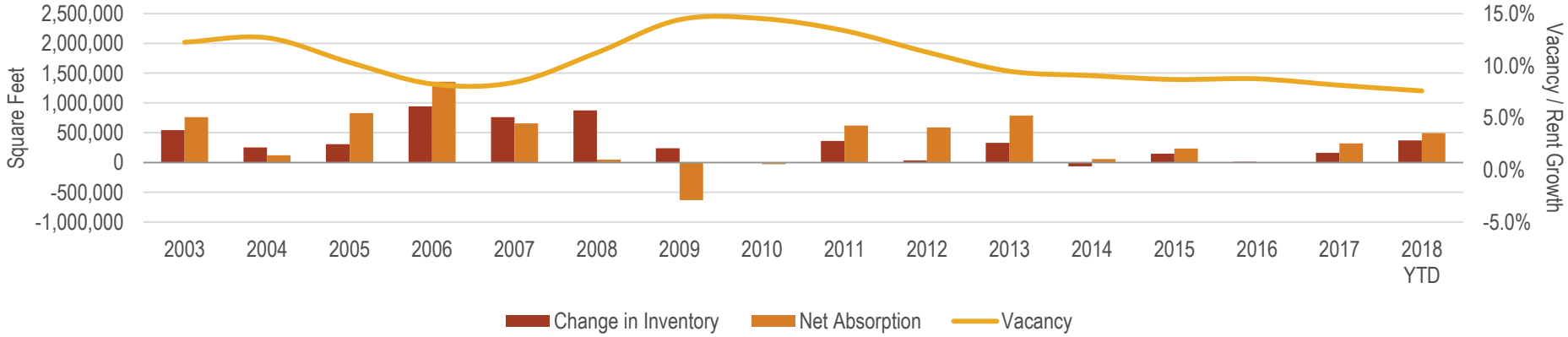
THERE IS NO DEMAND FOR CORPORATE BTS OR MULTITENANT OFFICE AT THE SUBJECT PROPERTY IN THE FORESEEABLE FUTURE

- Since 2012, the South Johnson County and College Boulevard submarkets have absorbed a total of 2.48 million square feet of office but have only delivered a total of 994,000 square feet, causing a significant decline in the vacancy rate. This indicates these submarkets may be somewhat supply-constrained and could supply new construction.
- Over the past five years, rents in the Johnson County and College Boulevard submarkets have increased by an average of 3% annually. With convenient highway access and proximity to executive housing, the submarkets are poised to remain some of the top performing in the Kansas City MSA.
- The subject site is located outside of the major office concentrations as shown on the map to the right, and office on-site is anticipated to be a far less competitive use, in particular it is not an appealing site for any larger-scale corporate tenants who would prefer a location along College Blvd.

Map of Existing and Planned Office



Completions, Absorption, and Vacancy, 2003-2018 YTD;
South Johnson County and College Blvd Submarkets



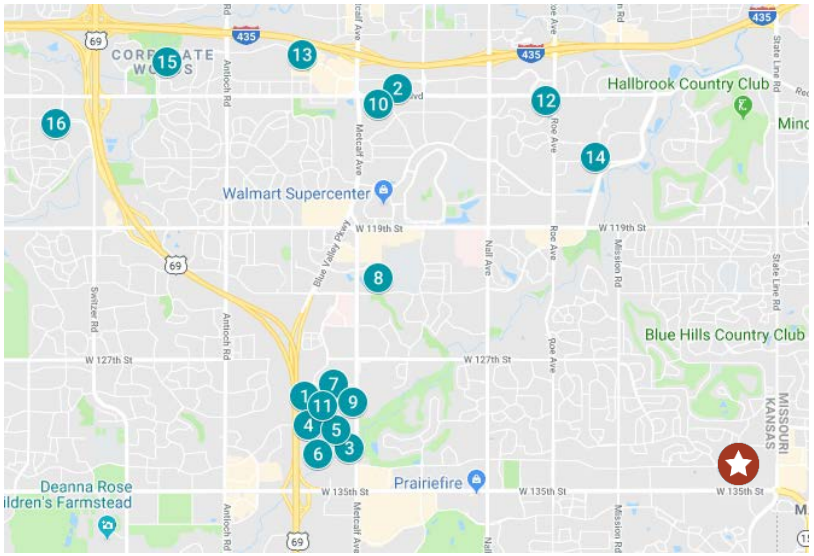
SOURCE: CoStar; ArcGIS; RCLCO

RCLCO REAL ESTATE ADVISORS

THE SITE IS NOT LOCATED IN AN OFFICE EMPLOYMENT CORRIDOR

- In the office PMA (bounded by Nall Ave, 127th Street, State Line Road and 151st Street), there is a total of approximately 400,000 square feet of office space, a fraction of the 27.8 million square feet in the combined South Johnson County and College Boulevard submarkets. In these two submarkets, office space is clustered near Highway 69 and Interstate 435, respectively.
- There is a substantial pipeline of under construction and planned office buildings throughout the South Johnson County and College Boulevard submarkets, with over 1.2 million square feet of space set to deliver by 2020. Most of the pipeline projects are located within short distance of Highway 69 and/or Interstate 435, with the exception of a small 20,000 square foot building to the east of the subject site preleased to Fishtech, a cybersecurity firm.
- Recent data on available lease transactions have been to a range of tenant sizes from 1,200 to 60,000, with rents ranging from $18 to $22 FS for the smaller spaces, and $22-$30 FS for larger anchor tenant/headquarters spaces.

Comparable Office Lease Transactions;
South Johnson County and College Blvd



SUBJECT SITE

RECENT OFFICE LEASE TRANSACTIONS				
MAP KEY	ADDRESS	DATE SIGNED	LEASED (SF)	RENT PSF
1	12980 Foster St	Oct-18	14,872	$22.13 FS
2	6600 College Blvd	Oct-18	2,500	$12.00 NNN
2	6600 College Blvd	Sep-18	3,526	$12.00 NNN
3	13200 Metcalf Ave	Sep-18	1,873	$22.50 FS
4	7400 W 132nd St	Sep-18	1,648	$22.00 FS
5	7200 W 132nd St	Sep-18	1,320	$21.70 FS
5	7200 W 132nd St	Sep-18	1,452	$22.00 FS
6	7285 W 132nd St	Sep-18	3,081	$22.50 FS
7	7304 W 130th St	Sep-18	2,278	$21.00 FS
8	6721 W 121st St	Sep-18	1,470	$21.50 FS
9	12980 Metcalf Ave	Sep-18	7,029	$21.00 FS
10	7007 College Blvd	Jun-18	1,474	$24.50 FS
11	7450 W 130th St	Jun-18	2,988	$22.00 FS
12	4707 College Blvd	Jun-18	1,327	$18.00 FS
12	4707 College Blvd	Jun-18	1,259	$18.00 FS
13	10895 Lowell Ave	Jun-18	29,106	$21.50 FS
14	4200 W 115th St	Jun-18	20,000	$28.50 FS
15	10895 Lowell Ave	Jun-18	29,106	$21.50 FS
16	10501 113th St (Cityplace)	Mar-18	60,000	$30.65 FS

SOURCE: CoStar; Loopnet; RCLCO

RCLCO REAL ESTATE ADVISORS

DESPITE THE GROWTH IN OFFICE-BASED EMPLOYMENT IN THE REGION, THE SUBJECT SITE IS NOT PROJECTED TO CAPTURE A SIGNIFICANT AMOUNT OF DEMAND

- As the number of office-using employees has drastically increased over the past decade, the amount of occupied office space has increased in the Kansas City MSA as a whole. This trend is generally expected to continue through 2027, where there is expected to be enough demand for an additional 700,000 SF of office space in region.
- RCLCO expects that office submarket will continue to capture 0.7% of the overall office growth in the MSA, based on the 10-year historical average. Within the submarket, the subject site can expect to capture 25% of the office demand, based on a its positioning as a mixed-use center.
- In total, the subject site is anticipated to support a total of 10,000 -15,000 SF of office between 2017 and 2027, in smaller multi-tenant professional spaces. Please refer to Exhibits VII-12 to VII-13 for additional detail on the office market and office demand on-site.

Historic and Projected Occupied Office Space, 2017-2027;
Subject Site

	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Kansas City MSA											
Employment Projections	1,083,150	1,099,932	1,112,900	1,114,805	1,114,192	1,121,978	1,127,799	1,132,993	1,137,863	1,141,975	1,145,980
Jobs Added	16,967	16,782	12,968	1,905	-613	7,786	5,821	5,194	4,870	4,112	4,005
Office Employment Projections	289,005	294,687	299,324	300,006	299,981	303,537	306,105	308,591	310,908	312,952	314,997
Office Percent of Total	27%	27%	27%	27%	27%	27%	27%	27%	27%	27%	27%
Annual Office Employment Growth	4,193	5,682	4,637	682	-25	3,556	2,568	2,486	2,317	2,044	2,045
SF of Office Space Added Per Employee	275	275	275	275	275	275	275	275	275	275	275
Estimated Office Absorption in Kansas City MSA	**1,153,000**	**1,563,000**	**1,275,000**	**188,000**	**-7,000**	**978,000**	**706,000**	**684,000**	**637,000**	**562,000**	**562,000**
Submarket											
Submarket Capture of MSA Absorption	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%
Total New Office Development in Submarket	**7,900**	**10,600**	**8,700**	**1,300**	**0**	**6,700**	**4,800**	**4,700**	**4,300**	**3,800**	**3,800**
Subject Site Capture											
Capture of Large Corporate	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Capture of Small Multi-Tenant Professional Demand	25%	25%	25%	25%	25%	25%	25%	25%	25%	25%	25%
New Large Corporate Office Development	0	0	0	0	0	0	0	0	0	0	0
Small Multi-Tenant Professional Demand	2,000	2,700	2,200	300	0	1,700	1,200	1,200	1,100	1,000	1,000
Annual Development Captured at Site	2,000	2,700	2,200	300	0	1,700	1,200	1,200	1,100	1,000	1,000
Cumulative Development Captured at Site	**2,000**	**4,700**	**6,900**	**7,200**	**7,200**	**8,900**	**10,100**	**11,300**	**12,400**	**13,400**	**14,400**

SOURCE: CoStar; Moody's Analytics; RCLCO

RCLCO
REAL ESTATE ADVISORS

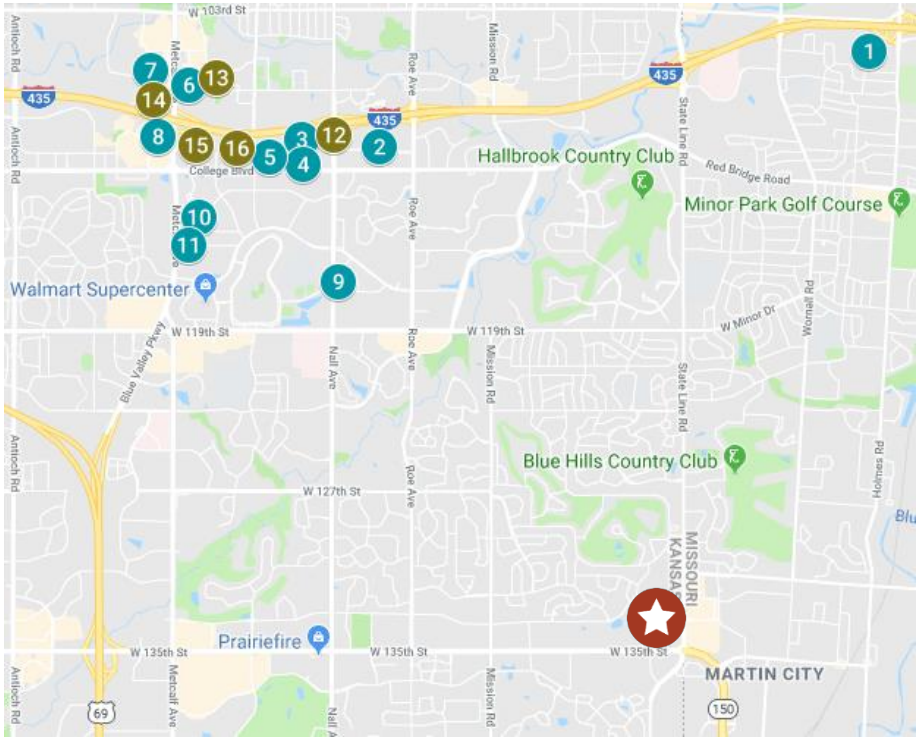
HOTEL ANALYSIS

HOTEL SUPPLY

RCLCO REAL ESTATE ADVISORS

The competitive set of hotels includes limited service properties and some full-service convention oriented hotels clustered near the Overland Park Convention Center with convenient access to Interstate 435. The hotels are located in the office employment corridor, and nearby office employment is a significant demand driver. The hotels include upper midscale, upscale, and upper-upscale hotels.

Competitive Set of Hotels
Subject Site



MAP KEY	HOTEL	TYPE	YEAR OPENED	ROOMS	ROOM RATE
EXISTING HOTELS					
UPSCALE/UPPER UPSCALE CLASS					
1	Courtyard Kansas City South	Upscale	1990	149	$134
2	Hyatt Place Kansas City Overland Park Convention Center	Upscale	1998	134	$123
3	Courtyard Overland Park Convention Center	Upscale	2000	168	$179
4	Hilton Garden Inn Overland Park	Upscale	2002	125	$148
5	Sheraton Overland Park & Conference	Upper Upscale	2002	412	$206
6	Embassy Suites Kansas City Overland Park	Upper Upscale	1984	199	$137
7	Homewood Suites Kansas City Overland Park	Upscale	1996	92	$138
8	Marriott Overland Park	Upper Upscale	1984	398	$199
9	Aloft Hotel Leawood Overland Park	Upscale	2009	156	$152
10	Hyatt Place KC Overland Park Metcalf	Upscale	1994	124	$118
11	Courtyard Kansas City Overland Park	Upscale	1989	149	$164
UPPER MIDSCALE CLASS					
12	Holiday Inn and Suites Overland Park Convention Center	Upper Midscale	2000	119	$122
13	Hampton Inn Kansas City Overland Park	Upper Midscale	1991	133	$105
14	Comfort Inn Overland Park KC South	Upper Midscale	1996	92	$103
15	Drury Inn & Suites Overland Park	Upper Midscale	1905	169	$152
16	Cloverleaf Suites Overland Park	Independent	1984	112	$110

EXISTING HOTEL INVENTORY			
KEY	TYPE OF HOTEL	ROOMS	INVENTORY
	Upscale or Upper Upscale	2,106	77%
	Upper Midscale	625	23%

SUBJECT SITE

Note: Room Rates were calculated from weekday rates for April 8-12, 2019

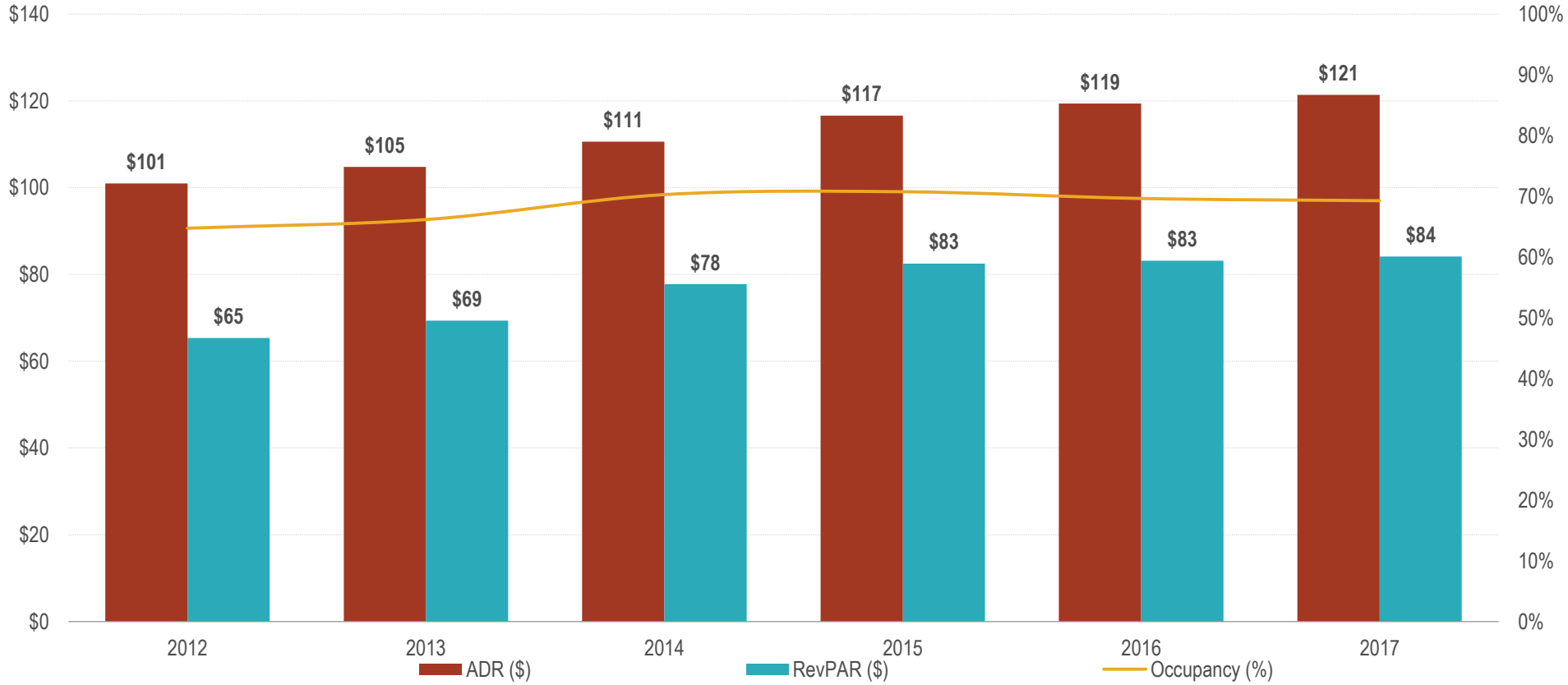
SOURCE: Smith Travel Research; RCLCO

RCLCO REAL ESTATE ADVISORS

WHILE ADR HAS BEEN INCREASING OVER THE PAST FEW YEARS, THERE HAS BEEN A SLIGHT DECREASE IN DEMAND

- Average Daily Rate (ADR) growth has been strong in the competitive hotel set, growing approximately 4% per year from 2012 to 2017. Over the same period, occupancy increased from approximately 65% in 2012 to approximately 71% in 2015. Occupancy has remained relatively flat in the 2015-2018 YTD period.
- There have been no new supply additions to the competitive set since 2009 when the Aloft Hotel Leawood Overland Park opened. However, there are currently three hotels under construction in the area totaling 324 keys. Demand has declined slightly in recent years making hotel a somewhat less robust market opportunity in light of the competition, in particular for the subject site which is not located immediately adjacent to employment clusters which are the primary demand driver in this submarket.

Historic ADR, RevPAR, and Occupancy Trends, 2012-2018;
Competitive Hotel Set



SOURCE: Smith Travel Research; Choose Chicago; RCLCO

RCLCO REAL ESTATE ADVISORS

DEMAND IS INSUFFICIENT TO SUPPORT NEW HOTEL AT THE SITE FOR THE FORESEEABLE FUTURE

- Demand for hotel rooms in South Johnson County has increased by approximately 7.7% since 2012, although the past two years have seen negative demand growth of 1% per year.
- Based on current trends and three under construction projects delivering in 2019, RCLCO projects insufficient demand to support new hotel construction until 2026. This analysis assumes a stabilized occupancy rate of 70% for both hotel types.
- The subject site is unlikely to capture future hotel demand as visitors to local hotels tend to be business travelers and are looking for convenient highway access and proximity to employment. Please see Exhibits VIII-1 to VIII-7 for more detailed analysis on the hotel market.

Supply and Demand for Conventional Hotels, 2018-2030;
Competitive Set

DEMAND GROWTH FORECAST	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
Hotel Guest Room Supply	993,165	1,111,425	1,111,425	1,111,425	1,111,425	1,111,425	1,111,425	1,111,425	1,111,425	1,111,425	1,111,425	1,111,425	1,111,425
Planned Deliveries	0	118,260	0	0	0	0	0	0	0	0	0	0	0
Hotel Guest Room Demand (Occupied Room Nights)	672,298	685,744	699,459	713,449	727,718	742,272	757,117	772,260	787,705	803,459	819,528	835,919	852,637
Occupancy Forecast	68%	62%	63%	64%	65%	67%	68%	69%	71%	72%	74%	75%	77%
Annual Projected Change in Room Night Demand	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Target Occupancy Rate	70%	70%	70%	70%	70%	70%	70%	70%	70%	70%	70%	70%	70%
Calculated Occupied Room Nights at Stabilized Occupancy	695,216	777,998	777,998	777,998	777,998	777,998	777,998	777,998	777,998	777,998	777,998	777,998	777,998
Unmet Nightly Room Demand	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27**	**70**	**114**	**159**	**204**

SOURCE: Smith Travel Research; RCLCO

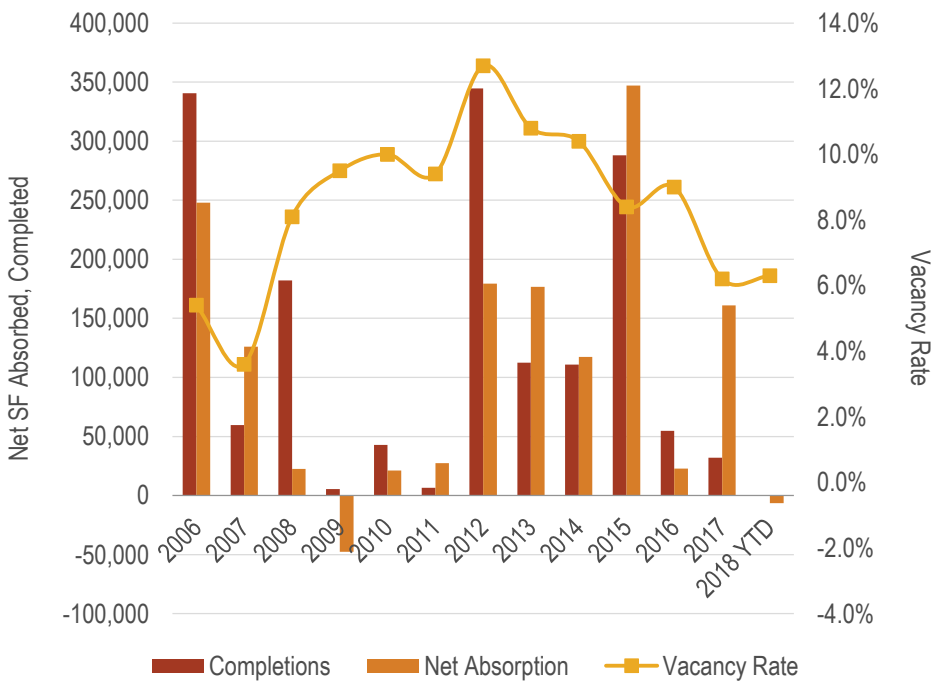
RCLCO
REAL ESTATE ADVISORS

RETAIL ANALYSIS

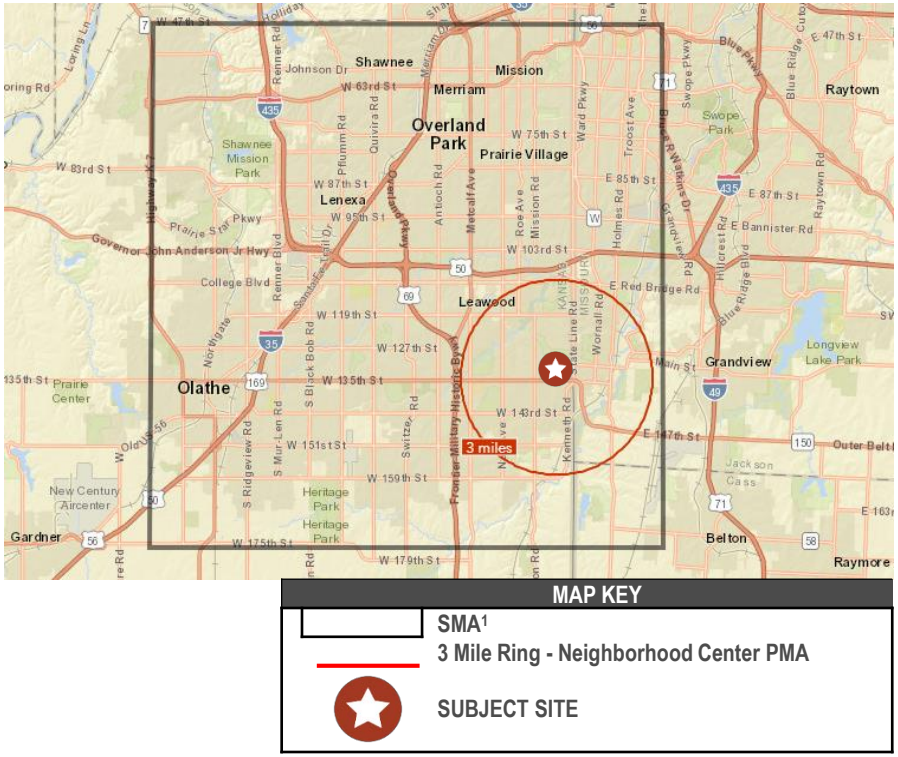
RETAIL IN GENERAL IS UNDER STRESS, AND VACANCY RATES IN NEARBY CENTERS INDICATES AN IMBALANCE BETWEEN SUPPLY AND DEMAND

- While the overall submarket dynamics appear in equilibrium, there are no obvious gaps in the retail tenant/anchor landscape with most major categories already represented in the market. The primary trade area of the subject property is "over-retailed" with 83 retail square feet per capita, nearly double the 46 retail square feet per capita found in the MSA.

Completions, Absorptions, and Vacancy Rate
Primary Market Area



Map of Retail PMA and SMA, October 2018
Primary Market Area



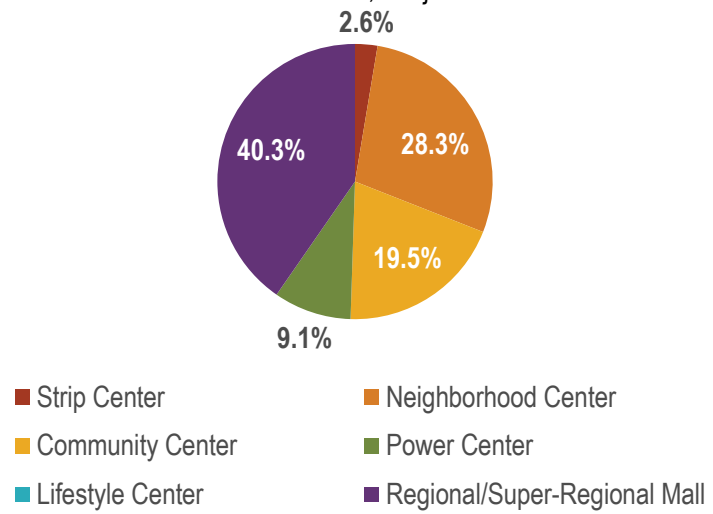
RETAIL MARKET CHARACTERISTICS

RCLCO REAL ESTATE ADVISORS

HIGH VACANCY RATES IN NEARBY CENTERS INDICATE WEAK RETAIL MARKET POTENTIAL

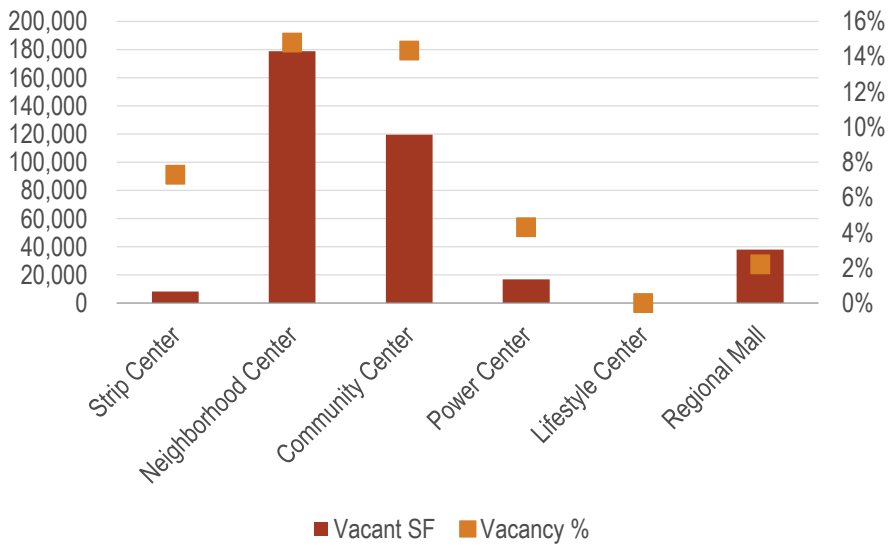
- While retail overall in the market has low vacancy rates, there are several centers with significant vacancy rates. This is consistent with the conclusion that the market is currently over-retailed with little support for new retail.

Retail Composition and Vacancy Rates, 2018;
7.5-Mile Radius, Subject Site



DEFINITIONS

Strip Center	Shopping center with less than 30,000 square feet of in-line retail
Neighborhood Center	30,000 to 150,000 square feet, supermarket or fitness center anchored
Community Center	100,000 to 350,000 square feet, discount department store or supermarket anchored
Power Center	250,000 to 600,000 square feet, category killer, home improvement and other "big box" store anchored
Lifestyle Center	Shopping center with upscale national chain stores featuring dining and entertainment in an outdoor setting
Regional Mall	Shopping center with area designed for pedestrian use only



SOURCE: CoStar

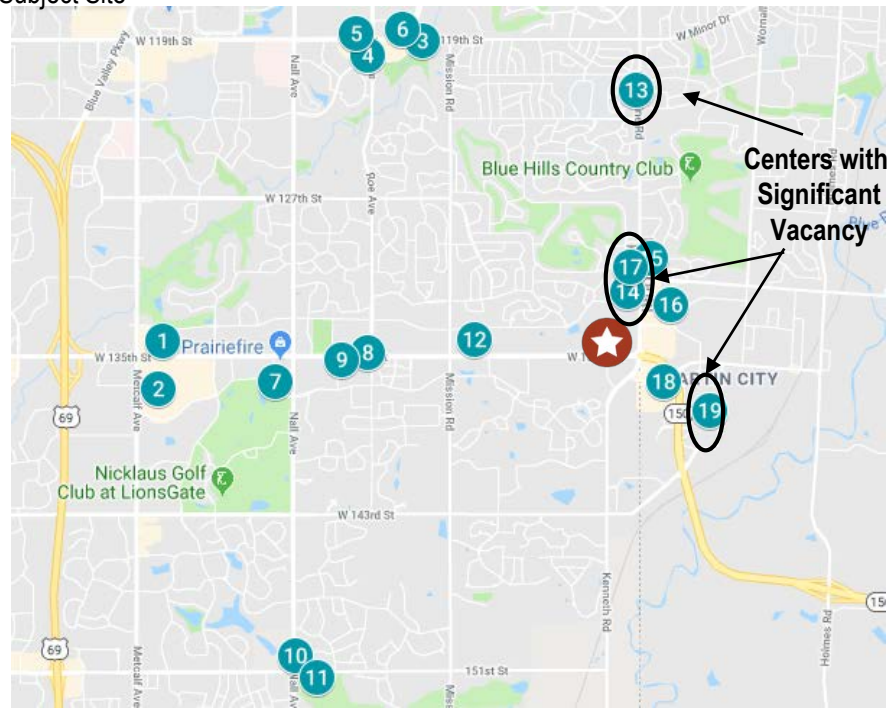
RCLCO REAL ESTATE ADVISORS

HIGH VACANCY RATES ALONG STATE LINE ROAD TELL A CAUTIONARY TALE FOR RETAIL AT THE SUBJECT PROPERTY

- Leawood Square and Village of Seville are most proximate to the subject site, with vacancy rates of 41% and 29% respectively. These two centers are classified by CoStar as neighborhood centers, but are smaller and do not include a grocery anchor (or even a space for one) which may be cause for their poor performance, as they function more as un-anchored strip centers.
- Leawood Plaza was formerly the location of a Hy-Vee Supermarket, which has now been converted to an education use. Hy-vee was looking to expand and improve its existing space to approximately 90,000 square feet and ran into approval issues with the City of Leawood. This indicates that there is likely market support for a larger grocer in this area, if approvals can be secured. An anchor tenant should be retained before any significant retail is planned on-site.
- State Line Point, a community center in Missouri just over State Line Road anchored by Big Lots and Michaels and adjacent to the Target and Walmart centers, has been open for over a decade and is still searching for tenants for large big box spaces.
- All of this point to a limited market opportunity for retail at the subject property.

Existing Retail Centers – Representative Sample, 2018;
3-Mile Radius, Subject Site

MAP KEY	PROPERTY NAME	CENTER TYPE	RETAIL GLA	VACANCY RATE	YEAR BUILT
1	Deer Creek Marketplace	Community Center	184,777	3%	2001
2	Corbin Park	Regional Mall	989,031	4%	2006
3	Town Center Crossing	Neighborhood Center	141,900	0%	2006
4	Hawthorne Plaza	Neighborhood Center	147,457	5%	1990
5	Town Center Plaza	Regional Mall	730,414	0%	1995
6	Camelot Court Shopping Center	Community Center	226,584	1%	1990
7	Prairiefire at Lionsgate	Community Center	135,111	0%	2018
8	Parkway Plaza	Neighborhood Center	113,821	5%	2006
9	Plaza Pointe Shopping Center	Strip Center	28,327	5%	2002
10	Nall Valley Shoppes	Neighborhood Center	93,010	5%	2006
11	Ironhorse Centre	Strip Center	23,309	0%	2004
12	Market Square Center	Neighborhood Center	134,857	3%	2001
13	**Leawood Plaza**	**Neighborhood Center**	**111,894**	**70%**	**1986**
14	**Village of Seville**	**Neighborhood Center**	**85,390**	**29%**	**2006**
15	Leawood Village	Strip Center	23,000	9%	1980
16	Southmarket Shopping Center	Power Center	64,988	4%	2000
17	**Leawood Square**	**Neighborhood Center**	**44,654**	**41%**	**1982**
18	Stateline Station	Power Center	324,534	4%	2004
19	**State Line Point**	**Community Center**	**193,246**	**37%**	**2005**



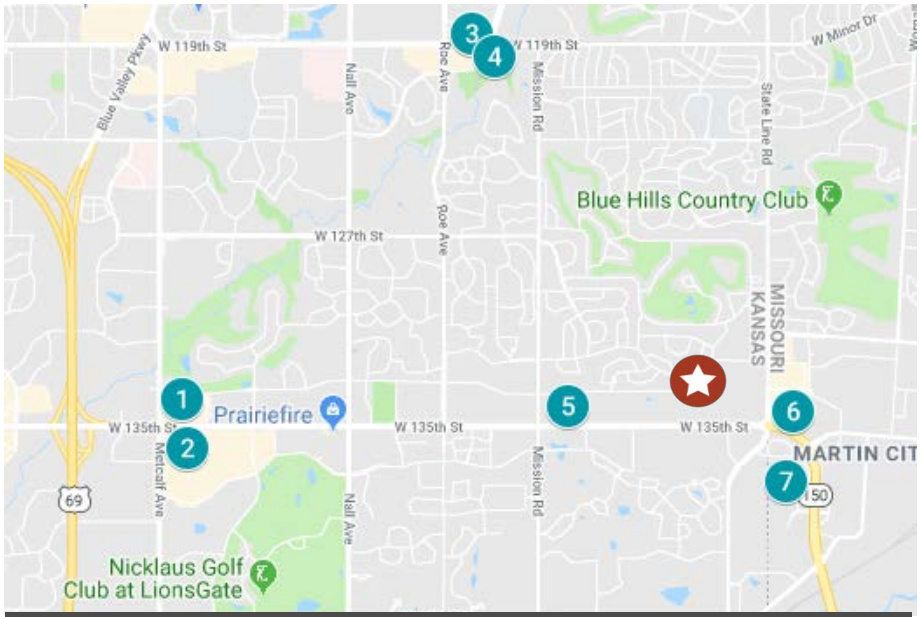
SOURCE: CoStar; Kansas City Business Journal

RCLCO REAL ESTATE ADVISORS

POTENTIAL MID-/LONG-TERM DEMAND FOR A GROCERY ANCHOR

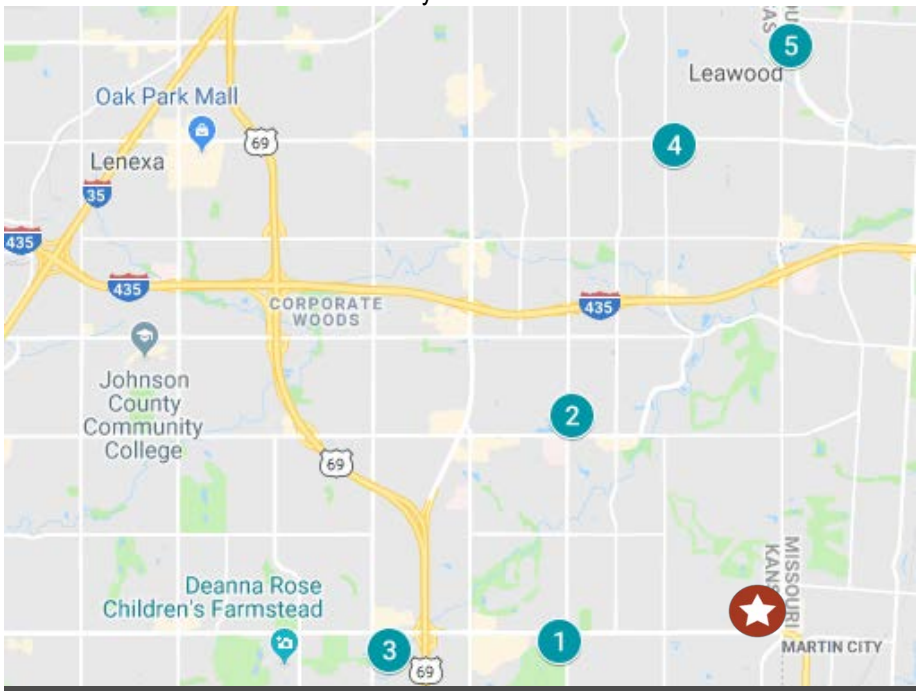
- There is a potential opportunity for a new grocery store in Leawood since the closing of the Hy-vee in Leawood Plaza to the North; however, this is dependent upon the decision of a relatively small number of players in the marketplace.
- If it were possible to secure a grocery anchor in this location, it may be possible to attract in-line retail that are interested in co-tenancy with a grocer; however, in absence of this traffic generator, there is likely to be only very limited demand for local-serving and neighborhood retail/services.
- Given the currently deployment of multiplex theaters in the marketplace, there is unlikely to be demand for an additional theater anchor at the subject property.

Map of Existing Grocery Stores
Primary Market Area



MAP KEY	PROPERTY NAME	ADDRESS	CITY	SQUARE FEET
1	Hen House Market	6900 W 135th St	Overland Park	55,000
2	Sprouts Farmers Market	6821 W 135th St	Overland Park	27,530
3	Hen House Market	11721 Roe Ave	Leawood	55,000
4	Trader Joe's	4201 W 119th St	Leawood	15,000
5	Price Chopper	13351 Mission Rd	Leawood	70,000
6	Walmart Supercenter	1701 W 133rd St	Kansas City	178,500
7	Target	1201 W 136th St	Kansas City	170,000

Map of Existing Cineplexes
Primary Market Area



MAP KEY	PROPERTY NAME	ADDRESS	CITY	SCREENS
1	Cinetopia Overland Park 18	5724 W 136th Ter	Overland Park	18
2	AMC Town Center 20	11701 Nall Ave	Leawood	20
3	B & B Overland Park 16	8601 W 135th St	Overland Park	16
4	Glenwood Arts	3707 W 95th St	Overland Park	3
5	AMC Ward Parkway	8600 Ward Pkwy	Kansas City	14

Source: CoStar; Googlemaps

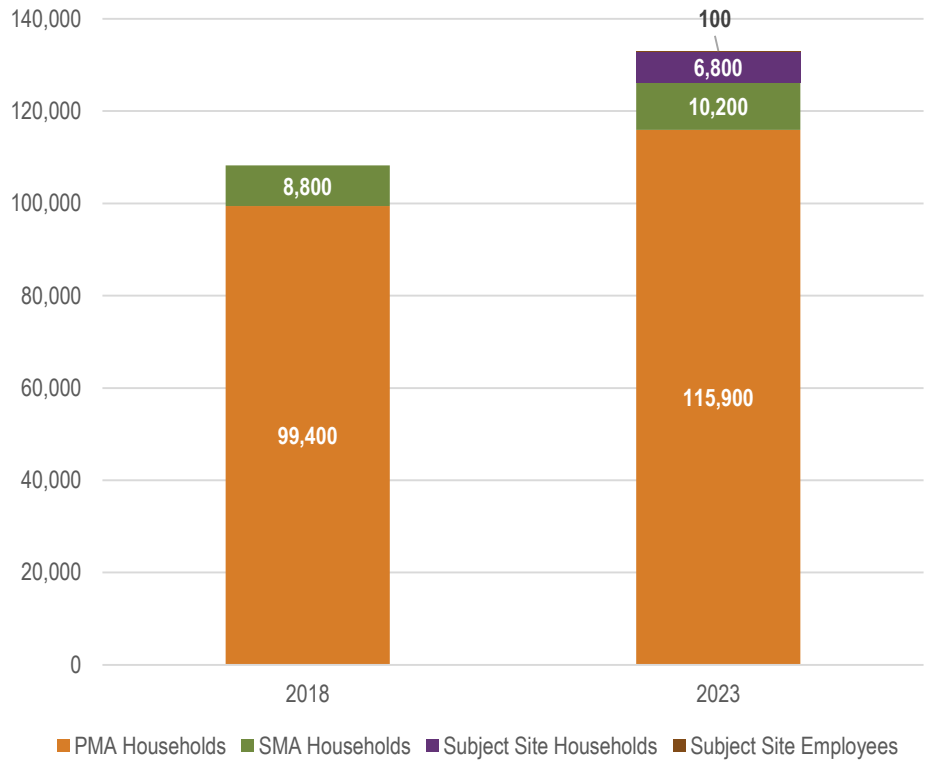
SOURCES OF RETAIL DEMAND

RCLCO REAL ESTATE ADVISORS

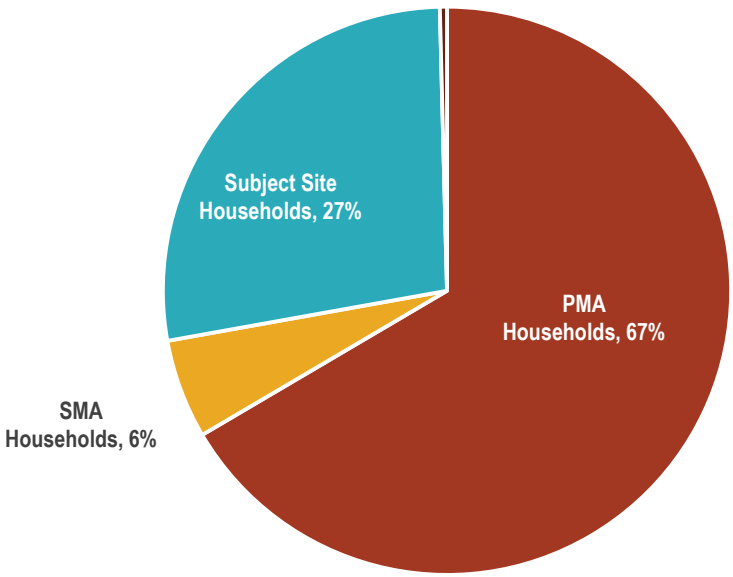
ASSUMING A GROCERY ANCHOR COULD BE ENTICED TO THE SITE, THERE COULD BE DEMAND FOR ADDITIONAL IN-LINE RETAIL

- The majority of demand will come from the PMA in the grocery scenario due to the local-serving nature of the anticipated retail on site
  - Future households at the subject site will provide an additional demand source

Sources of On-Site Retail Demand, 2018-2023;
Grocery Scenario



Share of Retail Demand Growth, 2018-2023;
Grocery Scenario



SOURCE: Esri; ICSC Office Worker Survey; Consumer Expenditure Survey; RCLCO

RECOMMENDED RETAIL PROGRAM

RCLCO REAL ESTATE ADVISORS

AGAIN, ASSUMING THAT A GROCER COULD BE ENTICED TO THE SITE, THE LIKELY MIX OF RETAILERS IN A NEIGHBORHOOD CENTER INCLUDE:

- A pharmacy (likely in the grocery space),
- Services primarily catering to subject site households, including salons, boutique fitness, dry cleaning and other needs,
- Small format specialty/beer and wine stores,
- Fast casual restaurants, and casual restaurants,
- And some limited hard and soft goods, electronics, and other similar retail.
- For more information about the retail market in Leawood/Overland Park and the detailed retail demand model please see Exhibits Section IX and X.

Summary of Retail Demand (SF), 2018-2023;
Subject Site – Grocery Scenario

SUBJECT SITE - SUMMARY OF DEMAND		
STORE TYPE	**2018**	**2023**
Grocery & Drug	63,300	77,100
Restaurants	10,900	13,500
Hard Goods	3,000	4,100
Soft Goods	3,400	4,600
Entertainment & Services	31,800	38,500
TOTAL	**112,400 SF**	**137,800 SF**

Potential Service Tenants for Subject Site;
CorePower Yoga, Hawthorne Plaza, Overland Park

SOURCE: Esri; ICSC Office Worker Survey; Consumer Expenditure Survey; RCLCO

RCLCO
REAL ESTATE ADVISORS

KEY FINDINGS & RECOMMENDATIONS

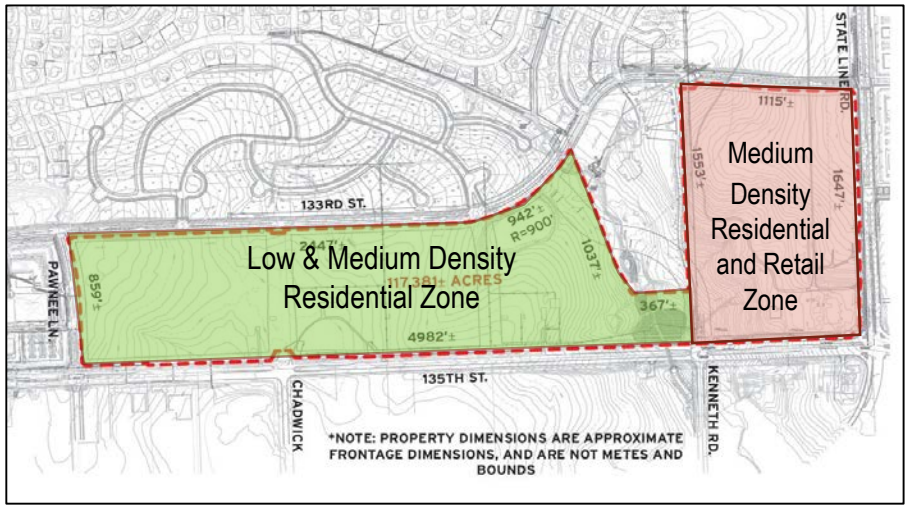
MARKET OPPORTUNITY ANALYSIS

The subject site, offers a strong market opportunity for low and medium density for-sale residential, and some medium density rental apartments. There may be an opportunity for a neighborhood-oriented retail center, assuming an attractive grocery anchor can be secured. However, in absence of this anchor, there is little or no demand for additional retail given stress on the retail sector, in general, and the oversupply of retail in the influence area of the subject property, in particular. The subject property is not a viable location for commercial office or hospitality uses in the near-, mid- or even long-term horizon given more attractive established closer-in locations elsewhere in Johnson County. There may be some limited demand for professional/medical office in the market, but this demand will likely be captured at the site immediately to the south of the subject property that was recently rezoned to accommodate this land use.

Predominantly residential land uses that are in demand should be developed at relatively low and medium densities to appeal to the logical target market audiences for these uses at the subject property, and to ensure financial feasibility. Mixed-use buildings that combine more than one use in a vertical configuration (e.g., ground floor retail with housing on top) are completely inconsistent with market demand, and the maximum height for residential buildings is likely to be two or three stories, and not the six-stories contemplated in the 135th Street Community Plan.

While there is no significant demand for commercial uses at the site in the foreseeable future, the subject property is situated in an established location for high-end for-sale housing, and there is an opportunity to offer multiple for-sale and rental housing product types and price points oriented to various target market audiences in an attractive residential master-planned community environment.

From a land planning perspective, higher-density for-sale and multifamily residential land uses should be concentrated on the eastern portion of the site, and lower-density for-sale residential should be focused on the western portions of the site organized into segmented neighborhoods. To the extent that it is possible to attract retail land uses to the subject property, these should be oriented to the State Line Road frontage of the property to take advantage of higher traffic counts and visibility given the topography of the site that drops off significantly from east to west along 135th Street.



Conclusions and recommendations by land use are as follows:

For-Sale Housing (Market Opportunity: Strong; Risk Profile: Low)

The for-sale housing market may be the strongest near- and mid-term opportunity at the subject site, as the location within Leawood will support relatively high prices and this use is well established within the market. Offering a segmented product mix in two distinct communities, a maintenance-free luxury sub-community, and a more "attainably" priced conventional community within the overall master plan, will enable the development to maximize sales pace by increasing the range of product types and price points, and thereby, the target market audiences/segments to whom the community will appeal. RCLCO recommends a mix of single-family detached small to medium lot product, twin villas (i.e., duplex), and townhomes to provide a diversified product mix, and increased absorption.

RCLCO REAL ESTATE ADVISORS

For-Sale Housing (Market Opportunity: High; Risk Profile: Low) - continued

Key findings from the RCLCO market research include:

- The for-sale market in Johnson County has rebounded from recessionary lows, and new home sales have returned to their pre-recession peak of approximately 1,000 new sales annually.
- Price appreciation has occurred across all sales types in the county, with sales over $600,000 comprising 12.6% of new home sales, and the volume of total sales over $600,000 has increased 3.5 times since 2005 to approximately 525 sales in 2017.
- With this as context, many nearby new home communities in Leawood and Overland Park are achieving exceptionally strong sales pricing, with a majority of product priced from $600,000 to $1 million and above.
- Demand in the for-sale segment is expected to remain strong, and as available development sites become scarcer it will force new construction product to be located further south in the county. The subject site is well positioned as an infill site in a strong school district to take advantage of the for-sale market strength.
- RCLCO recommends two distinct sections to help drive sales pace and segmentation within the community, including:
  - A conventional section of small and medium lot single-family detached homes, to appeal to move-up families with recommended pricing between $575,000 and $800,000 or approximately $200 per square foot.
  - A luxury maintenance-free section with recommended pricing of $650,000 to $925,000, that includes both attached and detached product with an average price per square foot of $255-$275. These prices are base prices and buyers typically include 5-10% or more in upgrades.

Rental Apartments (Market Opportunity: High; Risk Profile: Low-Moderate)

There is a strong near-term opportunity for rental apartment development at the subject site, which is likely to attract a mix of young professionals who are relocating from closer in to Kansas City and are preparing to buy, as well as mature renters who are downsizing from homes in the area but wish to remain close to their social networks and communities. While there is a moderate rental pipeline, most existing product in the area is relatively lower quality, and there is the opportunity to deliver a higher level of execution to attract a more mature market audience. Key findings from the RCLCO market research include:

- The apartment market in Leawood/Overland Park has performed well over the past six years, with net absorption keeping pace with deliveries and vacancy rates remaining stable in the 5% to 7% range.
- Both asking rents and effective rents have experienced significant growth over this period, asking rents have increased by an average of 3.7% each year.
- The competitive set of garden-style communities has performed well, leasing quickly, and achieving rents in the $1.15 to $1.29 per square foot range.
- There is a moderate pipeline of units, but the market has had consistent levels of demand and over the next five years supply and demand are anticipated to be in-balance.
- RCLCO recommends phases of approximately 260 units of luxury apartments on-site every two years, with a slightly higher-level of finish to appeal to a more mature renter.
- Due to pricing adjustments based on age, location, amenities, finish levels, and they anticipated mixed-use nature of the subject site – it is recommended that apartments be priced top-of-market at $1.37 per square foot.

Retail (Market Opportunity: Low-Moderate; Risk Profile: High)

Based on a statistical demand analysis, there is potential market support for an additional grocery anchor in the influence area of the subject property, particularly since Hy-Vee abandoned its functionally obsolete store on State Line Road approximately one mile to the north of the property. Assuming a grocery use can be secured as an anchor, there is demand to support a neighborhood-oriented retail center consisting of approximately 140,000 square feet. Without a grocery anchor, there is only limited support for additional retail space in the marketplace, or less than 20,000 square feet. Key findings from the RCLCO market research include:

- While the retail market in the overall Kansas City metropolitan region is relatively healthy, the trade area of the subject property is over retailed compared with the metro area – there is approximately 83 square feet of retail space per capita in the trade area of the subject property, compared with 46 square feet in the region.
- There is a significant concentration of neighborhood/community and big box retail clustered along the State Line Road corridor with few, if any, missing categories/anchors. A statistical demand indicates that there is no support for additional large-format "big box" retail space in the trade area of the subject property in the near- or mid-terms.
- Several retail centers in the immediate vicinity of the subject property have very high vacancy rates underscoring the weak market conditions in the influence area of the Leawood property.
- Specifically, there are four centers clustered around the subject property, with significant vacancies of 29% to 70%, including Leawood Plaza which lost its grocery anchor tenant Hy-Vee recently because the grocer wanted a larger more updated space. This tenant is reported looking for another location in the vicinity of the subject property where it can locate a new state-of-the art store consisting of approximately 80,000+ square feet.
- High vacancies in other retail centers in the influence area of the subject property include two unanchored centers; the Village of Seville, and Leawood Square which indicates that this is a high risk strategy, and this retail format is not recommended for the subject property. Similarly, the vacancy at State Line Point, a big box center to the south of Walmart, indicates that this retail type may have reached saturation in the trade area.

Office (Market Opportunity: Low; Risk Profile: High)

The subject property is not located in an established office corridor, as corporate office tends to cluster and is located further to the north and west along College Ave and Route 69/Metcalf Ave. As such, the site does not present a compelling opportunity for any significant amount of office space in the near- or mid-terms. There may be the opportunity for a small amount of professional and medical oriented office on-site, but this should be viewed as a secondary use, and demand is quite limited. Furthermore, the property immediately to the south of the subject property was just recently rezoned to accommodate this use, and this property will likely capture the bulk of the limited demand that exists.

Key findings from the RCLCO market research include:

- The South Johnson County and College Boulevard submarkets have absorbed 2.48 million square feet of office since 2012, but have only delivered 994,000 square feet causing vacancy rates to decline to 7.6%. Rents have risen approximately 3% annually over the same time period.
- Despite the relatively strong market fundamentals, the subject site is located a significant distance from the office concentrations and the area immediately surrounding the subject site has captured nearly no office development or absorption over the past decade.
- The proximity to high-income households helps drive demand for some household-supporting office on site such as medical and professional office. However, this demand is likely to total only approximately 10,000 square feet over the next five years.

Hospitality (Market Opportunity: Low; Risk Profile: High)

Most hotels in the Johnson County marketplace are located in or near established employment cores. The competitive set of hotels for the subject property are all located along College Blvd and adjacent to the convention center. Hotels are generally performing well, though annual room night demand has fallen somewhat in recent years, and there are currently three additional hotels under construction. Due to the influx of new hotel keys and lack of growing market demand, RCLCO does not see a market opportunity for a hospitality use at the subject property in the near-or even mid-term. Key findings from the RCLCO market research include:

- The competitive set of hotels located near the subject site are clustered around the intersection of Metcalf and I-435 and are proximate to the Overland Park Convention Center.
- Business travel is the most significant demand driver in this area, and proximity to employers and visibility from the interstate remain important site selection criteria.
- Average daily rates (ADR) have risen over the past 6 years, however demand hit a plateau in 2015 and has slightly declined over the past two years, despite no increase in supply.
- Occupancy rates have similarly fallen slightly, though are still healthy at just over 70%.
- There are three new hotels that are currently under construction, expected to add 324 keys to the market in 2019.
- With somewhat flat demand and a significant pipeline of deliveries as context, RCLCO's demand modeling indicates that the market is not likely to support additional hotel keys until 2026, after the market has had time to absorb the new deliveries.
- Based on this, hospitality is not a particularly attractive use in the submarket in the near-term, and the subject property's location is not competitive for this use.

The Opportunity Matrix on the following page summarizes the key RCLCO conclusions and recommendations by land use.

SUMMARY MATRIX OF RISK BY USE

RCLCO REAL ESTATE ADVISORS

To evaluate the current program at the subject site, RCLCO examined the opportunity for a mix of uses shown below. In general, RCLCO observes the strongest near-term opportunity for rental apartments, for-sale single-family-detached (SFD) homes and townhomes (TH), and neighborhood-oriented retail.

LAND USE/ DEVELOPMENT TYPE	POSITIONING / TARGET MARKET	LIKELY PROGRAM SCALE	PRICING	SITE DEMAND (UNITS/SF)	PRODUCT/FIT ON SITE RISKS: Is location strong and what is the risk for this product type in the vicinity?	SUPPLY/DEMAND RISKS: How strong is the market for this land use and is there likely to be a market risk for the use on site?	BLENDED RISK LEVEL
Residential							
Conventional For-Sale Single Family Detached Homes (Broad Market Appeal)	Mix of professionals, young families, and empty nesters	325 Units	From $200 / SF	50 to 60 Units / Year	LOW	MEDIUM/LOW	LOW
Luxury For-Sale Single Family Homes SFD and TH (Maintenance Free)	Primarily empty nesters and out-of-market professionals	200 Units	$255 - $275 / SF	30 to 35 Units / Year	LOW	MEDIUM	MEDIUM/LOW
Rental Apartments (Broad Market Appeal)	Mix of young professionals, mature professionals, and families	780 Units	$1.34 / SF	14 Units / Month	LOW	MEDIUM/LOW	LOW
Office							
Corporate Office	Large Format Tenant	N/A	$22-$25 FS	Not supportable	HIGH	HIGH	HIGH
Multitenant Office	Professional & Business Services, Financial Activities	10,000 SF	$18-$22 FS	10,000 SF by 2023	HIGH	HIGH	MEDIUM
Hotel							
Business	Limited Service	120 - 150 keys	$125-$150 ADR	Not supportable	HIGH	HIGH	HIGH
Retail							
Neighborhood Oriented - Grocery Anchored	Grocery/Drug and "Daily Needs" Services	140,000 SF	$15 - $25 NNN	140,000 SF by 2023	MEDIUM/LOW	MEDIUM	MEDIUM/LOW
Big Box Center	Large-format retail spaces	N/A	TBD	Not supportable	HIGH	HIGH	MEDIUM/HIGH
Lifestyle Center	Hard and Soft Goods, Entertainment, Drining	N/A	$25 - $30 NNN	Not supportable	HIGH	HIGH	MEDIUM/HIGH

CRITIQUE OF PROPOSED 135TH STREET PLAN

RCLCO
REAL ESTATE ADVISORS

RCLCO was asked to comment on the 135th Street Community Plan, because the subject property lies within this area. The following comments provide our professional perspective on the plan in light of the market feasibility study.

- **Market Feasibility is Low:** The mix of land uses and the density of development is not supportable in the market for the foreseeable future. Demand for retail and office uses will likely be evident and satisfied in more mature, closer-in locations in the county to the north and west. The RCLCO analysis shows little demand for office uses, hotel, nor any substantial retail at the subject property. Furthermore, true vertical mixed-use building forms, like those portrayed in the plan are not supportable in the marketplace. Mixed-use requires higher prices/rents to support the additional cost, and feasibility is dependent upon simultaneous demand for both the residential and the commercial components to be viable. The only land use that appears to have strong demand on the site is residential.
- **Walking and Biking Pathways:** Creating walking pathways and bikeways that cut through the site east to west make are an attractive amenity for residential uses, and so incorporating these into the plan make sense.
- **High Densities Not Supported in the Market:** Given the likely market audiences and supportable prices/rents, the kind of density, vertical mixing of uses, and structured parking contemplated in the plan are not supportable in this location for the foreseeable future. In particular, ten story buildings that face 135th street from State Line to Mission—in both side of the street has no precedent in a suburban area like this.
- **Shared Parking:** Shared parking solutions are not likely to be supported in this location and most residential buyers and renters will expect to have dedicated/deeded parking spaces that is more typical of suburban development.
- **Activity Centers:** With market supportable densities and building forms, it will not be possible to support the activity centers (e.g., retail) nor public transportation contemplated in the plan.
- **Local Feedback:** Local developers and members of the finance community contacted during this feasibility study corroborated the market support for a plan of this nature. The feedback was consistent with the RCLCO analysis that indicated that the majority of market support is for residential with modest support for retail uses (30,000 SF), and perhaps a grocery store.
- **MO Residents are Unlikely to Patronize Stores and Services:** Based on anecdotal evidence, RCLCO understand that KCMO residents are less likely to frequent shops on the Kansas side of State Line. This, together with the fact that there is a surplus of big box and other retail uses on the MO side of state line, reduces the demand for retail on the subject property.
- **Leawood is portrayed as a "bedroom suburb" to Kansas City:** With high quality schools and a reputation for safety and community services, Leawood has built its reputation as a residential setting that supports the larger metropolitan area. Large square footage houses on sizable land parcels characterize the city's development pattern.

RCLCO
REAL ESTATE ADVISORS

DISCLAIMERS

CRITICAL ASSUMPTIONS

RCLCO
REAL ESTATE ADVISORS

Our conclusions are based on our analysis of the information available from our own sources and from the client as of the date of this report. We assume that the information is correct, complete, and reliable.

We made certain assumptions about the future performance of the global, national, and local economy and real estate market, and on other factors similarly outside either our control or that of the client. We analyzed trends and the information available to us in drawing these conclusions. However, given the fluid and dynamic nature of the economy and real estate markets, as well as the uncertainty surrounding particularly the near-term future, it is critical to monitor the economy and markets continuously and to revisit the aforementioned conclusions periodically to ensure that they are reflective of changing market conditions.

We assume that the economy and real estate markets will grow at a stable and moderate rate to 2020 and beyond. However, stable and moderate growth patterns are historically not sustainable over extended periods of time, the economy is cyclical, and real estate markets are typically highly sensitive to business cycles. Further, it is very difficult to predict when an economic and real estate upturn will end.

With the above in mind, we assume that the long-term average absorption rates and price changes will be as projected, realizing that most of the time performance will be either above or below said average rates.

Our analysis does not consider the potential impact of future economic shocks on the national and/or local economy, and does not consider the potential benefits from major "booms" that may occur. Similarly, the analysis does not reflect the residual impact on the real estate market and the competitive environment of such a shock or boom. Also, it is important to note that it is difficult to predict changing consumer and market psychology.

As such, we recommend the close monitoring of the economy and the marketplace, and updating this analysis as appropriate.

Further, the project and investment economics should be “stress tested” to ensure that potential fluctuations in revenue and cost assumptions resulting from alternative scenarios regarding the economy and real estate market conditions will not cause failure.

In addition, we assume that the following will occur in accordance with current expectations:

- Economic, employment, and household growth
- Other forecasts of trends and demographic and economic patterns, including consumer confidence levels
- The cost of development and construction
- Tax laws (i.e., property and income tax rates, deductibility of mortgage interest, and so forth)
- Availability and cost of capital and mortgage financing for real estate developers, owners and buyers
- Competitive projects will be developed as planned (active and future) and that a reasonable stream of supply offerings will satisfy real estate demand
- Major public works projects occur and are completed as planned

Should any of the above change, this analysis should be updated, with the conclusions reviewed accordingly (and possibly revised).

GENERAL LIMITING CONDITIONS

RCLCO
REAL ESTATE ADVISORS

Reasonable efforts have been made to ensure that the data contained in this study reflect accurate and timely information and are believed to be reliable. This study is based on estimates, assumptions, and other information developed by RCLCO from its independent research effort, general knowledge of the industry, and consultations with the client and its representatives. No responsibility is assumed for inaccuracies in reporting by the client, its agent, and representatives or in any other data source used in preparing or presenting this study. This report is based on information that to our knowledge was current as of the date of this report, and RCLCO has not undertaken any update of its research effort since such date.

Our report may contain prospective financial information, estimates, or opinions that represent our view of reasonable expectations at a particular time, but such information, estimates, or opinions are not offered as predictions or assurances that a particular level of income or profit will be achieved, that particular events will occur, or that a particular price will be offered or accepted. Actual results achieved during the period covered by our prospective financial analysis may vary from those described in our report, and the variations may be material. Therefore, no warranty or representation is made by RCLCO that any of the projected values or results contained in this study will be achieved.

Possession of this study does not carry with it the right of publication thereof or to use the name of "Robert Charles Lesser & Co." or "RCLCO" in any manner without first obtaining the prior written consent of RCLCO. No abstracting, excerpting, or summarization of this study may be made without first obtaining the prior written consent of RCLCO. This report is not to be used in conjunction with any public or private offering of securities or other similar purpose where it may be relied upon to any degree by any person other than the client without first obtaining the prior written consent of RCLCO. This study may not be used for any purpose other than that for which it is prepared or for which prior written consent has first been obtained from RCLCO.

The applicant has requested that the RCLCO – Highest and Best Use Analysis, be publicly distributed and to be part of their application submission.

Due to the large file size, the analysis is not able to be attached to this document.

For a complete download of the analysis, please go to: http://www.klover.net/camerons-court

There you will see a link to the RCL Market Survey.

You can also access the document by this direct link:
https://www.dropbox.com/s/lvw3weaiembsbg0/RCL%20market%20survey%20-%20135th%20St%20Highest%20and%20Best%20Use%20Analysis.zip?dl=0

Cameron's Court

Applicant's Responses to Staff Stipulations (9-30-2020)

1. Shall the applicant submit a revised plan set meeting the items listed within the Staff Comments, and Stipulations listed below, the updated plans will need to be reviewed by City Staff to ensure that a substantial change has not been made to the plans submitted. Shall a substantial change be deemed by City Staff, the application will need to be re-reviewed by City Staff and brought back to the Planning Commission for recommendation to the Governing Body.

Applicant's Response: *Applicant cannot agree to this stipulation as written because it disagrees with several of the Staff Comments and/or is requesting modifications to several stipulations.*

2. The applicant shall provide staff with a parking study which is specific to this site. A study directly taken from a separate project will not be accepted by the Planning Department. The plan must then be amended to reflect the findings of the updated parking study. The parking study shall be submitted and approved by the Planning Department prior to Governing Body consideration.

Applicant's Response: *The parking information provided was specific to this project, but Applicant agrees to revise the study to provide additional clarification.*

3. The applicant shall provide the information required within the Public Works Memo on file for this application prior to Governing Body Review.

Applicant's Response: Applicant has agreed to submit additional information requested by the Public Works Memo, however, there are multiple items that are not acceptable – see list below:

2) a) Traffic Impact Analysis:

vi) Prefer alignment of High Drive across 133rds St. ***Response:*** Wilshire Place neighborhood is strongly opposed to this as it would encourage cut-through traffic. Applicant offset the High Dr. connection at 133rd to accommodate the neighbors' wishes.

xi) Consider aligning Drive 5 (commercial area) with Overbrook Dr. ***Response*:** Enclave at Cedar Pointe neighborhood is strongly opposed to having additional access points along 133rd St. Applicant relocated this access drive to Kenneth Rd. to accommodate the neighbors' wishes.

xii) and xiii) Kenneth Rd. and Chadwick St. should be through streets. ***Response*:** All residential subdivisions north of 133rd St. did not want these roads constructed as through streets to reduce the anticipated traffic on 133rd St. The TIS showed that eliminating these through roads would not have a negative impact on the surrounding street network. Instead of constructing Kenneth as a through street, the traffic will be looped through the commercial portion of the project. This will still allow for access to and from 133rd St. and 135th St. and the north and south ends of Kenneth, but will reduce traffic volume and speeds.

xv) Consider providing three through lanes westbound along 135th St. ***Response*:** 135th Street is an arterial road/thoroughfare and should be the City's responsibility for constructing, not the Applicant's. City has not established the requisite nexus for requesting this exaction.

2)e). Construct an additional lane for eastbound 135th Street along the frontage of this development. ***Response*:** 135th Street is an arterial road/thoroughfare and is the City's responsibility for constructing, not the Applicant's. Staff is already requesting the Applicant to construct a westbound 3rd lane on 135th Street. Requiring the Applicant to construct 2 lanes on 135th St., one westbound and one eastbound is unconscionable and likely an illegal exaction. 135th Street is carries regional traffic. City has not established the requisite nexus for requesting this exaction. Besides, the development south of 135th Street was also requested to add this same eastbound third lane.

4. The applicant shall provide the information required within the Fire Department Memo on file for this application prior to Governing Body Review.

***Applicant's Response*:** Agreed.

5. The applicant shall work with staff to better follow the intent of Mixed Use as stated within the City of Leawood Comprehensive Plan.

***Applicant's Response*:** Applicant disagrees. The subject property cannot be developed as Mixed Use as stated in the City's Comp plan. The requirements of the MXD zoning and percentages of required retail and offices cannot be meet in a vertical mixed use and has not been able to be meet in 18 years of failed projects in the 135th Street corridor. The submitted market study further illustrates this conflict. The submittal plan meets the spirit and intent of the LDO and does not request any deviations.

6. The applicant shall remove the RP-2 portion of the development from the application as it does not meet the Comprehensive Plan map, which shows this area as Mixed Use.

***Applicant's Response*:** Applicant disagrees. The subject property cannot be developed as Mixed Use as stated in the City's Comp plan. The RP2 portion of the site meets the spirit and intent of the requirement of the Comp Plan by providing a transition of lower density to higher density. It is proposed to be RP2 to provide the assurance to the neighborhoods that the area will stay single family and not the higher t density as proposed in the 135th Street Community Plan.

7. The applicant shall remove all gates from the residential portion of the Mixed Use development as it directly defies the Directive of the Residential section within the Comprehensive Plan.

***Applicant's Response*:** Applicant disagrees. Applicant would note that the Directive is a guide, not an ordinance, therefore gated entrances are not prohibited under the LDO. Applicant believes that gates provide additional security for the residences and adds value to the project.

8. The applicant shall work with staff to update the plan and show the correct use of the street designations, including lane widths, street accents, sidewalk widths, etc.

***Applicant's Response*:** Applicant believes the street designations shown on the site plan are the most appropriate for this development. Applicant would note that the Street designation is from the 135th Street Community plan, is not an ordinance, and as described and illustrated is in conflict with the LDO

9. The applicant shall provide a plan showing the construction of Kenneth Road and Chadwick Street to help create a grid network.

Applicant's Response: Applicant disagrees. The street grid network show in the Comprehensive Plan is unworkable and is completely rejected by the area residences.

10. An updated plan set meeting all requirements of the Leawood Development Ordinance must be submitted. Requirements which must be met include, but are not limited to: accessory structure connection to primary buildings, retaining walls within setbacks and height requirements, removal of private streets within non-residential developments, etc.

Applicant's Response: *We agree to address the retain wall heights and comply with the LDO.* Applicant disagrees with the other requests. This product type is needed and desired by the community. Class-An apartments require garages and carports some of which cannot be attached to the primary buildings and still allow for a functioning development. The LDO does not make this a specific requirement but is rather an interpretation of the section by omission. This interpretation effectively eliminates all higher density residential, which is desired by both the Comp Plan and the market study, without expensive structured parking.

11. The applicant shall work with staff to conform the site to better meet the transect design set forth within the 135th Street Community Plan, which will allow for the least dense portion of the development to abut the existing residential neighborhoods north of 133rd Street.

Applicant's Response: Applicant suggests that its current plan complies with the transect design by orienting less dense uses along 133rd St.

12. The applicant shall provide a plan showing how trash is being handled for each Tract area.

Applicant's Response: Agreed.

13. An updated Tree Inventory Plan will be required and shall reflect the findings within the updated studies being requested by City Staff.

Applicant's Response: Agreed.

14. A Landscape Plan which encompasses the entire Mixed Use development shall be required at the time of Final Plan for any portion of the Mixed Use development.

Applicant's Response: Agreed.

15. A Special Use Permit is required for the gas station and hotel shown within Tract C of the development.

Applicant's Response: Agreed.

16. Design Criteria shall be created for the Mixed Use zoned area prior to Final Plan for any phase of the Mixed Use development.

Applicant's Response: Applicant will create design criteria as needed for each phase of development.

17. 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. This does not include existing high voltage overhead power transmission lines on the western edge of the development.

Applicant's Response: Applicant agrees, but with the modification that the power lines along State Line Rd. be placed underground at the time that area is developed for the commercial/office uses. Burying power lines along State Line Rd. should not be required prior to constructing the single-family or multi-family phases of this project.

18. Per the Leawood Development Ordinance, 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.

Applicant's Response: Agreed.

19. All new utility boxes with a height of less than 55 inches, a footprint of equal to or less than the 15 square feet in area, or a pad footprint of equal or less than 15 square feet, may be installed only with the prior approval of the Director of Community Development as being in compliance with this Ordinance.

Applicant's Response: Agreed.

20. 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.

Applicant's Response: Agreed.

21. The applicant shall be responsible for the following impact fees:
    a. Park Impact Fee: The applicant shall be responsible for a Park Impact Fee prior to the recording of the Final Plat in the amount of $400.00 per dwelling unit, and $0.15 per square foot of non-residential building area. This amount is subject to change by Ordinance. ***Response*:** Agreed.
    b. Public Art Impact Fee: the applicant shall be responsible for a Public Art Impact Fee prior to the recording of Final Plat in the amount of $0.15 per square foot of non-residential building area. This amount is subject to change by Ordinance. ***Response*:** Agreed.
    c. Street Fee: The applicant/owner shall be responsible for a Street Fee of $391.50 per linear foot of frontage along 135th Street. This amount is subject to change by Ordinance. ***Response*:** Agreed.
    d. 135th Street Corridor Impact Fee: The applicant shall be responsible for a135th Street Corridor Impact Fee of $1.95 per square foot of retail building area, $0.58 per square foot of office/non-retail building area, and $389.40 per residential unit. This amount is subject to change by Ordinance. ***Response*:** Agreed so long as Applicant is not required to construct any lanes in 135th Street.

22. Sidewalks shall be minimum of 10' from the back of curb to allow sufficient width for street trees to be planted.

Applicant's Response: Agreed.

23. Per the Leawood City Code street trees shall be planted a minimum of 5' from the back of curb and adjacent sidewalks.

Applicant's Response: Agreed.

24. All pedestrian connections, including sidewalks and trails, shall comply with the Americans with Disabilities Act.

Applicant's Response: Agreed.

25. The completion of the design and construction of all public streets approved with this application shall be under a single set of construction plans.

Applicant's Response: This stipulation be modified to reflect that the design and construction of the public streets will be under separate sets of construction plans in accordance with the project phasing.

26. At the time of Final Plan, the applicant shall provide City staff with a copy of the covenants and restrictions proposed for all residential developments.

Applicant's Response: Applicant disagrees. Applicant will prepare and file with the final plats for the residential developments.

27. At the time of Final Plat, the applicant shall provide additional language on the Plat describing the Tracts within the development including maintenance and responsibilities.

Applicant's Response: Agreed.

28. 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.

Applicant's Response: Applicant requests this stipulation be deleted.

29. All sidewalks shall be installed as per street construction standards.

Applicant's Response: Agreed.

30. All streets within the subdivision shall be public. The developer or Homes Association shall 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.

Applicant's Response: Applicant disagrees, unless such statuary is placed by the Developer or HOA.

31. The 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.

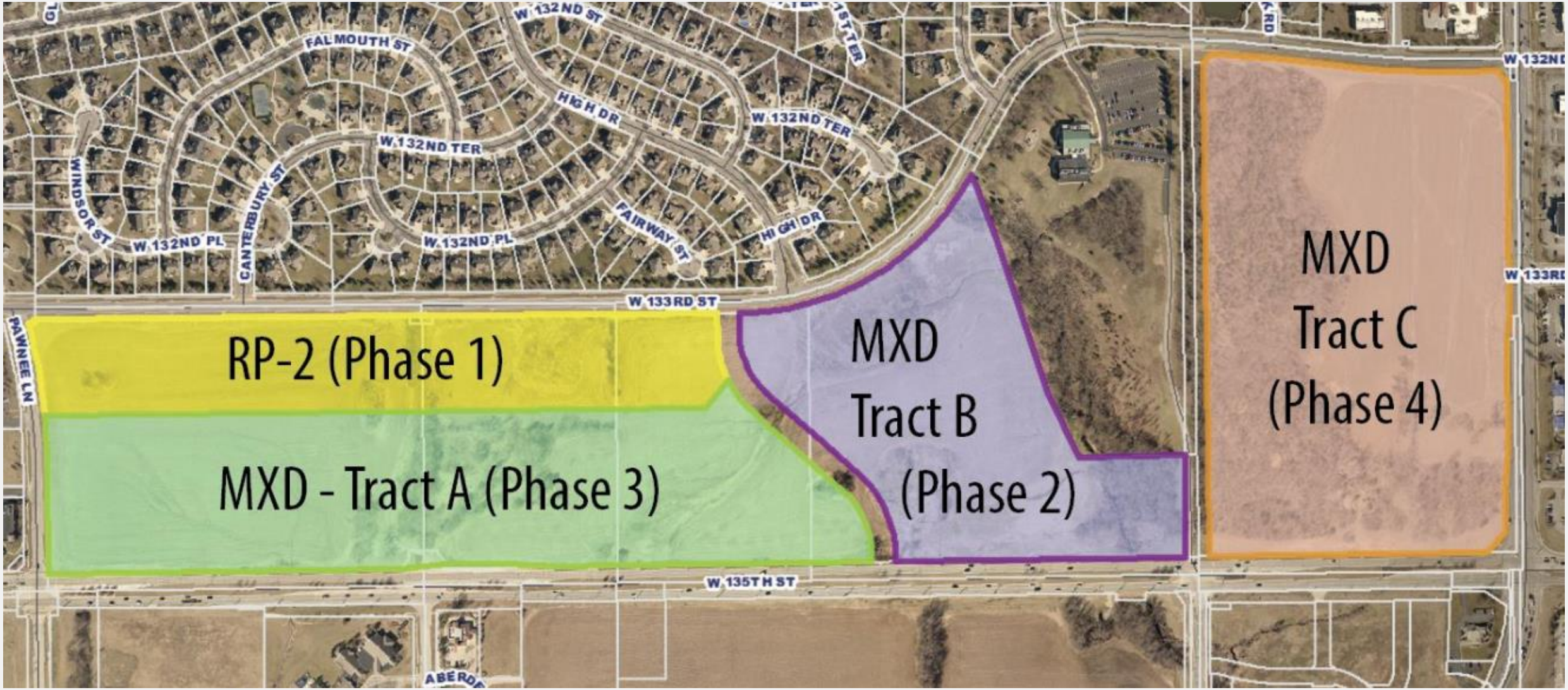
Applicant's Response: Agreed.

32. In addition to the stipulations listed in the document, the developer/applicant 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 thirty-one.

Applicant's Response: Applicant disagrees to the extents its plans conflict with the LDO.

CASE 49-20 CAMERON'S COURT

W 132ND ST
FALMOUTH ST
W 131ST TER
W 131ST TER
W 132ND ST
HIGH DR
W 132ND TER
W 132ND TER
WINDSOR ST
CANTERBURY ST
W 132ND PL
W 132ND PL
FAIRWAY ST
HIGH DR
W 133RD ST
W 133RD ST
PAWNEE LN
W 135TH ST


W 132ND ST
FALMOUTH ST
HIGH DR
W 132ND TER
W 132ND TER
WINDSOR ST
CANTERBURY ST
W 132ND PL
W 132ND PL
FAIRWAY ST
HIGH DR
W 133RD ST
PAWNEE LN
RP-2 (Phase 1)
MXD - Tract A (Phase 3)
MXD
Tract B
(Phase 2)
MXD
Tract C
(Phase 4)
W 135TH ST

LDO REGULATIONS

PARKING STUDY

TranSystems
EXPERIENCE | Transportation

Memorandum

2400 Pershing Road
Suite 400
Kansas City, MO 64108
Tel 816 329 8600
Fax 816 329 8601

www.transystems.com

To: Mr. Rick Lashbrook
Leawood 135, LLC
P.O. Box 26170
Overland Park, KS 66225

From: Jeff Wilke, PE, PTOE
Date: November 1, 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.

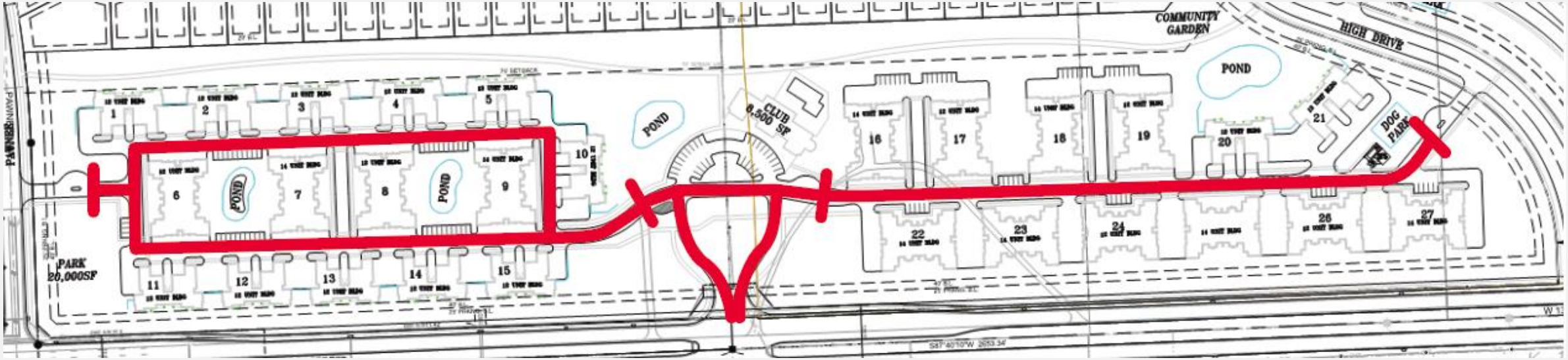
Proposed Development

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 118 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.

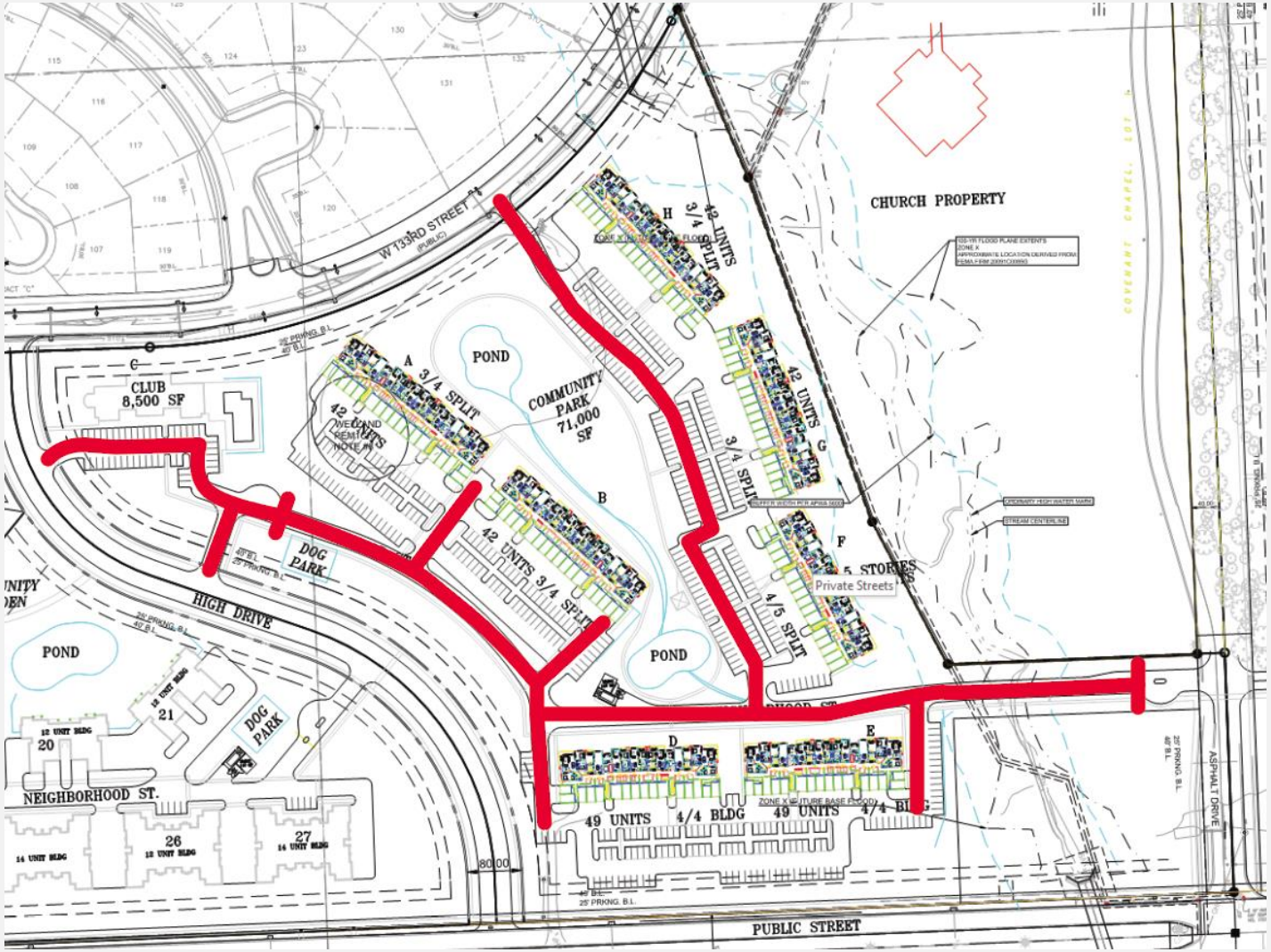
RESIDENTIAL SF	RESID PKNG. REQ. AT 1.46/ UNIT
183,950 S.F.	227.76
96,720 S.F.	105.12
139,600 S.F.	163.52
56,663 S.F.	61.32
56,663 S.F.	61.32
8,500 S.F.	
58,937 S.F.	71.54
58,937 S.F.	71.54
75,554 S.F.	81.76
50,804 S.F.	61.32
50,804 S.F.	61.32

LDO Requirement: 2 parking spaces per residential unit (1 totally enclosed) + 3.0 to 3.5 per 1,000 gross SF non-residential space

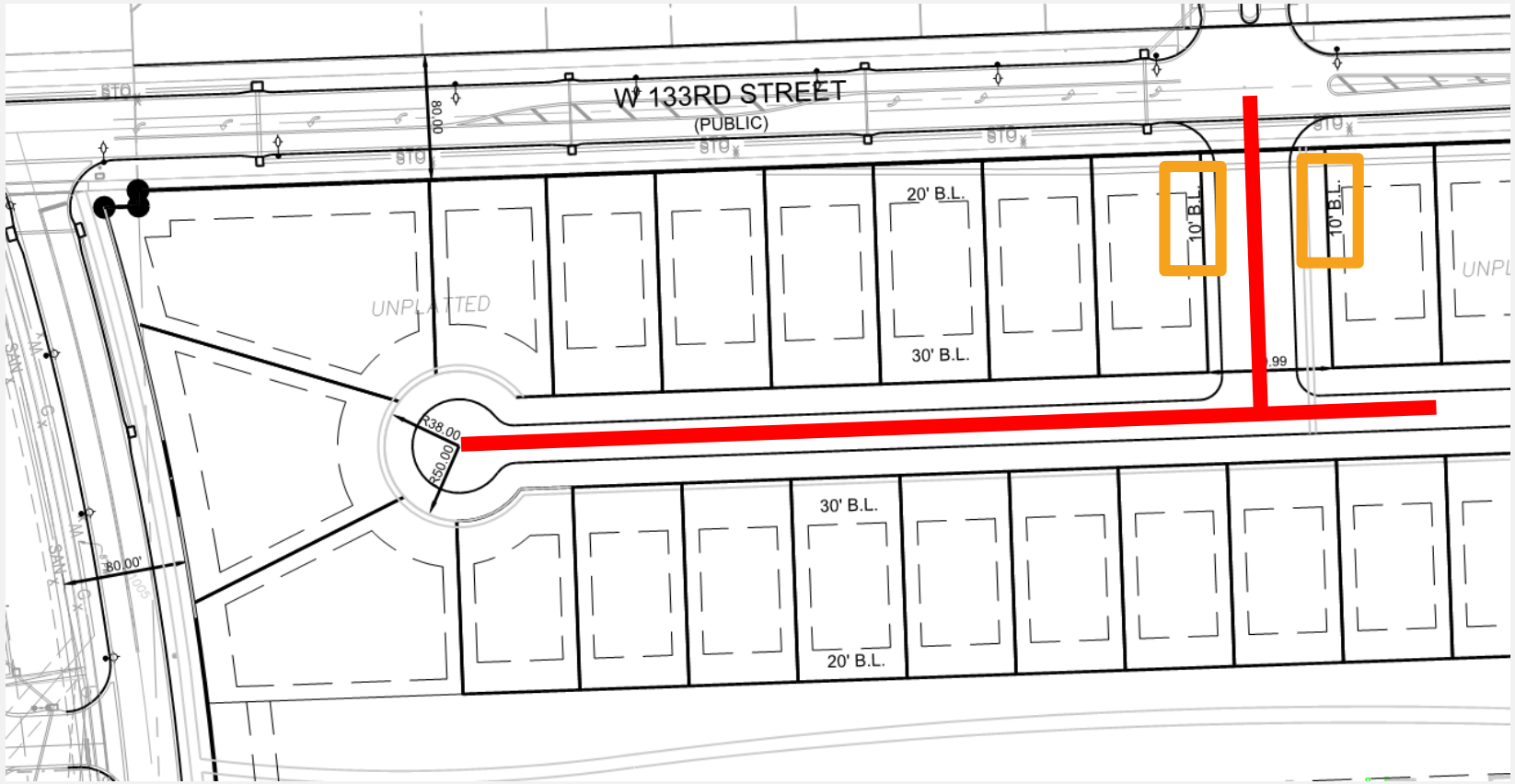
PRIVATE STREETS



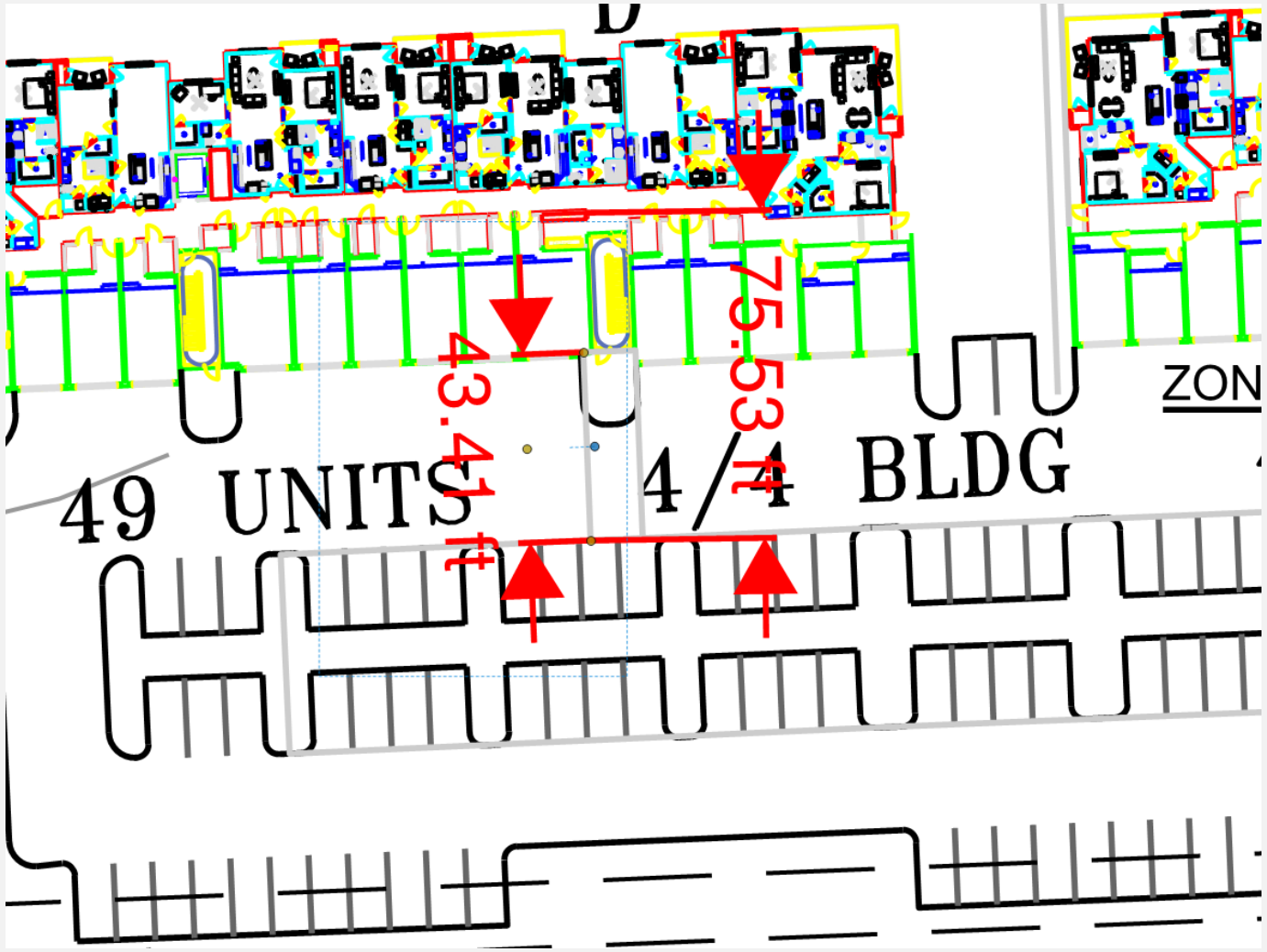
PRIVATE STREETS



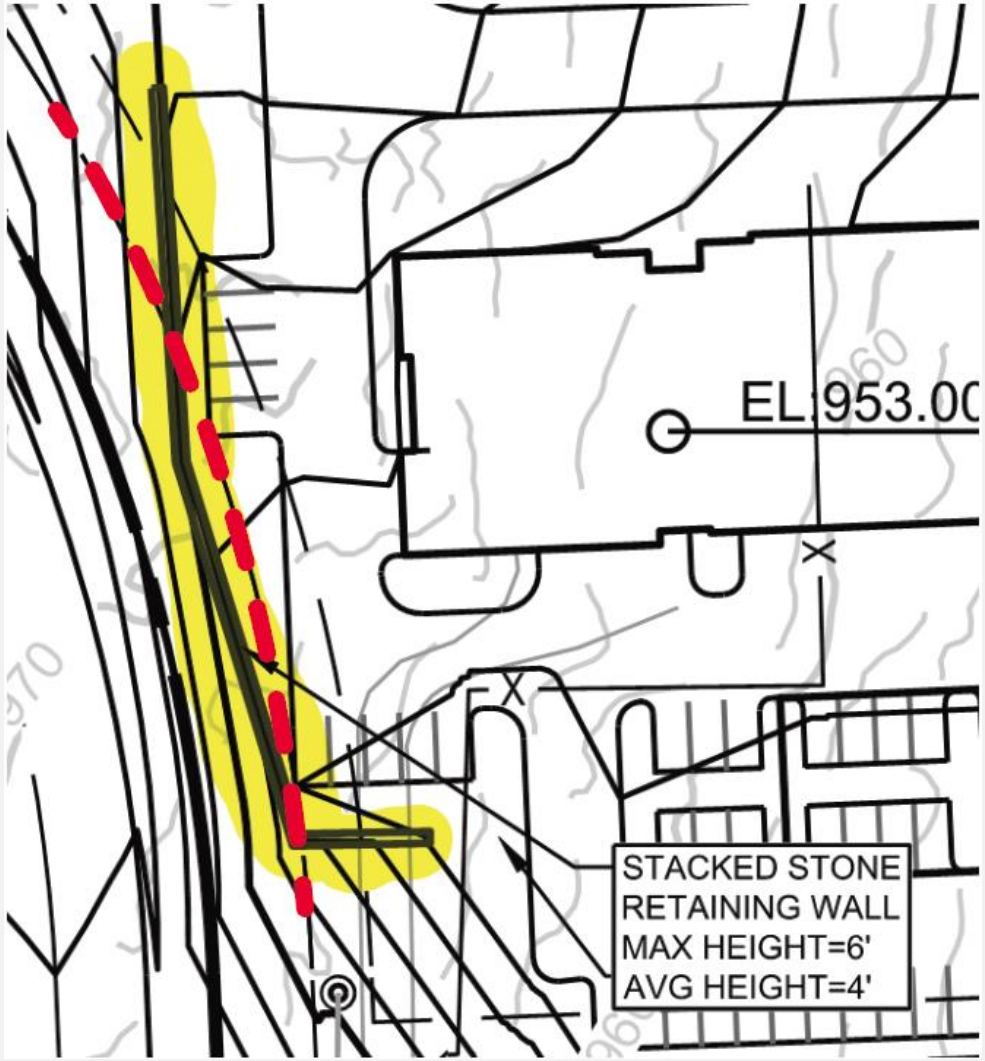
CORNER LOT STREET SIDE SETBACK

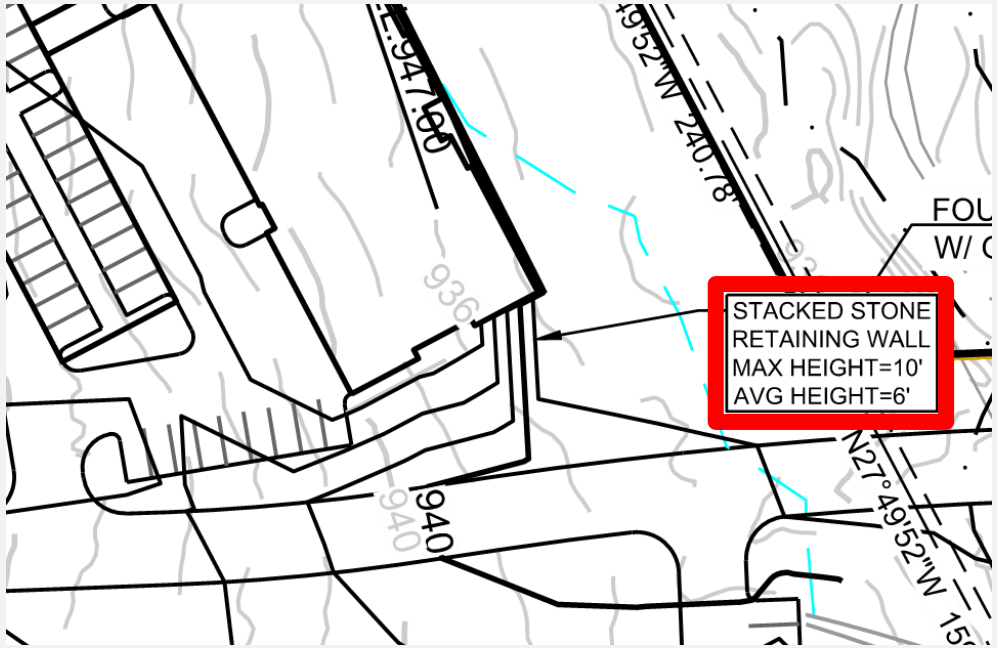


ACCESSORY STRUCTURES



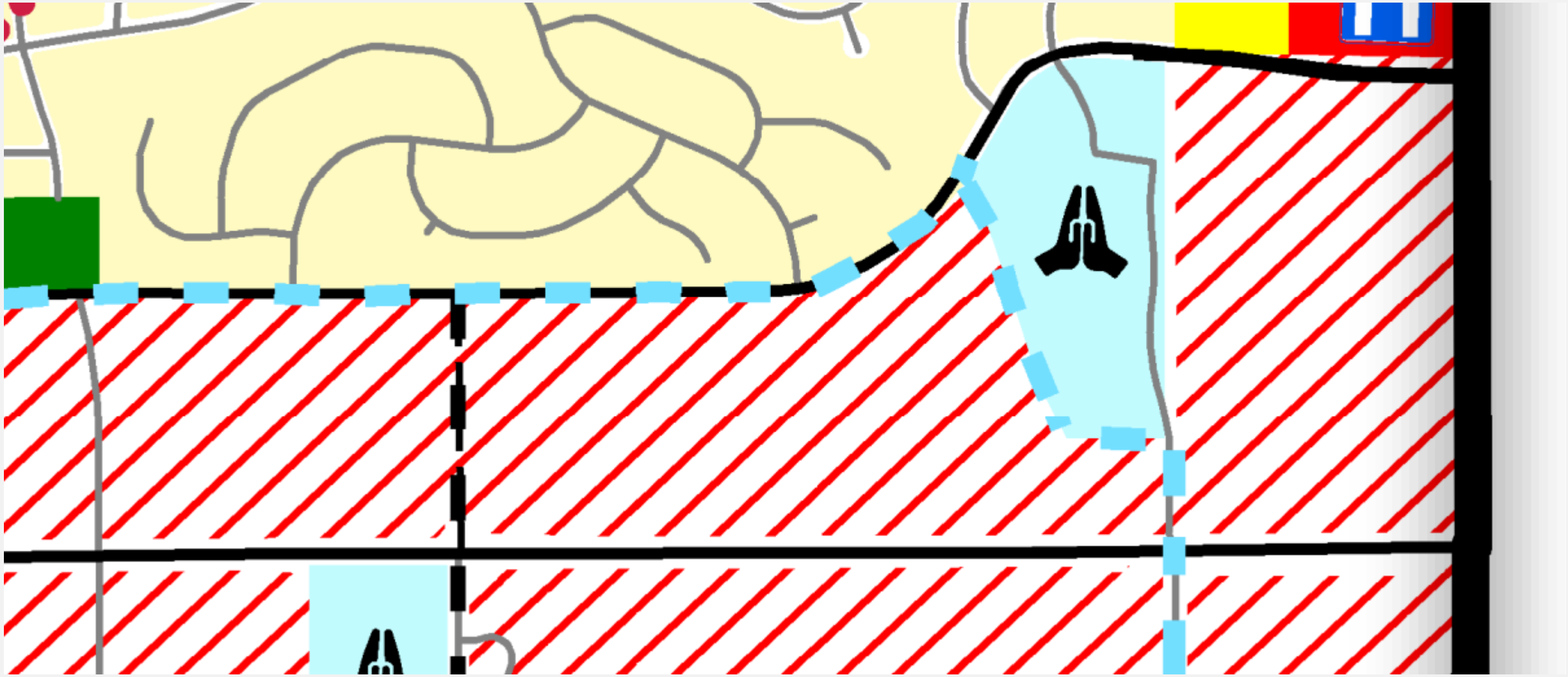
RETAINING WALLS



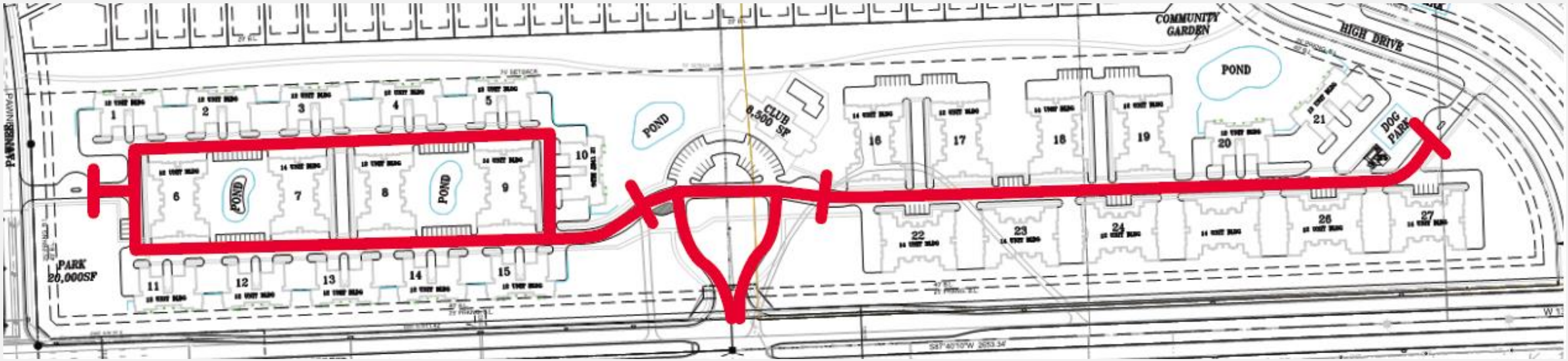


COMPREHENSIVE PLAN

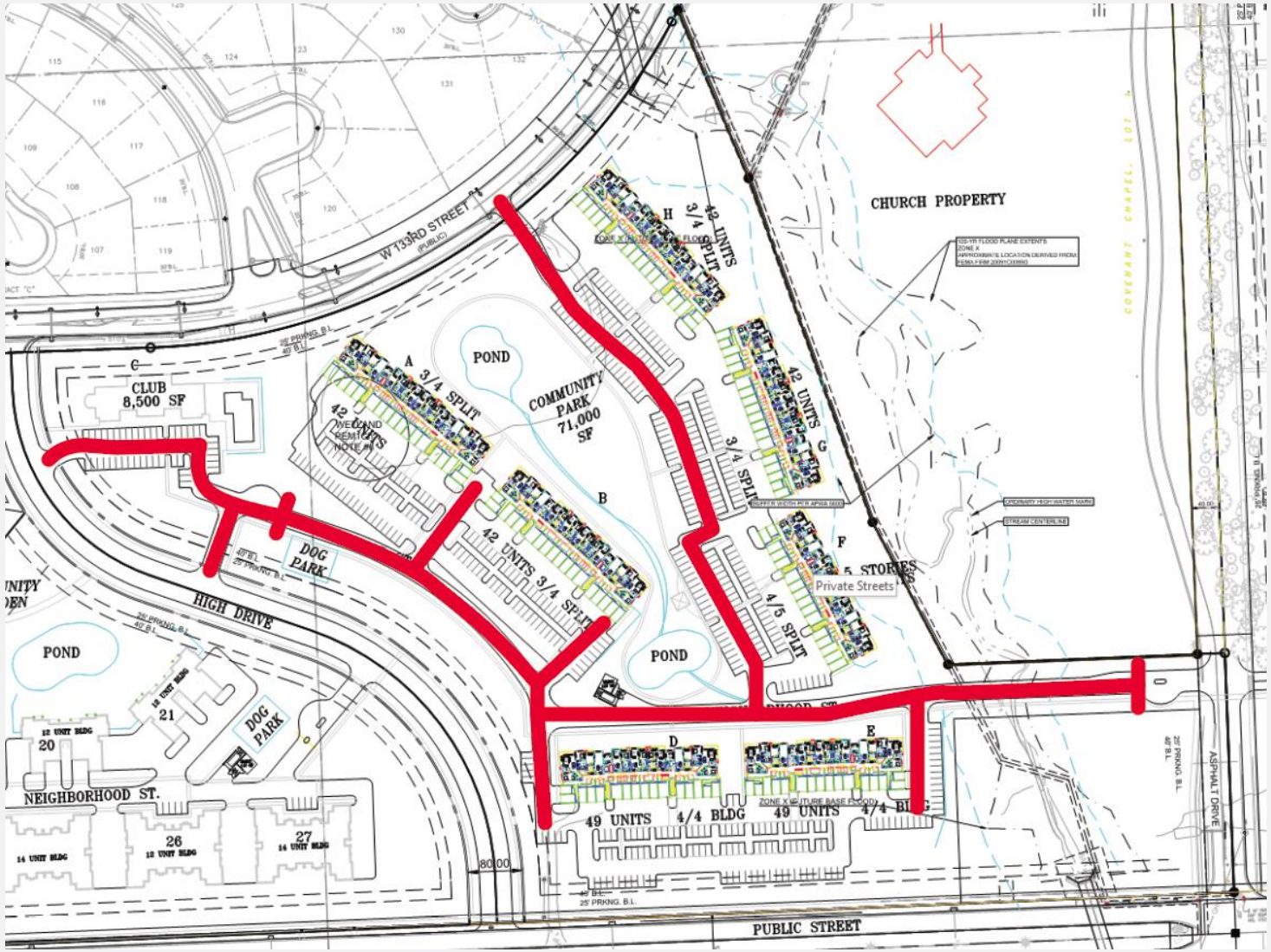
MAP



GATED COMMUNITIES



GATED COMMUNITIES



MIXED USE DEFINITION

Mixed Use

Mixed use is defined as a development which permits a mixture of retail, office, residential, and cultural uses in a single structure or multiple structures which incorporate a coordinated, consistent theme throughout the development and encourage a high level of pedestrian activity. Mixed use developments should be located within a close proximity to major roadways and intersections.

MIXED USE OBJECTIVE

OBJECTIVE:

Develop human scale, village or main street style, mixed use developments.

DIRECTIVES:

A - Building façades and mass shall be broken up with a variety of setbacks, construction materials and rooflines.

B - Buildings shall contain decorative design elements that may include arched windows, second story balconies, pitched roofs, etc.

C - The mass and impact of buildings shall be reduced through the use of berms and landscaping.

D - Bland architecture, such as cube buildings and typical big box structures, will not be permitted.

E - Landscaping and streetscape elements, along access roads and including reverse frontage roads, will be established to emphasize the neighborhood scaled character desired.

F - Support massing of buildings along interior drives with parking directly in front of buildings.

135TH STREET COMMUNITY PLAN

ROAD TYPES

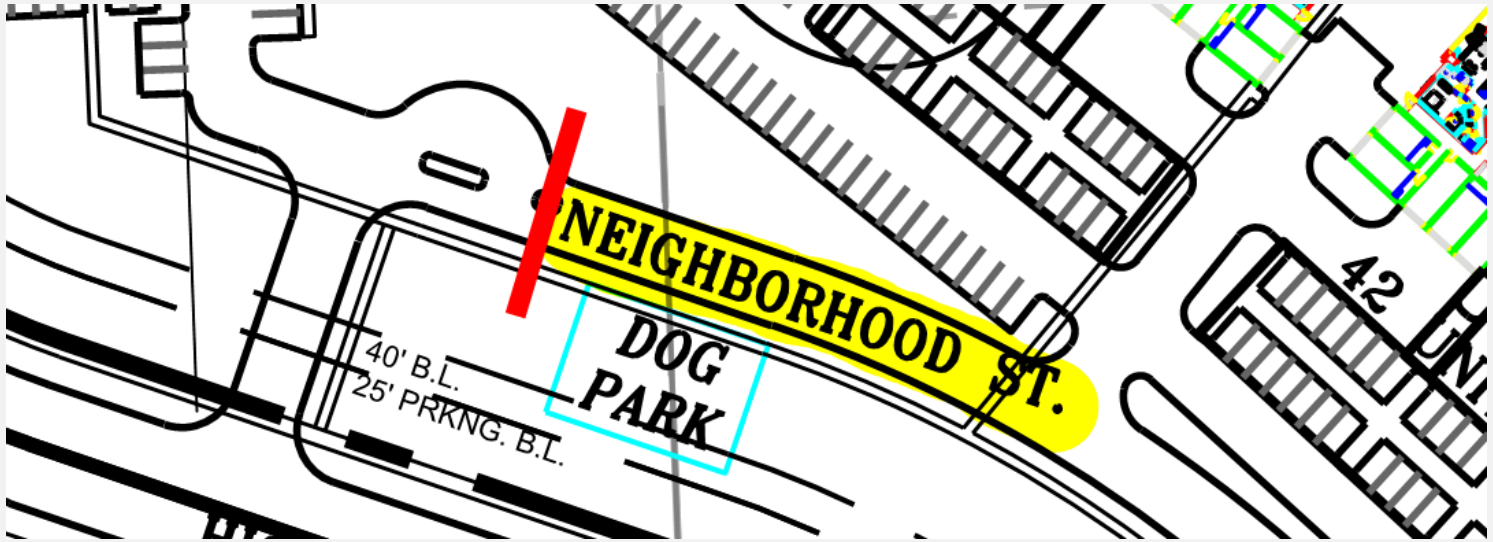


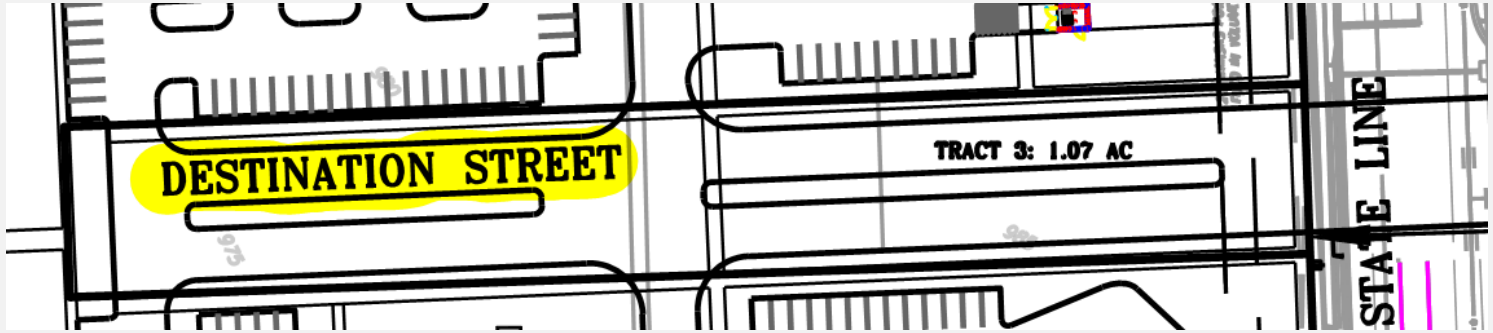
Figure 4.7: *Typical Street Section for Neighborhood Street*

Neighborhood Streets

Neighborhood Streets are low-traffic, secondary passageways for community members travelling on foot or in a car. The travel lanes on these streets are wide enough to accommodate trucks that will need to access neighborhoods and local businesses.

Primarily hosting residential building frontages, these streets create a welcoming atmosphere for visitors and those living in the corridor. Overhead tree canopies and ground-level lawns create comfortable conditions for those travelling in the area and bring a "neighborhood feel" to the street. The City will have the option to allow parking on residential streets to serve these more intimate neighborhood spaces. Neighborhood streets maintain Leawood's aesthetic and add to the sustainability of the development.

ROAD TYPES



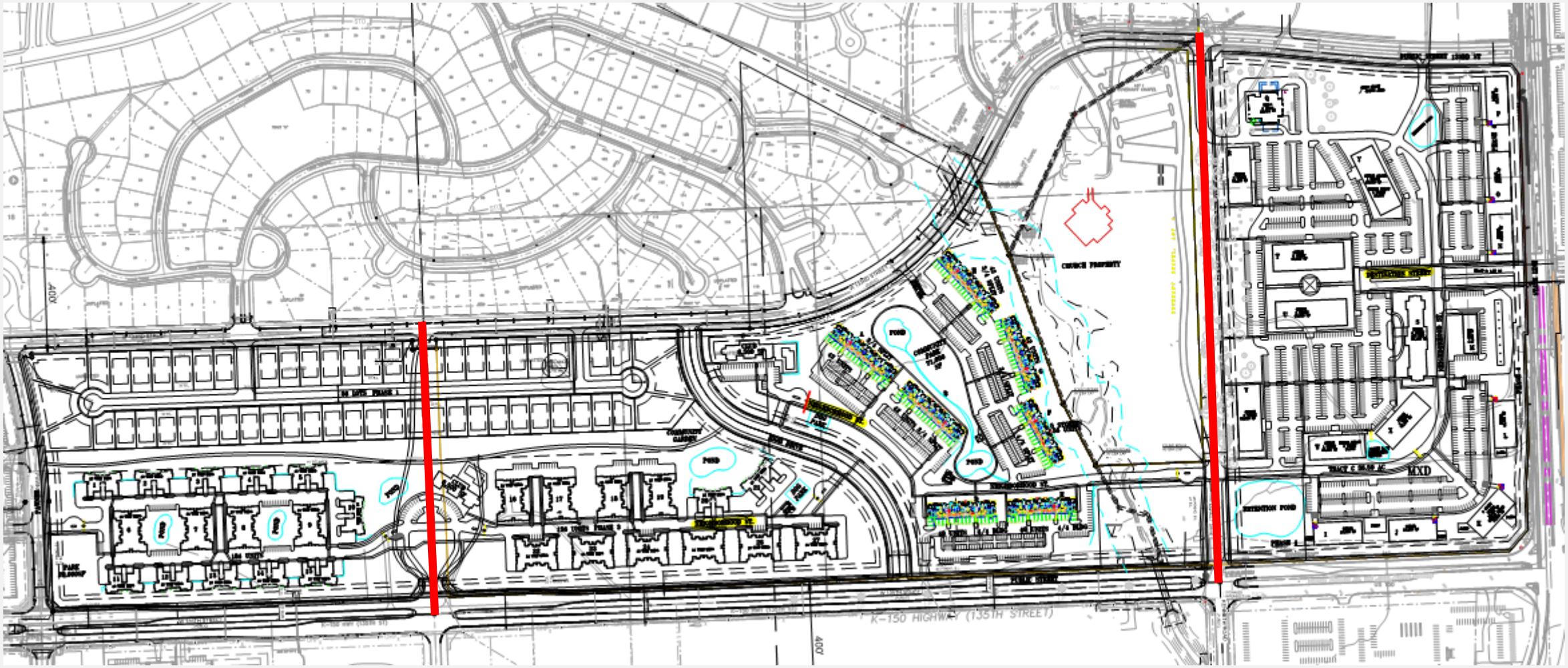
Destination Streets

Destination streets lay the foundation for activity centers in the corridor and in Leawood. These streetscapes have the highest quality of design and material investment. They can have their own brand within the community to promote the street and surrounding area as a retail and shopping, entertainment, and/or dining district. As such, signage and wayfinding elements bring this street to life by announcing festivals, seasons, cultural events, or celebrations and reminding visitors that they are in the 135th Street corridor in Leawood, Kansas.

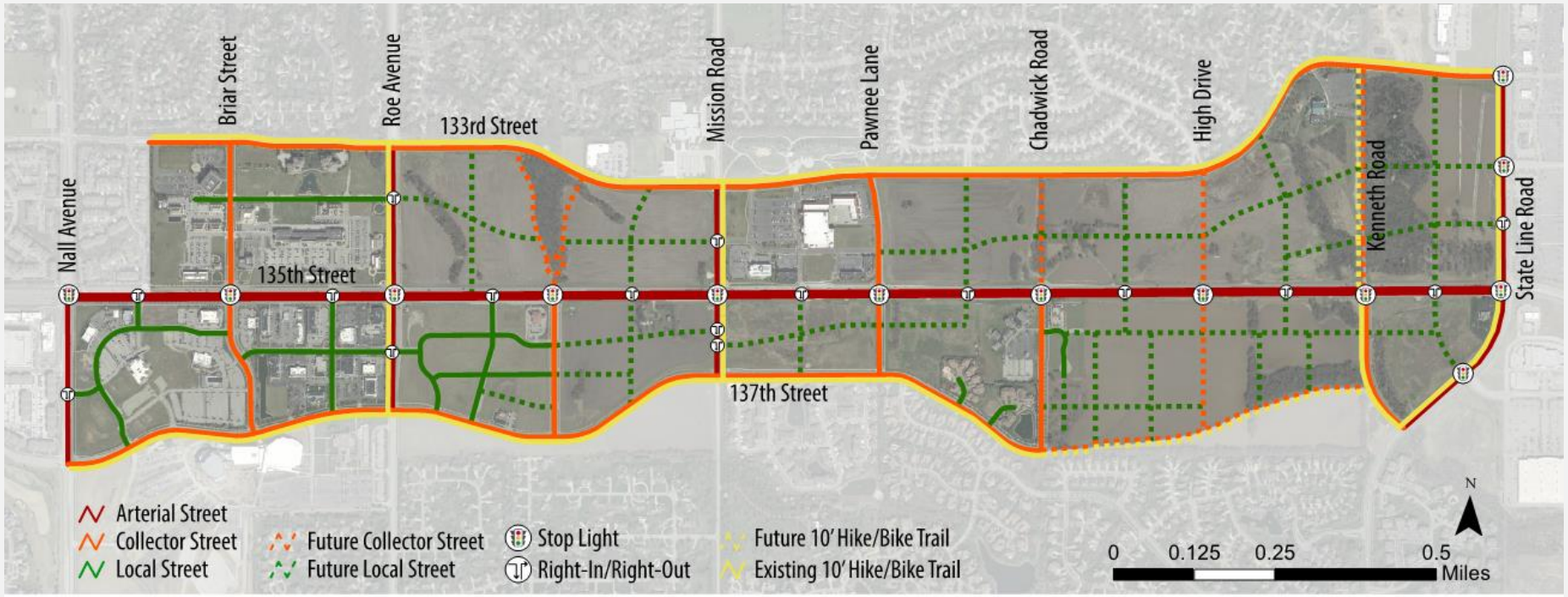
Overhead tree canopy and softscape understory plantings work throughout the seasons to give the street a visual rhythm and provide year-round interest through elements of structure, texture and color. Other vertical elements that should balance the planting system are street and pedestrian light fixtures. A destination street is still vibrant and alive with people, music and activity at night.

Traffic moves at a relatively slow pace on a destination street. Drivers travel cautiously amidst pedestrian activity and cars pulling in and out of on-street parking spaces. These convenient parking stalls allow travelers to pull over at a great restaurant or do some quick shopping in the corridor. Window shoppers and groups of friends pass each other easily on these wide sidewalks. At some locations these sidewalks are converted to outdoor cafes and sunny street-side bistros.

KENNETH ROAD AND CHADWICK ROAD



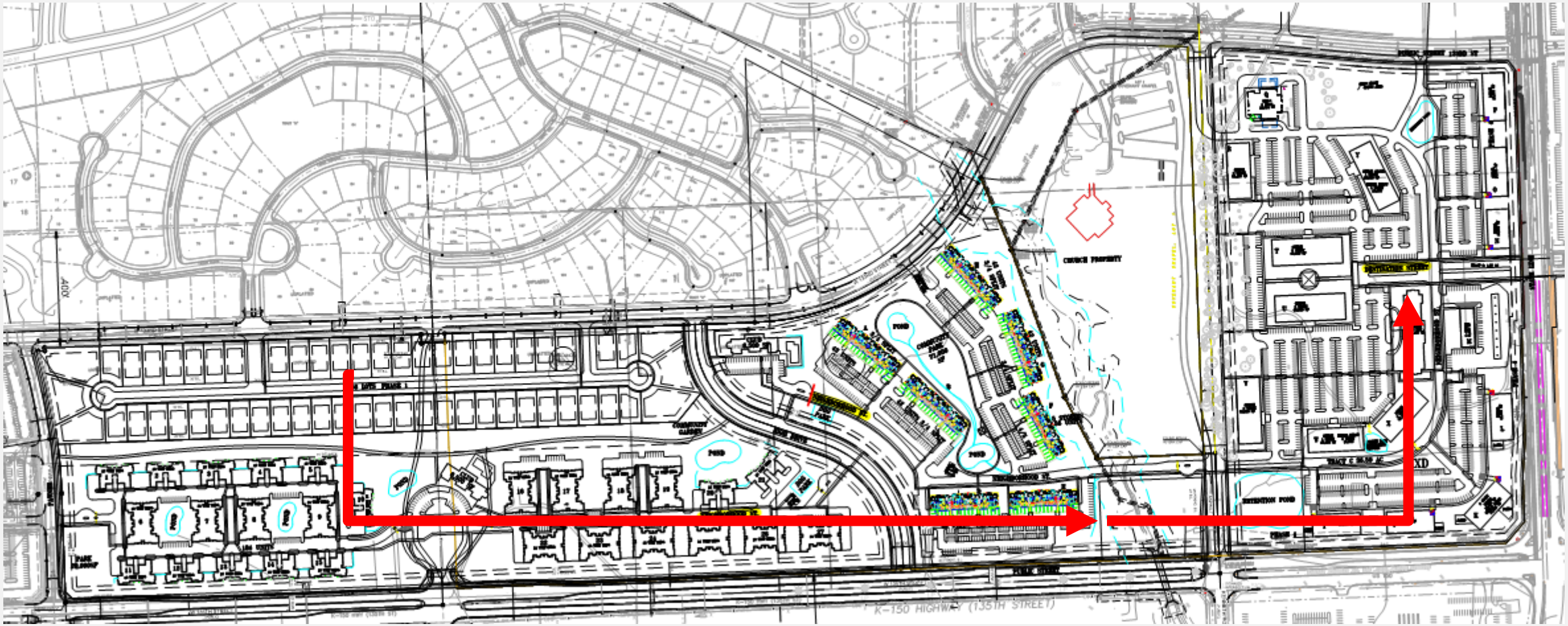
KENNETH ROAD AND CHADWICK ROAD



Future Street Network

135th Street

TRANSECTS



TRANSECTS

Kenneth Road and Chadwick R...
133rd Street
134th Street
135th Street
136th Street
137th Street
Briar
Linden
Nall Avenue
Roe Avenue
Mission Road
Pawnee Ln
Chadwick
State Line Road
Kenneth Pkwy

STIPULATIONS

- Stipulations 2-13 are necessary for city staff to do a full review of the proposed project.
- Stipulations may affect the site, and may create a substantial change in the site design.
- Additional changes may create other issues and will need to be reviewed by multiple city departments (Public Works, Fire Department, Planning, etc.)

June 11, 2020

VIA EMAIL

Ricky Sanchez
City of Leawood
4800 Town Center Drive
Leawood, KS 66211

RE: Case 49-20 – Cameron's Court – Interact meeting notes and attendance

Ricky,

This letter is intended to provide the attendance record and meeting questions and notes from the Interact Meeting held on Wednesday, June 10, 2020 at 6:00pm. Questions are in **bold** and responses follow in *italics.*

Attendance record:

Question & Answer:

Danilo: What do you foresee as the price range for the single-family homes?
A: $650-750k.

Chris Vukas: Has a traffic study been completed?
A: Not yet, but we will have to complete one prior to breaking ground and going to final approval.

Gareth: Are you suggesting that the multi-family apartments will be a similar demographic to the Villa Milano apartments you have referred to? Specifically, why do you think the multi-family apartments will not impact student populations at the local schools?
A: Drawing from experience; there are only 3 child residents at Villa Milano. With this type of upscale community, most residents could afford a house and if they have children, they typically favor a house. We get empty-nesters, retirees, divorcees, and couples who do not have kids yet.

Brittany: Concerned with traffic to the schools and how much tax money is going to Mission Trail. Would like to understand more about the community that this is affecting, it would be good to know what the make-up of students and families look like.
A:

Vivvy3@gmail.com: What is price points of ranch houses and apartments?
A: Houses - $650-750k. Apartments – One beds will start at $1,200, two beds will start at $1,800.

rbrunton: Other than the exterior finishes previously referenced, what forms the basis of the conclusion that the multifamily buildings are high end? They do not appear substantively better than any of the apartment complexes being constructed on 135th Street in OP.
A: We have high-end finishes, please look at our other communities to see our high standards.

Sue: Concerns as to why the City is requiring mixed use.
A: We are unsure, but we have put forth a plan is viable and that is far less dense than the City wants.

Unknown: What is the difference between the 2-4 story buildings?
A: The "big house" look, some are 2-story w/ walkouts. 133rd Street is 3-story. 135th Street is 4-story.

Unknown: What is the "orange" building on High Drive?
A: Clubhouse.

Dan: What drives the design of the commercial; City, the design, demand? Concerned that if demand for a 10-story office building presents itself, that will be proposed later.
A: The current mix is required by the City.

Sree Murthy: What is your expectations on the number of people that would live in the proposed neighborhood? How many school-going kids, teenagers, etc? Any idea?
A:

Unknown: What is the plan to get rid of all the empty retail?
A:

Gareth: It's confusing when you talk about whether you are referring to the "purple" units or the "brown" units. Can you spend time discussing the "brown" units specifically? What properties are similar to those units?
A:

Sree Murthy: What are those gray buildings east of High Drive?
A:

Skip: Has the city said anything about where the retail is going and adding in more traffic signals at 133rd Street?
A: We must complete a traffic study, but if it becomes required, we will do that. The current study shows that a third lane will not be required for 20-30 years. It is not just a matter of adding a traffic light, there must be a warrant from the City.
Q: Will 133rd Street stay as it is now?
A: Yes, it will, unless traffic study deems otherwise. This is why we want to push traffic to 135th Street.

Arthur Peterson: Mr. Oddo, would you please state how many people are present at the Villa Milano clubhouse, other than Oddo Development personnel/representatives?
A: This is Patrick Reuter with Klover Architects running the presentation on behalf of Rick Oddo, there are roughly 50-60 people in attendance, there is a sign in list that will be posted online afterwards of the participants.

rbrunton: What is the density of the College Boulevard apartments that are indicated to be substantively higher density than this plan?
A:

Unknown: What is your construction schedule?
A: march-June of next year (2021) we would start with the buffers/single-family homes. Apartment

communities would follow. Commercial/retail would be last.

Steve: What land is under contract by Oddo?
A: Right now, it is the residential portion. The Retail plots are intended to remain under Regnier Ownership.

Unknown: Suggestion for next meeting to have a representative from the Reigner family at the next meeting.
A: Bob Regnier will be at the next meeting.

Paula Hobson: What is the price point planned for the single-family homes?
A: $650-750k.

rbrunton: What are the sizes of the berms that are proposed as barriers for this development? The proposed site plan is not able to demonstrate for or our evaluation.
A:

Lisa: What is the planned square footage of the single-family homes?
A: They will range from 2,400-3,200sf.

Gareth: What traffic mitigation solutions are you prepared to offer to residential streets in neighborhoods (e.g. High Drive in Wilshire Place) that will be impacted by your development?
A:

rbrunton: Why doesn't the project work as true mixed use? For the East Phase of apartments, it appears your density is much closer to the high end of Leawood's requirements (13.25 units per acre). What do you anticipate to be the number of residents in the East Phase?
A:

Paula Hobson: I understand that you will build some of the single-family homes. What other builders will you be inviting in to build the single-family homes?
A:

Duane Opfer: If the commercial is unlikely, why is it being built close to Mission? Why not build it along State Line? Specifically, why not put the high-density housing along State Line?
A:

This concludes our recap of the Interact meeting. Please feel free to give us a call should you have any further questions or concerns.

Sincerely,

Henry C. Klover
President

CC: Rick Oddo (Oddo Development), Curt Holland (Polsinelli), David Rinne (Schlagel), Jeff Skidmore (Schlagel)
Attachments:

NAME	ADDRESS	EMAIL
Lawrence Gunja	13288 High Dr	popgun06@att.net
Kathleen Nelson	13282 High Dr.	kathleen.g.nelson@gmail.com
Chris Nelson	13282 High Dr	chrisnelson272@gmail.com
BILL JOHANSON	13294 FAIRWAY ST	BILLJOHANSON1@GMAIL.COM
Joe + Annette Galeazzi	2206 W 132 st	joegaleazzi@gmail.com
MIKE + LINDA NEENAN	13112 OVERBROOK	mneenan0611@gmail.com
MYTHILI KAMBHAMPATI	2201 W 131st Street	damah02@gmail.com
SKIP ROSENSTOCK	13116 OVERBROOK DR	SROSENSTOCK@KANE4GROUP.COM
MR. & MRS. D. FEHLING	12912 GLENFIELD	DAVIDFEHLING@YAHOO.COM
DAVE FITZ	13283 FAIRWAY	dfitz@coffmanassociates.com
BOYD RAU	13290 HIGH DR.	BOYD.RAU@GMAIL.COM
John Denne	2203 W. 132nd st	tmDenne@gmail.com
Brett Vaughn	2544 W. 132nd Ter	Brett@hollislawfirm.com
Jeff + Kelly Wagner	3085 W. 132nd PL	Jdwagner40@yahoo.com
Carrie Blackford	2981 W. 132nd PL	Kbcb312@yahoo.com
CHAD SUMMERS	2608 W. 131st	chadcsummers@YAHOO.com
HANS HUTTON	13295 HIGH DR	hhutton45@att.net
RICK ROBINSON	2216 W. 136th ST	rickrobinson.kc@gmail.com
DENNIS G. LANDIS	2812 W. 131st St	DENNIS@LANDISAG.com.
JEFF HEWITT	2210 W 132nd ST	Hewittfore@me.com
Cortney Xiong	13012 pembroke lane	Cortney.schram@gmail.com
CHAD GASSEN	13240 FAIRMOUNT	cgassen@gmail.com

RENÉE HEWITT 2210 WEST 132nd STREET (OAWOOD) hewitteirdi@gmail.com

Vamsee Chirasani 13293 High Dr
Leawood, KS 66209 vmvinta@yahoo.com

Kevin Senn 13287 Fairway
Leawood 66209 KCsenn@yahoo.com

Name	Address	email
WINSTON	3289 W. 132ND PL	MROCKWIN@GMAIL.COM
DURR	2211 W. 132nd	sdurr3@suddenlink.net
Brad Kelsheimer	13291 High Drive	kbkelsheimer@gmail.com
Mark Burnett	13100 Pembroke Lane Leawood KS, 66209	markburnett52@[illegible]
Colleen Hutton	13265 High Dr	clittrell@saintmichael.org

Name (Original Name)	User Email	Join Time	Leave Time
Jeannette Cox	jcox@oddodevelopment.com	6/10/2020 17:32	6/10/2020 19:46
Ryan Powell		6/10/2020 17:34	6/10/2020 19:11
Rick Oddo		6/10/2020 17:34	6/10/2020 17:40
Tony Apuzzo	tapuzzo@gmail.com	6/10/2020 17:36	6/10/2020 18:44
Erich Goldstein	erich.goldstein@kansascityhomes.com	6/10/2020 17:41	6/10/2020 17:42
Chris Vukas		6/10/2020 17:43	6/10/2020 17:43
Kevin Jeffries	kevinj@leawoodchamber.org	6/10/2020 17:43	6/10/2020 17:45
Rick Oddo		6/10/2020 17:47	6/10/2020 19:46
Beth Fullwiler	beth.fullwiler@gmail.com	6/10/2020 17:47	6/10/2020 19:04
Kevin Jeffries	kevinj@leawoodchamber.org	6/10/2020 17:51	6/10/2020 17:52
Duane Opfer		6/10/2020 17:51	6/10/2020 19:46
Steve		6/10/2020 17:52	6/10/2020 19:45
LASHBROOK		6/10/2020 17:53	6/10/2020 17:53
Lisa		6/10/2020 17:53	6/10/2020 19:26
Andrew Jacob	andrew.jacob@wellsky.com	6/10/2020 17:56	6/10/2020 19:06
Pamela Sandler	pamsandler@gmail.com	6/10/2020 18:03	6/10/2020 18:12
Matthew		6/10/2020 18:05	6/10/2020 18:22
Twinkal		6/10/2020 18:06	6/10/2020 19:13
John McEntee	mcentj2@nationwide.com	6/10/2020 18:12	6/10/2020 18:32
MET Station 5’s iPhone		6/10/2020 18:15	6/10/2020 18:49
Scott Russell		6/10/2020 18:17	6/10/2020 18:32
Bridget's iPhone		6/10/2020 18:20	6/10/2020 18:33
Matthew		6/10/2020 18:23	6/10/2020 18:36
Scott Russell		6/10/2020 18:32	6/10/2020 19:43
Quentin		6/10/2020 18:33	6/10/2020 19:44
Bridget's iPhone		6/10/2020 18:33	6/10/2020 19:05
Kevin Jeffries		6/10/2020 18:33	6/10/2020 19:45
Jason Reif		6/10/2020 18:35	6/10/2020 18:39
Matthew		6/10/2020 18:36	6/10/2020 18:39
Kelly Mosier’s iPhone		6/10/2020 18:51	6/10/2020 19:46
Missy's iPhone		6/10/2020 18:51	6/10/2020 19:34
Jason Reif		6/10/2020 18:52	6/10/2020 19:10
Oliver’s iPhone		6/10/2020 18:54	6/10/2020 18:57
Chris Vukas	cvukas@sunflowerkc.com	6/10/2020 18:58	6/10/2020 19:45
Karen Braun	karen.braun@yahoo.com	6/10/2020 19:00	6/10/2020 19:06
Bridget's iPhone		6/10/2020 19:05	6/10/2020 19:37
Karen Braun	karen.braun@yahoo.com	6/10/2020 19:06	6/10/2020 19:19
Andrew Jacob	andrew.jacob@wellsky.com	6/10/2020 19:07	6/10/2020 19:25
Andrew Jacob		6/10/2020 19:27	6/10/2020 19:29
Karen Braun	karen.braun@yahoo.com	6/10/2020 19:28	6/10/2020 19:46
Sree Murthy		6/10/2020 19:33	6/10/2020 19:46
Mike's iPhone 7		6/10/2020 19:34	6/10/2020 19:35
Karen Hardinger		6/10/2020 17:56	6/10/2020 18:56
Kristal Myers		6/10/2020 17:57	6/10/2020 17:57
Sree Murthy		6/10/2020 17:57	6/10/2020 19:33
Kristal Myers		6/10/2020 17:58	6/10/2020 19:15

rbrunton		6/10/2020 17:58	6/10/2020 19:45
John H		6/10/2020 17:59	6/10/2020 19:37
Sue Newsom		6/10/2020 17:59	6/10/2020 19:12
Chris Vukas		6/10/2020 17:59	6/10/2020 18:56
mschaefer		6/10/2020 17:59	6/10/2020 19:46
steve kinney		6/10/2020 17:59	6/10/2020 19:45
Ravi Dasari	rdmizzou@yahoo.com	6/10/2020 17:59	6/10/2020 19:45
vivvy3@gmail.com	vivvy3@gmail.com	6/10/2020 17:59	6/10/2020 18:56
Georgina Greenyer		6/10/2020 17:59	6/10/2020 19:12
Paula Hobson	ph.interiors1@gmail.com	6/10/2020 18:00	6/10/2020 19:45
KIM SCHAEFER	kschaefer@bakeru.edu	6/10/2020 18:00	6/10/2020 19:45
Dan Goldberg	danpgoldberg@gmail.com	6/10/2020 18:00	6/10/2020 19:46
Mike Hargens		6/10/2020 18:00	6/10/2020 19:45
Gareth		6/10/2020 18:00	6/10/2020 19:45
Erich Goldstein	erich.goldstein@kansascityhomes.com	6/10/2020 18:00	6/10/2020 18:56
Missy Houser	missy.houser@yahoo.com	6/10/2020 18:01	6/10/2020 18:51
Arthur Peterson		6/10/2020 18:01	6/10/2020 19:44
Danilo's iPhone		6/10/2020 18:03	6/10/2020 18:57
tom		6/10/2020 18:03	6/10/2020 19:47
danny’s iPhone		6/10/2020 18:03	6/10/2020 19:48
Oliver’s iPhone		6/10/2020 18:03	6/10/2020 18:54
Mrs Anderson	lupettino@hotmail.com	6/10/2020 18:05	6/10/2020 19:46
Quentin		6/10/2020 18:11	6/10/2020 18:31
Todd Sandler	todds@naturallywiredkc.com	6/10/2020 18:12	6/10/2020 19:45
Matthew		6/10/2020 19:01	6/10/2020 19:13
Bridget's iPhone		6/10/2020 19:37	6/10/2020 19:38

From: Grant Lang
Sent: Monday, July 13, 2020 11:33 AM
To: 'Adam Berman'; Planning and Development General Email
Cc: Anna.Berman@KutakRock.com
Subject: RE: Oddo Development between 133rd and 135th from Pawnee to State Line

Good Morning,

Thank you for submitting your letter to the Planning Department. The letter will be added to the public record, which will be reviewed by the Planning Commission and Governing Body once the case is to be heard.

CASE 49-20 (Cameron's Court) is scheduled to be heard at the August 25th Planning Commission meeting.

Please let me know if you have any other questions.

Thank you,

Grant D Lang
City Planner
Phone: 913-663-9163
City of Leawood

From: Adam Berman <adam@bw-llp.com>
Sent: Monday, July 13, 2020 11:29 AM
To: Peggy Dunn <peggyd@leawood.org>; Committees - City Council <Allcouncil@leawood.org>; Planning and Development General Email <PlanningandDevelopmentGeneralEmail@leawood.org>
Cc: Anna.Berman@KutakRock.com
Subject: Oddo Development between 133rd and 135th from Pawnee to State Line

Peggy,

My wife and I are residents of Wilshire Place. Attached please find a letter that we have prepared regarding our views of the proposed Cameron Court development between 133rd and 135th from Pawnee to State Line.

If you have any questions for us, please do not hesitate to contact us.

Thank you.

Adam K. Berman
Bessine Walterbach, LLP
3000 NE Brooktree Lane, Suite 100
Kansas City MO 64119
Direct [816] 595-8491
Fax [816] 436-2574

www.bw-llp.com

General Notice: The above message may be privileged or confidential and any such attribute is expressly reserved. Notify sender immediately of any inadvertent receipt and permanently delete. Email may not be a secure method of communication.

FDCPA Notice: Bessine Walterbach, LLP is a law firm regularly engaged in the collection of debt. This is an attempt to collect a debt and any information obtained will be used for that purpose. If this is our initial communication with you, then unless you, within 30 days after receipt of this document, dispute the validity of the debt, or any portion thereof, we will assume the debt to be valid. If you notify us *in writing* within 30 days of receipt that the debt, or any portion thereof, is disputed, we will obtain verification of the debt and mail you a copy of such verification, including the name and address of the original creditor, if different from the current creditor. *Please note* this Notice in no way alters your rights or obligations with respect to legal proceedings, as courts set deadlines that often differ from those set forth in the FDCPA.

WARNING: This email originated from an EXTERNAL SOURCE. DO NOT CLICK LINKS or ATTACHMENTS unless you recognize the sender and know the content is safe.

Richard Sanchez

From: Adrienne Rader <raderfamily@mac.com>
Sent: Monday, June 15, 2020 4:01 PM
To: Planning and Development General Email
Subject: Cameron's Court of Leawood development

To whom it may concern,
I am unable to attend the meeting regarding this project because I work in a hospital and am trying to limit my exposure to groups of people. I hope these comments make it to the people making the decisions. I am adamantly opposed to this large development for many reasons. First, I very much do not want any high density residential buildings in south Leawood. These increase traffic, pollution and overcrowding in schools. I already have difficulty letting my kids ride their bikes around because of traffic and the increase in panhandling in the area. This would make it even more extreme. Second, there are already many commercial buildings that aren't filled to capacity and in need of updating along State Line, including the shopping center at 123rd and State Line that used to house HyVee. This one in particular is a huge problem. These buildings have been empty for years and the site has become an eyesore. I know Barstow Academy bought the HyVee building but they have yet to do anything with it and the shopping center is dated, deserted and unappealing. Third, the extensive development of any and all grasslands in Leawood is causing animals to be displaced from their habitats. We have seen increasing numbers of coyotes, bobcats, deer, mallard ducks and owls in our neighborhood, which is interesting to see but it isn't good for the animals or the residents. They're supposed to be able to roam in the wild. Finally, with the recent pandemic and economic challenges many Americans are facing I can't imagine this project would be successful, viable long term and able to be maintained at the level Leawood residents expect. The rapid and sometimes haphazard growth in south Leawood has us considering relocating. We don't want to leave but I'm afraid this project would be a great detriment to those of us who have chosen to make our life long homes here. Please consider these issues when voting for or against approval of this project.
Sincerely,
Adrienne Rader
WARNING: This email originated from an EXTERNAL SOURCE. DO NOT CLICK LINKS or ATTACHMENTS unless you recognize the sender and know the content is safe.

Richard Sanchez

From: alexey glazyrin <aglazyrin@yahoo.com>
Sent: Thursday, June 18, 2020 8:57 PM
To: Planning and Development General Email
Cc: annaglaza@yahoo.com
Subject: Oddo Leawood Development

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Sir/Madame
I am really worried about Oddo housing development plan next door to my home at 133 Street. In my opinion it will ruin our neighborhood, devastate our school system and deprive us of the possibility of recreational area located next to existing homes. I will do my best to oppose those plans. In my opinion both existing tax payers of Leawood and Leawood government will benefit more if this last piece of Leawood undeveloped property would be used in the future as recreational/cultural/sporting center. That would increase home values in the area and consequently will increase tax collection. It will improve quality of life and attract more good people to the neighborhood. Oddo plans stand for just the opposite.
Please feel free to contact me for details
Alexey Glazyrin
248 9533517
aglazyrin@yahoo.com
13225 Falmouth Street Leawood KS 66209
18 June 2020

Sent from Mail for Windows 10

WARNING: This email originated from an EXTERNAL SOURCE. DO NOT CLICK LINKS or ATTACHMENTS unless you recognize the sender and know the content is safe.

From: Brad Kelsheimer
To: Planning and Development General Email; Committees - City Council
Subject: Oddo Development plan for 133/135th street corridor
Date: Saturday, August 1, 2020 9:21:20 AM

I am writing to you as a fellow citizen of Leawood who is concerned about the development that has been proposed by Oddo Developers for the land located between 133rd street and 135th street from stateline to approximately Mission Road. I live along 133rd street adjacent to the area of the proposed development in the Wilshire Place Neighborhood. My wife and I moved to this area approximately three years ago because of the good schools and the quiet community. We attended the meetings sponsored by the Oddo team. I have many reservations about their proposed development in that area. One of my many concerns has to do with the increased traffic in the area especially on 133rd street due to the apartment complexes as well as the commercial retail. This will make getting out of our neighborhood more dangerous as well as more difficult due to the increased traffic at state line as well. I'm also afraid of the increased traffic down high drive that could be used as a cut through. There are many children in our area that play and ride bikes; I do not want to see any child get injured because of someone else's carelessness and speeding. I know that they have done traffic studies, but there is no way that those are valid. They were done during coronavirus with most people working from home and isolating, not during "normal" times with kids attending schools, etc. With regards to the children, Oddo and his team have repeatedly said that they don't think this will increase the burden on the local schools. I don't see how they can make this claim based on what they historically have seen. I believe that the line from the movie "Field Of Dreams" applies here, "Build it and they will come". Leawood/Blue Valley Schools are a wonderful system and people want to be there; that's why I would hate to see them become overpopulated due to the increased demand from more unnecessary apartments in the area.

While this proposed plan does have some good elements, mainly the single family homes. I don't believe the commercial retail or multifamily dwellings prove to be viable. There are already too many vacant commercial retail sites and ample opportunity for businesses to go into those sites. Additionally, many apartment complexes are not well maintained over the long run and are not typically built well. This tends to eventually lead to a change in the clients that they attract and can ultimately lead to increased crime in the area. I think that this has already been seen with the other apartments just south of the target at 135th and stateline. As a concerned homeowner, I do not want to be able to look out my window and see a four story complex staring back at me. This will diminish our privacy as well as destroy the property values of this area.

Oddo Developments plan doesn't protect the communities of Leawood, I respectfully request that you reject their proposed plan. Please feel free to contact me with any questions. Thank you for your consideration.

Brad and Katie Kelsheimer
13291 High Drive
Leawood, KS 66209
314-608-7551

WARNING: This email originated from an EXTERNAL SOURCE. DO NOT CLICK LINKS or ATTACHMENTS unless you recognize the sender and know the content is safe.

Richard Sanchez

From: brian johnston <bjohnston1965@gmail.com>
Sent: Monday, June 22, 2020 3:07 PM
To: Peggy Dunn; Committees - City Council; Planning and Development General Email
Cc: Michelle Johnston
Subject: Fwd: FW: Letter of Concerns regarding Cameron's Court Development Proposal -- Request for Distribution
Attachments: Microsoft Word - Wilshire Place Neighbors Letter (Signed).pdf

Good afternoon. Michelle and I are also property owners in the Wilshire Place development and one of those most immediately impacted by the proposed Cameron Court development project and are equally concerned and wholeheartedly request the City reject the proposal as presently provided by the developer. In addition to the well-reasoned statements against the proposal as provided in the attached letter, we would also note that decreased property values for us also have an immediate detrimental effect on property tax revenue to the City as well. When we bought our house two years ago, we knew full well that the property to the south of us would be developed at some point but a development with multi-family housing was not what we would have envisioned for that area given the obvious traffic and school limitations of a property of such density. We also question the logic of such a large scale project during these times in particular; why build more retail and office space when similar locations immediately to the north, east and to the south along State Line Road are less than half full already? Where is the pent up demand for multi-tenant housing in southern Johnson County, away from a main traffic corridor and far from any larger employers? We respectfully submit that a build it and they will come mentality is less than prudent under current circumstances, if ever. We respectfully request that the Council and Planning Commission reject the current proposal to at least reduce the current project density, if not complete wholesale changes to the scope of development altogether. Thank you for your consideration.

Brian and Michelle Johnston
2545 West 132nd Terrace

---------- Forwarded message ---------
From: **Michelle Johnston** <mjohnston@tortoiseadvisors.com>
Date: Mon, Jun 22, 2020 at 2:04 PM
Subject: FW: Letter of Concerns regarding Cameron's Court Development Proposal -- Request for Distribution
To: bjohnston1965@gmail.com <bjohnston1965@gmail.com>

From: Lynn vukas <lynnvukas@mac.com>
Sent: Monday, June 22, 2020 1:57 PM
To: Danielle Mau Sears <maudanielle@gmail.com>; Halley Goldstein <hgoldstein@cannongroupinc.com>; Julia Jacob <jcassidy3@yahoo.com>; Karen Braun <karen.braun@yahoo.com>; Kimberly Goldberg <goldbergkimberly@gmail.com>; Loren Reif <Lorenereif@gmail.com>; Michelle Johnston <mjohnston@tortoiseadvisors.com>; Julie Herman <juliemarieherman@gmail.com>; Julie Haag <juliewilkers@hotmail.com>; Beth Jaworski <beth@lancaster-liquor.com>
Subject: Fwd: Letter of Concerns regarding Cameron's Court Development Proposal -- Request for Distribution

Please feel free to pass along

Begin forwarded message:

From: "Brunton, Ryan C." <ryan.brunton@stinson.com>

Subject: RE: Letter of Concerns regarding Cameron's Court Development Proposal -- Request for Distribution

Date: June 22, 2020 at 9:45:29 AM CDT

To: Quentin Cole <quentinrcole@gmail.com>, "sfehnel@hntb.com" <sfehnel@hntb.com>, "billjohansen1@gmail.com" <billjohansen1@gmail.com>

Cc: "Place, Jeff" <JPlace@littler.com>, "Brunton, Ryan C." <ryan.brunton@stinson.com>, Chris Vukas <cvukas@sunflowerkc.com>

--
Brian
WARNING: This email originated from an EXTERNAL SOURCE. DO NOT CLICK LINKS or ATTACHMENTS unless you recognize the sender and know the content is safe.

From: Grant Lang
Sent: Tuesday, July 14, 2020 8:33 AM
To: 'Brian Rader'; Planning and Development General Email
Subject: RE: Proposed Construction at 135th

Good Morning,

Thank you for submitting your letter to the Planning Department. The letter will be added to the public record, which will be reviewed by the Planning Commission and Governing Body once the case is to be heard.

CASE 49-20 (Cameron's Court) is scheduled to be heard at the August 25th Planning Commission meeting.

Please let me know if you have any other questions.

Thank you,

Grant D Lang
City Planner
Phone: 913-663-9163

-----Original Message-----
From: Brian Rader <brianrader@me.com>
Sent: Tuesday, July 14, 2020 8:30 AM
To: Planning and Development General Email <PlanningandDevelopmentGeneralEmail@leawood.org>
Subject: Proposed Construction at 135th

Planning Board,

I am a 13 year resident of Leawood. I am writing with my EXTREME opposition to the proposed construction north along 135th street, East of Mission Rd. High density housing and more business/strip mall construction is completely unnecessary. The added traffic and overcrowding of schools, which this type of development will bring, does not align with the values and tranquility that Leawood represents. I already have concerns over the safety of letting my children ride their bicycles to school. The safety of all pedestrian and cyclist will be at risk if a project of this magnitude is allowed. More traffic, more stop lights, more pollution, more overcrowding of schools, less green space…none of these are positive additions to our community. The only option that could fit this area are single family homes with lots at a minimum of 1/3 acre and green space. The developers only care about squeezing the most profit out of the land. They do not care about the ramifications that they cause to our wonderful community. We will be the ones that have to deal with this oversized monstrosity. I request that the planning board be the voice of our beloved community and protect us from high density housing and strip malls.

Thank you,

Brian Rader
(South) Leawood Resident

brianrader@me.com

WARNING: This email originated from an EXTERNAL SOURCE. DO NOT CLICK LINKS or ATTACHMENTS unless you recognize the sender and know the content is safe.

From: Brian Rader <brianrader@me.com>
Sent: Tuesday, July 14, 2020 8:30 AM
To: Planning and Development General Email
Subject: Proposed Construction at 135th

Planning Board,

I am a 13 year resident of Leawood. I am writing with my EXTREME opposition to the proposed construction north along 135th street, East of Mission Rd. High density housing and more business/strip mall construction is completely unnecessary. The added traffic and overcrowding of schools, which this type of development will bring, does not align with the values and tranquility that Leawood represents. I already have concerns over the safety of letting my children ride their bicycles to school. The safety of all pedestrian and cyclist will be at risk if a project of this magnitude is allowed. More traffic, more stop lights, more pollution, more overcrowding of schools, less green space…none of these are positive additions to our community. The only option that could fit this area are single family homes with lots at a minimum of 1/3 acre and green space. The developers only care about squeezing the most profit out of the land. They do not care about the ramifications that they cause to our wonderful community. We will be the ones that have to deal with this oversized monstrosity. I request that the planning board be the voice of our beloved community and protect us from high density housing and strip malls.

Thank you,

Brian Rader
(South) Leawood Resident
brianrader@me.com

WARNING: This email originated from an EXTERNAL SOURCE. DO NOT CLICK LINKS or ATTACHMENTS unless you recognize the sender and know the content is safe.

Richard Sanchez

From: Bruce Olberding <bruce.olberding@yahoo.com>
Sent: Tuesday, August 18, 2020 8:33 AM
To: Planning and Development General Email
Subject: Cameron Court project

Thank you for allowing individuals the opportunity to express our perspectives and opinions on this matter.

The Cameron court project as proposed will dramatically alter traffic and lifestyle within southern Leawood.
1) Adding over 600 units of living will create an incredible amount of traffic, currently the path each day is full of individuals biking, walking and running. This will be dangerous with adding more living units than is currently in Leawood South.
2) There is an abundance of commercial space available within the area- how does adding more seem feasible with the current economic environments.
3) It is more feasible to add another development similar to Wilshire Place, Greenbriar -etc. Why is adding apartments a good idea?
4) this project could potentially devalue the hundreds of homes in Greenbriar and Wilshire place and spill over into waterford.

Thank you,

Bruce

WARNING: This email originated from an EXTERNAL SOURCE. DO NOT CLICK LINKS or ATTACHMENTS unless you recognize the sender and know the content is safe.

Richard Sanchez

From: Cathy Olberding <cathyolberding@gmail.com>
Sent: Tuesday, August 18, 2020 7:05 AM
To: Planning and Development General Email
Subject: Cameron Court

Leawood Police Department is outnumbered, and adding more population to an area where they can't keep up with nightly car break-ins is a recipe for disaster.

133rd Street is likely to have the same amount of traffic as 135th Street, which means it won't be safe for little kids walking to MTE.

Cameron Court should find a different place to develop. Leawood is not the right place.

Cathy Olberding
13003 Windsor Cir
Leawood, KS

WARNING: This email originated from an EXTERNAL SOURCE. DO NOT CLICK LINKS or ATTACHMENTS unless you recognize the sender and know the content is safe.

Richard Sanchez

From: Chris Nelson <christopher.nelson@zurichna.com>
Sent: Tuesday, August 4, 2020 10:12 AM
To: Planning and Development General Email
Cc: 'kathleen.g.nelson@gmail.com'
Subject: RE: Cameron's Court development

Follow Up Flag: Follow up
Flag Status: Completed

Planning Commission of Leawood,

My name is Chris Nelson, I am a resident of Wilshire Place, located at 13282 High Drive, Leawood, Kansas. I want to voice my strong opposition to the proposed Oddo development of Cameron's Court.

I attended Oddo's meeting at Villa Milano and I was dismayed by the lack of social distancing provided by Oddo Development. The cynic in me believes this may have been intentional to suppress opposition. I was surprised that they are proposing 662 multi family living units and 59 single family homes along with retail in this development. I cannot recall an apartment complex in Leawood that has 4 story apartments. I feel the proposed development looks cheap and is inconsistent with Leawood's current architecture and standards and is not well thought out re increased traffic to 133rd street and High Drive. I also question the need for additional retail space with the vacant spaces along 135th street.

Based on Oddo's proposed plan the majority of the apartment buildings will exit onto 133rd Street with a slight jog to High Drive should they decide to cut through Wilshire Place and Wilshire subdivisions to connect to Mission Road. I live 5 houses in on High Drive and I feel this street is already very busy with no stop or yield signs to slow traffic. Residents of Wilshire Place regularly complain about how busy High Drive is and are concerned for their children's as well as their own safety on this street. Should this development proceed I anticipate a ripple effect of traffic to Wilshire Place, Greenbriar, Wilshire and Leawood South's neighborhoods as people revise their commute to deal with the increased traffic on 133rd Street. I would expect traffic lights being required at all exits from Wilshire Place, Greenbriar and The Enclave as it is already difficult to exit our subdivisions with the current level of traffic on 133rd. I know of several residents looking to put their houses on the market to avoid the increase in traffic.

I also felt the recent traffic study done in late June will misrepresent the traffic pattern of 133rd Street, as it was done in the Summer of an unprecedented global pandemic. Most Wilshire Place residents I know are working from home, and there is no school, and very few sporting events, practices or events in general going on currently. That will not be the case once this pandemic is on the decline. I do not see any value in the traffic study done in late June 2020.

I am adamantly opposed to the proposed development plan and hope that the planning commission takes the opinions of current Leawood residents into account when evaluating this plans feasibility.

Thank you for your consideration.

Regards,

Christopher L. Nelson, FALU, FLMI, ARA, ACS
AVP-Underwriting
Zurich Life North America
(913) 664-3579

Christopher.nelson@zurichna.com

Confidential \ Personal Data

********** PLEASE NOTE **********
This message, along with any attachments, is for the designated recipient(s) only and may contain privileged, proprietary, or otherwise confidential information. If this message has reached you in error, kindly destroy it without review and notify the sender immediately. Any other use of such misdirected e-mail by you is prohibited. Where allowed by local law, electronic communications with Zurich and its affiliates, including e-mail and instant messaging (including content), may be scanned for the purposes of information security and assessment of internal compliance with company policy. WARNING: This email originated from an EXTERNAL SOURCE. DO NOT CLICK LINKS or ATTACHMENTS unless you recognize the sender and know the content is safe.

Richard Sanchez

From: Richard Sanchez
Sent: Thursday, August 20, 2020 10:06 AM
To: Richard Sanchez
Subject: FW: Cameron's Court development - Chris Nelson to Mayor Dun

---

From: Chris Nelson <christopher.nelson@zurichna.com>
Sent: Wednesday, August 19, 2020 9:54 AM
To: Peggy Dunn <peggyd@leawood.org>; Committees - City Council <Allcouncil@leawood.org>
Subject: FW: Cameron's Court development

Mayor Dunn and Leawood City Council Members,

I am forwarding you my email to the Leawood Planning Commission re my strong opposition to the proposed Cameron's Court project by Oddo Development. Should this project be approved I feel it will greatly affect the lives of the surrounding subdivisions and schools. I ask that you take the current, Leawood resident's opinions into consideration and reject this plan.

Thank you for your consideration,

Christopher L. Nelson, FALU, FLMI, ARA, ACS
AVP-Underwriting
Zurich Life North America
(913) 664-3579
Christopher.nelson@zurichna.com

Confidential \ Personal Data

From: Chris Nelson
Sent: Tuesday, August 04, 2020 10:12 AM
To: planning@leawood.org
Cc: 'kathleen.g.nelson@gmail.com' <kathleen.g.nelson@gmail.com>
Subject: RE: Cameron's Court development

Planning Commission of Leawood,

My name is Chris Nelson, I am a resident of Wilshire Place, located at 13282 High Drive, Leawood, Kansas. I want to voice my strong opposition to the proposed Oddo development of Cameron's Court.

I attended Oddo's meeting at Villa Milano and I was dismayed by the lack of social distancing provided by Oddo Development. The cynic in me believes this may have been intentional to suppress opposition. I was surprised that they are proposing 662 multi family living units and 59 single family homes along with retail in this development. I cannot recall an apartment complex in Leawood that has 4 story apartments. I feel the proposed development looks cheap and is inconsistent with Leawood's current architecture and standards and is not well thought out re increased traffic to 133rd street and High Drive. I also question the need for additional retail space with the vacant spaces along 135th street.

Based on Oddo's proposed plan the majority of the apartment buildings will exit onto 133rd Street with a slight jog to High Drive should they decide to cut through Wilshire Place and Wilshire subdivisions to connect to Mission Road. I live 5 houses in on High Drive and I feel this street is already very busy with no stop or yield signs to slow traffic. Residents of Wilshire Place regularly complain about how busy High Drive is and are concerned for their children's as well as their own safety on this street. Should this development proceed I anticipate a ripple effect of traffic to Wilshire Place, Greenbriar, Wilshire and Leawood South's neighborhoods as people revise their commute to deal with the increased traffic on 133rd Street. I would expect traffic lights being required at all exits from Wilshire Place, Greenbriar and The Enclave as it is already difficult to exit our subdivisions with the current level of traffic on 133rd. I know of several residents looking to put their houses on the market to avoid the increase in traffic.

I also felt the recent traffic study done in late June will misrepresent the traffic pattern of 133rd Street, as it was done in the Summer of an unprecedented global pandemic. Most Wilshire Place residents I know are working from home, and there is no school, and very few sporting events, practices or events in general going on currently. That will not be the case once this pandemic is on the decline. I do not see any value in the traffic study done in late June 2020.

I am adamantly opposed to the proposed development plan and hope that the planning commission takes the opinions of current Leawood residents into account when evaluating this plans feasibility.

Thank you for your consideration.

Regards,

Christopher L. Nelson, FALU, FLMI, ARA, ACS
AVP-Underwriting
Zurich Life North America
(913) 664-3579
Christopher.nelson@zurichna.com

Confidential \ Personal Data

********** PLEASE NOTE **********
This message, along with any attachments, is for the designated recipient(s) only and may contain privileged, proprietary, or otherwise confidential information. If this message has reached you in error, kindly destroy it without review and notify the sender immediately. Any other use of such misdirected e-mail by you is prohibited. Where allowed by local law, electronic communications with Zurich and its affiliates, including e-mail and instant messaging (including content), may be scanned for the purposes of information security and assessment of internal compliance with company policy. WARNING: This email originated from an EXTERNAL SOURCE. DO NOT CLICK LINKS or ATTACHMENTS unless you recognize the sender and know the content is safe.

Richard Sanchez

From: Richard Sanchez
Sent: Wednesday, June 17, 2020 11:16 AM
To: Richard Sanchez
Subject: RE: Cameron Place Proposal

From: chris vukas <chrisvukas@gmail.com>
Sent: Wednesday, June 17, 2020 10:49 AM
To: Peggy Dunn <peggyd@leawood.org>; Committees - City Council <Allcouncil@leawood.org>
Subject: Cameron Place Proposal

6-17-20

Mayor Dunn and City Council Members
4800 Town Center Drive
Leawood, KS 66211

Re: Cameron Place Proposal for 133rd Street in Leawood

Dear Mayor Dunn and City Council:

We are writing on behalf of a group of concerned residents of the Wilshire Place, regarding the proposed Cameron Place development. First, the group recognizes that Oddo Development has put a significant amount of time and thought into the current draft proposal for the Cameron Place Development. We, as the neighborhood most impacted by development between 133rd and 135th from Pawnee to State Line, are open to a great project that will not only enhance our neighborhood, but provide additional amenities to make Leawood an even better place to live.

After reviewing the plans, as well as information provided by Oddo, we have concluded the project as currently envisioned is incompatible with our area. The neighborhoods surrounding 133rd Street, as well as the existing commercial projects to the west along the 135th Street corridor, are almost entirely high-end residential developments. We need to be careful that any new development does not adversely affect them. The City's existing development plan calls for moderate-high density mixed use projects in our area. We fully support that vision for our City.

We feel very strongly that any new development should add to the property values of existing home and enhance our overall community. While there are some very good elements to the project, including the duplex homes and apartments in a "Villa Milano" style, we believe the plan is too dense, calling for over 600 hundred apartment units. The current plan also calls for four story structures, which will tower over the skyline of our neighborhood.

All of us moved to this area because of the excellent schools, infrastructure, and services available in south Leawood. The project would bring an unacceptably high increase in traffic, school enrollment, and potential crime to our area without providing the amenities of a mixed-use project. Mission Trail Elementary is already at capacity and could not handle an influx of additional students from 1200-1400 new residents. 133rd street is not well-suited to such a huge influx of additional traffic. Gezer Park too would likely be overwhelmed with so many additional residents in such a small area.

Again, we look forward to seeing the land between State Line Road and Pawnee responsibly developed. We are not opposed to plans that are consistent with the existing neighborhoods and retail venues. But, we respectfully request that you reject the current project as Oddo development has proposed it.

Sincerely yours,
Chris Vukas
13252 Falmouth Rd
Leawood, KS 66209

Concerned Residents of Wilshire Place
--

Best,

Chris
WARNING: This email originated from an EXTERNAL SOURCE. DO NOT CLICK LINKS or ATTACHMENTS unless you recognize the sender and know the content is safe.

Richard Sanchez

From: Grant Lang
Sent: Wednesday, June 17, 2020 11:43 AM
To: 'chris vukas'; Planning and Development General Email
Subject: RE: Cameron Place Proposal

Follow Up Flag: Follow up
Flag Status: Completed

Good Morning,

Thank you for submitting your letter to planning staff. Staff will add the letter to the public record, which will be reviewed by the Planning Commission and the Governing Body once the case is to be heard.

Please let me know if you have any other questions.

Thank you,

Grant D Lang
City Planner
Phone: 913-663-9163
City of Leawood

From: chris vukas
Sent: Wednesday, June 17, 2020 11:37 AM
To: Planning and Development General Email
Subject: Cameron Place Proposal

6-17-20

Leawood Planning
4800 Town Center Drive
Leawood, KS 66211

Re: Cameron Place Proposal for 133rd Street in Leawood

Dear Leawood Planning Department:

We are writing on behalf of a group of concerned residents of the Wilshire Place, regarding the proposed Cameron Place development. First, the group recognizes that Oddo Development has put a significant amount of time and thought into the current draft proposal for the Cameron Place Development. We, as the neighborhood most impacted by development between 133rd and 135th from Pawnee to State Line, are open to a great project that will not only enhance our neighborhood, but provide additional amenities to make Leawood an even better place to live.

After reviewing the plans, as well as information provided by Oddo, we have concluded the project as currently envisioned is incompatible with our area. The neighborhoods surrounding 133rd Street, as well as the existing commercial projects to the west along the 135th Street corridor, are almost entirely high-end residential developments. We need to be careful that any new development does not adversely affect them. The City's existing development plan calls for moderate-high density mixed use projects in our area. We fully support that vision for our City.

We feel very strongly that any new development should add to the property values of existing home and enhance our overall community. While there are some very good elements to the project, including the duplex homes and apartments in a "Villa Milano" style, we believe the plan is too dense, calling for over 600 hundred apartment units. The current plan also calls for four story structures, which will tower over the skyline of our neighborhood.

All of us moved to this area because of the excellent schools, infrastructure, and services available in south Leawood. The project would bring an unacceptably high increase in traffic, school enrollment, and potential crime to our area without providing the amenities of a mixed-use project. Mission Trail Elementary is already at capacity and could not handle an influx of additional students from 1200-1400 new residents. 133rd street is not well-suited to such a huge influx of additional traffic. Gezer Park too would likely be overwhelmed with so many additional residents in such a small area.

Again, we look forward to seeing the land between State Line Road and Pawnee responsibly developed. We are not opposed to plans that are consistent with the existing neighborhoods and retail venues. But, we respectfully request that you reject the current project as Oddo development has proposed it.

Sincerely yours,
Chris Vukas
13252 Falmouth Rd
Leawood, KS 66209

Concerned Residents of Wilshire Place
--

WARNING: This email originated from an EXTERNAL SOURCE. DO NOT CLICK LINKS or ATTACHMENTS unless you recognize the sender and know the content is safe.

Richard Sanchez

From: Cindy Brock <cindy.brock@gmail.com>
Sent: Tuesday, June 23, 2020 2:34 PM
To: Planning and Development General Email
Subject: Cameron's Court development

Just one short year ago, we moved to the lovely Leawood Ks area. We were so excited to be a part of the beautiful surroundings and very uncrowded areas including high traffic and dense apartment living.

We moved from Plano, Texas after 25 years to retire here in Leawood. Our pleasant Plano turned into a terribly crowded area with apartments and retail centers crowded along a 4 lane road. Our schools suffered from the dense apartments that were recently built and traffic was horrendous trying to get out of our subdivision. I was so elated to find an area that offered the gentile living that we wanted to experience in our retirement years. Now that is being threatened by the proposed Cameron Court development.

The one attribute that I told my friends and family and we moved to Leawood, was the fact that the housing and apartments and retail were set back away from the roads. It gives the area a feel of living in the enchanted forest. Now it looks like, judging from the plans, the development will be in our face and bustling with traffic noise as we live right on High Drive.

I hope you will consider what you are approving and continue to follow the path of offering a beautiful area to raise families and retire without feeling stressed out about the traffic, housing sitting on the street practically, overcrowding of schools and having Gezer park overwhelmed with so many people.

When Plano finished their building project, we moved. If this is approved, I will be looking again to move to an area where the area can fulfill my desire to live in a less chaotic area and where their planning council matches my lifestyle of peace and serenity and beauty.

I hope you relook at your current plan and truly look to future implications as they are not favorable to this lovely area.

In addition, my husband and I concur with the letter sent to you by Wilshire Place.

Respectfully,
Richard J Brock
Cynthia A Brock
13212 High Drive
Leawood Ks 66209

WARNING: This email originated from an EXTERNAL SOURCE. DO NOT CLICK LINKS or ATTACHMENTS unless you recognize the sender and know the content is safe.

June 17, 2020

Leawood City Council
11400 Cambridge Road
Leawood, KS 66211

Re: Cameron Place Proposal for 133rd Street in Leawood

Dear Mayor Dunn and City Council:

We writing on behalf of a group of concerned residents of the Wilshire Place, regarding the proposed Cameron Place development. First, the group recognizes that Oddo Development has put a significant amount of time and thought into the current draft proposal for the Cameron Place Development. We, as the neighborhood most impacted by development between 133rd and 135th from Pawnee to State Line, are open to a great project that will not only enhance our neighborhood, but provide additional amenities to make Leawood an even better place to live. And our house is within 200 feet of the proposed development.

After reviewing the plans, as well as information provided by Oddo, we have concluded the project as currently envisioned is incompatible with our area. The neighborhoods surrounding 133rd Street, as well as the existing commercial projects to the west along the 135th Street corridor, are almost entirely high-end residential developments. We need to be careful that any new development does not adversely affect them. The City's existing development plan calls for moderate-high density mixed use projects in our area. We fully support that vision for our City.

We feel very strongly that any new development should add to the property values of existing home and enhance our overall community. While there are some very good elements to the project, including the single family homes and apartments in a "Villa Milano" style, we believe the plan is too dense, calling for over 600 hundred apartment units. The current plan also calls for four story structures, which will tower over the skyline of our neighborhood.

All of us moved to this area because of the excellent schools, infrastructure, and services available in south Leawood. The project would bring an unacceptably high increase in traffic, school enrollment, and potential crime to our area without providing the amenities of a mixed-use project. Mission Trail Elementary is already at capacity and could not handle an influx of additional students from 1200-1400 new residents. 133rd street is not well-suited to such a huge influx of additional traffic. Gezer Park too would likely be overwhelmed with so many additional residents in such a small area.

Again, we look forward to seeing the land between State Line Road and Pawnee responsibly developed. We are not opposed to plans that are consistent with the existing neighborhoods and retail venues. But, we respectfully request that you reject the current project as Oddo Development has proposed it.

Sincerely yours,

Dan and Kim Goldberg
3089 West 132 Place, Leawood, KS 66209

cc: [the Mayor, and the entire City Council]

Richard Sanchez

From: Dario Jaramillo <darjar14@gmail.com>
Sent: Monday, June 15, 2020 2:50 PM
To: Planning and Development General Email
Subject: 133rd proposed development concerns

Follow Up Flag: Follow up
Flag Status: Completed

TWIMC:

I am extremely concerned about the proposed development on 133rd in Leawood.

Our schools are in jeopardy of being underfunded and overcrowded and this project only significantly hurts our children's educational opportunities..as well as ours our children at increased risk of injury and other risk factors.

Please note my extreme dissatisfaction with this proposal

Dario Jaramillo
4145 W 128th Terrace, Leawood, KS 66209
WARNING: This email originated from an EXTERNAL SOURCE. DO NOT CLICK LINKS or ATTACHMENTS unless you recognize the sender and know the content is safe.

Richard Sanchez

From: Dennis Palmer <dennispalmer430@gmail.com>
Sent: Thursday, August 20, 2020 9:08 AM
To: Planning and Development General Email
Subject: Fwd: Waterford's and Its Residents concerns about the Cameron Court Project.

Follow Up Flag: Follow up
Flag Status: Flagged

I am resending the below to the planning Commission because i used the wrong email address earlier and apologize for any confusion.

Would you please be so kind as to acknowledge receipt of Waterford's comments by replying to my email. We want to make sure they were delivered.

Thank you

Dennis Palmer
President of Waterford

Sent from my iPhone

Begin forwarded message:

> **From:** Dennis Palmer <dennispalmer430@gmail.com>
> **Date:** August 20, 2020 at 8:41:47 AM CDT
> **To:** Planning@leawood.com
> **Cc:** davidl@leawood.org, RichardC@leawood.org, Lisa Harrison <lharrison.kc@gmail.com>
> **Subject: Re: Waterford's and Its Residents concerns about the Cameron Court Project.**
>
> Subject: Waterford's and Its Residents concerns about the Cameron Court Project.
>
> Please enter the following in the record of the Planning Commision meeting regarding the Cameron Court Project at its meeting on August 25, 2020.
>
> Waterford Homes Association is a single family residential community of 331 homes located near the proposed Cameron Court Project. Waterford's Board has reviewed the Project and has objections and concerns about various aspects of the Project. Also, it gathered comments and questions about the Project from its residents. The major concerns. comments and questions about the Project from Waterford's Board and residents are set out below.
>
> 1. A universal concern and question is the substantial increase in traffic caused by the Project to 133rd, 135th and 132nd streets, the last of which runs through the south side of Waterford and already is being used by non-residents as a cut through road to 133nd and other streets.

What measures and requirements will the Commission take to limit the drastic impact on traffic congestion and problems resulting from the Project? Will additional traffic signals and patterns be required? If so, where? Will the City restrict access to the Project to and from 135th only and not from 133rd (the north side) to minimize the dramatic impact on traffic in surrounding neighborhoods?

2. The mix, number and height of apartments proposed by the Project does not seem appropriate and there is much concern about this. We understand that the number of apartment units available for rent in south Johnson county already exceeds the demand for apartments. What is the general occupancy rate of apartments along 135th near the Project? How many units currently exist along 135th street corridor.? Are the apartments provided for in the Project necessary and why?

What requirements or rules provide for a mix of low income housing at the project? Does the Commission have plans or intend to regulate the type of housing allowed at the Project? Has the developer considered 55+ apartment/townhomes for residents who are looking to remain in the area but want to downsize? Will the developer offer high end single family townhomes/villas like those across 135th, off of 137th and Mission road?

Will the developer restrict the project to business use only and place a berm separating the project from 133rd, like the one behind
the Price Chopper at 135th and Mission? And, if so are there concerns about adding additional commercial/office space when there is already seemingly much space that is not being used and vacant? What is the current vacancy rate for commercial/office space in Overland Park/Leawood?

We understand the apartment buildings may be as tall as 5 stories. What are the height restrictions in Leawood? Does Leawood have adequate fire and safety equipment to reach the top stories? Even if it has water suppression capabilities to fight fires, can it safely get people out of 5 story buildings?

3. What is the impact of the Project on the Mission Trail Elementary school student capacity and traffic at the school? What has the developer done to show that the Impact on education at the school is reasonable and will not negatively impact and stress the class size and safety of children due to a sharp increase in traffic flow around the school?

4. There is high level of concern and questions about the adverse impact and strain on Leawoods public recreational amenities, and particularly its parks and green spaces. For example, Waterford has seen an uptick in younger families moving into its neighborhood. On nice days, Gezer Park is overflowing. The play area already is too small to handle the crowds of children and adults. Already there is not enough park space in South Leawood near Waterford's concentrated neighborhood which kids and families can easily walk to. Families are having to go to other parks by car when Gezer Park has such high use and is often full.

Has the developer considered or Commission studied the impact of the Project on residents using Leawood"s recreational amenities, and especially on the many residents currently using Gezer Park? What are the Planning Commission's recommendations for allotted park space in the area and what is the impact of the Project on those recommendations?

And, if the Project or some version of it is allowed to move forward, will there be requirements for the developer to donate additional parkland or prove ample park space within the Project for the new residents? Currently, the open land provides a green space buffer and at the least a portion of any Project should be reserved for public parks and green space.

Waterford appreciates the opportunity to present these concerns and questions and objections in writing to the Commission. It is very near the Project and will be directly impacted by the Project. As a result its presentation should be given substantial weight and consideration. Thank you.

Waterford Homes Association Board.

WARNING: This email originated from an EXTERNAL SOURCE. DO NOT CLICK LINKS or ATTACHMENTS unless you recognize the sender and know the content is safe.

Enclave at Cedar Pointe HOA

RE: Cameron's Court Commercial Development

Overview

Concerns expressed by members of our Homes Association and neighboring communities at the Oddo Development Interact Meeting on June 8, 2020, compelled our HOA committee to seek modifications to the original site plan presented. Our neighborhood fully understands that the land from 133rd to 135th and State Line to Cornerstone Presbyterian Church will eventually be commercially developed. Our endeavor over the last two months has been focused on upholding our community's safety, livability and property values. As stakeholders in the development process, we met with the developer and made several inquires to the city in pursuit of the following residential objectives:

1. limiting entry/exit points onto 133rd to control traffic flow, avoiding cut-through traffic and addressing safety concerns for pedestrians and cyclists,
2. creation of a tree preservation along 133rd to retain the existing tree line that acts as a privacy barrier and natural habitat,
3. and location of high-density buildings closer to the 135th higher-traffic commercial corridor and away from the residential 133rd neighborhoods.

Action Taken

The developer worked with our committee in arriving at site plan modifications. The revised site plan introduced to us on August 11, 2020 is attached to this memorandum and addresses our concerns in the following manner:

Reduction of access points on 133rd St east of church to State Line; revisions include only one entry at Kenneth Road (with no cut-through) and one right-only across from Village of Seville. The elimination of the Overbrook access point addresses a very real safety concern with attempted cut-through traffic in our neighborhood, entry exit traffic at our entrance, and headlights beaming into our homes. The addition of the right-only access across from Village of Seville keeps traffic from turning left onto 133rd and crossing in front of our neighborhood. And, finally, the use of Kenneth Rd instead of Overbrook as the main 133rd entry into the commercial development keeps the commercial traffic to the western end of our neighborhood, out of sight and out of our neighborhood entrance.

By **not having Kenneth cut-through** from 135th and utilizing a u-shaped drive through the commercial development before coming back out to 133rd, we avoid the high risk of additional traffic on 133rd. Eastbound traffic is highly congested at 135th and State Line west to Pawnee during rush hour. The current site plan already calls for a 135th/133rd cut-through at High Dr in addition to the existing cut-through at Pawnee. Traffic backed up at 135th and State Line would attempt to use a Kenneth Rd cut-through as a bypass of the 135th and State Line intersection. This type of traffic is rush hour, commuter traffic, a cut-through to 133rd

would allow rush hour traffic to overflow into our neighborhoods at the location where pedestrians cross 133rd to connect to the sidewalk.

An Overbrook access point or Kenneth cut-through would significantly and negatively impact pedestrian and bicycle traffic and create dangerous intersections, especially for children. Ultimately, these factors would devalue all nearby residential properties and affect the enjoyment of our homes.

Preservation of existing dense, old-growth tree line (along the south side of 133rd, east of the church, to the intersection of the Village of Seville). This natural sight and sound barrier will be fully retained up to the building envelope as depicted on the site plan, keeping the irreplaceable natural aesthetic and privacy enjoyed by residents, pedestrians and cyclists. Destruction of this tree line would be a stark contrast to the current residential environment and devalues surrounding properties.

Movement of high-density, high-traffic commercial activity is now placed along 135th St., as far away from the 133rd residential corridor as possible, and replaced with one low-density, one-story commercial building with green space running from the tree line east to the Village of Seville right-only access point. This movement and configuration of the retail/office and other commercial buildings retains the residential qualities along 133rd, otherwise, our homes would be exposed to high traffic, noise and lack of privacy.

STATEMENT

The city's 135th Community Plan seems to support the residents' desire to retain green space, improve walkability, and live in a serene environment. We appreciate the city's earnest and conscientious efforts to uphold these qualities to protect property values and quality of life. We very much would like to collaborate with the city and the developer to achieve this.

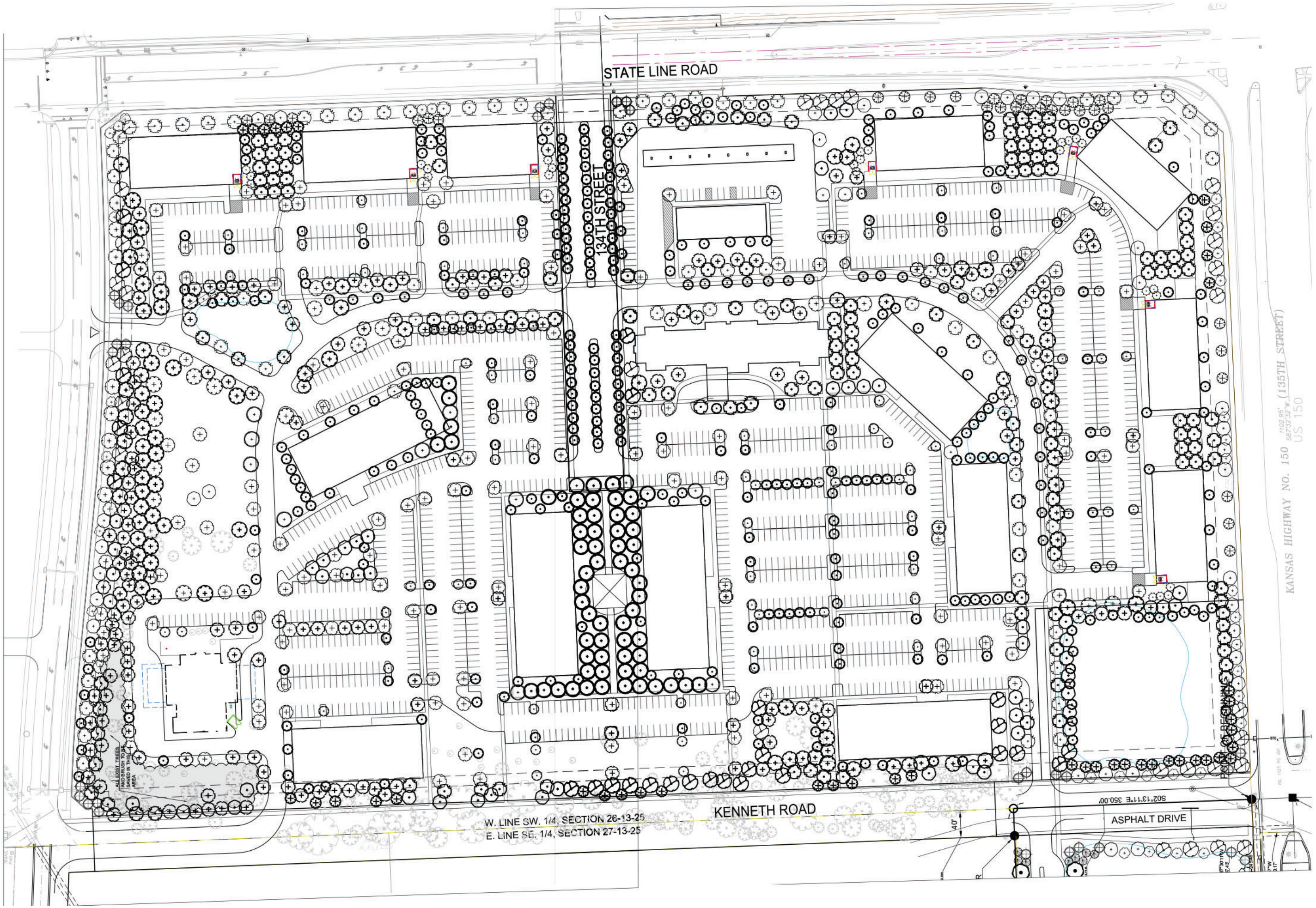
We support the August 11 Site Plan revisions as the revisions pertain to our direct objectives. We have appreciated the developer's time and consideration in this endeavor. As stakeholders in the development, we request that any material changes to the August 11 Site Plan are brought to our attention in any future iteration of this plan by the developer or the city.

While our efforts with the developer have resulted in modifications to support our concerns, we would like to understand how and when other infrastructure elements, especially for the multitude of pedestrians and cyclists - such as crosswalks, turn lanes, bike lanes, etc. - will be addressed and by whom. Those elements aren't currently reflected in the site plan. Whose responsibility is that infrastructure and how we can address it even ahead of actual development of commercial property, as there is currently a need.

We look forward to attending the Planning Commission Hearing on August 25th to gain an understanding of all concerns and express the message contained in this statement.

We believe, with the utmost sincerity, that all stakeholders can and should work together to support the best interest of the city, the developer and the residents —an engagement that we hope is present in moving forward with any development along the 133rd St residential corridor.

RNERSTONE
TERIAN CHURCH
Funeral Home
1 story
10,244 SF
Office
2 story
30,400 SF
Office
3 story
65,000 SF
Office
3 story
65,000 SF
Office
2 story
36,000 SF
Retail
1 story
12,300 SF
Retail
1 story
12,525 SF
Retail
1 story
10,050 SF
Retail
1 story
11,925 SF
Retail
1 story
12,300 SF
Retail
1 story
12,750 SF
STATELINE
KANSAS HIGHWAY NO. 150
(150TH STREET)


STATE LINE ROAD
134TH STREET
KENNETH ROAD
W. LINE SW. 1/4, SECTION 26-13-25
E. LINE SE. 1/4, SECTION 27-13-25
ASPHALT DRIVE
S02°13'11"E 350.00'
40'
KANSAS HIGHWAY NO. 150 (135TH STREET)
US 150
ALL EXIST. TREES AND BRUSH TO BE REMOVED IN THIS AREA

Gareth Matthews
13241 High Drive
Leawood, KS 66209

August 11, 2020

City of Leawood Planning Commission
4800 Town Center Drive
Leawood, KS 66211

Re: Cameron's Court Development Proposal for 133rd Street in Leawood

Dear City of Leawood Planning Commission Members:

Several years ago I attended a series of meetings hosted by the City of Leawood at Ironwoods Park. These meetings offered the City of Leawood's vision for the land along the 135th Street corridor and solicited input from the community. The vision as I remember it was for a mixed use development that blended commercial, retail and residential units that sought to encourage pedestrian and cyclist traffic to and within the development.

As a resident across from the proposed development, I remember having some concern about the potential of increased traffic passing through our neighborhood. But I also felt some excitement about the potential of retail attractions that our family and neighbors might enjoy in the future development.

One point that was made several times by the individual hosting these meetings was that this undeveloped land along the 135th Street corridor is Leawood's last, large, undeveloped parcel of land, and as such, the City should make sure that any development on the land was consistent with its vision for the City of Leawood going forward. Cameron's Court is entirely inconsistent with the vision the City of Leawood laid out at those earlier Ironwoods Park meetings.

I am not opposed to Oddo Development's proposal for single family housing provided that such housing is consistent with the housing in nearby Wilshire Place, Waterford and Greenbriar neighborhoods. However, the majority Cameron's Court proposal is focused on building high density apartments. Oddo Development's plan seeks to capitalize on what the City and its residents have built together in the area (e.g. excellent schools, roads, bike trails, parks and property values, etc.) but contributes nothing. In fact, far from contributing to improving the community, it risks significantly burdening the existing infrastructure in and around the proposed development area and negatively impacting property values in the area.

Mission Trail Elementary School is why many of our neighbors bought homes in this area. While Oddo Development talks in terms of its multi-tenant apartments being focused on

retirees, the character of the proposed "East" and "West" apartment complexes are very different. And renters seeking access to the area's excellent schools would be a natural market for any landlord seeking tenants for their high density apartment complexes. Building 662 multi-family apartments a half mile from Mission Trail Elementary School risks overwhelming a school that has already grown substantially over the past ten years.

Increased traffic through nearby neighborhoods and along existing traffic chokepoints is another concern. Oddo's proposed East apartments spill out onto 133rd Street across from High Drive and will likely add to traffic through Wilshire Place and Waterford as apartment residents seek to save time by bypassing the traffic lights at 133rd and Mission and in front of Mission Trail Elementary School. High Drive in Wilshire Place and 132nd Street in Waterford are at particular risk as they are natural short cuts for vehicles traveling west on 133rd from Stateline to locations north of Mission and 132nd Street. Further, traffic congestion in front of Mission Trail Elementary at the start and end of the school day can also be expected to increase substantially.

For these reasons and others, it is very reasonable to assume that the placement of so many high density apartments in such close proximity to existing residential neighborhoods will not only put significant pressure on existing infrastructure (e.g. schools, green space, roads, etc.) in the area but will also put downward pressure on property values in nearby neighborhoods.

I believe that development in the 135th Street corridor should be expected to add value to Leawood, or at a minimum, at least be consistent with existing development in the immediate vicinity. Unfortunately, the Cameron's Court proposal does neither. Instead of contributing something of value to the community, the Oddo Development proposal seeks to take advantage of the value that the existing community has built over time and use it to enrich the developer. The risks to the surrounding area greatly outweigh any benefit brought about by Oddo's proposed development, and for that reason, I am asking that you reject Oddo Development's Cameron's Court proposal.

Thank you.

Sincerely,

Gareth Matthews

TO: CITY OF LEAWOOD PLANNING COMMISSION

RE: CAMERON'S COURT REQUEST FOR APPROVAL OF REZONING AND PRELIMINARY PLAN
Case No 49-20

DATE: August 20, 2020

It is not readily apparent how the preliminary plan submitted in support of rezoning fulfills the recommendations of the 135th Street Community Plan dated December 2013 and adopted by the Leawood City Council on June 16, 2014 (Resolution No. 4258)("The 135th Street Plan"). In fact, the preliminary plan appears at odds with the 135th Street Plan in significant regards.

The Cameron's Court preliminary plan, which stretches from State Line Road to Pawnee, contains no apparent bicycle/pedestrian amenity. This is especially true with regard to 133rd Street, which if the plan described results in development will eliminate 133rd Street as a viable bicycle through way (despite its designation as such). It should be relatively easy for the developer to include a bike/pedestrian shared path that allows bicycles and pedestrians to traverse this stretch of land safely and away from the significant traffic on both 135th Street and 133rd Streets .

As the 135th Street Plan recognized, "135th Street itself is a significant pedestrian barrier at major intersections, due to its width, character and traffic volume." p.76. It goes without saying that traffic volumes have increased since 2013, making 135th Street even less pedestrian-friendly. In the same vein, traffic speeds on 135th Street make it completely inappropriate for bicycle traffic.

Just as water flows where it wants to go, pedestrians and bicycles have flowed away from 135th Street and to 133rd Street. The City of Leawood ("the City") has designated much of 133rd Street between Mission Road and State Line Road as a "shared roadway for bicycles and vehicles." The 135th Street Plan, p.70. This designation was made consistent with the low traffic count and restricted speeds that allow for safer access for bicycles and pedestrians along 133rd Street.

The 135th Street Plan also describes measurements of success (p.98), which include "increase in bike facilities" and "reduction in pedestrian-motorist collisions" and that "[P]roviding an excellent pedestrian environment is a *top priority for development*." (P.98).

In contrast to the guidance provided by the 135th Street Plan, the proposed development will substantially increase vehicle traffic on 133rd Street, makes no apparent improvement for pedestrians and bicycles, and in fact results in the elimination of some bicycle lanes on 133rd Street.

Further, the only access to any pedestrian or bicycle facilities for residents of the Enclave at Cedar Pointe is via Overbrook Road south to 133rd Street. Although a sidewalk exists on the *north* side of 133rd Street between State Line Road and Overbrook Road, that sidewalk *ends* approximately 260 feet west of Overbrook Road. Residents of Enclave at Cedar Pointe then must cross 133rd Street to access the sidewalk on the *south* side of 133rd in order to continue walking west (to enjoy Geyser Park). The developer's traffic study concludes that much of the current designated bicycle lane along 133rd Street will be *eliminated* in order to accommodate turn lanes for the 6 additional access points from the new development onto 133rd Street. The traffic study also confirms that "(F)ull build-out of the proposed

development will result in a significant increase in traffic to the surrounding street network." (P.21). Cameron's Court preliminary plan makes no accommodation for pedestrians on the north side of 133rd Street to access the sidewalk on the south side of 133rd Street.

In addition, it should be recognized that this area of Leawood is significantly underserved regarding wireless coverage. The addition of hundreds of new residences and several commercial buildings will overwhelm what little available wireless bandwidth exists today. The Planning Commission should contemplate what solution should be planned for prior to approving this rezoning request.

It is our opinion that considerations for pedestrian and bicycle safety, consistent with the 135th Street Plan, should be fully addressed before any zoning change is approved for the preliminary plan currently under consideration. The Planning Commission should also consider the likely inadequacy of wireless coverage associated with the rezoning request.

We appreciate the opportunity the submit these comments.

Mark McGrory
Ginevera Moore
2212 W. 131st Street
Leawood, KS 66209

Richard Sanchez

From: Richard Sanchez
Sent: Thursday, June 18, 2020 8:51 AM
To: Richard Sanchez
Subject: FW: Oddo Development Plan

From: Jeff Logan <Jeff.Logan@c2fo.com>
Date: June 18, 2020 at 8:08:07 AM CDT
To: Peggy Dunn <peggyd@leawood.org>
Cc: "bridgetlogan06@gmail.com" <bridgetlogan06@gmail.com>
Subject: Oddo Development Plan

Peggy,
I trust this finds you well. I am reaching out as a result of a neighborhood meeting I attended last night in Wilshire Place here in Leawood. My family and I have lived in this neighborhood since 2006. The topic of discussion was around the proposed plan to develop the land south and east of our neighborhood. The meeting was attended by ~40 residents and organized by our board.

The overwhelming majority of the folks in attendance are categorically opposed to the plan in its current form. I would like to make it clear that there was not a single dissenting voice that was willing to speak. My assumption is that you will be hearing from a number of folks in our neighborhood if/when this plan makes it through planning on 8/27. So you are prepared for that influx, here are the key points that you will likely hear:

-Oddo is an apartment developer with admittedly little interest in building single family homes but "will do it to satisfy the city."*

-The influx of traffic from more than 600 new dwellings will significantly impact our neighborhood in many ways not the least of which is a decrease in our property values and ability to sell.

-Our local elementary school will be overwhelmed. As you likely know, Mission Trail Elementary is a Blue Ribbon School and a big reason why our neighborhood has been so stable and attractive.

-The density of the plan is completely unacceptable. Three and four story apartment towers do not fit into the aesthetic of the city. While Oddo touts the 59 SFH being built, the concern is the number of rental units being added in this plan.

-For any of this to happen, my understanding is that it would require re-zoning the land. The residents in attendance were adamant that the zoning not change. The definition of mixed-use is being skirted by the plan Oddo presented to our community a couple of weeks back. They don't have an agreement in place to procure the land where all of their commercial dwellings would be built as it stands. There is no way they can meet the mixed-use requirements given this. I think you would have to agree that to build a bunch of high-density apartment on the existing parcel with "hope" that eventually they will procure and develop the commercial site is a poorly thought through plan.

The residents of Wilshire Place will band together against this initiative. Thank you for your time.

*sentiment expressed by Rick Oddo during community Zoom meeting

Jeff Logan
Senior Vice President
Mobile: 9136533244
C2FO: The World's Market For Working Capital®

The information contained in this message and any attachment may be privileged, confidential, and protected from disclosure. If you are not the intended recipient, or an employee, or agent responsible for delivering this message to the intended recipient, you are hereby notified that any dissemination, distribution, or copying of this communication is strictly prohibited. If you have received this communication in error, please notify us immediately by replying to the message and deleting from your computer.

WARNING: This email originated from an EXTERNAL SOURCE. DO NOT CLICK LINKS or ATTACHMENTS unless you recognize the sender and know the content is safe.

Richard Sanchez

From: jkincaid@kpmadvantage.com
Sent: Thursday, August 20, 2020 3:34 PM
To: Richard Coleman; Mark Klein; Planning and Development General Email
Subject: Enclave at Cedar Pointe HOA Statement Regarding Cameron's Court Case No 49-20
Attachments: ENCLAVE HOA STATEMENT RE CAMERONS COURT.pdf

Hello,

I am writing today on behalf of the Enclave at Cedar Pointe Homes Association located at 133rd and Overbrook regarding the rezoning application for Cameron's Court.

The commercial side of the Cameron's Court development is directly across from our neighborhood. Since the June Interact Meeting, we have taken steps to address our residential concerns and would like to work with the city as the matter progresses.

We have requested the attached statement to be included in the packet for the August 25, 2020 Planning Commission hearing. Two representatives from our neighborhood also intend to speak on behalf of our residents at the hearing.

Thank you,

Julie Kincaid
President, Enclave at Cedar Pointe HOA

(913) 219-7579

WARNING: This email originated from an EXTERNAL SOURCE. DO NOT CLICK LINKS or ATTACHMENTS unless you recognize the sender and know the content is safe.

Richard Sanchez

From: Kathleen Nelson <kathleen.g.nelson@gmail.com>
Sent: Tuesday, August 18, 2020 10:29 PM
To: Peggy Dunn; Committees - City Council; Planning and Development General Email
Subject: Opposition to Cameron's Court Development

Leawood Planning Commission, Leawood City Council and Mayor Dunn,

I am writing to express my strong opposition to the Cameron's Court development that has been proposed between 133rd and 135th Streets and Pawnee to State Line Road. The proposed development, which includes 662 multi-family units plus 59 single family homes, is simply too dense and will overwhelm our neighborhood schools (Mission Trail Elementary and Leawood Middle School) and Gezer Park.

I live at 13282 High Drive and I am extremely concerned about the increased traffic that this development would create. The current plan calls for the highest-density apartments to exit onto High Drive, which, with just a slight jog, will connect to the existing portion of High Drive and substantially increase traffic in the Wilshire Place subdivision. There is already heavy traffic on High Drive, especially during rush hour, making it difficult to pull in or out of our driveway. It is also difficult to exit onto 133rd Street from High Drive, and the increased traffic from several hundred apartments will certainly make it worse. Any traffic study that has been conducted since early March 2020 is not an accurate representation of the traffic on 133rd Street. During the unprecedented COVID-19 pandemic, when schools and all extra-curricular activities have been cancelled, and many homeowners in the surrounding neighborhoods are working from home, traffic on High Drive and 133rd Street has been greatly reduced. And with 25% of Blue Valley students choosing to attend school virtually in the fall, and many employees not planning to return to their offices until 2021, a reliable traffic study cannot be conducted until this pandemic has subsided.

I am not alone in my opposition to this plan. Although the Wilshire Place Homeowners' Association Board, due to certain conflicts of interest with Oddo Development, has taken a less active role in opposing this development compared to previous proposals, the subdivision is overwhelmingly opposed to Oddo's plan. An online poll of Wilshire Place residents was conducted in late June 2020 and showed that **over 80% of respondents opposed the proposed development.** More specifically, 60.87% of respondents "strongly oppose" and another 20.00% "oppose" the proposal.

Thank you for your consideration.

Kathleen Nelson
WARNING: This email originated from an EXTERNAL SOURCE. DO NOT CLICK LINKS or ATTACHMENTS unless you recognize the sender and know the content is safe.

Kelly M. Sherman

26 Bar Farm, LLC

12920 El Monte Street

Leawood, KS 66209

816-805-3494

RE: Public Hearing 6:00 PM Tuesday, June 23,2020, Planning Commission

City Council Chambers of Leawood City Hall

Cameron's Court/135th Street to 133rd Street, Pawnee Lane to State Line Road

Dear Leawood Planning Commission,

I am a homeowner in Ward 4 in Leawood, Kansas. I am also the owner of property within 200 feet of the above referenced property. As a result of notice for an "interact meeting" scheduled for June 10th of this year, I have reviewed the detailed plans for Cameron's Court. I was unable to attend the meeting.

<u>I am writing to give my support to this project for the following reasons:</u>

-The reputation of the developer, ODDO Development Company, is outstanding from a tenant, customer and community perspective. It's projects are well planned and financially successful. It's owners have a longstanding positive reputation in the real estate industry in Johnson County, KS.

-Based on the plans I have reviewed, it is obvious that Oddo has taken an incredible amount of time and expense to design a community development that incorporates residential and commercial spaces desirable to customers and tenants, while still embracing the "general guidelines" set forth by the city for community development.

-It makes a lot of sense to cluster the residential parts of the development near existing residential and place the commercial and retail parts along State Line where the infrastructure for traffic already exists. As a result, this design has good traffic flow, retail and office synergy, and a quieter residential neighborhood.

-Regarding the proposed residential, providing variety is important. Not everyone who lives in Leawood wants to live only one way and this community gives people options. The developer mentioned Villa Milano as an example for the type of "multi-family" which stands out as a beautiful and successful community. Obviously they know how to create neighborhoods that work for everyone.

-Private streets are another unique suggestion in this plan. There are several examples of these in Leawood which are successful, sought after communities.

I am sure that there are parts of these plans that the Planning Commission will have suggestions to improve or modify. After being in many meetings regarding the proposed Regency development next to

our property, I am sure there will be cautions raised about this plan not meeting the Leawood Comprehensive Plan guidelines. As a Leawood resident and 135th Street Corridor land owner, I encourage you to keep an open mind and assist this developer in making their land into a beautiful, realistic, and financially viable mixed use community.

I know it can work for everyone if you want to find a way forward.

Respectfully submitted, Kelly Sherman

From: Reta Cailteux <rkcailteux@gmail.com>
Sent: Friday, June 26, 2020 9:32 AM
To: Committees - City Council; Planning and Development General Email
Cc: Peggy Dunn
Subject: Cameron's Court

We are homeowners in Wilshire Place and wanted to express our concerns regarding the proposed development that is close to our subdivision.

We have reviewed the plans by Oddo Development Company and here are some of our concerns:

1. This is a quiet area and the amount of apartments proposed causes several problems...noise, traffic and too many children attending MIssion Trail elementary.
2. The apartments off of 133rd (close to the church) should be removed. Only the apartments close to 135th street should be allowed if this project moves forward.
3. There should be more single family homes. This is one of the last areas north of 135th street and is very coveted. This could be achieved by removing some of the apartments.
4. Office space/retail that is close to Stateline is a major problem. Leawood currently has so many empty multi use and strip malls (Town Center and Park Place also included). The proposed buildings will be empty for years. It has taken Price Chopper almost 20 years to fill their empty storefronts and this will be the same. More people are working from home now and before Covid 19 plus the cost of rent will be too high for a small business.
5. The hotel might possibly function on the corner of 135th and State LIne; however, homeless are always panhandling and roaming that area. This will not be a safe area for travelers and their cars.

These are our current concerns for the proposed development and thank you for taking the time to read this email.

Sincerely,

Kevin and Reta Cailteux
3049 W. 132nd Terrace
Leawood, KS. 66209

WARNING: This email originated from an EXTERNAL SOURCE. DO NOT CLICK LINKS or ATTACHMENTS unless you recognize the sender and know the content is safe.

Richard Sanchez

From: Richard Sanchez
Sent: Thursday, June 18, 2020 4:43 PM
To: Richard Sanchez
Subject: FW: Oddo Development on 133rd

From: Kristin Ramsey <kristinjramsey@gmail.com>
Sent: Thursday, June 18, 2020 2:37 PM
To: Peggy Dunn <peggyd@leawood.org>
Subject: Oddo Development on 133rd

Good afternoon,
Hope you are doing well during these crazy times. I'm writing to you on behalf of my family. We live at 13200 Canterbury Road in Wilshire Place Development. My house his approximately 4 houses away from 133rd Street where the Oddo team is proposing to rezone the property between Mission and State line to be residential. This has a huge impact on our neighborhood, school district, traffic, etc. I wanted to let you know that our family is opposed to this development being approved by the city.

There was a neighborhood "listening" session last night and it was clear that not one resident in our neighborhood that attended the meeting is for this development. We want to make sure our voices get heard and that we are not aligned with this getting approved.

The density of this plan is unacceptable. Three and four story apartment towers do not fit into the Leawood aesthetic. We have a large concern for the number of units going in as well as potential change in plans once this is rezoned. We know this has to get rezoned fist and then I'm not sure what they are proposing meets citiy guidelines.

Mission Trail, Leawood Middle and BVN are already crowded and could not handle more students and the student/teacher ratio would also go up which would affect our children's education and we chose these neighborhoods for the amazing school system that BV has to offer.

Overall this will impact our home value, traffic to get out of our neighborhood and the amazing school system that is a part of this area.

We'd love your support to not approve this development and hear from our neighbors and listen to what they have to say.
Thank you for listening.
Kristin Ramsey

WARNING: This email originated from an EXTERNAL SOURCE. DO NOT CLICK LINKS or ATTACHMENTS unless you recognize the sender and know the content is safe.

Richard Sanchez

From: Larry Gunja <popgun06@att.net>
Sent: Sunday, August 16, 2020 12:10 PM
To: Peggy Dunn
Cc: Planning and Development General Email; Committees - City Council
Subject: Cameron's Court Development Proposal for 133rd Street in Leawwood

Follow Up Flag: Follow up
Flag Status: Completed

Dear Mayor Dunn, Planning Commission, and City Council:

This e-mail is in regards to the Oddo Development Company proposed development for the area within the boundaries of 133rd Street on the north, 135th Street on the south, Pawnee Lane on the west, and State Line on the east. I am a resident of Leawood and my subdivision, Wilshire Place , will be the most affected area within the proposed development. I am open to development of this area as long as it is in accordance with Leawood's vision, and one that enhances the already high standards of our neighborhoods.

I strongly support Leawood's current plan for "moderate" high density mixed-use development within our boundaries. The proposed Oddo Plan does not meet these standards. The area is currently surrounded by both, high-end single-family residential homes and businesses that meet the city's requirements. I urge you to stand firm in our city's vision and continue to ensure to maintain the quality of life that is currently afforded to all Leawood residents.

I'm sure you agree that any new development should enhance our home values and enhance our city. The Oddo Plan which calls for an addition of 662 apartment units along with 59 single family homes (a total of 721 living units) is far too dense for the area. The plan also proposes some four-story structures which will not conform with what is currently located along the 135th street corridor. The addition of 721 living units will put stress on our excellent schools i.e. Mission Trail Elementary, exceptional city services, and our beautiful Gezer Park. I don't think that our streets (specifically 133rd Street and High Drive which are becoming more heavily traveled already) will be able to handle the additional traffic that will result from this project.

I look forward to this area being developed responsibly within the nature of the existing neighborhoods and businesses.

I ask that you please reject the current development proposal from Oddo Development.

If you have any questions for me, please contact me at your convenience. My contact information is below.

Thank you for your consideration.

Larry Gunja
13288 High Drive
Leawood, KS 66209
popgun06@att.net
C 913-991-2765
WARNING: This email originated from an EXTERNAL SOURCE. DO NOT CLICK LINKS or ATTACHMENTS unless you recognize the sender and know the content is safe.

Richard Sanchez

From: L Siomades <loriannesiomades@gmail.com>
Sent: Thursday, June 25, 2020 3:36 PM
To: Peggy Dunn; Committees - City Council; Planning and Development General Email
Subject: Cameron's Court development

Good afternoon,

As a resident of Wilshire Place, I would like to add my support to the letter authored by Jeff Place, Ryan Brunton, and Chris Vukas regarding the Cameron's Court development project. We not only agree with the concerns that they have carefully outlined, we have some additional points to make as well.

Two blocks east of proposed site for Cameron's Court is an existing retail development with more than half a dozen empty retail spaces sitting fallow, deteriorating. Look to the west and you will find more empty retail storefronts going to ruin, creating a blight on an otherwise healthy community. Empty buildings, and abandoned plazas are a magnet for crime, drugs, and teenage mischief, resulting in property damage and lose of property value all around. Leawood has no business building new retail when they can not even fill what they have now. It is a vulgar example of excess, waste and misappropriation of funds.

In the name of transparency, please make public the evidence that 1200+ people are actively looking for a place to live and Oddo Development is indeed meeting a genuine need and not simply generating income and expanding a personal portfolio.

The homeowners of Wilshire Place, Waterford, and surrounding neighborhoods invest an exorbitant amount of time, effort and money keeping their properties looking lovely in order to uphold values for everyone. It's a matter of pride and of course aesthetics. The HOA fees support that aesthetic—in theory. If this development gets pushed through, that aesthetic is out the window—and so should the HOA fees. No amount of paint or petunias will compensate nor cover-up the traffic, the dented cars, the trampled park, the noise, or the long shadow of a four-story structure looming over our neighborhood.

This is not a new story. This is not a unique situation. This proposal has been executed many times all over this country and it has never ended well. Follow the dots…you know what will happen: The school will suffer from over crowding. Your best teachers will leave. The pods you will have to build out back will be deemed unacceptable by most parents (rightfully so) and those families will move away. You'll have problems in the over crowded classrooms and Mission Elementary will become the "embarrassing" school that no parent wants a bumper sticker for. More families will move away, selling at a loss, reducing property value even further. Other families will move in who cannot afford to paint every third year and the landscaping trucks that circle our streets on a daily bases will have to find work elsewhere.

Shall I continue?

Let's talk about poor Gezer Park. The gentlemen were kind in their letter—using the term "overwhelmed" when describing the inevitable consequence of the park. I will be more blunt: I hope there is plenty of money in the coffers to maintain our little oasis, because the clean-up crew had better set up permanent residence under the pavilion. As soon as you unleash 600 apartment dwelling residents who are starved for a little green space and a place for Rover to relieve himself—you can kiss that thyme good-bye. Plan on draining the "Dead Sea" every year, as well as replacing pieces of playground equipment—annually. The grass will be trampled to dirt. It will be sad. And more families will move away.

And how about the obvious? The fact that we should be “social distancing” isn’t something that is going away anytime soon. Thankfully, thus far, keeping a responsible distance from people has been relatively easy to do. Cram 1200+ people into our Price Chopper and we might as well be in a D’Agostino’s in NYC at noon.

Have you already called your realtors? Or maybe you’ve already sold because you knew what was on the horizon. Lucky you. Please do what you can for the rest of us who have been tossed under the bus. Be brave and do the right thing.

Good luck.

Sincerely,
Lorianne and Thomas Siomades
WARNING: This email originated from an EXTERNAL SOURCE. DO NOT CLICK LINKS or ATTACHMENTS unless you recognize the sender and know the content is safe.

June 25, 2020

Mayor Peggy J. Dunn
City Council of Leawood, Kansas
4800 Town Center Drive
Leawood, KS 66211

Re: Cameron's Court Development Proposal for 133rd Street in Leawood

Dear Mayor Dunn and City Council:

We are writing with respect to the proposed Cameron's Court development. First, we recognize that Oddo Development has put a significant amount time and thought into the current proposal for the Cameron's Court development. As a resident of the neighborhood most impacted by development between 133rd and 135th from Pawnee to State Line (Wilshire Place), we are open to a great project that will not only enhance our neighborhood, but provide additional amenities to make Leawood an even better place to live.

After reviewing the plans, as well as information provided by Oddo, we conclude the project as currently envisioned is incompatible with our area. The neighborhoods surrounding 133rd Street, as well as the existing commercial projects to the west along the 135th Street corridor, are almost entirely high-end residential and commercial developments. We need to be careful that any new development does not adversely affect these neighborhoods. The City's existing development plan calls for moderate-high density mixed use projects in our area. We support that vision for our City.

We feel ***very strongly*** that any new development should add to the property values of existing home and enhance our overall community. While there are some very good elements to the project, including the single family homes and apartments in the style of the Villa Milano apartments located to the south of 135th Street, we believe the plan is too dense, calling for over 600 hundred apartment units. The current plan also calls for four story structures, which will tower over the skyline of our neighborhood.

My family chose to purchase our home 10 years ago and begin our family in this area. The excellent schools, infrastructure, and services available in south Leawood were the primary drivers for our decision. The project would bring an unacceptably high increase in traffic, school enrollment, and potential crime to our area without providing the amenities of a mixed-use project. Mission Trail Elementary is already at capacity and could not handle an influx of additional students from 1200-1400 new residents. We do not believe 133rd street is well-suited to such a significant influx of additional traffic. ***With no plans to move soon, we worry about the safety of our children, ages three, six and nine.*** In addition, we are concerned Gezer Park will be overwhelmed with so many additional residents in such a small area.

Again, we look forward to seeing the land between State Line Road and Pawnee responsibly developed. We would not oppose development plans that are consistent with the existing neighborhoods and retail venues. But, we respectfully request that you reject the current project as proposed by Oddo Development. To the extent you have any questions, please do not hesitate to contact us. Thank you very much for your consideration.

Very Truly Yours,

Madeline Best Fisher & Clayton N. Fisher

Madeline Best Fisher and Clay Fisher
2705 W. 132nd Street
Leawood, KS 66209

cc: [City Planning Department]

Richard Sanchez

From: maggie switzer <maggie_maloney@yahoo.com>
Sent: Wednesday, August 19, 2020 8:16 PM
To: Peggy Dunn; Planning and Development General Email
Subject: Oddo Development Plan/Cameron's Court

Follow Up Flag: Follow up
Flag Status: Flagged

Mayor Dunn,

We are writing you today as concerned homeowner's and Leawood residents. We have been following the developments regarding the proposed plan for the Cameron's Court development that Oddo Development is presenting to the city. We live in Wilshire Place, specifically on High Drive, and we are extremely concerned that this massive development, specifically the size and proposed cut thru to High Drive will be detrimental to our neighborhood, our home values, our children's safety and our local schools.

Oddo Development is proposing over 600 units and some of these will be 3 or 4 story buildings. The sheer volume of units is concerning for those of us who live on High Drive and 133rd Streets. Our street has a very high volume of traffic on any given day without this development. The impact on traffic from over 600 additional housing units will greatly depreciate our property values and make High Drive even more unsafe than it already is for the numerous young children who live in Wilshire Place and ride their bikes all around the neighborhood.

We are aware that two traffic studies were conducted, the first one being around the time that quarantine began. Any traffic study held at this time does not accurately reflect the normal traffic flow on 133rd Street. The schools were shut down and residents were working from home in record numbers. On a normal given afternoon, anytime between about 3:30 until 6:00 pm, turning east onto 133rd from High Drive can take numerous minutes due to the immense amount of traffic. The second study was conducted around the first of July and quite frankly is no more accurate than the first in regards to normal day to day traffic on 133rd. The majority of residents in Wilshire Place and Leawood are still working from home and we are on summer break from school. The proposed 600 units would make traffic flow on 133rd street more of a congested than it already is. The backup of traffic in the morning with residents traveling east on 133rd to turn left onto State Line will lead to excessive back ups and congestion.

As far as safety goes, High Drive is used as a major cut through to residents in nearby neighborhoods as well as those that reside in Wilshire Place. That being said, the majority of these drivers are not obeying the speed limit or are distracted by texting. There are many, many children in this neighborhood that are out on their bikes and scooters crossing High Drive. We witness at least a few children a day who almost get hit by cars. We do not want nor need the influx of cars from the Cameron's Court development to make an already dangerous situation even more so.

We wish recognize the Wilshire Place residents concerns and reject this proposed development.

Sincerely,
Maggie and Tom Switzer

WARNING: This email originated from an EXTERNAL SOURCE. DO NOT CLICK LINKS or ATTACHMENTS unless you recognize the sender and know the content is safe.

From: Mary Larson
To: Debbie Brenner
Subject: Fwd: my council member
Date: Monday, August 10, 2020 11:19:55 PM

Debbie,

Attached below is some correspondence Patty Bennett asked me to forward to you for the Cameron Place file.

Thank you,
Mary Larson
Leawood City Council Ward 2

Begin forwarded message:

> **From:** Mary Larson <MaryL@leawood.org>
> **Date:** August 8, 2020 at 9:26:16 AM CDT
> **To:** Rick Oddo <roddo@oddodev.com>
> **Subject: my council member**
>
> Rick,
>
> Congratulations on your purchase of the 23 acres at the NW corner of 135th and Mission. That's exciting news for you and I wish you well.
>
> As an experienced and successful developer, it will come as no surprise that I've been advised repeatedly by our City Attorney not to discuss development issues with an applicant or any concerned citizens, especially when there is a project in the pipeline that is on the Planning Commission agenda and soon to be on the City Council agenda. I should have been more specific in my previous email that I'd be happy to talk about anything in Leawood. My apologies, but I was really referring to Public Works, Police, Parks and Rec, etc.
>
> Any conversation we'd have that touches on development would have to be disclosed on the record when the item comes before the Council. Detail of the conversation captured from notes would have to be given. I assure you that the same standard applies to any concerned Leawood resident who would like to have a conversation regarding a development proposal.
>
> I know you are aware of all this, but just want to be sure to explain myself. It's not my nature not to talk to or respond to anyone that wishes to do so.
>
> Best Wishes,
> Mary Larson

On Aug 6, 2020, at 3:01 PM, Rick Oddo <roddo@oddodev.com> wrote:

Yes, there are several other items that I would like to talk about. As you know, I am a resident of Leawood and I have a lot of concerns about what is going on in the City, and I do have more at stake than most residents. I also just bought 23 acres at the NW corner of 135th and Mission. I would like to be able to have a conversation about "Leawood" and how to get things that the neighbors want, verses what the City wants, verse what the market wants. Please remember, the only thing that gets built, is where these things match up with what the market wants. I can avoid talking about Cameron's Court, a $400,000,000 viable community. When would be a good time to talk about the other site, and Leawood in general.

<image001.jpg>

Rick Oddo
CEO
Oddo Development Company, Inc.
15431 W. 100th Terrace
Lenexa, KS 66219
O (913) 894-6336 x 150
F (913) 894-9100
www.OddoDevelopment.com

Please make note my email address has changed to roddo@oddodev.com

---

From: Mary Larson <MaryL@leawood.org>
Sent: Thursday, August 06, 2020 2:44 PM
To: Rick Oddo <roddo@oddodev.com>
Subject: Re: my council member

Rick,

Thank you for the email and it's good to hear from you. I'm always happy to talk about Leawood, but probably tops on your list is the Cameron Place development proposal, which is the one thing I'm not allowed to discuss with you. I believe the development proposal remains on the August 25th Planning Commission agenda and I will look forward to seeing the plans once it's set on the City Council agenda. If there are any other Leawood issues you'd like to talk about, I'm all ears.

Hope you and Karen are doing well and that our paths will cross soon!

Best Wishes,
Mary Larson

On Aug 6, 2020, at 11:56 AM, Rick Oddo <roddo@oddodev.com> wrote:

Mary, long time no speak. I just found out that you are my Ward council member. I would like to talk to you about a few items going on in Leawood. When would be a good time for me to call you to discuss things.

<image001.jpg>

Rick Oddo
CEO
Oddo Development Company, Inc.
15431 W. 100th Terrace
Lenexa, KS 66219
O (913) 894-6336 x 150
F (913) 894-9100
www.OddoDevelopment.com

Please make note that my email address has changed to roddo@oddodev.com

WARNING: This email originated from an EXTERNAL SOURCE. DO NOT CLICK LINKS or ATTACHMENTS unless you recognize the sender and know the content is safe.

WARNING: This email originated from an EXTERNAL SOURCE. DO NOT CLICK LINKS or ATTACHMENTS unless you recognize the sender and know the content is safe.

Richard Sanchez

From: Reta Cailteux <rkcailteux@gmail.com>
Sent: Friday, June 26, 2020 9:32 AM
To: Committees - City Council; Planning and Development General Email
Cc: Peggy Dunn
Subject: Cameron's Court

We are homeowners in Wilshire Place and wanted to express our concerns regarding the proposed development that is close to our subdivision.

We have reviewed the plans by Oddo Development Company and here are some of our concerns:

1. This is a quiet area and the amount of apartments proposed causes several problems...noise, traffic and too many children attending MIssion Trail elementary.
2. The apartments off of 133rd (close to the church) should be removed. Only the apartments close to 135th street should be allowed if this project moves forward.
3. There should be more single family homes. This is one of the last areas north of 135th street and is very coveted. This could be achieved by removing some of the apartments.
4. Office space/retail that is close to Stateline is a major problem. Leawood currently has so many empty multi use and strip malls (Town Center and Park Place also included). The proposed buildings will be empty for years. It has taken Price Chopper almost 20 years to fill their empty storefronts and this will be the same. More people are working from home now and before Covid 19 plus the cost of rent will be too high for a small business.
5. The hotel might possibly function on the corner of 135th and State LIne; however, homeless are always panhandling and roaming that area. This will not be a safe area for travelers and their cars.

These are our current concerns for the proposed development and thank you for taking the time to read this email.

Sincerely,

Kevin and Reta Cailteux
3049 W. 132nd Terrace
Leawood, KS. 66209

WARNING: This email originated from an EXTERNAL SOURCE. DO NOT CLICK LINKS or ATTACHMENTS unless you recognize the sender and know the content is safe.

June 17, 2020

Mayor Peggy J. Dunn
City Council of Leawood, Kansas
4800 Town Center Drive
Leawood, KS 66211

Re: Cameron's Court Development Proposal for 133rd Street in Leawood

Dear Mayor Dunn and City Council:

I am writing with respect to the proposed Cameron's Court development. First, I recognize that Oddo Development has put significant amount time and thought into the current proposal for the Cameron's Court development. As a resident of the neighborhood most impacted by development between 133rd and 135th from Pawnee to State Line (Wilshire Place), I am open to a great project that will not only enhance our neighborhood, but provide additional amenities to make Leawood an even better place to live.

After reviewing the plans, as well as information provided by Oddo, I conclude the project as currently envisioned is incompatible with our area. The neighborhoods surrounding 133rd Street, as well as the existing commercial projects to the west along the 135th Street corridor, are almost entirely high-end residential and commercial developments. We need to be careful that any new development does not adversely affect these neighborhoods. The City's existing development plan calls for moderate-high density mixed use projects in our area. I support that vision for our City.

I feel very strongly that any new development should add to the property values of existing home and enhance our overall community. While there are some very good elements to the project, including the single family homes and apartments in the style of the Villa Milano apartments located to the south of 135th Street, I believe the plan is too dense, calling for over 600 hundred apartment units. The current plan also calls for four story structures, which will tower over the skyline of our neighborhood.

My family moved to this area because of the excellent schools, infrastructure, and services available in south Leawood. The project would bring an unacceptably high increase in traffic, school enrollment, and potential crime to our area without providing the amenities of a mixed-use project. Mission Trail Elementary is already at capacity and could not handle an influx of additional students from 1200-1400 new residents. I do not believe 133rd street is well-suited to such a significant influx of additional traffic. In addition, I am concerned Gezer Park will be overwhelmed with so many additional residents in such a small area.

Again, I look forward to seeing the land between State Line Road and Pawnee responsibly developed. I would not oppose development plans that are consistent with the existing neighborhoods and retail venues. But, I respectfully request that you reject the current project as proposed by Oddo Development. To the extent you have any questions, please do not hesitate to contact me. Thank you very much for your consideration.

Very Truly Yours,

Ryan C. Brunton
3144 W. 132nd Terrace
Leawood, Kansas 66209
913-685-9682

cc: [City Planning Department]

Richard Sanchez

From: Matthew Winston <mrockwin@gmail.com>
Sent: Friday, August 21, 2020 7:16 AM
To: Planning and Development General Email; Richard Sanchez
Cc: Peggy Dunn; Debra Filla; Andrew Osman; Mary Larson; Jim Rawlings; Chuck Sipple; Lisa Harrison; Julie Cain; James Azeltine
Subject: 49-20 Cameron's Court - Public Hearing

Good morning,

I'm writing to this group to voice my support for Oddo Development and the current plan 49-20 Cameron's Court listed on the planning commission's agenda for 8/25/2020.

For full disclosure, I am related (cousins) through marriage to Rick Oddo. I do not have any other affiliation or involvement with Oddo Development or Cameron's Court plan. I do have a heavily weighted opinion as I live on 133rd street and my backyard faces the center of Cameron's Court residential development area. I'm sure you will hear from many who's aim it is to stop any development of this area. They do not have the big picture in mind and won't support anything other than keeping the land vacant. Please do not forget there are well over 500 homes in the impacted area surrounding this land. I led the effort a few years ago and collected over 500 signatures from those surrounding houses in opposition to a plan by Continental Properties. We all know support is often not as vocal as opposition. Many support this and just won't make the effort to share their views of support. I would also remind you of what you already know: silence does mean approval.

We have an opportunity to have a local developer complete an appropriate and economically viable project on this land that will compliment the city and its overall appeal. **Please do what is right for the city and residents of Leawood and approve this plan.**

Here are my main points of support:

1. The addition of two rows of single family houses is a welcomed buffer between the line of houses in Wilshire Place and the apartments planned for this development.
2. The look and finish of the first phase of apartments to the south of the single family houses seems to compliment the high end finish needed to match the current builds in the City of Leawood.
3. Moving all of the mixed use, retail, and office buildings to Stateline Road and 135th Street is the right location. The lack of success of many of the existing building along 133rd street give an example of what not to do. Please don't push for a repeat of what has failed time and time again.

I do want to clearly state this will add to the through traffic in Wilshire Place and the surrounding subdivisions. The city must be prepared to quickly react and make immediate changes to direct traffic towards 135th Street, Stateline Road, and Mission Road and keep this traffic from seeking short cuts though the surrounding subdivisions. Speed bumps, police enforcement, and even potentially cutting streets to form cul-de-sacs should be part of your immediate solutions as traffic through our subdivision will cause problems to an otherwise quiet area. Please do not wait too long to initiate these traffic calming measures. Oddo Development is pushing for offset streets from the phase 2 area of apartments instead of a direct connect to High Drive. THIS IS A MUST. Having a straight shot will cause even more of the traffic issues I have previously mentioned. **Please do not ask Oddo Development to change the offset street to a straight connection to High Drive.**

On a final note, **Kenneth Road does not need to cut straight through to 133rd Street.** Stateline Road and 135th Street are designed to handle much more traffic than they currently see. Both streets are fairly quiet even during peak traffic times. Please be sure there is a focus to allow for immediate access and exits using these main roads which would further eliminate the need for Kenneth Road to connect straight through to 133rd Street.

In closing, I'm available to clarify any points I've made and I look forward to working with this committee and the city council members as we finally let this land be developed and work together to keep the surrounding subdivisions family friendly, safe, and quiet while we complete the development of the City of Leawood.

Best wishes as you navigate this plan and thank you for all you do.

Matthew Winston
3289 W 132nd Place
Leawood, KS 66209
(816) 651-7121
WARNING: This email originated from an EXTERNAL SOURCE. DO NOT CLICK LINKS or ATTACHMENTS unless you recognize the sender and know the content is safe.

Richard Sanchez

From: Ryan Westhoff <westhoffr@gmail.com>
Sent: Wednesday, June 17, 2020 12:11 AM
To: Planning and Development General Email
Subject: 6/23/20 Meeting - Cameron's Court

Follow Up Flag: Follow up
Flag Status: Completed

Dear Commissioners:

I am a resident of Cherry Creek, and I am writing in support of the proposed development bordered by Pawnee, 133rd, State Line and 135th.

I know residents have historically opposed new development in this area for a variety of reasons (traffic, apartment residents sending their children to Mission Trail, concerns about property values, and general resistance to change), but I think we've had cornfields long enough. This type of development is exactly what the the property was designed/planned for 30 years ago when our community was developed. Unless the City plans to turn the 135th corridor into a big park or keep the cornfields for another 30 years, I feel that the proposed development is the highest and best use for the subject property, and it should be permitted to move forward.

My wife and I look forward to shops/restaurants along 135th no longer struggling stay open with an influx of additional residents/workers in the vicinity, my kids look forward to the prospect of making new friends at Mission Trail, and we all should look forward to increased property values and a higher tax base as a wave of younger families get excited about the prospect of moving to a community that is on the rise.

Please vote yes and don't hesitate to call if you have any questions.

Ryan Westhoff
816.786.8520
4116 W. 130th St., Leawood, KS 66209

WARNING: This email originated from an EXTERNAL SOURCE. DO NOT CLICK LINKS or ATTACHMENTS unless you recognize the sender and know the content is safe.

Richard Sanchez

From: Sarah Tadtman <sarah.tadtman@gmail.com>
Sent: Tuesday, June 16, 2020 11:22 AM
To: Planning and Development General Email
Subject: Cameron's Court

Follow Up Flag: Follow up
Flag Status: Completed

To whom it may concern,

My husband and I moved to Leawood (Waterford) in the last year. We were drawn to the area because of the great schools and low population density near our home, and thought it would be a great place to start our family.

We recently became aware of the proposal to develop the area between 133rd and 135th and State Line and Pawnee Lane. We believe this proposal will drastically change the population density and traffic near our home for the worse. Admittedly, we are not experienced in the intricacies associated with city development and planning, but we would like to be made aware of any decisions and progress involving this proposal, and would appreciate any opportunities to formally oppose the proposal. If you have any guidance as to how to stay up-to-date on the proposal, please let me know.

Thanks in advance for your help.

--
Best,
Sarah Tadtman
WARNING: This email originated from an EXTERNAL SOURCE. DO NOT CLICK LINKS or ATTACHMENTS unless you recognize the sender and know the content is safe.

Richard Sanchez

From: scott gilroy <swgilroy@gmail.com>
Sent: Monday, June 15, 2020 3:00 PM
To: Planning and Development General Email
Subject: Cameron's Court

Planning Committee,

I am Scott Gilroy, I live in the Cherry Creek community, I am against the development of Cameron's Court on 133rd and 135th. In particular I am against the mixed use development of the 2-4 story apartment buildings. This will change the dynamic of the community and have a negative impact on the schools. I would think single family homes would be a better fit for our city.

Thank you,

Scott Gilroy
4149 W. 128th Terrace
Leawood, KS 66209
WARNING: This email originated from an EXTERNAL SOURCE. DO NOT CLICK LINKS or ATTACHMENTS unless you recognize the sender and know the content is safe.

Richard Sanchez

From: Stephan Stout <stephan.stout@yahoo.com>
Sent: Monday, June 15, 2020 12:58 PM
To: Planning and Development General Email
Subject: Cameron's Court

Hi - I am a homeowner in the Cherry Creek subdivision (129th and Mission), and I wanted to voice my concern about the proposed "Cameron's Court" development.
While I understand that some development in Leawood is inevitable, this is not the right plan — too many apartments, and likely unnecessary retail and office buildings.
I am in favor of Phase 1 (59 typical one-family homes), but I disagree with the rest of this proposed development.
I am concerned about the increase in traffic in the area, and the real risk of home values being affected in a negative manner.
Please consider this e-mail as a "No" vote from a current Leawood resident that lives in close proximity to this proposed development.
Sincerely,
Stephan

Stephan Stout
12834 Alhambra St.
Leawood, KS 66209
(816) 853.6570

Sent from my iPhone
WARNING: This email originated from an EXTERNAL SOURCE. DO NOT CLICK LINKS or ATTACHMENTS unless you recognize the sender and know the content is safe.

Richard Sanchez

From: Steve Durr <stevedurr3@gmail.com>
Sent: Wednesday, August 19, 2020 8:55 PM
To: Richard Sanchez; Planning and Development General Email
Subject: Cameron's court development

Follow Up Flag: Follow up
Flag Status: Flagged

My name is Steve Durr. I live at 2211 W. 132nd St., in Enclave at Cedar Point. My back porch faces 133rd so I see much of what goes on. I have always assumed that the vacant land across 133rd would be developed, but have hoped that any development would be done responsibly and with foresight. At this point I don't think Cameron's Court meets this criteria.

I have reviewed the traffic study and have some serious concerns . At full build out the analysis predicts an increase in traffic of 21224 trips (table 2). Per table 3, 15% of all trips will be on 133rd west bound. WHAT ABOUT EAST BOUND TRAFFIC? NOT ADDRESSED.
Exactly FIFTY PERCENT of all entrance/exits (5 of 10). from the development feed into 133rd plus the exits on Stateline and Pawnee potentially feed onto 133rd. YET we are told only 15 % of all traffic will be on 133rd. Sounds like a random number picked to keep the neighborhoods silent. What is the current volume? That would be nice to know for comparison sakes. As traffic picks up on 135th, how many will move to 133rd? I saw how many when Mission was under construction and my instinct is this will be much worse and without an end.
Has the Leawood bicycle committee been involved? 133rd is a heavily used bike route as well as pedestrians, joggers, dog walkers. Many are shopping and dining at the businesses on Stateline. YET bikers and pedestrians are TOTALLY IGNORED in the traffic study. They are part of this neighborhood!
At breakfast the other day my wife counted 17 bikes in less than an hour. As I write this a group of 11 pedaled past. This street is used frequently for charity runs and bike rides during normal years. Group rides will be seen nearly every evening and weekends. THE PEDESTRIANS, BIKERS, and RUNNERS need to be considered and protected.

In the study the engineer calls for repainting 133rd to create turn lanes by eliminating "a small part of the bike lane". That sounds fine until you add up all of the "small parts" designated. On my bike ride this morning I tried to visualize each of these parts. It appears approximately 50% OF THE BIKE LANE WILL BE ELIMINATED! The entire curve west of the church will lose its bike lane. Is this what Leawood wants?

Another consideration, national media is predicting a significant increase in the use of the new E-BIKES for commuting and errands. I personally know one person who decided against getting a new car after buying an e-bike. Will Leawood be prepared?

In the summary, the traffic plan recommends some major intersection changes to accommodate the increased traffic. I interpreted this as saying WE DO NOT HAVE the INFRASTRUCTURE in place for the expected volume of traffic. Is Leawood prepared to undertake these projects? Should the upgrades be completed before the development is done? Has future growth and development of the areas west of Mission been accounted for?

What will be the impact on the local schools? The developer assured people at the community meeting there would not be more than three children in the entire complex. We have more than that in our enclave of 24 homes.

KENNETH RD.? Personally I think it makes sense to have Kenneth go through and have the east development exit on to Kenneth then have the option of using 135th or 133rd. You will have to decide that.

>
> I would like to see the integrity and character of 133rd preserved when the vacant land is developed. It is used extensively by residents and many others for recreation as well as their main thoroughfare out of their neighborhoods. I believe most commercial projects should be pushed to Stateline and 135th. 133rd should be reserved for residential, retirement/assisted living type of developments without overloading capacity and with appropriate setback and landscaping. We are going to have to live with this for the next 100 years. Let's keep Leawood beautiful and livable.

Thank you for your consideration,
Steven Durr

Sent from my iPad
WARNING: This email originated from an EXTERNAL SOURCE. DO NOT CLICK LINKS or ATTACHMENTS unless you recognize the sender and know the content is safe.

Richard Sanchez

From: Richard Sanchez
Sent: Tuesday, June 23, 2020 12:00 PM
To: Richard Sanchez
Subject: FW: Opposition to proposed Oddo 133rd Street development

From: "Tammy.R.Henke@wellsfargo.com" <Tammy.R.Henke@wellsfargo.com>
Date: June 23, 2020 at 11:40:30 AM CDT
To: Peggy Dunn <peggyd@leawood.org>
Subject: Opposition to proposed Oddo 133rd Street development

Dear Mayor Dunn,

I live in Wilshire Place and have two daughters, the oldest of which will be driving in the next two years. (Claire actually attended Preschool with your granddaughter and will likely be swimming against her at tomorrow's swim meet ☺)

I mention that she will soon be a 'new driver', because traffic safety is the number one reason I am opposed to the proposed Oddo development, as it is currently presented.

I am concerned by the increased traffic flow on the already-busy 133rd Street, in particular because the apartment entrance is directly across from our neighborhood entrance, which is already difficult to exit from due to heavy traffic and a nearby curve.

My husband and I both support economic development (his career is based in construction and mine is in commercial banking). We know that this piece of property is prime for development and are supportive of this; however, we feel strongly that this development should be limited in scope to single-family homes and a much lower number of multi-family units.

My younger daughter has many more years remaining at Mission Trail Elementary and I am also concerned about the potential impact on our awesome school due to the overcrowding potential related to so many more families associated with 600+ apartment units. There are already four sections of her Kindergarten-going-in-to-First-Grade class, and I know from my time as the MTE PTO Treasurer that the school is at max capacity in regards to its current classroom buildout.

I appreciate you taking the time to listen to my concerns and would appreciate any assistance you could provide in altering the scope of this project to significantly reduce the number of apartment units.

Thank you,
Tammy Henke
2701 W. 132nd St.
Leawood, KS 66209
913-327-5277

WARNING: This email originated from an EXTERNAL SOURCE. DO NOT CLICK LINKS or ATTACHMENTS unless you recognize the sender and know the content is safe.

Richard Sanchez

From: Richard Sanchez
Sent: Friday, July 17, 2020 2:22 PM
To: Richard Sanchez
Subject: FW: Opposition to Proposed Oddo Development near 133rd & Mission

From: "Tammy.R.Henke@wellsfargo.com" <Tammy.R.Henke@wellsfargo.com>
Date: July 17, 2020 at 11:10:34 AM CDT
To: Committees - City Council <Allcouncil@leawood.org>
Subject: Opposition to Proposed Oddo Development near 133rd & Mission

Dear Leawood City Council Members,

I live in Wilshire Place and have two daughters, the oldest of which will be driving in a little over two years from now.

I mention that she will soon be a 'new driver', because traffic safety is the number one reason I am opposed to the proposed Oddo development as it is currently presented.

I am very concerned by the increased traffic flow on the already-busy 133rd Street, in particular because the apartment entrance is directly across from our neighborhood entrance, which is already difficult to exit from due to heavy traffic and a nearby curve.

My husband and I both support economic development (his career is based in construction and mine is in commercial banking). We know that this piece of property is prime for development and are supportive of this; however, we feel strongly that this development should be limited in scope to single-family homes and a much lower number of multi-family units.

My younger daughter has many more years remaining at Mission Trail Elementary and I am also concerned about the potential impact on our school due to the overcrowding potential related to so many more families moving in if the development were to contain 600+ apartment units. There are already four classes in her Kindergarten-going-in-to-First-Grade class, and I know from my time as the PTO Treasurer that the school is at max capacity in regards to its current classroom buildout.

I appreciate you taking the time to listen to my concerns and would appreciate any assistance you could provide to change the scope of this project to significantly reduce the number of apartment/multi-family units.

Thank you,
Tammy Henke
2701 W. 132nd St.
Leawood, KS 66209
913-327-5277

WARNING: This email originated from an EXTERNAL SOURCE. DO NOT CLICK LINKS or ATTACHMENTS unless you recognize the sender and know the content is safe.

Richard Sanchez

From: Teri And Steve <sdurr3@suddenlink.net>
Sent: Wednesday, August 19, 2020 2:36 PM
To: Chuck Sipple; Parks & Rec General Email; Mark Klein; Planning and Development General Email; Chris Claxton
Subject: Proposed Cameron's court plan 133rd Street Leawood

To all it may concern - three years ago my husband and I moved from Oklahoma. We had our choice of cities in the Kansas City area. We built a new home off 133rd in Leawood because it "felt like home".....the winding street, the bike lanes, gezer park, safe dog walking up and down 133rd! We love it here. I know these things are very important to the city of Leawood - we were thrilled to see they even had a BFC (bike friendly committee)! When we built our home we knew that the open area from 133rd-135th mission to state line would be developed eventually..... but knowing the city also valued what we did - we trusted that all bike lanes along 133rd and safe walking would be important considerations when developments were proposed. The traffic study associated with the Cameron's court proposal is frightening.....remarking streets to make more turn lanes(only one way to achieve that) and more entrance/exits onto 133rd than 135th, study indicates huge increase in traffic. Funny - the study shows no bike traffic.....Saturday morning on my back porch I counted 17 cyclists in just under an hour! Families/joggers/dog walkers walk up and down 133rd constantly. City planning is to discuss this Tuesday -we beg your consideration to keep Leawood special! Teri Durr 2211 west 132nd street, Leawood 66209 - 580-484-0928.

Sent from my iPad
WARNING: This email originated from an EXTERNAL SOURCE. DO NOT CLICK LINKS or ATTACHMENTS unless you recognize the sender and know the content is safe.

From: Grant Lang
Sent: Monday, July 13, 2020 8:19 AM
To: 'Viseslav Tonkovic-Capin'; Planning and Development General Email
Cc: Marija Tonkovic-Capin; anjat@princeton.edu; it7@princeton.edu
Subject: RE: Oddo development on 133rd Street

Good Morning,

Thank you for submitting your letter to the Planning Department. The letter will be added to the public record, which will be reviewed by the Planning Commission and Governing Body once the case is to be heard.

CASE 49-20 (Cameron's Court) is scheduled to be heard at the August 25th Planning Commission meeting.

Please let me know if you have any other questions.

Thank you,

Grant D Lang
City Planner
Phone: 913-663-9163
City of Leawood

From: Viseslav Tonkovic-Capin <vtonkovic@inkpharmaceuticals.com>
Sent: Sunday, July 12, 2020 7:35 PM
To: Peggy Dunn <peggyd@leawood.org>; Committees - City Council <Allcouncil@leawood.org>; Planning and Development General Email <PlanningandDevelopmentGeneralEmail@leawood.org>
Cc: Marija Tonkovic-Capin <mtonkovic@inkpharmaceuticals.com>; anjat@princeton.edu; it7@princeton.edu
Subject: Oddo development on 133rd Street

Leawood, Kansas July 12th, 2020
Mayor Peggy J. Dunn
City Council of Leawood, Kansas
4800 Town Center Drive
Leawood, KS 66211

Re: Opposition to Cameron's Court Development Proposal for 133rd Street in Leawood

Dear Mayor Dunn and City Council:

We are writing concerning the proposed Cameron's Court development. My family of 4 (now all of voting age) moved to this area because of the excellent schools, infrastructure, and services in south Leawood.

After reviewing the plans and the information provided by Oddo, we conclude the project currently envisioned is incompatible with our area. The neighborhoods surrounding 133rd Street and the existing commercial projects to the west along the 135th Street corridor are almost entirely high-end residential and commercial developments. We need to be careful that any new development does not adversely affect these neighborhoods. The City's existing development plan calls for moderate-high density mixed-use projects in our area. While we would not oppose such a vision for our City, we would prefer a wild nature park.

The project would bring an unacceptably high increase in traffic, school enrollment, and potential crime to our area without providing the amenities of a mixed-use project. Mission Trail Elementary is already at capacity and could not handle an influx of additional students from 1200-1400 new residents. We do not believe 133rd street is well-suited to such a significant influx of additional traffic. Also, we are concerned Gezer Park will be overwhelmed with so many additional residents in such a small area.

We feel very strongly that any new development should add to the property values of the existing home and enhance our overall community. While there are some very good elements to the project, including the single-family homes and apartments in the style of the Villa Milano apartments located to the south of 135th Street, we believe the plan is too dense, calling for over 600 hundred apartment units. The current plan also calls for four-story structures, which will tower over the skyline of our neighborhood.

Again, we look forward to seeing the land between State Line Road and Pawnee responsibly developed, or, preferably, turned into a wild nature park. We would not oppose development plans that are consistent with the existing neighborhoods and retail venues. But we respectfully request that you reject the current project as proposed by Oddo Development. To the extent you have any questions, please do not hesitate to contact us. Thank you very much for your consideration, and we, together with other residents, will keep in mind your decision during the next municipal elections.

Very Truly Yours,

Marija Tonkovic-Capin, MD
Viseslav Tonkovic-Capin, MD
Anja Tonkovic-Capin, Princeton Class of 2021
Ivan Tonkovic-Capin, Princeton Class of 2024

13284 High Dr.
Leawood, KS 66209

cc: [City Planning Department]

Viseslav Tonkovic-Capin, MD, FAAD
President & CEO
INK PHARMACEUTICALS

P.O. Box 26730
Overland Park, KS 66225
USA
913-963-5456
www.inkpharmaceuticals.com

WARNING: This email originated from an EXTERNAL SOURCE. DO NOT CLICK LINKS or ATTACHMENTS unless you recognize the sender and know the content is safe.

Dear Wilshire Place Neighbors:

We are writing to you to share our views about the proposed Cameron's Court development. First, we recognize that Oddo Development has put a significant amount time and thought into the current proposal for the Cameron's Court development. As residents of the neighborhood most impacted by development between 133rd and 135th from Pawnee to State Line, we are open to a great project that will not only enhance our neighborhood, but provide additional amenities to make Leawood an even better place to live.

After reviewing the plans, as well as information provided by Oddo, we have concluded the project as currently envisioned is incompatible with our area. The neighborhoods surrounding 133rd Street, as well as the existing commercial projects to the west along the 135th Street corridor, are almost entirely high-end residential and commercial developments. We need to be careful that any new development does not adversely affect these neighborhoods. The City's existing development plan calls for moderate-high density mixed use projects in our area. We support that vision for our City.

We feel very strongly that any new development should add to the property values of existing homes and enhance our overall community. While there are some very good elements to the project, including the single family homes and the apartments in the style of the Villa Milano apartments located to the south of 135th Street, we believe the plan is too dense, calling for over 600 apartment units. The current plan also calls for four story structures, which will tower over the skyline of our neighborhood.

We each moved to this area because of the excellent schools, infrastructure, and services available in south Leawood. The project would bring an unacceptably high increase in traffic, school enrollment, and potential crime to our area, all without providing the amenities of a mixed-use project. Please consider the following:

- Mission Trail Elementary is already at capacity and could not handle an influx of additional students from 1200-1400 new residents. The school is currently one of the top public elementary schools in Kansas, and a major driver of property values. Class sizes are already 25 to 30 students, with all of the classrooms in use. The influx of additional students will result in even larger classes and likely the need for portable pods at the school. Both changes would detract from the school's current excellent reputation.

- We do not believe 133rd Street is well-suited to such a significant influx of additional traffic. The developer is conducting a traffic study to support its claim 133rd Street can handle additional traffic, but we question the accuracy and value of a traffic study performed during a pandemic. We believe a high-density apartment development will result in significantly extended commute times and long delays turning from 133rd Street onto State Line, every weekday morning.

- The exit from the apartment complex directly onto High Drive is even more problematic. Residents whose driveways abut High Drive already report long wait times during rush hour periods to exit their driveways, excessive and high-speed traffic endangering their children, and near-accidents when they slow to turn into their driveways. The addition of a large group of apartment dwellers can only add to the problem.

- Finally, we are concerned Gezer Park will be overwhelmed with so many additional residents in such a small area.

Again, we look forward to seeing the land between State Line Road and Pawnee responsibly developed. We would not oppose development plans that are consistent with the existing neighborhoods and retail venues. But, we respectfully suggest that the current project as proposed by Oddo Development is unacceptable.

If you agree, we request that you submit your concerns to Mayor Peggy Dunn, the City Council, and the Planning Commission. Their email addresses are:

Mayor Peggy Dunn: peggyd@leawood.org
Leawood City Council: allcouncil@leawood.org
Leawood Planning Commission: planning@leawood.org

If we are unified and vocal in our opposition to this project, we believe it can be stopped, or at the very least, significantly improved.

Very Truly Yours,

Jeff Place
3185 West 132nd Place

Ryan Brunton
3144 W. 132nd Terrace

Chris Vukas

Chris Vukas
13252 Falmouth Street

August 20, 2020

Re: Wilshire Place Opposition to the Proposed Cameron's Court Development

Mayor Peggy Dunn, City Council Members, and Planning Commission Members:

We the Board of Wilshire Place are writing on behalf of Wilshire Place Homes Association, Incorporated, a Leawood subdivision and group of 172 Leawood homes and families. We write to relay homeowner concerns about the proposed Cameron's Court development. If approved, the project would be sited immediately south of our neighborhood, between 133rd Street on the north, 135th Street on the south, State Line Road on the east and Pawnee Lane on the west. As residents of a neighborhood which will be highly impacted by the proposed development, we are open to a great project that will not only enhance our neighborhood and city, but provide additional amenities to make Leawood an even better place to live. Unfortunately, after reviewing the plans, as well as information provided by Oddo Development, we have concluded the project as currently envisioned is incompatible with our area.

On June 17, 2020, a week after Rick Oddo hosted a public interact meeting to share his plans, we held an all-neighborhood meeting at our neighborhood park to discuss the development. This was immediately followed up by a survey of our residents to address the development and gather comments from our neighborhood.

According to our June 2020 survey (administered on surveymonkey.com), the development was opposed by 80% of respondents which represents approximately half our 172 homes and families (see Appendix A). **Our neighborhood's primary concerns focus on three issues: traffic, property values, and community amenities.**

Traffic

We understand Oddo Development has commissioned a traffic study and may represent to the city that the existing streets can easily absorb any additional traffic resulting from the project. We question the validity of a traffic study conducted during a global pandemic where many people are working from home and with school out of session. The driving patterns of almost all Leawood residents have been curtailed. We urge the City not to rely on any study that is unable to take normal traffic conditions into account and should include non-pandemic drive-time traffic patterns while school is in session.

A very consistent theme our residents raised was the potential to exacerbate an already busy and potentially dangerous traffic problem on High Drive/132nd Street running from 133rd Street along the north side of the proposed development straight through to Mission Road. This is the eastern entrance to our neighborhood. Specifically, residents living along High Drive reported that in non-pandemic periods, traffic is heavy enough to force them to sit in their driveways for five to ten minutes in the mornings before they can find a gap and safely enter the street. Further, many reported cars traveling at a high rate of speed along High Drive/132nd Street, with near-misses and fender-benders occurring regularly as residents attempt to slow to enter their own driveways. **High Drive/132nd Street is slightly wider than other neighborhood streets and is not lined with lane markings. These aspects create a feeling for drivers of room for error and lesser concern for the 25 miles per hour speed limit.** Commuters in our neighborhood also report traffic backing up on 133rd Street during the morning rush hour. They also report long waits to turn onto 133rd Street from High Drive and then further on to State Line or Mission Road. Installing traffic cessation and mitigation measures on High Drive/132nd Street, such as roundabouts, stop signs, narrowed lane markings or speed humps would be advised in the Wilshire Place and possibly Waterford neighborhoods as well. **Even without ANY additional development, residents on High Drive/132nd Street need traffic cessation measures implemented!**

We request any development plan proposed for areas adjacent to Wilshire Place should mitigate these issues in several ways. First, the City should reject higher density plans. Second, the City should reject any plan that would connect the project (either directly or through an immaterial offset) to the High Drive entrance to our neighborhood, thereby making High Drive/132nd Street a through street, possibly all the way to 135th Street. Any egress points from the development should be offset to the maximum extent possible from the existing entrance to High Drive (heading north from 133rd Street), and also from Canterbury (the western entrance to our neighborhood). Third, any project should be designed so that traffic primarily exits the new development onto Pawnee Lane or 135th Street, rather than onto 133rd Street.

Property Values

The neighborhoods surrounding 133rd Street, as well as the existing commercial projects to the west along the 135th Street corridor, are almost entirely high-end residential and commercial developments. We feel very strongly that any new development should add to the property values of existing homes and enhance our overall community. While there are some very good elements to the proposed project, including the single family homes and certain apartment buildings designed in the style of the Villa Milano apartments (located to the south of 135th Street), we believe the plan is too dense. Most troubling, the current plan also calls for four story structures in the northeast portion of the development which will tower over the skyline of Wilshire Place's east side. The design of these structures is inconsistent with the existing buildings in our area, and completely out of character with the high-end, residential feel of the neighborhood. If any structures of this type are to be built, they should be sited along 135th Street, where their more commercial style appeal could be more appropriate. **As a follow up to our first point on traffic, we are extremely concerned about High Drive/132nd Street becoming even busier and creating a greater market discount to the value of these homes. This in turn hurts nearby comparable home values and the subdivision as a whole.**

Community Amenities

Leawood's excellent parks, trails and green area buffers are one of the primary draws to our area. We are concerned that Gezer Park would be overwhelmed with so many additional residents in such a small area. We understand that multi-family developers maximize revenues by developing and operating higher-density developments, and we are concerned about overwhelming what currently exists. **We urge the Planning Commission and the City not to approve any plan that will add hundreds or even a thousand residential units into this area without proportionate expansion of parks, trails and green area buffers.**

Conclusion

The plot of land under consideration represents one of the last large pieces of land in the city. We believe the City should insist on a truly beneficial and exciting development that adds to property values and the amenities our citizens enjoy. We understand Oddo Development will tell you their plan is the highest and best use for this piece of property. However, the city and planning commission has been taking the long view with respect to this corridor and we feel compelled to ask why the city should rush to approve a plan that is currently incompatible with the surrounding area and out of favor with its neighbors. We are confident that given time, better options will develop. We look forward to seeing the land between State Line Road and Pawnee Lane responsibly developed. We would not oppose development plans that are consistent with the existing neighborhoods and retail venues. However, we respectfully suggest that the current project as proposed by Oddo Development be rejected.

Sincerely,
Wilshire Place Homes Association, Inc. Board of Directors

(abstained from signing due to a personal conflict)
Matthew Winston

Quentin Cole

William M. Johansen, Jr.

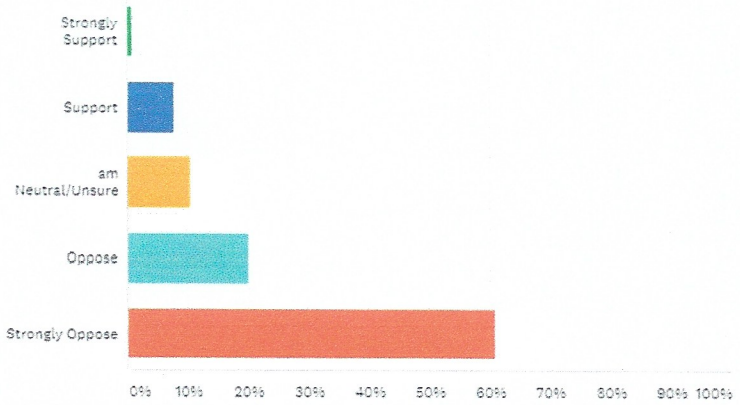
Scott Fehnel

Appendix A

Question 1 from the June 2020 Wilshire Place Survey of Homeowners

I _____the proposed development.

Answered: 115 Skipped: 0



ANSWER CHOICES	RESPONSES	
Strongly Support	0.87%	1
Support	7.83%	9
am Neutral/Unsure	10.43%	12
Oppose	20.00%	23
Strongly Oppose	60.87%	70
TOTAL		115

CORNERSTONE

August 21, 2020

Leawood City Council
Leawood Planning Commission

Cornerstone Presbyterian Church supports the proposed Cameron's Court development as introduced to us by Oddo Development Company on August 11, 2020 (site plan attached). A key aspect of this revised site plan that leads to Cornerstone's endorsement is that there is only a limited extension of Kenneth Road between 133rd Street and 135th Street.

Cornerstone is not in favor of a development plan that includes a full extension of Kenneth Road between 133rd and 135th Streets. A full extension would present a substantial financial burden to Cornerstone without any appreciable benefit. Cornerstone's current ingress and egress from both the north (133rd St), and the south (private drive from 135th Street) are sufficient for our traffic needs, and the revised site plan would be compatible with Cornerstone's traffic flow. In addition, full extension of Kenneth Road will result in the needless destruction of a lengthy stand of mature trees that contribute to the beauty and value of adjacent properties. Furthermore, the increased traffic along a fully extended Kenneth Road would unnecessarily detract from the park-like setting of Cornerstone's grounds that so many of our neighbors enjoy on a daily basis.

In addition to the changes to Kenneth Road as shown in the 08.11.20 site plan, Cornerstone's endorsement of the development plan is contingent upon:

- Assurance that additional water will not back up on our site due to the development (no-rise certificate)
- Assurance from Oddo Development and Leawood that Cornerstone's existing private drive from the south will remain private and that Cornerstone will not have to make improvements to this road.

Oddo Development has verbally agreed to both of these provisions.

Cornerstone is proud to make our home in Leawood and we look forward to welcoming our new neighbors in Cameron's Court.

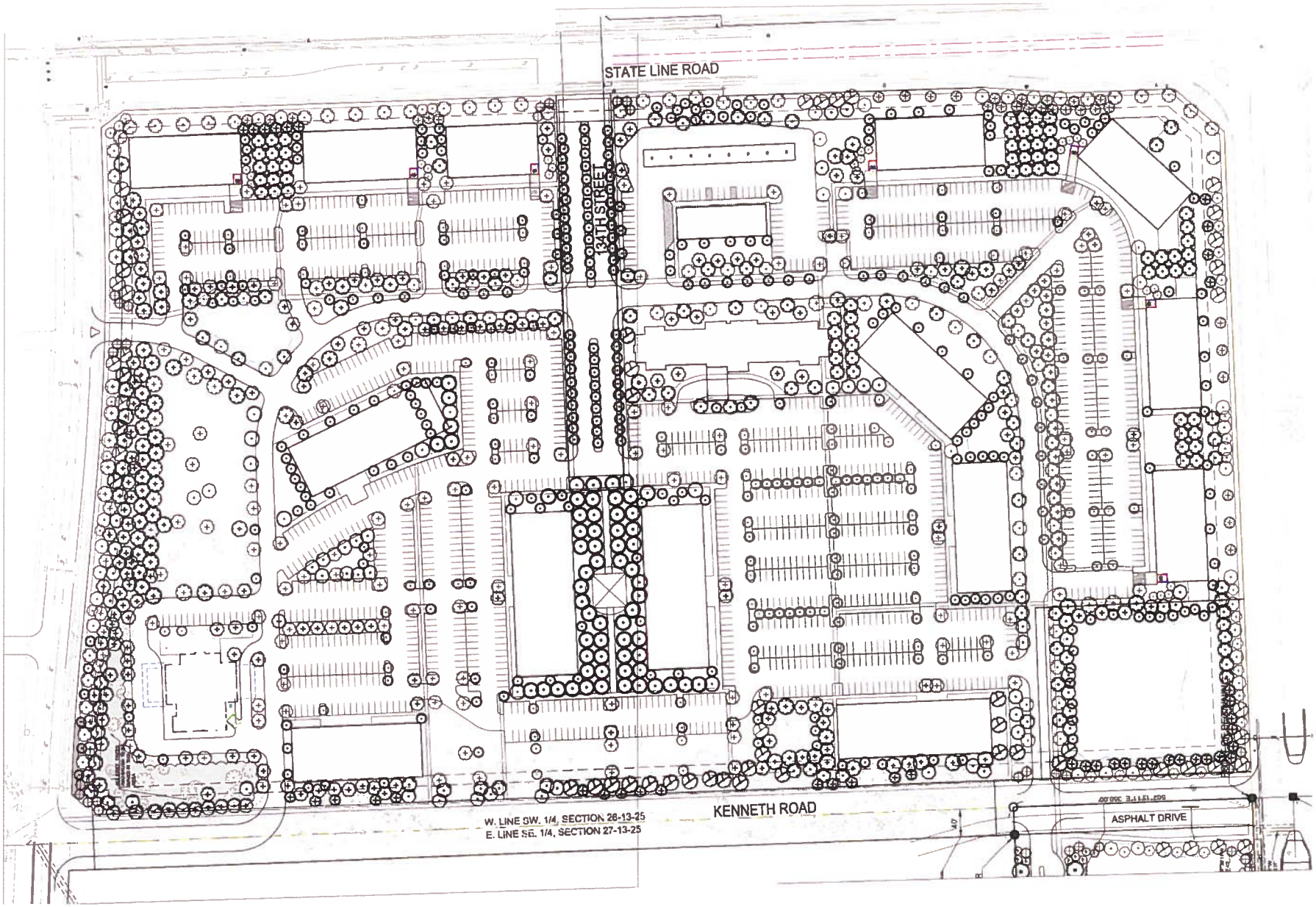
Sincerely,

Lance Hodges
Executive Director

Cornerstone Presbyterian Church
13300 Kenneth Road, Leawood, KS 66209
913.738.5250 / www.cornerstoneks.org

Making disciples who love God, love people, and serve others.

RNERSTONE
TERIAN CHURCH
Office
2 story
38,400 SF
Office
3 story
65,000 SF
Office
3 story
65,000 SF
Hotel
4 story
122 key
Office
2 story
38,000 SF
Office
2 story
38,400 SF
Retail
1 story
12,300 SF
Retail
1 story
10,000 SF
STATELINE


STATE LINE ROAD
134TH STREET
KENNETH ROAD
W. LINE SW. 1/4, SECTION 26-13-25
E. LINE SE. 1/4, SECTION 27-13-25
ASPHALT DRIVE

Richard Sanchez

From: Jerry Baber <jbaber1000@yahoo.com>
Sent: Friday, August 21, 2020 3:25 PM
To: Planning and Development General Email; Richard Sanchez
Cc: Peggy Dunn; Debra Filla; Andrew Osman; Mary Larson; Jim Rawlings; Chuck Sipple; Lisa Harrison; Julie Cain; James Azeltine
Subject: Fw: 49-20 Cameron's Court - Public Hearing

I would like to add my support for this development project as well. I am not related or associated with the developers. I live at 3381 W 132nd Place in Whilshire Place. My home backs up to 133rd street directly across the street from the site, and as such I will be materially impacted by any future development of the site.

While I would love for this site to remain undeveloped as would most all homeowners in close proximity, It's obvious that some sort of mixed use development will inevitably occur at this site. I want to applaud the developers for prioritizing the maintenance of 133rd street with two rows of single family housing. This is the absolute best possible buffer to be offered by a potential developer to ensure the housing values along 133rd street are maintained as well as the safety of those of us already living on 133rd St.

I would like to ensure that the housing proposed stays in the $600,000+ range as communicated by the developer, and that the single family housing is the first phase of the project if approved, to provide the necessary buffer for those of us in the area before the rest of the development is initiated.

Matthew has offered multiple positives associated with this development in his email below, of which I won't repeat but I agree with, I believe this proposal provides the best path forward to development of this site while taking into account the current homeowners in the immediate area.

Jerry Baber
3381 W 132nd Place
Leawood, KS 66209

----- Forwarded Message -----
From: Matthew Winston <mrockwin@gmail.com>
To: Jerry Baber <jbaber1000@yahoo.com>
Sent: Friday, August 21, 2020, 08:24:17 AM CDT
Subject: Fwd: 49-20 Cameron's Court - Public Hearing

Here is what I sent.

Begin forwarded message:

> **From:** Matthew Winston <mrockwin@gmail.com>
> **Date:** August 21, 2020 at 7:15:47 AM CDT
> **To:** planning@leawood.org, richards@leawood.org
> **Cc:** peggyd@leawood.org, debraf@leawood.org, andrewo@leawood.org, mlarson@leawood.org, jimr@leawood.org, chucks@leawood.org, lisah@leawood.org, jcain@leawood.org, jamesa@leawood.org
> **Subject: 49-20 Cameron's Court - Public Hearing**

Good morning,

I'm writing to this group to voice my support for Oddo Development and the current plan 49-20 Cameron's Court listed on the planning commission's agenda for 8/25/2020.

For full disclosure, I am related (cousins) through marriage to Rick Oddo. I do not have any other affiliation or involvement with Oddo Development or Cameron's Court plan. I do have a heavily weighted opinion as I live on 133rd street and my backyard faces the center of Cameron's Court residential development area. I'm sure you will hear from many who's aim it is to stop any development of this area. They do not have the big picture in mind and won't support anything other than keeping the land vacant. Please do not forget there are well over 500 homes in the impacted area surrounding this land. I led the effort a few years ago and collected over 500 signatures from those surrounding houses in opposition to a plan by Continental Properties. We all know support is often not as vocal as opposition. Many support this and just won't make the effort to share their views of support. I would also remind you of what you already know: silence does mean approval.

We have an opportunity to have a local developer complete an appropriate and economically viable project on this land that will compliment the city and its overall appeal. **Please do what is right for the city and residents of Leawood and approve this plan.**

Here are my main points of support:

1. The addition of two rows of single family houses is a welcomed buffer between the line of houses in Wilshire Place and the apartments planned for this development.
2. The look and finish of the first phase of apartments to the south of the single family houses seems to compliment the high end finish needed to match the current builds in the City of Leawood.
3. Moving all of the mixed use, retail, and office buildings to Stateline Road and 135th Street is the right location. The lack of success of many of the existing building along 133rd street give an example of what not to do. Please don't push for a repeat of what has failed time and time again.

I do want to clearly state this will add to the through traffic in Wilshire Place and the surrounding subdivisions. The city must be prepared to quickly react and make immediate changes to direct traffic towards 135th Street, Stateline Road, and Mission Road and keep this traffic from seeking short cuts though the surrounding subdivisions. Speed bumps, police enforcement, and even potentially cutting streets to form cul-de-sacs should be part of your immediate solutions as traffic through our subdivision will cause problems to an otherwise quiet area. Please do not wait too long to initiate these traffic calming measures. Oddo Development is pushing for offset streets from the phase 2 area of apartments instead of a direct connect to High Drive. THIS IS A MUST. Having a straight shot will cause even more of the traffic issues I have previously mentioned. **Please do not ask Oddo Development to change the offset street to a straight connection to High Drive.**

On a final note, **Kenneth Road does not need to cut straight through to 133rd Street.** Stateline Road and 135th Street are designed to handle much more traffic than they currently see. Both streets are fairly quiet even during peak traffic times. Please be sure there is a focus to allow for immediate access and exits using these main roads which would further eliminate the need for Kenneth Road to connect straight through to 133rd Street.

In closing, I'm available to clarify any points I've made and I look forward to working with this committee and the city council members as we finally let this land be developed and work together to keep the surrounding subdivisions family friendly, safe, and quiet while we complete the development of the City of Leawood.

Best wishes as you navigate this plan and thank you for all you do.

Matthew Winston
3289 W 132nd Place

Leawood, KS 66209
(816) 651-7121

WARNING: This email originated from an EXTERNAL SOURCE. DO NOT CLICK LINKS or ATTACHMENTS unless you recognize the sender and know the content is safe.

Richard Sanchez

From: Boris Naronov <boris_naronov@yahoo.com>
Sent: Saturday, August 22, 2020 11:31 AM
To: Planning and Development General Email
Subject: Comment -- Case 49-20 Cameron's Court - Public Hearing

Hello,

My family and I are residents of the Wilshire Place subdivision. In the past few months we have been watching with a great deal of concerns how Oddo Development's plan for land development between State Line and Pawnee Lane (btw. 133 and 135 Streets) is being presented as a "great deal" for Leawood.

I would like to register my opposition for the current plan for the following reasons. Please use Aug 25th meeting to address these issues, if possible:

1) Creating high density apartment rentals does not take into the account existing infrastructure in place. What about all the services, such as electrical, sewage, water, broadband? How that will be addressed with potentially hundreds new residents moving into the area? What about other city services - police, EMT, libraries? Is there data where these issues are being reviewed?

2) I believe that additional pressure on current schools is not being considered at all. Mission Trail Elementary, Leawood Middle, Blue Valley North are already at capacity. How exactly the school district is supposed to absorb hundreds of new students that will move in? Please share some data on new students. How many are expected? Has BV school district been consulted on mitigation, etc.

3) One of the reasons that we picked Leawood as a place to live was a sense of community, with single-family homes and backyards where kids can play safely. Creation of a high-density apartments goes against that. I believe we all share a vision of Leawood is as a tight-knit community, where we know our neighbors and not a high-density rentals with a never ending tenant turnover.

4) I have not seen any strong data to confirm any need for additional commercial development in the area. With so many businesses closing, do we really need another office park? Just need to take a look at Village of Seville Shopping Center (133rd St and State Line) - an underutilized shopping area built 10 years ago. It has has very little appeal and still struggling to attract shoppers. Why are we building more retail or office space, if there is already an overcapacity.

It is clear that Leawood's strength as a community is in traditional one family homes. Please consider this when you make your decision.

Sincerely,

Boris Naronov

WARNING: This email originated from an EXTERNAL SOURCE. DO NOT CLICK LINKS or ATTACHMENTS unless you recognize the sender and know the content is safe.

Richard Sanchez

From: Cathy Gunja <csgunja@att.net>
Sent: Sunday, August 23, 2020 10:36 PM
To: peggy@leawood.org; Committees - City Council; Planning and Development General Email
Subject: Cameron's Court Development Proposal for 133rd Street in Leawood

I am writing to express my strong opposition to the Cameron's Court development that has been proposed between 133rd and 135th Streets and Pawnee to State Line Road.
I live at 13288 High Drive. The proposed development is simply too dense and will drastically effect the traffic on 133rd and High Drive. During this COVID-19 pandemic any traffic study that has been conducted is not a true representation.
One of the reasons that I moved from Overland Park to Leawood 7 years ago was because of Leawood's strong zoning standards and to make a wise investment in property and my standard of living.
Please reject the current project as proposed by Oddo Development.
Thank you for your excellent work in keeping the quality of living and investing in Leawood high.

Sincerely Yours,

Cathy Gunja
13288 High Dr.
Leawood, KS 66209
913-469-3607

WARNING: This email originated from an EXTERNAL SOURCE. DO NOT CLICK LINKS or ATTACHMENTS unless you recognize the sender and know the content is safe.

Richard Sanchez

From: Michael Schaefer <mpscha@gmail.com>
Sent: Monday, August 24, 2020 10:04 AM
To: Planning and Development General Email
Subject: August 25 Planning Meeting Comments - Cameron's Court

Follow Up Flag: Follow up
Flag Status: Flagged

This letter is to submit my comments regarding the proposed development between 133rd and 135th Streets called Cameron's Court, which I understand will be on the agenda during the August 25 Planning Commission hearing. I attended the developer's webinar meeting in June and reviewed the development's proposed plans, at least as they existed at that time. My opinion of the development are below:

I **strongly oppose** the proposed apartment buildings and multi-family units. The large number of multi-family units is simply not in keeping with the environment of the local community which attracted my family to the area. The proposed development would contain more residences as Wilshire Place, Waterford, and Royse subdivisions, combined, in an area with a smaller footprint than any of those subdivisions. I worry that the influx of students from Cameron's Court would overwhelm Mission Trail Elementary, the quality of which was one of the primary factors attracting us to Wilshire Place.

At the webinar meeting, the developer regularly argued that the market will only support multi-family residential at the present time. However, I would rather the city xxxxxxxbe patient and await the right type of development than rush to develop the land in a manner damaging to the local community and school.

I **approve** of the proposed single-family homes along the south side of 133rd Street (not the multi-family units along 135th) and the proposed commercial development along State Line Road between 133rd and 135th St.

I appreciate your time and reading my thoughts on the new development.

Sincerely,

Michael Schaefer
13248 Falmouth
Leawood, Kansas 66209
mpscha@gmail.com
Cell: 816-877-6221
WARNING: This email originated from an EXTERNAL SOURCE. DO NOT CLICK LINKS or ATTACHMENTS unless you recognize the sender and know the content is safe.

Richard Sanchez

From: Dylan Goodwin <croquetnetwork@gmail.com>
Sent: Monday, August 24, 2020 2:29 PM
To: Planning and Development General Email
Subject: Cameron Court Development

I live in Waterford and wanted to raise some concerns about the Cameron Court development --

1) While the commercial segment on the east side seems to be expected and reasonable considering the surrounding area, the density in the multiple residential sections doesn't seem in line with the feedback from the interactive online commenting platform Leawood offered several years ago.

2) The apartment clubhouse is sitting exactly where a "regional attraction" was supposed to be according to previous documents. I don't know what a regional attraction is, but I had envisioned an attempt to provide some active engagement for the growing senior community with maybe a combo of pickleball courts, bocce, croquet and lawn bowling facilities.

3) Again I thought the overall 135th corridor plan feedback was pretty clear on a balanced green space mix. We certainly expected to see housing there, but this is packed full west of the church.

4) The entry to the clubhouse creates a high traffic intersection at High Drive and 133rd. And that ultimately mandates traffic lights and means that 132nd through Waterford is going to see a huge increase in traffic. 132nd may have always been planned as a collector/feeder but I don't think it was designed with the level of density we are seeing in this planned development in mind. It looks like you would have to cut it off if this goes through

--
Dylan Goodwin | 3201 W 132nd St., Leawood, KS 66209
croquetnetwork.com | 913.636.7231
WARNING: This email originated from an EXTERNAL SOURCE. DO NOT CLICK LINKS or ATTACHMENTS unless you recognize the sender and know the content is safe.

Richard Sanchez

From: John Kelley III <jkelley016@gmail.com>
Sent: Tuesday, August 25, 2020 6:37 AM
To: Planning and Development General Email; Kathleen Kelley; Dennis Palmer
Subject: Proposed Cameron Court/ Otto Development

To the Commission:

Thank you for the opportunity to submit comments on the proposed development.

1) The proposed development varies greatly from the previous planning concepts and efforts that have been presented to the public for the 135th street corridor. The design lacks details that were used at previous 135th street developments such as setbacks, right of way berms, bike/ walkways, etc.

2) The proposed resident density of the project may be one of the highest for any Leawood development.

3) The proposed buildings will be some of the highest, if not the highest, in Leawood.

4) There has always been a paucity of neighborhood parks in Leawood. This development greatly increases population without proportionately adding park space. Over use of public park areas greatly diminishes their value.

5) In most respects the Commision acts as a coordinating agency that would consult and coordinate with other entities, such as Blue Valley school board, and water, storm & sanitary agencies, and highway agencies. This development has significant impacts on all the existing facilities and requires new facilities.

6) The development density will greatly increase the stormwater load.The general flow of the system is to the north through the Leawood South subdivision area, which has existing capacity issues.

7) The Commission must consider the cost to the City (unless reimbursed by the Developer) for utilities and street infrastructure including stormwater improvements, traffic lights/ signals.

8) Phase 1 59 lot area is a very bland, repetitive design that does not resemble Leawood historical standards.

9) Can we assume the proposed plan has been through an administrative review to ensure that all Leawood codes, standards, and design guidelines have been followed? If not, the Commision, and the public are spending time reviewing a non-compliant plan.
Thank you
John Kelley
Currently serving on Waterford Homes Association board.
12800 Howe, Leawood
jkelley016@gmail.com

WARNING: This email originated from an EXTERNAL SOURCE. DO NOT CLICK LINKS or ATTACHMENTS unless you recognize the sender and know the content is safe.

Richard Sanchez

From: Natalie Brown <tallybennett@yahoo.com>
Sent: Monday, August 24, 2020 5:20 PM
To: Richard Sanchez
Subject: Cameron's Court

Follow Up Flag: Follow up
Flag Status: Completed

Hi Richard,

I am a homeowner in Waterford and would like to express my opposition for building the proposed Cameron's Court. I understand there is a meeting tomorrow night via Zoom, however I wanted to provide the City of Leawood my feedback before the meeting. I am concerned this development will not benefit our existing community. Instead, the development will increase traffic, over fill our schools and parks, and create more store fronts when we already have so many open store fronts, even prior to Covid-19. There are better options for the community! I appreciate your attention to this matter.

Thank you,

Natalie Brown
WARNING: This email originated from an EXTERNAL SOURCE. DO NOT CLICK LINKS or ATTACHMENTS unless you recognize the sender and know the content is safe.

August 25, 2020

Chairman Elkins & Members of the Planning Commission
City of Leawood
4800 Town Center Drive
Leawood, Ks 66211

Dear Chairman Elkins & Members of the Planning Commission:

Thank you very much for your service to the City of Leawood, and for taking the time to read these comments. I have been a resident of the city of Leawood since 2008, and I am writing to express 6 areas of community wide concern regarding the proposed Cameron's Court development along the 135th Street corridor. While the development of the land in question can, and should be, of benefit to the city, the developers who improve the land, and the residents already living in the area, the applicant's proposal creates some significant concerns that need to be addressed.

1) Traffic Concerns & Trip Determinations:

The proposed project road area currently has some of the lowest graded traffic flow along the corridor, according to city staff. Extensive remediation would need to be undertaken by the developers to alleviate the outlined problems, let alone improve the traffic challenges we already experience in the area. As proposed, the project will have at completion potentially nine (9) points of ingress and egress (and one emergency access) of which eight would be considered major: three on 133rd, four on 135th, and one on Stateline/Kenneth. Of the eight major intersections, <u>the State Line/Kenneth intersection may well prove to be the most problematic</u>. This main entry corridor, identified as 134th Street on L-5, serves the bulk of the hotel/office/retail square footage and will most likely be a controlled, demand type intersection. This will present motorists with three controlled intersections in the short space of less than one half mile. Without continuous synchronization, an accordion effect will be imposed on those wishing to go northbound or southbound, compounding the existing conditions.

Based upon the limited information available certain assumptions regarding traffic impact can be drawn from readily available sources such as the Institute of Traffic Engineers (I.T.E.). The proposed development includes the following; a 122 room hotel, 662 multifamily residences, 59 single family dwellings, and 282,244 square feet of office space and 122,620 square feet of retail space. Using the information from the source listed above, the total trip **ends** for the development could be just

over **26,754** per day thus having a dramatic impact especially on 133rd, Stateline, Pawnee Lane, and 133rd/Mission intersection.

Land use	Base rate	Amount	Trip ends
Hotel	8 per Room	122 rooms	976
Office*	12 per 1,000 SF	282.244 SF	3,387
Multifamily	7 per DU	662 DU	4,634
Single Family	10 per DU	59 DU	590
Gen. Merch**	140 per 1000 SF	122.62 SF	17,167
Total			**26754**

(This base rate increases to 200 per 1000 SF for financial institutions and 35 per 1000 SF for medical.)*
*(** This base rate increases to 350 w/o drive through for restaurants or 500 per 1000 SF for restaurants with drive through.)*

This estimate of total trip ends is for this project alone, let alone the impact on the area from the other 3 developments along the corridor that have already been approved by the city, and are currently underway.

Lastly, concerning the traffic impact, a hazard to the safety and wellbeing of the surrounding neighborhoods already exists due to the significant volume of cut-thru traffic, by motorists avoiding the traffic controls the city currently has in place along State Line and 135th Street both. An addition to the traffic flow the size of Cameron's Court, as is currently proposed, can only exacerbate the problem to unsafe levels.

2) Zoning Considerations:

There appears to be an insufficient buffer area between Cameron's Court and the neighborhoods of Greenbrier, The Enclave, Wilshire Place, and to some degree Waterford and Leawood South. It would be beneficial for those neighborhood residents if the applicant would redesign Tract B to provide an extension of Phase One to the easterly limits of the project near the Cornerstone Church. Provisions could still be made for the High Drive extension. This would be similar to the zoning addressed south of 135th between Kenneth and Mission where the Mixed Use is separated from the low density residential by a buffer of medium density residential as shown in the 2019 Comprehensive Plan Update.

3) Storm water remediation:

Storm water management is already a challenge for many of the property owners and residents in the area. A review of the proposed project area shows that it is of an "area of undetermined flood hazard" (FEMA 2020) likely due to the fact it is an

open agricultural plot of land. The Leawood Storm water map shows two private ponds (capacity is unknown) located within the property lines. These two ponds help in the retention of storm water and snow melt runoff and the undisturbed nature of the area appears to assist in the prevention of flooding into the nearby residential areas. The proposed project does show (AS101, AS102) a number of retention ponds, but again, with an unknown capacity. To remediate the effects of potential runoff from the parking areas, new streets, and driveways (sheet flow) a comprehensive engineering plan should be undertaken by the developer. This will prevent neighborhood flooding as well as assist in the city's storm water management program.

4) Prudent Development of the Corridor:

Presently, the City has already approved, and construction in part is underway on three other developments along the corridor. These three developments include, in one fashion or another, everything of note in the Cameron's Court proposal…Single Family, Multifamily, Commercial Office, Retail, Hotel & Hospitality, etc. With so many worthwhile projects already underway, is it prudent to approve yet another project for the impacted area prior to seeing the results of those projects? Perhaps even after these developments are completed, we will find that there is still a need for something similar to the applicant's proposal, however wouldn't it be sensible to let the other projects reach completion, rather than guessing about the impact prematurely?

5) Developer Demeanor:

On June 12th, the Developer held a meeting regarding this application at their Villa Milano property. Despite the city's request that the meeting be held outdoors, in order to practice safe social distancing in light of the Coronavirus pandemic, the meeting was held indoors, with no option to participate out on the Villa Milano pool deck, as had been assured to the interested residents in the area. Additionally, I have been advised by city staff that a request for a traffic study revision from the applicant had been sent last week, and as of yesterday afternoon that request has yet to be acknowledged. These are just two examples of concerning demeanor on the part of the applicant, others exist. I believe this begs the question…is this really the partner that the city, and its resident's want for the development of this parcel?

6) Leawood's Distinctive Character:

In 2019, the Governing Body affirmed a vision for the City and stated that:

"Leawood prides itself on being a safe, attractive community, which values its distinctive character. The citizens of Leawood are civic-minded and are an important component in shaping Leawood's future. As the City of Leawood looks to the future, it will continue to maintain the residential property values, promote neighborhood-oriented commercial developments and quality mixed use developments, offer a variety of high-quality residential neighborhoods, sustain environmental sensitivity, retain natural landscapes and provide public open space. With this vision, as articulated in a comprehensive plan, the City of Leawood will continue to grow with distinction".*

I wonder, does the applicant's proposal offer the City and its residents something that is "distinctively Leawood", or would it be just as easily developed anywhere, leaving this portion of Leawood indiscernible from other cities, and abandoning the distinctiveness that makes our city the best place to live in the metro?

In closing, I would like to thank Brian Scovill, Leawood City Engineer, and Richard Sanchez, Planning Director, for their time and assistance during this process. I would also like to thank you, Chairman Elkins, as well as the rest of the Planning Commission, for taking the time to read this letter and investigate these concerns.

Sincerely,

Chad Summers
2608 W. 131st Street
Leawood, KS 66209
(913) 238 3412
chadcsummers@yahoo.com

Patty Bennett

From: Lisa Harrison
Sent: Tuesday, July 7, 2020 9:24 PM
To: Patty Bennett
Subject: Fw: Cameron's Court

Lisa Harrison
City of Leawood
Council Member Ward 3
LisaH@Leawood.org
913.317.9688

From: Lisa Harrison
Sent: Tuesday, June 16, 2020 8:57 AM
To: Kimberly Schaefer
Cc: Chuck Sipple
Subject: Re: Cameron's Court

Kimberly--
Thank you for reaching out and sharing your thoughts. I will share them with other members of the governing body.

Per your comment below-- I would encourage you to check the City's website a few days before our twice a month Council meetings (1st & 3rd Monday) to see if this topic is on the agenda.
(In July, we meet a day later, after the 4th of July weekend.)

I only receive the agenda a few days before we meet.

Stay well--

Lisa Harrison
City of Leawood
Council Member Ward 3
LisaH@Leawood.org
913.317.9688

From: Kimberly Schaefer <kmschaefer@gmail.com>
Sent: Monday, June 15, 2020 8:09 PM
To: Lisa Harrison
Subject: Cameron's Court

Hi Lisa,

My name is Kim Schaefer and I am a Waterford resident. I am writing about the proposed development between 133rd and 135th Street, Cameron's Court. I attended the interactive meeting review and viewed the proposed plans for Cameron's Court. My opinion of the development are below:

1. I **do not** want apartment buildings or multi-family units to be built in the area.
2. I do not want High Drive to be connected to any development in the area, even though the current plan does not connect high drive, the connecting road is very close to high drive. It will greatly increase the traffic on high drive/132nd Street.
3. I approve of the single-family home development, not the apartment or multi-family home development.
4. I approve of the commercial development plan on State Line Road between 133rd and 135th St.

I appreciate your time and reading my thoughts on the new development. Please let me know if there are any Leawood meetings coming up discussing the property. I would like to attend.

Sincerely,

Kim Schaefer
3301 W. 132nd Street
Leawood, KS 66209
WARNING: This email originated from an EXTERNAL SOURCE. DO NOT CLICK LINKS or ATTACHMENTS unless you recognize the sender and know the content is safe.

Richard Sanchez

From: Susan Beggs <skb0070@yahoo.com>
Sent: Tuesday, August 25, 2020 12:34 PM
To: Planning and Development General Email
Subject: Cameron's Court—Opposed

I am vehemently OPPOSED to the construction of high density apartments and a hotel as outlined in the Cameron's Court development.

Susan Beggs
12821 Sagamore Road
Leawood, KS 66209
WARNING: This email originated from an EXTERNAL SOURCE. DO NOT CLICK LINKS or ATTACHMENTS unless you recognize the sender and know the content is safe.

Richard Sanchez

From: Kerry Newell <kerry31879@icloud.com>
Sent: Tuesday, August 25, 2020 5:34 PM
To: Planning and Development General Email
Subject: Please do NOT approve Cameron's Court

Leawood Planning Commission,

I am an extremely concerned Leawood resident. I have lived here 10 years and love the way Leawood looks and is run as it is. Please do not approve this huge development in our city. I am not opposed to development, but this plan adds way too many residences, especially of the multi-family variety. This development would crowd our schools, increase traffic in our area, increase crime, and put more a lot more stress on our city resources. I do not pay these property tax rates to live next to hotels and apartments. Leawood is special and a great place to live because we have a limited number of these types of buildings. You will be turning us into what Overland Park has become, I do not view that as a positive move. When my husband and I moved here with our toddler 10 years ago we agreed the higher tax rates were worth it because Leawood is so beautiful and we could tell it was well taken care of. We specifically chose NOT to live in Overland Park because we could see the planning commission there has no problem with allowing the overcrowding of their streets, schools and public resources. Our children, we have 3 now, attend these schools, play in these parks and ride their bikes on these roads and trails. We feel safe using these resources because this area is well maintained and we view this as a safe place for them. Adding more commercial businesses, a hotel and multi-family residences, will no doubt change this. I urge you to oppose this development and ask for revisions that include fewer multi-family units and no hotel. This is NOT what Leawood needs. This is NOT what your taxpayers want.

Sincerely,

Kerry Newell
12502 Granada Lane
Leawood, KS

Sent from my iPhone
WARNING: This email originated from an EXTERNAL SOURCE. DO NOT CLICK LINKS or ATTACHMENTS unless you recognize the sender and know the content is safe.

Richard Sanchez

From: Trish Harris <tharris2749@gmail.com>
Sent: Tuesday, August 25, 2020 6:22 PM
To: Planning and Development General Email
Subject: Cameron Court

Concerns about the huge increase in traffic on 133 rd street.
Concerns about impact on schools and parks.

Sent from my iPhone
WARNING: This email originated from an EXTERNAL SOURCE. DO NOT CLICK LINKS or ATTACHMENTS unless you recognize the sender and know the content is safe.

Richard Sanchez

From: Mary Ellen <mrodyrg@aol.com>
Sent: Tuesday, August 25, 2020 6:29 PM
To: Planning and Development General Email
Subject: Traffic

Traffic is currently a disaster at peak hours in that general vicinity.. will 135th ve widened?
Sent from my iPhone
WARNING: This email originated from an EXTERNAL SOURCE. DO NOT CLICK LINKS or ATTACHMENTS unless you recognize the sender and know the content is safe.

Richard Sanchez

From: Sarah Cole <sarahkathrynb@gmail.com>
Sent: Tuesday, August 25, 2020 4:50 PM
To: Planning Commission Public Comments
Subject: Camerons Court - 135th & Kenneth Road (Case number 49-20)

To whom it may concern,

I wanted to let you know that our household is against Cameron's Court development on 135th (Case number 49-20) and the various mixed use developments on Kenneth/ 135th. We live in the Waterford neighborhood and are against the changes to the area. These proposed changes are shown to bring additional single family units, assisted living, townhouses, hotels, apartments and Retail/ office space. We currently have plenty of unoccupied units available at Town Center (Park Place, same school district), unoccupied office space, unoccupied retail space and available housing at senior living facilities. **Please strongly consider holding off on approving these developments in light of the changes COVID has made to the landscape of the housing market, Senior Living community, retailers and office space. This area does not need or want these changes to occur especially in current times.**

The current residents are against the proposal for the area.

Thank you in advance for your consideration.
Sarah Cole

WARNING: This email originated from an EXTERNAL SOURCE. DO NOT CLICK LINKS or ATTACHMENTS unless you recognize the sender and know the content is safe.

Richard Sanchez

From: Sarah Cole <sarahkathrynb@gmail.com>
Sent: Wednesday, August 26, 2020 11:36 AM
To: Planning Commission Public Comments
Subject: Re: Camerons Court - 135th & Kenneth Road (Case number 49-20)

To whom it may concern,

I just wanted to follow up to my email yesterday. I watched the public hearing despite some of the presentations having technical difficulties. I would kindly ask that the RCL Highest and Best Use report be updated to a recent time frame (not year old data) with appropriate market findings to be included in the report. Additionally I kindly ask that updated traffic studies would be required before approval.

Thank you in advance for making these updated resources available for public viewing

On Tue, Aug 25, 2020 at 4:50 PM Sarah Cole <sarahkathrynb@gmail.com> wrote:

To whom it may concern,

I wanted to let you know that our household is against Cameron's Court development on 135th (Case number 49-20) and the various mixed use developments on Kenneth/ 135th. We live in the Waterford neighborhood and are against the changes to the area. These proposed changes are shown to bring additional single family units, assisted living, townhouses, hotels, apartments and Retail/ office space. We currently have plenty of unoccupied units available at Town Center (Park Place, same school district), unoccupied office space, unoccupied retail space and available housing at senior living facilities. **Please strongly consider holding off on approving these developments in light of the changes COVID has made to the landscape of the housing market, Senior Living community, retailers and office space. This area does not need or want these changes to occur especially in current times.**

The current residents are against the proposal for the area.

Thank you in advance for your consideration.
Sarah Cole

WARNING: This email originated from an EXTERNAL SOURCE. DO NOT CLICK LINKS or ATTACHMENTS unless you recognize the sender and know the content is safe.

Richard Sanchez

From: Amy Brown <hotflosser@gmail.com>
Sent: Friday, August 28, 2020 3:15 PM
To: Richard Sanchez
Subject: Cameron Court

My husband and I are opposed to the Cameron Court plan for development as it stands now. Too many apartments means too many cars and our infrastructure (roads) is not equipped for that. Also, the quality of life we moved into the area to find will be forever changed. Please consider a vote against this.

Amy Brown
J. Scott Brown
Verona Gardens

Sent from my iPad
WARNING: This email originated from an EXTERNAL SOURCE. DO NOT CLICK LINKS or ATTACHMENTS unless you recognize the sender and know the content is safe.

Richard Sanchez

From: Sarah Cole <sarahkathrynb@gmail.com>
Sent: Friday, August 28, 2020 5:24 PM
To: Sarah Cole
Cc: Richard Sanchez
Subject: Re: Case 49-20 (Cameron's Court) Continued to September 9, 2020

Ricky,

Thank you for your call and follow up.

I wanted to follow up with our conversation for you to pass the comments to the commissioners.

As discussed I understand development and growth is essential in maintaining the health of the city. Providing places for us to enjoy is welcomed, even with less than stunning vacant buildings and additional traffic it may cause. I am appreciative of your services and the commissioners public service to our city. My husband is actually a real estate developer and I work for a family portfolio of land all over North America. We are both familiar with these forums and dealing with the public. You all deserve medals.

My husband and I live in the Waterford neighborhood, we have rented a house for multiple years as we have kids in blue valley north and weren't ready to buy a home. We love where we live. We are the target audience of putting down roots into the area and it's certainly dependent on having approval of unwanted development into the area. The additional traffic the development will bring is not something I am interested in. It will not be "very little" as the Otto team has deemed. If the plan is approved, all of the now pre teens will learn to drive with the approximately additional 27,000 daily trips the traffic study identifies will bring to 133rd.

I kindly ask that if you don't daily drive on 133rd please think about us while you vote. I hope you deny case 49-20. Thank you again for your time and consideration.

Thanks again Ricky for dealing with all the additional emails. The next door app is full of comments about this case! Thanks again

Sent from my iPhone

> On Aug 27, 2020, at 11:35 AM, Sarah Cole <sarahkathrynb@gmail.com> wrote:
>
> Richard, Sorry I missed your call. I tried you back. Call me again if you would when you are finished with your meetings today.
>
> Thanks again!
>
> On Thu, Aug 27, 2020 at 10:53 AM Sarah Cole <sarahkathrynb@gmail.com> wrote:

Thanks so much Richard,

I am wondering while the city is recommending this to be denied. What would make the commissioners deny it ? if people logged on to the September meeting, would that show people are against this?

Sent from my iPhone

On Aug 27, 2020, at 10:46 AM, Richard Sanchez <richards@leawood.org> wrote:

Hello Ms. Cole,

Thank you for your response.

The summaries of the studies can be located online within the packet of information for the case. If you would like any additional information, other than the summaries, you may have to contact the developer/architect and see if they will release that information to you.

Please let me know if you have any additional questions.

Thank you,

<image002.jpg>

Ricky Sanchez | **Planner II**
913.663.9164

richards@leawood.org

From: Sarah Cole <sarahkathrynb@gmail.com>
Sent: Wednesday, August 26, 2020 6:14 PM
To: Richard Sanchez <richards@leawood.org>
Subject: Re: Case 49-20 (Cameron's Court) Continued to September 9, 2020

Richard,

I don't want to speak at the hearing. I can appreciate development to the area as I believe growth is inevitable. How do we access the Trans system traffic report and parking study? It is impossible to believe with the proposed changes that 133rd will have minimal traffic added?

Thank you in advance

Sent from my iPhone

> On Aug 26, 2020, at 3:03 PM, Richard Sanchez <richards@leawood.org> wrote:
>
> Good Afternoon,
>
> Due to technical difficulties last night, the live stream to the Planning Commission meeting was interrupted. City Staff are working to fix those issues so that they may no longer occur in the future.
>
> Case 49-20 (Cameron's Court) has been continued to the September 9th Planning Commission meeting.
>
> Again, if you wish to speak at the Public Hearing for Case 49-20, please respond to this email stating that you would like to do so.
>
> If you have any questions regarding the meeting last night or if you would like to make comments at the meeting, please feel free to call or email me.
>
> Thank you,
>
> <image003.jpg>
>
> **Ricky Sanchez** | **Planner II**
> 913.663.9164
>
> richards@leawood.org

Richard Sanchez

From: Missy Houser <missy.houser@yahoo.com>
Sent: Sunday, August 30, 2020 9:36 AM
To: Peggy Dunn; Committees - City Council
Cc: Planning and Development General Email; ICE: Jim Houser
Subject: Case 49-20 Cameron's Court

Mayor Peggy J. Dunn
City Council of Leawood
4800 Town Center Drive
Leawood, KS 66211

Re: Cameron's Court Development Proposal for 133rd Street in Leawood

Dear Mayor Dunn and City Council,

We are Wilshire Place homeowners and are writing to express concerns surrounding the proposed Cameron's Court development by Oddo Development.

As a homeowner in Wilshire Place, our neighborhood will be directly affected by the proposed development. We understand the land will be developed at some point and are hopeful it will be done in a manner that will provide additional amenities and enhance our existing neighborhoods and city. However, after reviewing the Cameron Court plans and listening to Mr. Rick Oddo present the Cameron Court plan on 2 separate occasions (1. To the Wilshire Place HOA and 2. to the Leawood Planning Commission), **we strongly believe that the current plan is NOT a good fit with our community and furthermore that some of the information Mr. Oddo provided in his presentations was misleading.**

We understand that Oddo Development commissioned a traffic study for a 24-hour period during the last week of June 2020. **We don't believe this traffic study accurately reflects the normal traffic pattern for our area**. The study was conducted on a summer day during a global pandemic. Kids were NOT in school and many people were working out of their homes. People who would typically be commuting to/from school and/or work were NOT on the roads on this day. With two major contributors to our traffic patterns affected when the study was conducted, we believe this study should not be accepted as a representative snapshot and would be a detriment to our neighborhood if it is used as a benchmark. We currently have excessive traffic in this area and using an inaccurate traffic study for planning purposes would negatively impact the quality of life and property values.

In Mr. Oddo's presentation to the Leawood Planning Commission on 8/25/2020, he stated he had **"2 out of 3 HOAs approval, and the third HOA was split." We believe this statement is FALSE.** We are assuming he is referring to the 3 neighboring HOAs: Wilshire Place, Greenbrier of Leawood and The Enclave. We find it very concerning that he is reporting misinformation and speaking on behalf of the HOAs. For the record, Wilshire Place has NEVER taken a vote on the proposed Cameron's Court Development. Wilshire Place did have its residents take a survey and of those who responded **80% were OPPOSED**. We ask that you speak with the HOAs directly to find where we stand and do not rely on Mr. Oddo to speak for the HOAs.

Additionally, we are concerned about our schools which are already crowded. While Mr. Oddo claims that the single family homes, villas and apartments will not bring an influx of children to our schools, we don't agree with this statement. He claims that the single family homes will be bought by "empty nesters" and the apartments/villas will be rented by "divorcees and single professionals who travel." We moved to this area and bought a home in Wilshire Place specifically to send our children to Mission Trail Elementary, Leawood Middle School and Blue Valley North High School. They are some of the top public schools in the area and are a significant draw for those that move to this neighborhood. **We believe Cameron's Court could attract 1000+ new residents including many school age children that our schools are not equipped to handle.**

Finally, one of the benefits to living in Leawood are the amazing parks and walking/biking paths. We are so lucky to have Gezer Park next door to Wilshire place. Residents and non-residents enjoy it daily. **However, we believe the proposed**

Cameron's court plans, specifically the additional 600+ high density apartments that will bring over 600+ residents, will overwhelm and over crowd Gezer Park, the current paths and the green space we have. We ask that the Planning Commission and the City approve a plan that will proportionately expand parks, trails and green buffers as additional residences and commercial spaces are built.

We look forward to the land along 133rd Street being developed. However, **we strongly believe that Oddo Development's Cameron's Court is NOT the right development for our community**. We hope that Leawood will choose a development that adds to the property values and that will make our already great city even better. Thank you for taking the time to hear our concerns and for all you do for The City of Leawood and its residents.

Sincerely,

JIm and Missy Houser

13217 Canterbury Road
Leawood, KS 66209

cc: City Planning Commission

WARNING: This email originated from an EXTERNAL SOURCE. DO NOT CLICK LINKS or ATTACHMENTS unless you recognize the sender and know the content is safe.

Richard Sanchez

From: Julie Sherriff <jsherriff@sherriff.com>
Sent: Sunday, August 30, 2020 4:28 PM
To: Richard Sanchez
Subject: Cameron's Court

Mr. Richard's, Please share with the mayor, council members and development department members. I am writing to express my opinion of this massive development. We moved to Leawood 30 years ago due to it's high quality suburban lifestyle. This huge development with 660 apartments is not suitable for suburbia, especially considering the likelihood that the apartment development alone could mean 1,000 or more additional automobiles and trucks on our already overcrowded roads around State Line and 135th Street. We do not need more apartments in Leawood, as they are certainly building so many in South Overland Park, that many of Leawood's will sit empty. Developers are overbuilding in our area due to the former federal administration providing them with ridiculous financial incentives. Do the developers care about our quality of life or simply making profit? Please think long and hard about the purpose of this project and how it will gobble up much of the precious remaining land in our city. Is this a project worthy of that land and does it meet the quality expectations of your citizens,? Will it EVER be seen as a high quality addition to our city? Of course not! Does it meet the expectations of those of us living in this part of the city? No way! Will it compare favorably with the surrounding outstanding neighborhoods? No! Please ask yourselves why this project is suitable in our fair city. Our citizens don't want it, and we don't need the extra tax base that is likely being promised by them. It is simply an a terrible idea for Leawood. Leawood is a historically unique city with lovely well-planned, livable, uncrowded, and low-crime neighborhoods - why would you want to destroy that peace, serenity and beauty simply to fill a developer's goal to make money? This is terribly unfair to those of us who chose a quiet, family-oriented city to raise our families. Why would we want a project of this size? What a monstrosity! Why would our elected representatives want to place burdens on taxpayers and the Blue Valley School District? And cwhy do you want to change the sweet, beautiful cultural family that is Leawood? There's a huge need for more single family homes in our area of Leawood where homes sell on the first day in our neighborhoods, often via bidding wars. While single family homes or villas are certainly appropriate for this project, apartments are not. In another 30 years the apartments will likely be rundown and difficult to rent. Then blight sets on and negatively affects the value of the surrounding homes, and the tax base will decline. Please vote no on this project and require single family or villa type housing. Thank you, Julie Sherriff 12336 Pembroke Lane Leawood Get Outlook for Android

Mr. Richard's, Please share with the mayor, council members and development department members.

I am writing to express my opinion of this massive development. We moved to Leawood 30 years ago due to it's high quality suburban lifestyle. This huge development with 660 apartments is not suitable for suburbia, especially considering the likelihood that the apartment development alone could mean 1,000 or more additional automobiles and trucks on our already overcrowded roads around State Line and 135th Street. We do not need more apartments in Leawood, as they are certainly building so many in South Overland Park, that many of Leawood's will sit empty.

Developers are overbuilding in our area due to the former federal administration providing them with ridiculous financial incentives. Do the developers care about our quality of life or simply making profit? Please think long and hard about the purpose of this project and how it will gobble up much of the precious remaining land in our city. Is this a project worthy of that land and does it meet the quality expectations of your citizens,? Will it EVER be seen as a high quality addition to our city? Of course not! Does it meet the expectations of those of us living in this part of the city? No way! Will it compare favorably with the surrounding outstanding neighborhoods? No!

Please ask yourselves why this project is suitable in our fair city. Our citizens don't want it, and we don't need the extra tax base that is likely being promised by them. It is simply an a terrible idea for Leawood.

Leawood is a historically unique city with lovely well-planned, livable, uncrowded, and low-crime neighborhoods - why would you want to destroy that peace, serenity and beauty simply to fill a developer's goal to make money? This is terribly unfair to those of us who chose a quiet, family-oriented city to raise our families.

Why would we want a project of this size? What a monstrosity! Why would our elected representatives want to place burdens on taxpayers and the Blue Valley School District? And cwhy do you want to change the sweet, beautiful cultural family that is Leawood?

There's a huge need for more single family homes in our area of Leawood where homes sell on the first day in our neighborhoods, often via bidding wars. While single family homes or villas are certainly appropriate for this project, apartments are not. In another 30 years the apartments will likely be rundown and difficult to rent. Then blight sets on and negatively affects the value of the surrounding homes, and the tax base will decline. Please vote no on this project and require single family or villa type housing.

Thank you,

Julie Sherriff
12336 Pembroke Lane
Leawood

Get Outlook for Android
WARNING: This email originated from an EXTERNAL SOURCE. DO NOT CLICK LINKS or ATTACHMENTS unless you recognize the sender and know the content is safe.

Richard Sanchez

From: Richard Sanchez
Sent: Monday, August 31, 2020 8:39 AM
To: Richard Sanchez
Subject: FW: ODDO DEVELOPMENT ON 135TH STREET

From: Lisa Harrison <lisah@leawood.org>
Sent: Monday, August 31, 2020 8:32 AM
To: Wayne Starr <wstarr2@kc.rr.com>
Cc: Patty Bennett <pbennett@leawood.org>
Subject: Re: ODDO DEVELOPMENT ON 135TH STREET

Good morning Wayne-
Great to hear from you-- and I hope all is well with you in your corner of the world.
I'm attending Rotary meetings in person only sporadically, and miss our big gathering days!

Thank you for sharing your thoughts and concerns.
Hearing from our neighbors and residents is an important part of the process.

Stay well!
LH

Lisa Harrison
City of Leawood
Council Member Ward 3
LisaH@Leawood.org
913.317.9688

From: Wayne Starr <wstarr2@kc.rr.com>
Sent: Sunday, August 30, 2020 2:41 PM
To: Lisa Harrison; Chuck Sipple
Subject: ODDO DEVELOPMENT ON 135TH STREET

DEAR LISA AND CHUCK,

I have been a resident of Leawood since 1980 and have always been proud to say so. One reason has been the manner in which the City Council protects its citizens. One area of that protection is manner in which zoning regulations and building regulations are administered.

As presented to the City, I am against the ODDO Development. I reside at 12845 Cambridge Road and feel that the development will adversely affect me and my neighbors. Given the other developments under consideration for 135th Street and

Kenneth Road, the ODDO Development is just too much. I ask that the Council and the other involved city departments seek a reduction in development size and that the developers be required to meet all requirements in the city's codes.

Thanks for your time and attention,

Wayne Starr

WARNING: This email originated from an EXTERNAL SOURCE. DO NOT CLICK LINKS or ATTACHMENTS unless you recognize the sender and know the content is safe.

Richard Sanchez

From: John Kelley III <jkelley016@gmail.com>
Sent: Monday, August 31, 2020 11:15 AM
To: Richard Sanchez
Cc: Planning and Development General Email; Kathleen Kelley; Dennis Palmer
Subject: Re: Proposed Cameron Court/ Otto Development

Mr. Sanchez and the Commission
Regarding the Cameron Court development, Case 49-20, Planning Commission meeting of August 25, 2020.
I attended the 08/25 meeting on Youtube.
As a member of the Waterford Homes Assoc Board, I did not receive, nor any other WHA board member and Sentry Mgt, received the Interact notice for Cameron Court meeting. Waterford lots are within 500 feet of the current proposed development. Therefore, another Interact meeting should be held.

I request Zoom access and to be able to speak to the PC on Sept 9th, and any extension.
I request the pptx presentation the Developer used at the 08/25 meeting, be made available to me and all the public.
I request the study referred to by Bob Regnier and used during the meeting be made available to the public.
These presentations should not be regarded as accurate facts and are debatable relative to changing existing codes/ guidelines.
I agree with the Board member that "there is a lot to unpack here".
However I am very surprised the Comm. members did not have more comments or questions, and did not push back on the Developer's primary messages that the Comm. Staff was not doing their job properly, and that the Leawood Codes, guidelines , and previous 135th St planning concepts are invalid or outdated.

Respectfully
John M. Kelley III
12800 Howe
Leawood, KS 66209
jkelley016@gmail.com

On Tue, Aug 25, 2020 at 7:26 AM Richard Sanchez <richards@leawood.org> wrote:

> Hello Mr. Kelley,
>
> Thank you for submitting your letter to the Planning Department. Staff will add the letter to the public record, which will be reviewed by the Planning Commission and the Governing Body once the case is to be heard.
>
> CASE 49-20 (Cameron's Court) is scheduled to be heard at the August 25th Planning Commission meeting. City Hall is currently closed to the public. The Planning Commission will be livestreamed on the City's YouTube channel. The link will be available on the City's website before the meeting. If you want to make a statement during the public hearing, you may do so via Zoom.

Please reply to this email if you wish to speak during the public hearing portion of the Planning Commission Meeting.

Please let me know if you have any other questions,

Ricky Sanchez | **Planner II**
913.663.9164

richards@leawood.org

From: John Kelley III <jkelley016@gmail.com>
Sent: Tuesday, August 25, 2020 6:37 AM
To: Planning and Development General Email <PlanningandDevelopmentGeneralEmail@leawood.org>; Kathleen Kelley <kathygkelley@gmail.com>; Dennis Palmer <dennispalmer430@gmail.com>
Subject: Proposed Cameron Court/ Otto Development

To the Commission:

Thank you for the opportunity to submit comments on the proposed development.

1) The proposed development varies greatly from the previous planning concepts and efforts that have been presented to the public for the 135th street corridor. The design lacks details that were used at previous 135th street developments such as setbacks, right of way berms, bike/ walkways, etc.

2) The proposed resident density of the project may be one of the highest for any Leawood development.

3) The proposed buildings will be some of the highest, if not the highest, in Leawood.

4) There has always been a paucity of neighborhood parks in Leawood. This development greatly increases population without proportionately adding park space. Over use of public park areas greatly diminishes their value.

5) In most respects the Commision acts as a coordinating agency that would consult and coordinate with other entities, such as Blue Valley school board, and water, storm & sanitary agencies, and highway agencies. This development has significant impacts on all the existing facilities and requires new facilities.

6) The development density will greatly increase the stormwater load.The general flow of the system is to the north through the Leawood South subdivision area, which has existing capacity issues.

7) The Commission must consider the cost to the City (unless reimbursed by the Developer) for utilities and street infrastructure including stormwater improvements, traffic lights/ signals.

8) Phase 1 59 lot area is a very bland, repetitive design that does not resemble Leawood historical standards.

9) Can we assume the proposed plan has been through an administrative review to ensure that all Leawood codes, standards, and design guidelines have been followed? If not, the Commision, and the public are spending time reviewing a non-compliant plan.

Thank you

John Kelley

Currently serving on Waterford Homes Association board.

12800 Howe, Leawood

jkelley016@gmail.com

WARNING: This email originated from an EXTERNAL SOURCE. DO NOT CLICK LINKS or ATTACHMENTS unless you recognize the sender and know the content is safe.

WARNING: This email originated from an EXTERNAL SOURCE. DO NOT CLICK LINKS or ATTACHMENTS unless you recognize the sender and know the content is safe.

Richard Sanchez

From: Duane Opfer <duane.opfer@gmail.com>
Sent: Monday, August 31, 2020 5:10 PM
To: Peggy Dunn; Committees - City Council
Cc: Planning and Development General Email; Erin Opfer
Subject: Subject: Case 49-20 Cameron's Court

Mayor Peggy J. Dunn
City Council of Leawood
4800 Town Center Drive
Leawood, KS 66211

Re: Cameron's Court Development Proposal for 133rd Street in Leawood

Dear Mayor Dunn and City Council,

We are Wilshire Place homeowners who live near 133rd Street and **strongly oppose** the intended development, Cameron's Court.

During the last meeting, Mr. Oddo showed a slide indicating that 2 of 3 neighborhoods supported the proposal while a third was split. First and foremost, **Wilshire Place was not split, with 80% opposing the plan.** Our community letter included the results of the neighborhood survey. We were surprised to see that the other neighborhoods supported the plan, so we called the Greenbrier HOA management company (MAK Management). The managing partner, Megan Klemanski, stated the Greenbrier HOA had not supported the plan on any level and were meeting this past Friday (after the planning commission meeting) to discuss the planned development. **Clearly, Mr. Oddo's statement was a misleading statement intending to sway the planning commission if he was referring to the three HOA's that border 133rd Street.**

Furthermore, the Wilshire Place neighborhood (172 homes) is larger than both Greenbrier (98 homes) and the Enclave at Cedar Point (24 homes) combined. With 80% of Wilshire Place opposed to the plan, only 9 homes in the other neighborhoods would have to be opposed to the plan for a majority of homes to be opposed. **It is evident that Mr. Oddo does not have the community support that he claims.**

While we are not opposed to future development south of Wilshire Place, Cameron's Court would be detrimental to our community. I do not believe the claim that only a handful of kids will come out of the planned 4-story apartment complexes. A quick look at nearby Weston Point and Wynnewood Farms on 133rd St. in Overland Park will dispel this notion. Because of our Blue Valley schools, families with children will move in. Nearby Mission Trail Elementary is already at capacity, and had to move its early childhood classes out of the building; there is simply no more room. When asked about this during our initial neighborhood meeting with Mr. Oddo, he claimed that those students could just attend a different school.

Traffic is already heavy during certain periods of the day along 133rd as people bypass congestion on 135th St. Adding high density apartments will significantly increase the traffic on 133rd, as well as on High Drive as it meanders through Wilshire Place and Waterford to Mission Road. From a safety perspective, High Drive is already dangerous for children in our community. I do not trust any traffic survey conducted since the pandemic started with schools closed, businesses closed, etc…

We do not believe that Mr. Oddo is concerned with the best interests of Leawood and ask the committee to reject the planned development, Cameron' Court.

Sincerely,

Duane and Erin Opfer

13205 Canterbury Road
Leawood, KS 66209

cc: City Planning Commission

WARNING: This email originated from an EXTERNAL SOURCE. DO NOT CLICK LINKS or ATTACHMENTS unless you recognize the sender and know the content is safe.

Richard Sanchez

From: A Knighton <aknighton76@gmail.com>
Sent: Wednesday, August 26, 2020 4:54 PM
To: Planning Commission Public Comments
Subject: Camelot's Court 49-20

As a leawood resident who lives very close to where this development is proposed I am vehemently opposed to it. The traffic down 135th is already unbearable during rush hour. The schools that these residences would feed into are already overcrowded and busting at the seams. These high rise apartments are eye sores.

The data presented to the planning commission was over a year old (June 2019) and pre-pandemic. The public deserves more recent data and the planning commission owes it to Leawood residents to get that before they even consider voting on this matter.

Adrianna Knighton

Sent from my iPhone
WARNING: This email originated from an EXTERNAL SOURCE. DO NOT CLICK LINKS or ATTACHMENTS unless you recognize the sender and know the content is safe.

Richard Sanchez

From: Debbie Brenner
Sent: Wednesday, September 2, 2020 8:03 AM
To: Richard Sanchez
Subject: FW: More information regarding the Leawood's meeting on the proposed "Cameron Court" development...

From: Patty Bennett <pbennett@leawood.org>
Sent: Wednesday, September 2, 2020 7:10 AM
To: Debbie Brenner <debbieb@leawood.org>
Subject: FW: More information regarding the Leawood's meeting on the proposed "Cameron Court" development...

From: Lisa Harrison <lisah@leawood.org>
Sent: Tuesday, September 1, 2020 4:43 PM
To: Randal Leimer <rjleimer@sbcglobal.net>
Cc: Patty Bennett <pbennett@leawood.org>
Subject: Re: More information regarding the Leawood's meeting on the proposed "Cameron Court" development...

Randal-
Thank you for reaching out.
Hearing from our neighbors and residents is an important part of this whole process.

When a plan comes before the Governing Body, I will be sure to look carefully at traffic implications as you are not the first to mention this concern.

Stay well!

Lisa Harrison
City of Leawood
Council Member Ward 3
LisaH@Leawood.org
913.317.9688

From: Randal Leimer <rjleimer@sbcglobal.net>
Sent: Tuesday, September 1, 2020 4:34 PM
To: Lisa Harrison
Subject: FW: More information regarding the Leawood's meeting on the proposed "Cameron Court" development...

Hello Lisa. As you know, Karen and I live on 132nd Street in The Waterford Subdivision. We are extremely concerned about the additional traffic and use on 132nd Street that will be caused by this proposed development. 132nd street is already heavily used by *"cut through"* traffic to avoid the lights, etc., and many motorists frequently *speed up to 50 MPH at times*. This is already a problem, and this new development will

greatly exacerbate the situation. We believe that some dramatic measures must be taken to mitigate the impact of this additional traffic. While 132nd street may be a "collector" street, it was never intended as a highway for collecting traffic from surrounding neighborhoods. Many children play in these yards and sidewalks along this street. Please let me know what can be done to help allay these problems.
Many thanks, rjl

Randal J. Leimer, Esq.
Executive Vice President & General Counsel
Great Plains Developments, LLC
4400 Shawnee Mission Parkway, Suite 202
Fairway, Kansas 66205
913.384.2900 office
rjleimer@greatplainsdevelopments.com

**********PRIVATE AND CONFIDENTIAL**********
This transmission and any attached files are privileged, confidential or otherwise the exclusive property of the intended recipient or Randal J. Leimer, Esq. If you are not the intended recipient, any disclosure, copying, distribution or use of any of the information contained in or attached to this transmission is strictly prohibited. If you have received this transmission in error, please contact us immediately by e-mail (rjleimer@sbcglobal.net) or telephone (913-384-2900) and promptly destroy the original transmission and its attachments.

From: Waterford Homeowners Association <kfyler@sentrymgt.com>
Sent: Monday, August 24, 2020 8:10 AM
To: rjleimer@sbcglobal.net
Subject: More information regarding the Leawood's meeting on the proposed "Cameron Court" development...

Waterford Homeowners Association

Update on the proposed Cameron Court development

The Board presented written comments to the Planning Commission yesterday and the comments will be put into the record at the hearing on the project on August 25, 2020. Click here to see what the Board submitted. Residents may present your own comments if you want by following procedures for doing so provided by the Leawood Planning Commission on its website, planning@leawood.org and also set out in Waterford Board's last email to resident.

Waterford Homes Association Board

Waterford Homeowners Association | Sentry Management, 3401 College Blvd., Suite 250, Leawood, KS 66211

Unsubscribe rjleimer@sbcglobal.net

Update Profile | About our service provider

Sent by kfyler@sentrymgt.com powered by

Try email marketing for free today!

WARNING: This email originated from an EXTERNAL SOURCE. DO NOT CLICK LINKS or ATTACHMENTS unless you recognize the sender and know the content is safe.

Richard Sanchez

From: donna m <citation05@aol.com>
Sent: Wednesday, September 2, 2020 2:10 PM
To: Richard Sanchez
Subject: Cameron Court development

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Sanchez,

We are a resident in Pembroke Court at 119th and State Line. We have seen the number of residences projected for the development at Kenneth Road and 133rd at Cameron Court.

We are OPPOSED to this extreme number of apartments for that area or any area of Leawood--845 Apartments!! On Cameron Court --the 845 apartments is incongruous with the rest of the city's look and living environment--TOO DENSE!! TRAFFIC and CROWDING the public school in the area are also big concerns.

The Kenneth Road development of 59 Single family, 140 Townhouses is reasonable and fits the Leawood image. On the 160K Retail and 400 K office space-- the question-- if it is needed as we still have spaces not fulfilled with retail and office in Leawood.(and the Kenneth site has retail and office space) And this pandemic is changing the dynamics of shopping. Leawood has a certain personality in the Kansas City area. These new developments are veering away from that image.

On Kenneth Road the Townhouses (140), the apartments (183), bed assist (84), 4iK Retail and 82 K office is about as dense as Leawood should develop.

The old HYVee site still has empty spaces and so does the large free standing space at 133rd & State Line (Office Depot site).
spaces in Price Chopper strip mall has spaces and does Town Center.

Leawood is a city of low density, suburban community. Please do not change that footprint.

Thank you.

Frank and Donna Missimer
12200 Sagamore Rd
Leawood, KS 66209

WARNING: This email originated from an EXTERNAL SOURCE. DO NOT CLICK LINKS or ATTACHMENTS unless you recognize the sender and know the content is safe.

TO: **CITY OF LEAWOOD PLANNING COMMISSION**

RE: **CAMERON'S COURT REQUEST FOR APPROVAL OF REZONING AND PRELIMINARY PLAN/PLAT, Case No 49-20**

DATE: **SEPTEMBER 3, 2020**

We live at 2212 W. 131st Street, in Enclave at Cedar Pointe, a lovely, newly developed residential community immediately north of the commercial portion of the proposed Cameron's Court development.

We watched the beginning of the public hearing for this proposed development during the August 25, 2020 Planning Commission meeting, prior to interruption by technical difficulties. In the meeting, Oddo Development referred to a market study that was not included in the meeting packet. Thanks to Leawood's very helpful planning staff, we have now had the chance to review the RCLCo Highest and Best Use Analysis (Analysis) submitted by Oddo Development in support of its request for re-zoning and approval of its Preliminary Plan for Cameron's Court.

The Analysis concludes that there is no market support for office or commercial development in this area of Leawood in the near, mid or long-term. Yet the Cameron's Court preliminary plan proposes office buildings, a convenience store and a funeral home as part of its commercial development, in clear contradiction to the Analysis that Oddo Development itself submitted. In fact, the only retail development supported by the Analysis is limited neighborhood retail (p.5), which is consistent with the vision of the 135th Street Community Plan.

We believe that the preliminary plan for Cameron's Court, as submitted, does not meet the requirements of the Leawood Development Ordinance, nor the guidelines and vision of the 135th Street Community Plan. The preliminary plan for Cameron's Court is lackluster and uninspiring, at best. We believe the City of Leawood, and the neighborhoods surrounding the proposed Cameron's Court development deserve much better.

The developer and its marketing firm's claim, that a mixed-use development with public open space as envisioned by the 135th Street Community Plan is not viable, is belied by looking north to our neighbors in Prairie Village. There, a consortium of the Johnson County Parks and Recreation District staff and board ("JCPRD"), the City of Prairie Village, Van Trust Real Estate, and the Johnson County Board of Commissioners ("BOCC") cooperated to create the Meadowbrook Park Master Plan. Select members of these organizations were invited to be a part of an Advisory Group that was created to help expedite the project. This Advisory Group also included Prairie Village staff, Planning Commissioners and citizen representatives from Prairie Village and Overland Park. The project was further expedited by holding the first ever Joint Officials Meeting that included the JCPRD board, Prairie Village City Council, Prairie Village Planning Commission, and BOCC. The officials provided feedback on the Guiding Principles for the project, public meeting and survey input, stakeholder input, and the initial concepts

proposed. Crediting an efficient process and effective decision making by all officials, the overall project took just over 5 months to complete. https://jcprd.com/276/Meadowbrook-Park-Master-Plan.

Meadowbrook Park consists of Meadowbrook's two upscale, maintenance-provided residential neighborhoods that are a mix of single family homes, twin villa homes, luxury apartments, and a senior living complex. An inn and restaurant are centrally located in a garden alongside a lake. It is truly a visionary gem.

We oppose Oddo Development's request for re-zoning and approval of the proposed preliminary plan and plat because Leawood deserves better than another convenience store, uninhabited commercial buildings, a funeral home and the rest of the lackluster plan proposed by the developer. Leawood should rise to the unique occasion presented by the development of this land. Prairie Village met the challenge – can Leawood?

We appreciate the opportunity to submit these comments.

Mark McGrory
Ginevera Moore
2212 W 131st Street
Leawood, KS 66209

Richard Sanchez

From: Kathleen Nelson <kathleen.g.nelson@gmail.com>
Sent: Sunday, September 6, 2020 8:50 PM
To: Peggy Dunn; Committees - City Council; Planning and Development General Email
Subject: Re: Case 49-20 (Cameron's Court) Continued to September 9, 2020
Attachments: Wilshire Place Survey.jpg

Leawood Planning Commission, Leawood City Council and Mayor Dunn,

I submit this letter in an attempt to correct the record regarding Rick Oddo's representation to the Planning Commission that the proposed Cameron's Court development is supported by two of the three adjacent subdivisions and the third subdivision is split. This is not accurate. **The residents of Wilshire Place, the subdivision most directly impacted by the proposed development, are overwhelmingly opposed to it.** I have attached the results of our neighborhood survey that was conducted online in late June 2020. As you can see, 80.87% of respondents oppose the Cameron's Court proposal. In fact, a mere 8.70% of respondents support the plan. Given Mr. Oddo's misstatement regarding the neighborhood's support for this plan, it makes one wonder what other "facts" were misrepresented during Oddo's presentation.

Sincerely,

Kathleen Nelson
13282 High Dr., Leawood, KS 66209
WARNING: This email originated from an EXTERNAL SOURCE. DO NOT CLICK LINKS or ATTACHMENTS unless you recognize the sender and know the content is safe.

Richard Sanchez

From: Fred Logan <flogan@loganlaw.com>
Sent: Wednesday, September 9, 2020 11:03 AM
To: Richard Sanchez; Mark Klein; Grant Lang; Katherine Geist
Cc: BRegnier@bankbv.com; roddo@oddodev.com; henry@klover.net; cholland@polisinelli.com
Subject: Cameron's Court project, Case 49-20, Planning Commission of the City of Leawood; submission by landowner Vic Regnier Builders, Inc.
Attachments: Vic Regnier Builders, Inc. Submission to the Leawood Planning Commision - Key Excerpts - RCL CO report - 9-9-20 - Case 49-20.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Mr. Sanchez, et al.:

I am counsel for Vic Regnier Builders, Inc., landowner of real estate that is the subject of Case 49-20, Cameron's Court project, scheduled for hearing in front of the Planning Commission of the City of Leawood this evening at 6:00 p.m. At that hearing, Robert Regnier, on behalf of Vic Regnier Builders, Inc. will discuss the attached statements on the Cameron's Court project. I request that you (1) forward to members of the Planning Commission a copy of this e-mail and the attached one-page statements submitted by Robert Regnier on behalf of Vic Regnier Builders, Inc. and (2) make this e-mail and that one-page document part of the official record of the proceedings that will be conducted this evening.

Thank you very much.

Fred Logan
Counsel to Vic Regnier Builders, Inc.

Fred J. Logan, Jr.
Logan Logan & Watson, L.C.
Corinth Office Building
8340 Mission Road, Suite 106
Prairie Village, KS 66206
913-381-1121 (office)
913-381-6546 (fax)
flogan@loganlaw.com
www.loganlaw.com

WARNING: This email originated from an EXTERNAL SOURCE. DO NOT CLICK LINKS or ATTACHMENTS unless you recognize the sender and know the content is safe.

SUBMISSION BY ROBERT REGNIER TO THE CITY OF LEAWOOD PLANNING COMMISSION ON BEHALF OF VIC REGNIER BUILDERS, INC., LANDOWNER, ON THE CAMERON'S COURT PROJECT

CASE 49-20

September 9, 2020

KEY EXCERPTS -

"HIGHEST AND BEST USE ANALYSIS – 135TH STREET PROPERTY, LEAWOOD, KS," PREPARED BY RCL CO REAL ESTATE ADVISORS ("ANALYSIS")

KEY EXCERPTS FROM THE EXECUTIVE SUMMARY

"For the foreseeable future (next 10-20+ years), this market will remain a largely drivable suburban location, with very limited opportunities for commercial office, retail or hospitality development."

- Analysis, Executive Summary, p.5

"For-sale single-family detached, single-family attached (i.e. Twin Villas), and relatively low density (i.e. two- and three-story) residential land uses represent the highest and best real estate land uses at the subject property."

- Analysis, Executive Summary, p.5

". . . there is insufficient depth of market for any significant amount of additional commercial retail space in the marketplace given the oversupply of existing retail in the immediate vicinity of the subject property, low occupancy in existing multi-tenant retail centers, and generally tepid demand emanating from the local trade area."

- Analysis, Executive Summary, p.5

Richard Sanchez

From: Stephan Stout <stephan.stout@yahoo.com>
Sent: Wednesday, September 9, 2020 3:29 PM
To: Richard Sanchez
Cc: Grant Lang; Katherine Geist
Subject: Re: September 9, 2020 Planning Commission - Case 49-20 Cameron's Court - Public Hearing

Follow Up Flag: Follow up
Flag Status: Flagged

Ricky,
Hi - due to another commitment, I will probably be unable to participate in the hearing tonight regarding the proposed development (Cameron's Court).
I do want to state my objection of this development moving forward, as I believe it is inappropriate for the City of Leawood. My primary objections are the # of apartments that are proposed, and the quantity of automobile traffic that would result from the entire development. 133rd St, 135th St., State Line Road and Mission Road would see a significant increase in traffic, and I believe it would have a detrimental effect on current Leawood residents.
Please share my objection with the members of the Planning Commission.
Thank you,

Stephan Stout
12834 Alhambra
(816) 853.6570

Sent from my iPhone

On Sep 4, 2020, at 3:21 PM, Richard Sanchez <richards@leawood.org> wrote:

Good Afternoon,

This email is being sent as a courtesy from the City of Leawood Planning Department to inform you that Case 49-20 Cameron's Court will be heard at the September 9, 2020 Planning Commission.

City Hall is still closed to the public. The meeting will be livestreamed on the City's YouTube channel; however, if you would like to make a statement during the public hearing for this case, you may do so via Zoom.

The letters which have been submitted to City Staff will still be part of the public record for review of the Planning Commission and Governing Body.

Please reply back to this email stating that you would like to participate via the Zoom format to make a statement during the public hearing, and staff will place you on a list to receive the Zoom meeting link.

If you have any questions regarding the public hearing, or the project, please feel free to call or email me.

Thank you,

<image002.jpg>

Ricky Sanchez | **Planner II**
913.663.9164
richards@leawood.org

WARNING: This email originated from an EXTERNAL SOURCE. DO NOT CLICK LINKS or ATTACHMENTS unless you recognize the sender and know the content is safe.

City of Leawood Kansas

Planning Commission

RECEIVED
SEP 15 2020
CITY OF LEAWOOD
PLANNING

RE: Cameron Court Development #4920

Dear Sirs,

As a homeowner in Greenbrier neighborhood I am writing to tell you why I oppose the proposed development of the Cameron Court Development along 133rd Street and State Line Road.

The proposed development is simply too dense. I would ask that you look to the development in Overland Park, Kansas of the former Meadowbrook Country Club. This successful development incorporates large amounts of green space and limited residential development and a mix of high quality commercial space. It adds value to the area rather than deplete the environment and one of the last areas of development available in that area.

As there is such limited land to be developed in Leawood we need to proceed with caution and consider the absolute best use for this important piece of property. Any development should attempt to incorporate as much green space as possible. If the residents of Leawood really wanted a condensed urban environment then they likely would not be Leawood residents and likely not live in a suburban environment.

The existing park of Geiser Park is already packed on a regular basis. If no additional green space is added to the proposed development our local park will become unusable as it was intended. A fabulous walking trail exists along 133rd street, no one wants to walk along a busy street as evidenced by the lack of foot traffic on 135th street. My concern extends to the children in our area that the increase in traffic will result in injuries, a less walkable area, and overall a less desirable space to enjoy outdoors. Families will not stay

The current traffic along 133rd street is heavy and fast. It is currently difficult and dangerous to cross 133rd street. I believe the additional traffic will only create additional safety concerns. Crosswalks and lights for stopping traffic for safe passage would need to be added. Who pays for that?

We do need to also consider the impact to the environment. Clean air is something we have never had to really worry about here in Leawood, but with the additional traffic it could be an issue. I personally would not choose to live in a heavily polluted environment that would be created by the increase in latex particles of the additional vehicle traffic.

I don't believe that seniors are going to be interested in 3 story apartment homes. As a senior myself- unless there is an elevator there is no way I would consider walking 3 flights of stairs for my 'downsizing' I also would like to downsize but a 2 bedroom or 1 bedroom is also not what the majority of people in my area would choose. This leads me to believe that with only 1-2 bedroom apartments would bring a higher turnover population of less invested occupants or more transient tenants rather than those growing their roots in Leawood. Frankly I was more than offended that the developer would want to 'eliminate' children to a residential development. Our neighborhood is a vibrant mix of growing young

families and us older folks. That is what makes a community. If the developer wants to build senior housing then build senior housing and don't try to disguise this as a "neighborhood".

Also, I'm not hearing how big these "community gardens and dog parks" are to be in proportion to the development or what benefit they would bring to Leawood overall.

I don't find as currently outlined, that the apartments are anything special or different from the hundreds of other apartment that are lining 135th street all the way to Olathe. Why would we want just another ordinary apartment complex on some of the last remaining space?

My other huge concern is that I felt the developer out and out lied stating "2 of 3 neighborhood associations approved already". This is frankly not true and was displayed at the September 9 Planning Commission Meeting. Greenbrier, Wilshire Place, Cedars all stated quite clearly that they opposed. If the developer lies before we even start... how can we expect them to honor anything. The tone that the developer took towards the end of the meeting I felt was inappropriate, disrespectful, and showed that he feels the planning commission cannot advise and dictate how the developer builds out the property. I disagree and feel this developer and this project are wrong for this area at this time.

Development of Cameron Court may give my family enough incentive to move farther out away from Leawood to escape the traffic and additional congestion. I feel other decent families may do the same.

Sincerely,

Linard and Trish Harris

2749 West 131st Terrace

Leawood, Kansas 66209

Friday, September 25, 2020

Enclave at Cedar Pointe HOA

RE: Cameron's Court Commercial Development

Overview

Prior to the August 25, 2020 Planning Commission Hearing for case 49-20, Cameron's Court, our HOA published a statement explaining the objectives met by the revised Preliminary Plan for the commercial side of the development: (1) limiting entry/exit points onto 133rd to control traffic flow, avoiding cut-through traffic and addressing safety concerns for pedestrians and cyclists by removing Overbrook ingress/egress and eliminating the Kenneth Road cut-through; (2) creation of a tree preservation along 133rd to retain the existing tree line that acts as a privacy barrier and natural habitat; and (3) locating high-density buildings closer to the 135th higher-traffic commercial corridor and away from the residential 133rd neighborhoods.

Several members of our association observed the Planning Commission Hearing on August 25th and the continuance proceedings on September 9th, absorbing the comments of the commissioners, city staff, developer's team and neighbors. While we remain vigilant in the preservation of our HOA's objectives set forth above, the Planning Commission process brought to light new information for consideration in advance of the City Council Hearing, discussed below. These observations address larger community concerns and community benefits unique to our Leawood lifestyle.

Observations and Comments

1. **Traffic** - The pervasive concern of the community at large and one of our HOA objectives is the control of traffic along 133rd with the increase in residents and commercial density.
   a) The Preliminary Plan significantly reduces the number of cut-throughs from 135th to 133rd between Mission Road and State Line currently reflected in the 135th Street Community Plan.
   b) Noted in the 135th Street Community Plan is the following statement: *"The City should work with the community, property owners, and developer to refine this diagram and create a street network that best responds to Leawood's needs"*. The 135th Street Community Plan seems to have some flexibility to allow for the reconfiguration of the grid pattern of the city streets to comport with the needs and design of the community.
   c) As commented by Commissioner Peterson in the September 9th hearing, utilizing a u-shaped drive through the commercial development at Kenneth Road between 135th and 133rd further allays some traffic concerns.
   d) The developer commented in the August 25th hearing that the apartment ingress/egress onto 133rd just east of High Drive could be gated for emergency exit only, directing flow of the apartment traffic to 135th. This would also significantly reduce traffic flow on to 133rd Street.
   e) On the matter of infrastructure elements and traffic control, we ask that the City and developer work together to optimize the use of roadways by the multitude of pedestrians and cyclists put at risk with the increase in traffic, including due consideration to crosswalks, turn lanes, and preserving existing and creating new safe bicycle lanes. These elements are not reflected in current planning.

2. **Multi-Use and Bike Path at Kenneth Rd (between 135th and 133rd)** - Mr Sanchez of the Leawood's Planning Services Department noted that, while the Preliminary Plan eliminates the Kenneth Road cut-through reflected in the 135th Street Community Plan, it also eliminated the hike/bike path intended for that area.

   a) The developer's 9/16/20 revised Preliminary Plan includes a hike/bike path on the developer's side at Kenneth and additional small parks throughout the development. Further development of the path system, connecting the Kenneth hike/bike path on the developer's side to the land owned by the city along the church property line as a connected loop and further development of a contiguous path system throughout the development would create a safe green space for a large community of walkers and cyclists supported by the city's vision for the area.

   b) The Kenneth Road hike/bike path could be used as a conduit for walkable access to the commercial amenities provided safe crossings are in place for crossing 133rd St.

   c) Further development of the Kenneth area into a park setting would address many of the neighbors' concerns voiced in the Planning Commission process regarding the need for additional park and recreation space to support a growing community of residents.

3. **Cohesive Design Between Commercial and Residential Development** - Another primary concern expressed by the Planning Commission is that the entire tract of land from Pawnee to State Line is not depicted as mixed use and lacks a "sense of place"; the Preliminary Plan places commercial to the east of Cornerstone Church and residential to the west. Presumably this is due to the already high-traffic commercial concentrated at the intersection of 135th and State Line. The residential development is further broken into three separate developments.

   a) Commissioner Hoyt noted that the architectural and design elements between the commercial and residential sections should be cohesive. This brings to mind the "sense of place" appeal of Prairie Village's Meadowbrook Park development. While some of the same residential elements of the Preliminary Plan appear to be inline with the higher-end luxury elements of Meadowbrook Park, the commercial elements are missing in the Cameron's Court Preliminary Plan. Like Meadowbrook Park, a higher-end grocery market, hotel and retail services, as well as doctor's offices and the like, would be a significant improvement and of greater service to our community. By requiring a higher-end, neighborhood-friendly, cohesive buildout, a certain type of retail tenant will be attracted to the area, more consistent with the City's vision.

   b) Many neighbors expressed concern about the potential of another empty retail complex in Leawood, working to incorporate the commercial development aspects into the residential needs and livability through a cohesive plan could go a long way in filling that space.

STATEMENT

We appreciate the City's earnest efforts to uphold the Leawood qualities that protect our property values and livability. We very much would like to continue to collaborate with the City and the developer on this effort and gain the assurance that our original objectives remain in place.

We look forward to attending the City Council Hearing on the matter.

City of Leawood
Planning Commission Meeting
August 25, 2020
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, Coleman, Block, Stevens, Hunter, Belzer, Hoyt, Peterson, Elkins.

Chairman Elkins: I'd take a motion to suspend the rules of the Planning Commission as they relate to the presence of a quorum and to the participation of commissioners by teleconference as well as witness presentation of testimony by teleconference.

APPROVAL TO SUSPEND CERTAIN RULES OF PLANNING COMMISSION DUE TO PANDEMIC:

A motion to suspend certain rules of the Planning Commission due to the pandemic was made by Coleman; seconded by Stevens. Motion carried with a unanimous roll-call vote of 8-0. For: McGurren, Coleman, Block, Stevens, Hunter, Belzer, Hoyt, Peterson.

MEETING STATEMENT:

Chairman Elkins: To reduce the likelihood of the spread of COVID-19 and to comply with social distancing recommendations, this meeting of the Leawood Planning Commission is being conducted using the Zoom media format, with some of the commissioners appearing remotely. The meeting is being livestreamed on YouTube and the public can access the livestream by going to www.leawood.org for the live link. The public is strongly encouraged to access this meeting electronically; however, if you wish to comment on a public hearing item, please contact the Community Development Department to make arrangements. I have a list of those who have already indicated a desire to make statements tonight.

Electronic copies of tonight's agenda are available on the City's website at www.Leawood.org under Government / Planning Commission / Agendas & Minutes. Because this meeting is being live-streamed, all parties must state their name and title each time they speak. This will ensure an accurate record and make it clear for those listening only. This applies to all commissioners, staff, applicants and members of the public who may speak. All motions must be stated clearly. After each motion is made and seconded, a roll call vote will be taken. The Chair or staff will announce whether the motion carried and the count of the vote. Reminder, please mute all microphones when you are not speaking. Thank you.

DRAFT

for this property. That still stands. Staff's position is still that it does not meet the overall sense of what the Comprehensive Plan wants for MX-D. We are still opposed to the alignment of 137th Street and the RP-3 portion on the north side of 137th Street. Those are still concerns; however, because it was changed in the Comprehensive Plan Map, we didn't bring them up.

Chairman Elkins: Additional comments? If not, is there a motion?

A motion to recommend approval 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 – with all staff and Public Works stipulations – was made by Hoyt; seconded by McGurren. Motion carried with a roll-call vote of 6-2. For: McGurren, Coleman, Hunter, Belzer, Hoyt, Peterson. Opposed: Block, Stevens

five-minute recess

CASE 49-20 – CAMERON'S COURT – Request for approval of a Rezoning from AG (Agricultural) and SD-O (Planned Office) to RP-2 (Planned Cluster Residential Detached) and MXD (Mixed Use District), Preliminary Plan, and Preliminary Plat, located south of 133rd Street and west of State Line Road. **PUBLIC HEARING**

Chairman Elkins: I would note for the record the comments Mr. Peterson made regarding the Interact Meeting in June had to do with this case.

Staff Presentation:
City Planner Ricky Sanchez made the following presentation:

Mr. Sanchez: This is Case 49-20 – Cameron's Court – Request for approval of Rezoning from AG and SD-O to RP-2 and MX-D, Preliminary Plan, and Preliminary Plat. This project is on a total of approximately 116 acres, reaching from Pawnee Lane to State Line Road and 133rd Street to 135th Street. In total, the development will include 66 single-family lots, 662 multi-family units, 444,864 square feet of retail/office space, and 66,472 square feet of a hotel. The project has been broken into different tracts and phases. Staff would like to show a visual (*projects on the monitor)*. The first phase is the RP-2 portion, which is on 133rd Street and Pawnee. The second phase is Tract B, which is proposed to be mixed use. Tract A would be Phase Three, just south of the RP-2 portion, the majority of which is on 135th Street. Phase Four is Tract C and is on State Line Road.

This proposed project does not meet a number of regulations and standards set forth by the LDO, 135th Street Community Plan, and Comprehensive Plan. We'd like to talk about the parking study. Section 16-4-5.4a of the LDO allows for a parking study to be created and adopted by Governing Body. That then allows for changes in the parking ratio allowed. The study that was submitted to staff was for the development to the south. Staff is not supportive of this, as there are major differences in those developments. Staff would like to see a new parking study done for this development. They are also proposing 1.46 parking spaces per unit within the residential portions of the mixed-use part of the

development, which are in Phase Two and Phase Three. Normally, those would require two parking spaces per residential unit, one totally enclosed, and 3.0-3.5 parking spaces per 1,000 gross feet for nonresidential space. The two residential areas are also proposed to be gated, which does not allow for cross-access easements for parking. Staff does not support the reduction and required parking for the gated residential areas. The Planning Commission may also remember that we updated the LDO requirement for the parking not too long ago to have one totally enclosed and gross square footage. This proposed project also shows private streets within Tracts A and B. Section 16-8.3.2a of the LDO states that private streets within residential are only allowed within residential developments only. Because this is within the mixed-use development, it is not technically allowed. The streets will have to meet city standards if they are private. The applicant also does not meet corner lot street side setbacks within the RP-2 portion of the development. Corner lot street side setbacks are supposed to have a 20' setback, and the plan shows a 10' setback. The applicant is proposing covered parking areas. Per the LDO, they have to be connected to the primary structure and also has to be a maximum of 15 feet away from the primary structure. This is showing a covered parking area with a walkway that goes into an island, which is approximately 45 feet. The actual structure itself is 75 feet away from the primary structure. Since this is considered covered parking, the applicant is using them to meet the covered parking requirements. Removal of the structures would affect the parking numbers. Additionally, per the LDO, 6' retaining walls are allowed; however, they have to be stepped back for each foot in height. A 7' wall would require an addition 1' setback. One retaining wall is 6 feet high; however, it is within the parking setback. Another wall has a maximum height of 10 feet. Staff would prefer a maximum of 6 feet. It could be broken into two 5' walls that are terraced so there is not one massive wall. It would also have to be set back 5 feet. Those are all elements that don't meet LDO requirements.

Within the Comprehensive plan is another set of regulations it does not comply with. Per the map, the RP-2 portion should be MX-D. We discussed gated communities with the previous application. This development is proposing two gated communities. To create a sense of community, we do not allow gated communities per the Comprehensive Plan. Within the MX-D plan, unity and connection should be a part. Gated communities disconnect the overall sense, really creating four separate developments that the applicant chooses to apply as one. High Drive already separates RP-2 and one part of the apartments on the south facing 135th Street. All of the uses are already disconnected. All the commercial and office are along State Line Road. There is another development of apartments and a third development of apartments, and then single-family residential. Pedestrian activity is only shown within the separated areas, so they really don't connect to each other much. What does connect is across High Drive, and staff would like to see more connection between these items. Also, this project is so large that it would be hard to get from one end of the development all the way to the commercial portion by a pedestrian route. The site design alone does not meet the human scale, village style, and main street style for mixed-use developments that Leawood is looking for. It is staff's position that these are four separate developments that really don't speak to each other, and two being gated really does not help.

Within the 135th Street Community Plan are regulations that this plan does not meet as well. The applicant has submitted a plan that shows a variety of road types

distinguished in the 135th Street Community Plan, including neighborhood streets. In the Comprehensive Plan is a broad guide, including widths, sidewalks, and rain gardens. The applicant has proposed this within the gated communities and some in the commercial area. Staff does not think these are great uses or that they are the intent behind the 135th Street Community Plan, which is to create pedestrian connections that can be traversed with ease. They also use a destination street that does not meet the intent of a destination street. It is supposed to have 16' sidewalks with enough room for multiple groups to walk next to each other, bike racks, seating, active businesses on the street, and on-street parking. This plan does not meet any of that. The applicant is also proposing to not construct Kenneth Road and Chadwick Road. Staff sees this as something that could potentially really hurt the development, as these are huge north-south connectors that could help the development and hurt the ability to create grid streets, which staff sees as more efficient and more sustainable. Grid streets also create walkability. The future street network approved by Governing Body shows Chadwick going through the development. It also shows a 10' hike-bike trail on the west side of Kenneth Road. They are not proposing Kenneth Road or Chadwick. The 135th Street Community Plan talks about transects. This provides a sort of transect with low-density residential, moving to high-density residential, another high density residential, and then the commercial. That was not the intent of a transect; it is to be able to easily transition from one use to another use with different densities and to be able to connect all those things seamlessly. This has separated all those parts of the development, and we do not see it as a true use of transects. In the 135th Street Community Plan, the low-density residential is supposed to be on 133rd Street. To the north is the lower density. It transitions further to the south, and then it would be the grid street network. Then, there is another sense of density closer to 135th Street.

Stipulation Nos. 2-13 are necessary for staff to do a full review of the proposed project. Staff believes if Nos. 2-13 are applied in any way, it could cause a substantial change to the plan, which could cause the plan to come back. Additional changes may be created with other issues that need to be reviewed by multiple city departments. We have been in contact with the Fire Department and Public Works. As you can see, we see a lot of issues with this project, and we need time to review them. We need to work with other departments to gauge their concerns to be able to give a full review of the project. Thank you.

Chairman Elkins: Thank you. Questions for Mr. Sanchez?

Comm. Coleman: From what you just proposed, there seems to be a big disconnect between you and what the applicant is proposing. Can you go into a bit more detail about your work with the applicant and how we got to this point?

Mr. Sanchez: With every application that comes in to the City of Leawood, we do a pre-application meeting. At that time, the plan is in early stages. That is normally where all the design-type work happens with staff and the applicant. From that point to this point, not a lot has changed. There have been minor changes due to not meeting LDO requirements. We have reiterated often that it does not meet the 135th Street Community Plan and the Comprehensive Plan. The applicant could talk more about their process.

Comm. Hoyt: It's basically what Commissioner Coleman just said, except I can't really remember a plan of this scope coming through with so many nonconforming elements, even with just the LDO, which is a preliminary benchmark of acceptability. Then, we get into the Comprehensive Plan issues, which is another pretty firm guideline that we try to follow. The 135th Street Corridor Plan is maybe a bit more subjective at times, but it just seems to me that it would be very difficult to approve this plan, even with the stipulations, and know what we were approving.

Mr. Sanchez: I forgot to end our presentation. The proposed application does not meet multiple requirements within the LDO, 135th Street Community Plan, and Comprehensive Plan. Therefore, staff recommends denial of Case 49-20. We just wanted that on the record.

Chairman Elkins: Thank you. Did you have a response to Commissioner Hoyt's question?

Mr. Sanchez: That is where staff is, also. They wanted to move forward with the application. We tried to work with them, and this is where we are.

Chairman Elkins: Is it accurate for us to conclude that, at least for conflicts with the LDO, we don't really have the discretion to approve a plan that conflicts with the LDO itself; correct?

Mr. Sanchez: That is correct. The Planning Commission cannot approve a plan that does not meet the LDO.

Chairman Elkins: In contrast, we may have some discretion relative to the Comprehensive Plan or the 135th Street Community Plan.

Mr. Sanchez: Correct.

Comm. Hunter: My understanding was that, even if the applicant agreed to all the stipulations, the city still wouldn't recommend approving this. If we can't approve it because it doesn't meet the LDO, how did we get here?

Mr. Sanchez: You are correct. If the retaining wall has to move within the setback, we don't know what that will do to the entire site. Units may have to move to another area. We would like for the applicant to meet the LDO, 135th Street Community Plan, and the Comprehensive Plan and then resubmit the plan. We are unaware of what may happen.

Chairman Elkins: When you say that, even with the stipulations, it would require additional review by the staff and various departments. Can you explain that in a bit more detail?

Mr. Sanchez: Planning staff works closely with all the other departments in the city. If they were to add Kenneth Road, it affects the planning side, Fire, Police, and Public Works potentially. Any change could affect all departments, and all would need to consider the changes.

Comm. Stevens: This is a little off subject, but for clarity, regarding the planned heights shown, the apartments in Tract B are all to be five-story apartment buildings. Maybe it's a better question for the applicant, but it appears there is confusion in even the heights of the density being shown.

Mr. Sanchez: Building heights have to meet LDO requirements of 90 feet in MX-D. All of the buildings are in that range, so that is fine. We do a preliminary check on the building elevations, but it is not a requirement until Final Plan consideration.

Chairman Elkins: What is the total distance from the western side of Tract A to the eastern side of Tract B? Do you have a ballpark estimate? One of the concerns of staff is the distance between the various tracts.

Mr. Sanchez: I don't know off the top of my head.

Chairman Elkins: Are there further questions? If not, I would invite the applicant to speak. Mr. Holland, will you be presenting?

Mr. Holland: No, it will be Rick Oddo. We'll also have Henry Klover as the architect. I'll probably follow him and get into some of the stipulations.

Applicant Presentation:
Rick Oddo, appeared before the Planning Commission and made the following comments:

Mr. Oddo: I've lived in Leawood for 42 years, and whatever I build will be something that will add value to the neighborhood and not detract from it. I'm happy to present a viable MX-D plan that is market driven and ready to start now. Over a year ago, I saw a plan come before this commission, and it had very large buildings, multi-story structures, and criss-cross streets. The neighborhood hated it. They didn't want the streets, the parking garages, the attached parking, and big buildings. They kept saying they wanted a Villa Milano community, like we have done just a half mile to the south. I'm giving you Villa Milano-type housing, plus, I'm giving an extra two rows of single-family homes along 133rd as an additional buffer. Cameron's Court starts on State Line and goes to Pawnee. It's almost 4,800 lineal feet. You could put five Park Places in this thing. It's going to be hard to make everything all interconnected. This is why we've broken it up into four chunks. However, I do want to bring up that this is the MX-D zoning in Leawood. It was proposed 18 years ago. Since that time, only three communities got started, all of which failed because of all the interconnecting streets to make it impossible to build something or to make the setbacks work. They basically failed because retail doesn't work if it's not concentrated. It needs to be easy to get to, in high-traffic areas,

and without parking garages. Retail must have easy-access parking. Unfortunately, MX-D calls for way too many streets. It hides the retail and makes it too difficult to find. Criss-crossing streets make it impossible for it to work. No national tenant will go in a mixed-use development with these requirements. Therefore, you can't get financing, and that's why what little has started has stopped. Nothing is going to be built if the exact LDO is followed. I'm asking for just a slight modification on the MX-D plan like you did across the street at 135th Street, where you've got a little bit of commercial and retail in one area and the residential component in another area. This is what works in suburban Leawood. In Johnson County, they don't want to be in 10-story buildings; they want to have elbow room. They want to have a lot of green space. If you notice, we have lots of green space, far more than any that has ever been proposed before. We placed a high-density retail/commercial aspect on the east side by State Line, and we already have the high-density retail center where Price Chopper is. Between, we have residential communities. This is the ideal way to do an MX-D community. We have low-density apartments going into RP-2, which is single-family homes into more single-family homes. The other items I'm asking for are some practical design standards that are more in line with what the market wants so we can build a viable community. Oddo Development has designed a unique plan that we believe not only meets the intent of the city's Master Plan for the 135th Street Corridor, but will also bring much-needed housing options to the neighborhood and much-needed additional property taxes to the schools and the city with very little impact to either. The site layout proposes a graduated density from apartments to RP-2 as a buffer, placing commercial and retail at the highest-traffic intersection, which is at State Line and 135th Street where it should be. We're also trying to dedicate as many natural zones as possible on both sides of the church. We have all the green space and natural trees staying in that area. We're even trying to save the natural trees in the Chadwick area. That's why we have our entrance opening up on both sides of the big large lot of trees. This development will create millions in property taxes for the city and nearby schools with minimum impact to student population. After 20 years of the 135th Street Corridor remaining undeveloped, the proposed plan is viable, and we can begin development immediately. This plan meets the spirit of MX-D without requesting deviations or density increases and places commercial and retail development where it's appropriate along State Line. It's also market driven. I've had a lot of Interact Meetings, probably more than any other developer. I've met with dozens of individuals. I've met with three HOAs multiple times, and I've tried to incorporate their suggestions into our plans. The number one thing was to offset High Drive, which we did. The neighbors didn't want High Drive to line straight up so cars could fly from one end right into Wilshire. They also wanted to limit the entrances on commercial sites off State Line. Instead, we made only one turn-in at Kenneth. They also didn't want Kenneth to be a straight-through street, as staff is proposing. They wanted it for the same reason they wanted High Drive offset; they didn't want cars running straight through. Kenneth just goes a few feet on the other side, so to have it carry through doesn't do much. It also will end up killing all the trees on both sides of the church, or at least on the east side. The neighbors also want us to direct as much traffic away from 133rd Street as possible, which we have done. None of our apartments open up onto 133rd. As long as I can gate it, the only exit will be an emergency exit. We've really tried to help them with that. We also wanted to minimize the density as much as possible. Along 133rd, those are not five-story

buildings. The five-story buildings are on 135th Street across the street from six-story buildings you were just reviewing. We have three-story buildings along 133rd. It is in conformance. The other thing people ask is to keep the commercial area away from the residential area and keep it at State Line. They wanted 133rd walkable and to be able to ride bikes, and that's what we've done. After meeting with all of the people, we tried to incorporate their wants into our plan. That's why we do have a couple HOAs approving it, and the third is unfortunately split. I wish I could have all, but two out of three isn't bad.

Before we get into the highlights of our community, I do know you received some letters and will hear people speak later that are worried about things or have some misconceptions. One thing I can't overcome is those who just want single-family homes. That's not fair and reasonable. This ground needs to be highest and best use, but it needs to be something that's not going to destroy the integrity of the neighborhood. That's what my plan does. It works with the neighborhood. The other thing that is not reasonable is to have all single-family homes. It just can't be done. We need a community with multiple housing options, and we also need to bring in some tax dollars. My product is needed, and the tax dollars this will bring in are greatly needed by they city. One of the problems we're having is most of the people don't understand who our residents are. These are the highest-end apartments. I've won several awards for apartments I've built. We build a gated community, stucco, stone, high finishes. Because of that, we attract high-end homeowners. The average income is over $124,000 a year. Our average age is 52 years old. As a matter of fact, 1/3 of them are over 65. Of the other residents, 1/3 are divorcees who live in the neighborhood and want to live within two miles of their families, and the other 1/3 executives who travel a lot who like the gated community so they can have the "lock and leave" feel. The other issue we hear as a worry is there will be too many kids, and the schools will be overwhelmed. Typically, because they're so high-end, we only have 3-5 kids per apartment community. That's because we normally have 20% with three bedrooms, and the other portion is split 50/50 between one and two bedrooms. Because of their concerns, I removed all three bedrooms from this community, which are the biggest driver of kids. We've gone from 50/50 to 65% one bedroom and 35% two bedrooms. Therefore, we'll have very few kids. If we have 3-5 kids per development, I would be surprised. The other issue we hear about is traffic. This plan will add traffic to 133rd and 135th. Everything will add traffic. However, this plan is a fraction of what the LDO allows. You saw the plan for eight- and ten-story buildings. Those areas allow up to 96 units per acre. We are at 11.17 units per acre, so we're very low density. Across the street, just the residential component is at 26.9 units per acre. I can't build something lower density than this. This is what people in Johnson County and the suburbs want: lots of elbow space, lots of green walkable space, and beautiful, wide-open spaces. This is how you build a beautiful, sustainable property, and it does not produce much traffic. These streets were designed to handle 6-10 times more traffic than what we're proposing, so we know they will handle it. I hear about home values. We know that high-end apartments don't hurt the values of homes. We saw that when I built Villa Milano. Home values continue to skyrocket. They've built million-dollar homes right next door. I'm so sure of it that I'm going to be building $750,000-$800,000 homes as a buffer. I will have more expensive homes than the homes to the north. What brings prices down is the uncertainty of what could be built, like high rises, parking garages, what has been

proposed before, or what the LDO actually asks for. What keeps prices low is good buffers, low density, and high quality, which is what I plan to do. We also know that high-end apartments don't have any crime. You know that. I know that, especially if it's gated. The outside people can't come in. They can't do the quick smash-and-grab. All that is eliminated if the apartments are gated. The last issue that we had dealt with color, texture, and design. Everybody has an opinion. Unfortunately, we'll never please everybody, but I do have three different styles of homes from single-family homes to traditional and then more modern. I can't please everybody, but I'm sure trying to. Overall, most people like the plan. Even those who are against it like 80% of the plan. Overall, most of the neighbors know that something needs to be built on this site, or something will be built sometime. It was stated by several neighbors that this plan is far better than anyone ever suggested or thought was possible because of the single-family buffers. Plus, they like the traditional look of the two-story apartment buildings that we have, and they understand the other is a modern look. Both apartment units are very low density with 11.17 units per acre. Remember, across the street, it was 26.9 units per acre, and it was just approved. The minute we designed office and retail, not what we think is needed there, but the absolutely minimal that is allowed in MX-D. We are asking for the minimum required by your ordinance. This is a little bit of everything for everybody, which is what MX-D is. This happens to be a horizontal MX-D that works instead of one that is on top of each other that is having problems with financing and finding tenants.

Let's look at what this community will bring in tax benefits. Just for the single-family homes, the starting prices are $750,000 and will probably go closer to $800,000. This will bring in about $546,000 a year in property taxes. Of that, 52% goes to the school district. They're going to get $284,000 a year in taxes. City of Leawood will get an additional $65,000 a year. The west apartment community is going to be valued around $76 million. With its assessments, it will pay almost $1 million in property taxes, which is pretty close to what I'm paying at Villa Milano based on units. The school would get $517,000 a year. The city would get $119,000. By the time we get this built, it will probably be well over $120,000 in property taxes. The east phase is $72 million and has fewer units. Property tax there will be a little over $940,000. Once again, the school gets almost $.5 million per year, and the city will get $113,000 a year. The tax benefits of the residential side alone is over $248,000 a year. School districts will get $1.2 million, all for 6-8 kids. The city will get 12%, which is almost $300,000 a year. The apartments and commercial will take care of their own streets. It is relatively no additional expense to the city from the apartments and commercial parts. The commercial, we believe, has a lot of moving parts, but it's going to be around $150 million. Once again, that should be a higher assessment, but it's the right number of $1.9 million in property taxes. School district will get a little over $1 million a year, and the city will get $234,000 a year. In 10-20 years, the total property tax generated by this community is over $18 million. For the last 20 years, it's been sitting vacant, and it's what you would walk away from. Taxes for the schools are $46 million over 20 years with $2.3 million a year for 6-8 kids. Let's say we double the number of kids. That's still a pretty good rate. The city will get over $.5 million a year with relatively no additional expense. Plus, there are over $2 million in impact fees, park fees, and fees I have to pay before I even get building permits.

Let me work through some of the major benefits that we've got. We have a variety of living styles with single-family homes and two different styles of apartments.

We are going to do the big-home look, similar to Villa Milano and Sonoma Hill. We're going to have two rows of single-family homes between $750,000 and $850,000, which proves that these do not hurt the values of homes. As a matter of fact, I've already got 8-10 people who have told me to call them because they want to be first in line to pick their lots. It's hard to find homes in the city that are under $1 million. As you saw across the street, townhomes at $.5 million and duplexes at $600,000. It's really hard this day and age to build a single-family house for less than $750,000. The west apartments are the big-home look. They're made of stucco, stone, and wood trim. Some of the roofs have metal roofs to add extra texture and other elements. The main entrance is off Chadwick, and we tried to conserve the trees. Yes, we want it gated. I think it adds so much to a community. That's one of the reasons we were considered the highest and best in our community with Villa Milano. I want to keep that going. The other two entrances are off High Drive and Pawnee. We're trying to keep all our apartment traffic off 133rd. If Chadwick were to go through, it would destroy the single-family community, and it eats up all the trees. It destroys the look. Everybody wants green space. They want elbow room. I'm giving them tons of walking space, bike paths, and everything around here. The eastern apartments are the five-story buildings. The four buildings on the north end are all three-story buildings, and there is a one-story clubhouse. The eastern development has only two buildings adjacent to 133rd. The two buildings have been designed to have limited cross-section, so it's just the ends of the buildings to reduce the profile along 133rd. The eastern development acts as a transitional phase between the big houses and the commercial. There is a large draw running through, and the design of the buildings helps transition due to changes in elevations throughout that area. It's a different high-end style of living. These are called tuck-unders. The problem we're having is the tuck-under design is the most predominant new design of high-end apartments, and it's really hard to build under the LDO because you want parking garages, and we're trying to avoid parking garages because it makes the building too big. I want to stress that both communities are very low density, and you just approved a horizontal MX-D across the street with residential in one area and commercial/retail in another. I want to do the same kind of thing. I'll also remind you that the area with the apartment ended up being zoned at 26.9, which is 2 ½ times denser than what we have. We're at 11.1. All the commercial and retail is concentrated on the east end of the community, where the concentration will help strengthen the retail and keep the traffic away from residential areas, which was asked for at every single meeting. I'm sure some will talk about it. They don't want retail/commercial brought in west of Kenneth Road. Please keep in mind that residents will drive the retail and commercial. Without the residential, there is no need for commercial and retail. I think you have a plan that said that there really isn't a need for more commercial buildings; residential is what we need.

You saw a lot of differences from staff on what they say doesn't meet the LDO. I'm going to go over some of the differences. Basically, the LDO wants dense buildings and taller buildings with parking garages. It makes these buildings much bigger. The scale gets too big. They're not needed or wanted. Johnson County wants low-profile buildings that are smaller with lots of green space and walking trails. That's what I did. If you cut it up with streets, it doesn't come out as nice. We're going to have private drive. We need them. We want to gate the community. As John Petersen just said, parking garages have gates to keep people out. We're doing it at the street before people come in.

I don't spend $700,000 if it's not needed. I do it because it's a major asset and benefit to the community and the residents. It reduces crime from outsiders. People don't come cruise the street, looking for opportunities for "smash and grab." With all the seniors and traveling executives that we have, they like the added security the fencing and gated community bring. Our residents like the "lock and leave." A lot of our seniors have places in other cities. Now, they're not traveling, but normally they do, and they love the extra security of the gate. Another odd reason we like the gated community is it keeps our grounds much cleaner. We DNA test all our dogs, so if we find feces in the ground, we test it, and we find the tenant who didn't pick up after their dogs. If it's not gated, we'll get too many dogs coming through, and we won't be able to monitor it. Therefore, for our clean grounds, we want to be able to monitor it. It doesn't hurt the communities. These communities are so large that 30 acres and 25 acres have plenty of room. On the east community, the only entrance we have and the reason we want gates is it will allow us to have the one exit onto 133rd Street to be controlled access to only emergency services in and out. We will have no access to 133rd if I'm allowed to be gated. This is why some of the neighbors want us to have a gated community, just like we did at Milan. Gates, to me, add prestige. Villa Milano has been a great asset to Leawood, and we want to do the same thing here. On the big homes, staff has suggested that we remove the gutters. I don't think they cause a problem to the looks of the building. They're on the corners of the buildings. This is supposed to look like a house, and it's residential-style construction. It's not a good idea to have no gutters. On the east community, we have a flat roof and commercial-style construction, so it will have internal gutters. These are residential-style construction and should not have water introduced to the walls; it will just bring mold. We could eliminate the gutters completely, but that would cause erosion, and we don't want that, either. Please don't ask us to do something that goes against common sense, even if it's in the LDO. Another difference that is required in the LDO is tile roofs. It becomes cost prohibitive. It is over $2 million to add tile roofs to the west community and adds no value to the residents. As a matter of fact, staff asked early on if the homes were for sale or rent. I asked why they wanted to know. They said there are different standards for rent or for sale. For sale doesn't need tile roofs, but if it is for rent, it does. I would be very careful with stuff like that because it could be interpreted as redlining, discriminating, adding extra costs to keep renters out. I'd be very careful of that. As a Leawood resident, I don't want to bring that upon us. None of the homes in our area have tile roofs; they're all asphalt shingles, so we should have the same. We designed it like we did Villa Milano, which didn't have tile roofs. I think it's an unreasonable expense or just a misunderstanding. The next difference is really important, and it goes back to what they said about 75 feet, which goes to the middle of the hallway. We have one garage for every unit. We have to have separation so that people can back out. It is called a tuck-under because the garage is tucked underneath. Unfortunately, we can only get about 1/3 of the garages in the building. With the detached garages, every unit has one, which is nice asset that is needed and wanted. To have them attached would require some type of structure connecting the two. That's silly. It doesn't make sense. It has to be tall enough that fire trucks and moving trucks can get under. It's not smart. The LDO just needs to be updated to handle something that is being built in the last 20 years. This is the only city whose LDO doesn't allow this. This is the most sought-after product. Staff also wants us to have trash compactors attached to the buildings. This goes back to the same thing.

Trash compactors should never be attached to a residential building. They stink, and they're a fire hazard. As we know, sometimes, fires can start inside. Therefore, we want the trash compactors by High Drive. It is detached from the buildings and provides easy access. We drive by twice a week to pick up trash. We also want it inside the gates because if we don't have gates, neighbors drop off tires, batteries, and couches. We like to keep it clean, and the gated community helps us with that. Staff wants more streets, but if you look at the occupancy level of those that are all chopped up, you'll see they're not as high as what we get. We're getting higher values for our communities than anyplace else in the city because we build it best. Staff wants Chadwick to go through. I think it would destroy it and serve no purpose. We've got traffic studies that show that Chadwick does not need to go through. We also show that the street over in Kenneth could loop around to commercial, which is not needed. These wants destroy the green space and what we discussed to be successful. I want to stress that the church has also asked that Kenneth Road gets looped around and not go through. They want to preserve those trees. They don't want the noise of the traffic going by their school and church. Kenneth will destroy that seclusion. Everybody wants to save those trees. We're talking about 1,100 feet of trees about 80 feet wide that we'll save by looping Kenneth around. Once again, the traffic report supports all of this.

In short, staff is pushing for a design with lots of streets that go from 135th to 133rd, which the neighbors do not want. The design requirements are so costly that we can't afford to build them, or if we do, we end up having to put parking garages that the neighbors don't want, and both height and density increase. I'm trying to keep the cost reasonable and keep a low profile with lots of green space. The MX-D plan as designed in the LDO doesn't have a market, especially three miles of it. I can't imagine how many Park Places that is, and you know that Park Place isn't really knocking them dead with residential or retail. Other projects built as MX-D got started and have just stalled. If the current LDO is enforced, nothing will ever be built here. The neighbors don't want streets doing through like Chadwick. The developer doesn't want it, and the traffic study shows that it's not needed. Why destroy the trees and green space? People move to the suburbs for elbow space, and they don't want a College Boulevard on steroids. Plus, we need a design that can get tenants and keep residents here. Plus, I can get financing with this; whereas, the other products really can't get financing.

In conclusion, I have a viable MX-D plan that is market-drive, that the community can support, and so will the market. The development team has worked very hard to design a plan that differs significantly from what others have tried to bring to the area with a lot less density and smaller scale. We may not have done what staff wanted, but we did what the neighbors wanted. We maintained the integrity of the neighborhood and dispersed the traffic away from the existing single-family homes, moving it to 135th and to State Line. The proposed High Drive connection at 133rd has been offset to the south, so it doesn't line up correctly with the north side to disperse traffic from High Drive going straight through to Wilshire Place. Once again, it was requested by the neighbors. We moved commercial and retail away from the existing residential communities toward the high-density State Line Road. We also have different residential products that are needed and will make the retail more viable. We'll produce millions of dollars in taxes that are needed, and we're ready to start now. With that, I'm going to turn this over to Henry Klover, who worked hard with us and the community to try to get a

plan together. We'll let him go through some of the notes and things that staff brought up as well.

Henry Klover, Klover Architects, 8813 Pembroke Lane, Lenexa, appeared before the Planning Commission and made the following comments (*Chairman Elkins tried to interject throughout, but Mr. Klover could not hear him)*:

Mr. Klover: The first thing we wanted to talk about was the design. Rick went through a lot, so I'll be brief. The big homes are designed to have individual garages that have internal access to each unit. They have direct access from the outside. There are no hallways or corridors. It is a very secure environment. The second type is what we call the tuck-unders. They are very popular, and it is not currently allowed by the LDO because of the garage issue and the attachment, which we view as an interpretation issue. We would like to ask to do that as well. The commercial is designed as all of those around the 135th Street Corridor are because of the rules. We are asking for a hotel, we can't have limited parking. We are asking for a gas station. We have tried to encompass all the parking. We have a lot of trees at the request of the neighborhood. They did not want direct access to Overbrook. The design is in relationship to the ordinances. I'll get into comments from staff briefly to deal with those as well. We do intend to comply with the LDO. The only differences are things that popped up fairly recently. For example, we planned on using the same basic analysis for this side of the street as was used on the other side of the street, but that is not actually what we're asking for. The actual average is around 1.66. The 1.46 was a number that came from a study that we did. I told them it was something we had from before, but I actually gathered the information, did the research, worked with EPC on the units that had been stabilized, came up with the square footage. I could have just as easily taken the information I gave to Jeff that he put in the report and did it myself. All the information is accurate. The only reason it was put on there was because it was a very last-minute request on his part. He wanted documentation, and we gave it to him. Other than that, we would have been able to provide it. All three developers have come to the same basic conclusion in how they want to operate. I don't think staff will have any objection because they don't want parking spaces that will sit empty. The reality is we can put the deferred parking today; it is not really an issue. We can get more parking. We can put deferred parking that we don't need, but we've all looked at it. We can provide a study again, which I actually did and wrote myself. This wasn't really designed for a shared use because of the fact that residential in shared use stands on its own and doesn't share parking. We're more than happy to provide a parking study. We didn't see an issue; it was a last-minute request. With regard to private streets and the number that they want, I'll get into that in a bit. I kind of got ahead of myself because I'm trying to deal with comments from staff. What you see is my 18 years of working in Leawood. I started with Cornerstone in 2002. We did a proposal to staff in 2003 to put big box retail that is now existing on the other side of the street in Missouri. It wasn't accepted in Leawood. In 2005-2006, we did Mission Corner, which did get approved. One of the buildings got designed, but it fell apart and failed. We worked on Blue Valley Promenade in 2006, which was a very grandiose plan that would have been a game-changer for the community, but the market didn't accept it. Westside Mission was a project we went through the process and did not get approved.

The Village of Seville was built in 2007, and the neighbors have all brought up that it's partly empty. We worked on Villagio in 2014, which was to try to get the grocery store moved into that area. We did Leawood Market also in 2014. We worked on 135th and Kenneth, which you just approved across the street, and now Cameron's Court. We have nine projects over 18 years. You might notice that none of them have anything built with the exception of Cornerstone. Cornerstone had an office building with structural steel, and it failed. It's partly to point out that we've been working on this for a very long time. The Regniers have owned a lot of this property, and Bob will talk in the future. Obviously, this is MX-D, but one of the principles of design is what we call the dog bone, which is usually putting the highest and best use of commercial on the corners. It has been noted in appraisals that the properties on the corner of 135th and State Line are going to sell a lot more than the property in the middle of Kenneth or High Drive. The dog bone means retail at each end, and lesser uses go between. One of staff's comments was about the streets. Putting intersections in just to put in a grid section is an urban environment, and it is not what we consider to be appropriate in this type of area because of sheer mass. You can see the densities they ask for. Inside of that block, there are 40 corners inside. There are 20 corners on 135th Street and 20 on 133rd Street. The nodes they call for are supposed to be activated by retail and restaurants. There is no way we can create anywhere close to 40-80 corner retail/entertainment environments. The intent is to have something like Park Place. It would be 6 million square feet if you multiply Park Place by 4 or 5. It's not a feasible plan. It is more important to understand what can happen. This property has sat for a very long time. Obviously, this is straight out of your guidelines, and none of the residents have wanted it. They don't want high rises; they don't want density; they don't want a 150' building next to them.

I do want to go into staff comments. As I stated, the first was on the LDO. We do intend to comply with the LDO. We can provide the parking study. The private streets and the grid are not in the ordinance; they are in the 135th Street Community Plan. It does have sizes and connections, but the issue is that there is no way those can happen under your LDO. For example, the three types of streets that were mentioned all would have to be twice as wide as what they suggest, per the LDO. With all that is asked for: sidewalk, parking, median in the middle, the tightest is around 90 feet. By ordinance, it can't be more than 116 feet or 140 feet with a setback reduction. If you know anything about urban design or these types of projects, the tightness and ability to connect is what's important. There is a disconnect. I don't remember who the councilmember was, but on the last project, he said it was like playing Whack-a-Mole. The minute we meet one, we get another one we can't meet because they're not compatible. We would request you review that. The accessory structure is the only thing we would ask for relief on because we do have a product we'd like to get built. We do intend to comply with the retaining walls. We thought we'd answered the question, but obviously, we didn't answer it to their request. The comments from Public Works showed up a few days ago, and we'll deal with those issues. The Fire Department comments came in only a few days ago, which is basically asking for circulations, patterns, and changes in radius. We're able to do all those things. At this point, I'm going to turn it over to my colleague.

Curtis Holland, attorney with Polsinelli Law Firm, Kansas City, MO, appeared before the Planning Commission and made the following comments:

Unidentified Speaker: We need to take a small break and fix some technical issues.

Chairman Elkins: While the technical issues are getting resolved, we need to address the time. Do I hear a motion to extend the meeting?

A motion to extend the meeting for 30 minutes was made by Coleman; seconded by Stevens. Motion carried with a unanimous roll-call vote of 7-0. For: McGurren, Coleman, Stevens, Hunter, Block, Hoyt, Belzer. Not present due to technical issues: Peterson.

Chairman Elkins: Our meeting is continued until 9:30. Mr. Holland, are you with us?

Mr. Holland: I am.

Chairman Elkins: We heard all of Mr. Klover's presentation, despite my efforts to interrupt, and it is part of our record. We would be grateful.

Mr. Holland: I'm going to try to speak briefly on the issues concerning what you've always called the Golden Criteria and talk briefly on some of the stipulations. There's a lot that I'm not sure I can go through in detail on every one, but I do want to talk about a couple of the ones that are more important. With respect to the Golden Criteria, staff prepared their comments. I'm not going to go through every one, but there are few I want to touch on. I'd like to speak to the one that says, "Suitability of the subject property for the uses to which is has been restricted." I don't know how long we've been talking about what the 135th Street Corridor Plan, Comprehensive Plan, and LDO all speak to. Of course, the LDO is an ordinance. The Comprehensive Plan and Corridor Plan are not ordinances, but I know staff likes to talk about the 135th Street Corridor as it relates to MX-D as well as the Comprehensive Plan. We've talked quite a bit about why it doesn't work. I will just mention that I know Bob Regnier is here and wants to speak a little about the highest and best uses of the property. From our side, you've all heard that we don't think MX-D as presented in the 135th Street Corridor Plan is a viable, workable, marketable development that can be done in this area. As Rick Oddo mentioned earlier, in all of our conversations with the area residents, none of them want to see that. Frankly, we don't think that development of this area in accordance with the 135th Street Corridor Plan is suitable. We like the term Horizontal Mixed Use. We think that works well here. I also want to talk about the extent to which the removal of the restrictions will detrimentally affect nearby property. All I would say is we think we meet the spirit and intent of MX-D in that it's horizontal and may not be the vertical that you want. It doesn't seem appropriate here, and the neighbors don't want to see that. Regarding the relative gain to the public health, safety, and welfare due to the denial of the application as compared to the hardship imposed as a result of denial of the application, I guess we would say that there's really no gain to the public to deny the application as it was presented. I think some of the residents have issues with particular parts of our plan, but overall, the comments we got were pretty positive. We have a couple HOAs that submitted letters, and they may speak tonight. There is no real gain for denial. I would

also say that Henry Klover has been involved with the 135th Street Corridor for 18-19 years, and there's no true MX-D that has been built out there. Frankly, denial to build something in conformance with the 135th Street Corridor is something that seems like you are restricting development of the property and making it almost unusable. For the Regnier family, I feel real sympathy for them because they've had to hold on to this property for so long without a plan being allowed to develop that makes sense and fits within the Leawood development patterns that we've seen and that made Leawood successful.

I'd like to move to the stipulations. There are a lot, and I know you've spent a lot of time listening to us, and I don't want to delay it longer than I have to. Relative to the stipulations, I think we're probably going to need to keep working with staff on some of this, but there are 31 stipulations that are written by staff, and I don't know how many more that are listed in the Public Works memo. I want to speak to a couple of them. We are agreeable to at least half of these, which are toward the end. We can address how we're handling trash and the memos in Nos. 3 and 4. Some, we simply can't agree to. For example, No. 6 requires removal of RP-2, and it is directly against what the neighbors want. We can't really do it. It's easy for staff to say to follow the Comprehensive Plan and do everything in the stipulations, but if we do, we're not going to have a marketable product, and frankly, no one in the neighborhood is going to like it. We disagree on a lot of the stipulations; we can agree on some. Overall, I think we need to keep working on them. We talked about them a lot throughout our presentation. For example, No. 9 requires a street grid network. It's really not feasible. Connecting Kenneth Road and Chadwick is not wanted by anybody, and they are streets to nowhere that serve no purpose. Attaching our accessory structures to the primary buildings in No. 10 is one we talked about. No. 13 talks about an updated Tree Inventory Plan. We've already provided that, so we're okay with that. No. 14 requires a Special Use Permit for gas station and hotel, and we can do that. There is one that talked about building all the streets in a single phase, which is not appropriate. No one would do that, and we're not going to get a bank to finance something like that. We're going to build the project in phases, and I think that's what everybody else will do. We'll meet and build the infrastructure as needed for each of the phases, and that's No. 25. I'm trying to speed this up because I want Mr. Regnier to have time to talk after me. One of the comments that is really going to be challenging for us is to build a third lane on 135th Street. For us, that is a big legal issue. Maybe that is something you can't necessarily deal with. Our traffic report doesn't indicate a need for widening 135th Street, and frankly, it's against the law because 135th Street is an arterial street. That is a city street, and there is case law in Kansas to support that it's the city's responsibility. We build collectors and local roads; instead, we have the privilege of paying fees that the city will collect to ultimately build arterial streets. That is, in fact, what is happening with the collection of the 135th Street Corridor Traffic Impact Fee. There are other fees in here as well. We don't agree that we should be financially responsible for constructing 135th Street to widen it. The Public Works memo talks about the right-of-way, and I think maybe we can work with the city on the right-of-way dedication, but at least for construction of 135th Street, that is not our responsibility; that is the city's. The only other thing I want to emphasize is that this is going to be a phased development. We'll build the infrastructure as it's need, bury the power lines as

DRAFT

they're needed in an appropriate phase. With that, I will close and yield the rest of my time to Bob Regnier.

Bob Regnier,

Mr. Regnier: Thank you for the opportunity to speak. I'm going to talk about feasibility and a little bit of history. All of this property, except for State Line Airport, was purchased by my father. He died in 2000, so we've owned most of this property for somewhere between 30 and 40 years. Since 2000, I've been the person responsible for the management of the property and have talked to numerous people about development of this property, none of which has come to fruition except for the Lashbrook proposal, which has been in process for over two years. Along this process, after having talked to so many people and reviewing the 135th Street Corridor Plan, there was a disconnect. There were a lot of plans, but to my knowledge, there has never been a feasibility study done on what the highest and best use for this property is. I commissioned one from RLCO, which is The Robert Charles Lesser Company. It has been around for 55 years and is very well regarded. It touches over 5 billion square feet of real estate projects annually. They provide strategic and tactical advice. It's an excellent company with sterling reputation. We engaged them to give a study of our property for highest and best use analysis. It was done June 19, 2019. I would suggest that it would be a little harsher today, given the COVID issues and impacts on commercial/retail development. The survey has 205 pages, and I would ask you to take a hard look at the Executive Summary on page 5 and the Key Findings on pages 60-63. I'm going to read a couple sentences in each of those sections. It indicates that there is no near or medium-term market support employment-oriented land uses. They're saying that office is not a possibility here. Office tends to come together in a sector, like 135th Street or Corporate Woods. There is just no core of office in this area, so the possibility is very limited, if not impossible. I don't have it actually set out in a separate slide, but I'll read for you. "Conceptual zoning plans like those contemplated in the 135th Street Community Plan that call for vertical mixed-use development and/or higher density residential and/or commercial uses are not supportable in the overall Leawood marketplace, nor at the subject property in the near, mid or even long term." Read the top two paragraphs, and it will give you RLCO's opinion of vertical mixed-use in this corridor, which they feel is really not supportable. The report was done in July, 2019. My contract with Mr. Oddo is dated November, 2019. He had not seen this report when we first started talking. What he is proposing is exactly what this report says is feasible: low-medium-density residential and then medium-density residential and retail on the State Line property. This reflects the fact that what they said in '19 is feasible for this property. Page 61 talks about a very strong opportunity for rental apartments in this subject site, which reiterates what Rick already said. It recommends to phase the property in 260 units every two years, which is exactly what Rick is proposing. I will finish by saying that to my knowledge, there has never been a feasibility study. I'm more than happy to have this fellow come back and talk to the Planning Commission or City Council. I have been approached by the members of City Council on numerous occasions over the last 20 years saying, "Why aren't you doing anything on 135th Street? We want you to develop that property." My answer is the same: the city can't dictate what goes on this property. I can't dictate what goes on the property. The market will tell

us what is feasible. We've got a well-regarded developer that has the financial capacity to do this and move it forward, and that is the market today and probably for years into the future. The one comment that wasn't brought up had to do with potential benefits for the City of Leawood by way of tax revenue. For Agricultural zoning, we pay about $1,000 a year in taxes on this property. That is really all I have. We would like to develop this and create something that is additive to the City of Leawood. We'd like to do it in the current time frame. For that, I will turn it back to Mr. Oddo in case he has further comments. If not, we'll turn it back to you for questions.

Chairman Elkins: Thank you. We appreciate your comments.

Mr. Oddo: That's all from our side. We have a team of engineers here as well to answer questions. We appreciate the time you've given us. We look forward to the discussion.

Chairman Elkins: Thank you. I'm going to depart from my normal practice to let the rest of the commission ask questions first and take the first question. This is primarily for Mr. Holland. A lot of our discussion tonight has been around the Comprehensive Plan and 135th Street Corridor Plan, but I note in staff's presentation, there are a series of attributes that either violate or are inconsistent with the LDO. How would you advise us to even contemplate moving forward, varying from either the Comprehensive Plan or 135th Street Plan, in light of it?

Mr. Holland: I wrote down the various alleged issues where we were out of compliance. I'd like to just go through several of them. I think we're frankly not terribly inconsistent; it's just the way staff interpreted the LDO. We did address whether or not there was a parking study. Henry Klover did one specific to this project. We certainly feel we complied with that even though staff says it is not specific to this project. All of the information relative to the amount of parking that would be necessary has been met. The other issue is with respect to gates, which are not in violation of the LDO. They talk about regulations, and they used that word freely when talking about the 135th Street Corridor. Those aren't really regulations; they're guides. We talked about gates and why we want them, and I don't think that's a violation of the LDO. We also talked about private streets, which are permitted in the city and are not a violation of the LDO. They may not be consistent with the Comprehensive Plan or the 135th Street Corridor, but there are private streets in Leawood, and that's what we're asking for. They talked about retaining walls and encroaching. We don't think that's an issue. In this 114-acre development and all the units and square feet that we're talking about, the retaining walls are the least problem we might have. I know Henry Klover said it was a late comment from staff. We had three rounds of submittals, and that was never mentioned. We think we addressed it, but we will address it and will be compliant with the LDO. The only real one that is potentially an issue is accessory structures not being attached to the primary buildings. We talked about how it's impossible with the multi-family components we were seeking to get approved. Maybe we need to work on that one a little bit. With respect to the other ones, we meet the LDO or can meet it.

Chairman Elkins: I believe one of the other stipulations was the corner setbacks in the middle of the single-family residential elements.

Mr. Holland; Thank you; I forgot to mention that one. It is in the Staff Report, and I don't know if we had it in the comments. We will meet it. That's not an issue for us.

Chairman Elkins: Thank you. I'll now defer to the rest of the commission. My concern was there are some good issues raised by this plan relate to our Comprehensive Plan as well as the 135th Street Plan. Mr. Regnier, as well as Mr. Oddo made some fairly strong policy comments. I still was concerned about how to get to that discussion. With that, I think it's fair game to ask about the plan.

Comm. Coleman: Mr. Oddo, I asked the same question of staff. Can you give me some background of working with staff? I know we've talked about a big disconnect between the Staff Report and your comments, but I wanted some more background from your viewpoint.

Mr. Oddo: We went in and talked to several people upfront. They said, "If you do this and this, it's really a good plan. We'd like to see that. Why don't you submit it?" We went back and forth with a couple people. They were pretty receptive of it but wanted to see everything in one big plan, so we did that. Then, we got further in the meeting with staff, and basically, it was, "This won't work because you have to have all the streets in, all the parking garages, etc." Well, those don't work. We already discussed the problems. We did the Interact Meetings, and those wanted one thing, which is what we designed. Staff was insistent on following some of these guidelines. We knew we couldn't meet them. There really was no discussion. We tried to meet everything we could. I gave a lot with the residents, and we presented to staff, and they basically want to follow the LDO. I understand the position because their hands are kind of tied with that. I think the LDO is outdated and doesn't keep up with the market that we're dealing with now or the products that have come out. We're trying to meet what the market needs and what the neighborhood wants and needs.

Chairman Elkins: Thank you. Other questions? Mr. Oddo, you mentioned a couple times that you had multiple Interact Meetings with different HOAs. I believe there were minutes from only a single meeting. Do you have the minutes from the other meetings you mentioned?

Mr. Oddo: Maybe I should clarify: I had meetings. The legal Interact Meeting was once, and from there, it broke off into meeting with the different subdivision HOAs and people they said were professionals. We had lots of different meetings. We went to the site to look at things with them. We had lots of meetings. Some were over the phone; some were in person. We kept modifying things so we could get approval from the church, a couple of the HOAs, and individuals. We met with representatives from various HOAs.

Chairman Elkins: Thank you. Do I hear a motion to extend the meeting for an additional 30 minutes? Under our rules, this will be the last extension tonight

A motion to extend the meeting period for 30 minutes was made by Coleman; seconded by McGurren. Motion carried with a unanimous roll-call vote of 8-0. For: McGurren, Coleman, Block, Stevens, Hunter, Belzer, Hoyt, Peterson.

Chairman Elkins: Mr. Oddo, you talked at some length about the density of this project as opposed to the one we spoke to earlier. Can you tell me what the density is in the Villa Milano complex?

Mr. Oddo: I'm going from memory, but I think it's 13-14 units per acre with 15 at the max.

Chairman Elkins: You said it's 11.7 for this development?

Mr. Oddo: 11.17; we really like our green space.

Chairman Elkins: That's good. The city does as well. You also mentioned the tile roofs. Can you talk a bit more about what you understand to be staff's view of the requirement for tile roofs?

Mr. Oddo: In the first couple meetings, they asked about that, and they want tile roofs. There is a possibility for a ½" shingle, but it doesn't exist in the market. What they've asked for doesn't really exist. They have Class A products, which would include the TPO roof on the flat roofs in the commercial space, tile, the metal roof we have in some areas, and a 50-year impact-resistant asphalt shingle that is 3/16", which is the same as we have at Villa Milano. Nothing is perfect, but it is designed to handle the majority of what we get here in the Midwest. It's a Class A product, so it's technically allowed by ordinance, just not in MX-D.

Mr. Klover: It's an aggregate, so it doesn't have a thickness requirement. It doesn't say it's not permitted.

Mr. Oddo: It says you have to have ½", but that doesn't exist, so I don't know if that's a typo or what. We're still doing a first-class product, and it's the same as or better than what is on the neighbors' houses all around us.

Chairman Elkins: My last question relates to Mr. Klover's presentation. He went through quite a history of projects along 135th Street Corridor over the last 18 years that have been less than successful. What is it about this project that gives you confidence that it will succeed where the others have not?

Mr. Oddo: That is a great question. First, we don't have parking garages. Parking garages in suburban markets don't work for lots of reasons. It makes the mass and scale of the buildings a massive box. People don't want them. Second, we did a more traditional layout on the retail that has parking front of retail so you can go right to it. Parking garages destroy retail. Look at Park Place. We all know how the retail is going

there. For that matter, the residential isn't doing much better. They're in the 70s for occupancy; we're at 98%. Our product is one that's proven successful. I don't know if I answered that well. People don't want parking garages and the multitude of streets going through. They want retail right upfront where it's easily seen. You look at the three successful retail communities in Leawood built in the last 30 years are at 119th and Roe: Town Center, where the Apple Store is, and across the street where Hen House is. That is traditional suburban design, and it works. When you try to put a downtown in a cornfield where we want elbow space and green space, it doesn't work.

Mr. Klover: I was involved with a lot of them. A lot didn't get approved by the city or got rejected for various reasons, but the ones that did, including Cornerstone and Mission Corner, all died on the vine because there were too many upfront restrictions, too much cost. It couldn't phase in. The problem is that projects need to develop organically. When there are so many upfront costs, it takes very few hiccups to make the project fail. In the case of Cornerstone, a tenant disappeared, and the next thing you know, things crumbled.

Mr. Oddo: I'm going to go a step further. Businesses go where businesses want. Also, I don't think the design standards in Overland Park are low, but they're more reasonable and more in the marketplace. The development stops at Leawood. I'm not trying to pick on anything; I'm trying to be positive, but I live in Leawood. I want this to be developed. I want the tax dollars brought in. We need it. If you look at what has been successful in the suburban market, it's not MX-D. Even Prairie Fire, with the millions of dollars they got in special financing, they still can't make it work, let alone trying to do it without $20 million in special financing. We are not asking for that for this project. Without extra help, it's hard to make anything work, especially when the design standards make construction costs more expensive than any other city, and your property taxes are higher. Those all factor in to a product that is difficult to make work.

Chairman Elkins: Thank you. Other questions?

Comm. Hoyt: It's really not a big point, but I'm trying to make sure I understood Mr. Oddo correctly. When you predicted only 6-8 children living in this entire development, is that what you said?

Mr. Oddo: We said 3-5 school-age children per apartment community, and that's based on other communities in the area. I believe this will have even fewer because we have even fewer three-bedroom apartments.

Comm. Hoyt: I guess I was referring to the slide where you were showing all the money that was coming in versus the number of children in reference to the school children. I just assumed that the 56 single-family homes will be producing a lot of children going into the schools.

Mr. Oddo: I didn't pick up on that part because single-family is single-family. Like Mr. Regnier said before, I independently came up with the same conclusion that RCLO did, and that is that my market is more mature. We are trying to get empty nesters. We are

going to build predominantly single-story or reverse ranches, which don't typically lead to families. It's not that they can't live there; I was just pointing out that the apartment communities aren't going to flood the schools. There may be some families, and I'm not opposed to that.

Comm. Hoyt: I wouldn't think that would be a problem; I was just trying to make sure that I understood. I'm doing this remotely, so I don't know what is in Council Chambers right now in the way of additional documentation. Does the city have copies of this RCLO report?

Mr. Oddo: I submitted it to staff months ago. I resubmitted weeks ago. It's also on our website for anyone to look at.

Mr. Klover: It was formally submitted with the package.

Comm. Hoyt: For my own sake of getting a handle on it, where specifically could I find that then?

Mr. Oddo: We can email it again. Staff has it, and I can send it after the meeting tomorrow?

Chairman Elkins: I think it would be appropriate for staff to send a copy out to the commissioners and have it as part of the record.

Comm. Hoyt: Any maybe this is more for when we ever get to the discussion phase as a Planning Commission, this plan has a number of LDO nonconformance issues. Then, we get into the Comprehensive Plan and 135th Street Corridor and fundamental differences, but also philosophy, sense of the marketplace, and best use, which is clearly going to take a lot more discussion. It seems like whatever resources we can get to fuel that additional discussion is going to be really helpful. As far as I'm concerned, it's hard for me to see exactly what the next step will be, other than simply looking again at a lot of the plans that the city has set in place.

Chairman Elkins: Thank you. Additional questions for the Cameron's Court team? Just a couple comments as we wind down. The next step in our process would be to open the Public Hearing, and I do propose to do that because I think a number of people have sat very patiently. I think that I will limit the Public Hearing tonight to about 15 minutes because we have administrative details we have to take care of. The process is that, once the Public Hearing is over, the Cameron's Court group will have an opportunity to respond. The Planning Commission will have a chance to ask questions. Then, we'll move on to a discussion, and obviously, that's all not going to get done tonight. We will be continuing, with Planning Commission's approval, to September 9th, which is a Wednesday because of conflicts with the Governing Body's schedule. Then, we'll also be looking at continuing the additional cases that were on our docket for tonight to September 9th as well. With that, before I open the Public Hearing, I'll go over the ground rules. Because we're doing this via Zoom, I'm going to go off the list I received from

staff. We ask that your comments be limited to four minutes. I would also note that we are very appreciative of the interest the public has in this case. I think we received more written input than we have in almost any case I've been involved with. Please rest assured that we have read all those written comments, and they become part of the record for our deliberations.

Public Hearing

Mr. Holland: I just wanted to mention that the first two names are on our team. They are in favor of it, and they don't need to speak.

Julie Kincaid, appeared before the Planning Commission and made the following comments:

Ms. Kincaid: I'm a resident at The Enclave at Cedar Point, and I'm also the current President of the HOA. I've built two homes in Leawood and have had a third primary residence in Leawood. The value of the quality of living here for the last 21 years has been something we have really appreciated. We also appreciate the time that the Planning Commission is putting in. We've also spent two months as a group, working on this project with members of the staff and also Public Works. We've worked with the developer, and we appreciate everybody's time in listening to our concerns. After the Interact Meeting that was held by Oddo on June 8th, we met with our Enclave neighbors and assembled a team to meet with the developer, architects, and representatives of the landowner to address our neighborhood's three areas of concern. Our concern was mostly with the commercial side of the development. I don't know if you know where Enclave is, but it's located just behind Village of Seville, directly across where they are proposing the commercial development. We're right on Overbrook. We have a community of 24 homes. Once we attended the Interact Meeting, we put together a group of volunteers from our neighborhood and some members from the board. We met with the developer to discuss our three objectives. These conversations occurred over a two-month period with the final revisions being made to the Site Plan submitted to us on August 11th. The original plan called for three entry-exit points east of the church to State Line, which was directly in front of our development. Our objective with the developer was to limit the number entry points from the commercial development onto 133rd, so all the ingresses and egresses to State Line. Through the revisions, the current plan reduces the number of entry-exit points to one entry at Kenneth and one right-only across from Village of Seville. It eliminates the Overbrook entry-exit, which was a big safety concern to our neighbors. There's no outlet in our neighborhood. Having a commercial entry directly across from Overbrook would cause people to come into our neighborhood. There was also concern about headlights in parking lots and exit across from Overbrook shining down into homes. We also have the revision that shows that the elimination of the Kenneth Road cut-through from 135th north to 133rd. I work and live in the same area, and there is a lot of traffic on 135th and State Line, especially at rush hour, and it backs all the way up to Pawnee. The traffic study pointed that out. If Kenneth Road cuts through from 135th to 133rd, I guarantee that traffic will come straight down Kenneth to 133rd to bypass the congestion at 135th and State Line. We have serious concerns about that

because right where Kenneth hits 133rd is the end of our community sidewalk. We have to cross 133rd at Kenneth to get to the sidewalk. It ends on the north side and picks up on the south side at Kenneth. That's another concern for our walkers, runners, and cyclists. We also appreciate the bike and hike trail that was mentioned by Mr. Sanchez that goes along the 135th Street Plan for Kenneth. Even if you eliminate Kenneth where you just come in and do a U shape through the commercial development and back out to 133rd, perhaps you could retain that hike-bike trail along that tree preservation that the current plan reflects. I hope you're following me there. Diffusing traffic through the commercial development reduces the traffic to 133rd. Information from the traffic study will be addressed by another neighbor of ours later on. Those are concerns we've had with the traffic that the developer has addressed in his revised plan. Our second objective was to retain the tree line along 133rd, which preserves our residential quality, green space, walkability, privacy. Those are very dense trees with a lot of natural habitat along 133rd. This plan, between Kenneth and Village of Seville along 133rd is loaded with trees. We appreciate the retention of that. Our third objective in working with the developer was to move the high-density multi-story commercial, like the hotel and some of the taller buildings, more toward 135th, away from 133rd. We wanted the commercial portion on the commercial end of State Line Road and 135th and keep 133rd residential. The 135th Street Community Plan supports the development of a high-density infrastructure with retention of green space and walkability. We also think the Revised Site Plan by the developer addresses our original concerns and also appears to uphold the standards that the city has. I realize that, for you, this is very procedural, and it sounds like I'm hearing it's a two-year process sometimes. For us, any kind of change is an emotional process and not so procedural because it affects the enjoyment of our homes and the safety of our families or the perceived safety of our families. We feel that when the developer came across the table and worked through these three objectives, there is a sincere interest in doing what's best for the community. If I have another quick second, I'd like to make a couple comments on a personal note. I read through all the concerns. I own a property management company and have been in property management for ten years. I rarely see children in multi units. School-age children live in single-family homes. I think the trend in housing right now, with the aging population, is a downsizing luxury lifestyle with maintenance provided. That's why a lot of us live here in The Enclave with maintenance provided. I personally believe the combination of high-end single-family maintenance-provided communities with nice amenities like what was just approved across 135th is a big improvement to the cornfields that we currently have. We also have a transient homeless population that we've dealt with in our neighborhood. We have people coming in and out of those woods. I just saw a transient person coming out of the woods last night. For me personally, I think that this kind of development is a good development for our community, a I really appreciate the time to let us voice those opinions.

Chairman Elkins: Thank you. We appreciate your comments. We're coming up to the end of our hour. For those in the public who are still online, we would invite you to rejoin us on September 9th. The continuation of this case will be the first thing on our docket, and we'll move through to the conclusion of those who wish to be heard. If any of your friends or neighbors couldn't join us tonight and can on the 9th, they are certainly invited

to join us. As time winds down, I would entertain a motion to continue Case 49-20 to the September 9th Planning Commission Meeting.

A motion to continue CASE 49-20 – CAMERON'S COURT – Request for approval of a Rezoning from AG (Agricultural) and SD-O (Planned Office) to RP-2 (Planned Cluster Residential Detached) and MXD (Mixed Use District), Preliminary Plan, and Preliminary Plat, located south of 133rd Street and west of State Line Road – to the September 9, 2020 Planning Commission meeting was made by Coleman; seconded by McGurren. Motion carried with a unanimous roll-call vote of 8-0. For: McGurren, Coleman, Block, Stevens, Hunter, Belzer, Hoyt, Peterson.

Chairman Elkins: I would now entertain a motion to continue the following cases: Case 74-20, Case 75-20, Case 66-20, Case 67-20, Case 64-20, Case 68-20, and Case 70-20.

A motion to continue Cases 74-20, 75-20, 66-20 64-20, 68-20, and 70-20 to the September 9, 2020 Planning Commission meeting was made by Coleman; seconded by Stevens. Motion carried with a unanimous roll-call vote of 8-0. For: McGurren, Coleman, Block, Stevens, Hunter, Belzer, Hoyt, Peterson.

CASE 74-20 – LEAWOOD DEVELOPMENT ORDINANCE AMENDMENT TO SECTION 16-3-3, ADMINISTRATIVE APPROVALS – Request for approval of an amendment to the Leawood Development Ordinance, pertaining to Tenant Finishes. **PUBLIC HEARING – CONTINUED TO SEPTEMBER 9, 2020**

CASE 75-20 – LEAWOOD DEVELOPMENT ORDINANCE AMENDMENT TO SECTION 16-2-6.3, SD-CR (Planned General Retail) - Request for approval of an amendment to the Leawood Development Ordinance, pertaining to building heights within SD-CR. **PUBLIC HEARING - CONTINUED TO SEPTEMBER 9, 2020**

CASE 66-20 – TOWN CENTER CROSSING – TENANT STOREFRONT DESIGN GUIDELINES – Request for approval of a Revised Final Plan, located south of 119th Street and east of Roe Avenue. - **CONTINUED TO SEPTEMBER 9, 2020**

CASE 67-20 – TOWN CENTER PLAZA – TENANT STOREFRONT DESIGN GUIDELINES – Request for approval of a Revised Final Plan, located south of Town Center Drive and west of Roe Avenue. - **CONTINUED TO SEPTEMBER 9, 2020**

CASE 64-20 – TOWN CENTER PLAZA – FIRST ASCENT – Request for approval of a Preliminary Plan, located south of Town Center Drive and west of Roe Avenue. **PUBLIC HEARING - CONTINUED TO SEPTEMBER 9, 2020**

CASE 68-20 – PLAZA POINTE – GUIDEPOST MONTESSORI – Request for approval of a Revised Preliminary Plan, Revised Final Plan, and Special Use Permit for a

Daycare/Montessori, located south of 136th Street and west of Roe Avenue. **PUBLIC HEARING - CONTINUED TO SEPTEMBER 9, 2020**

CASE 70-20 – VILLA DE FONTANA – Request for approval of a Preliminary Plan, Preliminary Plat, and Rezoning from SD-CR (Planned General Retail), SD-O (Planned Office), and RP-3 ((Planned Custer Attached Residential District)(6,000 Sq. Ft. Per Dwelling)) to RP-2 ((Planned Cluster Detached Residential District)(6,000 Sq. Ft. Per Dwelling)), located south of 135th Street and east of Roe Avenue. **PUBLIC HEARING - CONTINUED TO SEPTEMBER 9, 2020**

Chairman Elkins: I want to extend my thanks to staff and the Cameron's Court team for their great presentations tonight and to the commission for deliberation and consideration on this important issue. I look forward to picking it up again on September 9th. Is there any other business that needs to come before the commission?

Mr. Sanchez: Staff would like to introduce Katherine Geist, our new planner.

Chairman Elkins: Welcome to the team. You got to go through one of our marathon meetings.

MEETING ADJOURNED

DRAFT

City of Leawood
Planning Commission Meeting
September 9, 2020
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, Coleman, Block, Stevens, Belzer, Hoyt, Peterson, Elkins. Absent: Hunter

Chairman Elkins: The Chair would entertain a motion to suspend certain rules of the Planning Commission due to the pandemic.

APPROVAL TO SUSPEND CERTAIN RULES OF PLANNING COMMISSION DUE TO PANDEMIC:

A motion to suspend certain rules of the Planning Commission due to the pandemic was made by Coleman; seconded by Block. Motion carried with a unanimous roll-call vote of 7-0. For: McGurren, Coleman, Block, Stevens, Belzer, Hoyt, Peterson.

MEETING STATEMENT:
To reduce the likelihood of the spread of COVID-19 and to comply with social distancing recommendations, this meeting of the Leawood Planning Commission is being conducted using the Zoom media format, with some of the commissioners appearing remotely. The meeting is being livestreamed on YouTube and the public can access the livestream by going to www.leawood.org for the live link. The public is strongly encouraged to access this meeting electronically; however, if you wish to comment on a public hearing item, please contact the Community Development Department to make arrangements.

Public comments will only be accepted during the public hearing portion of each agenda item where a public hearing is required. The City encourages the public to submit comments in writing prior to the public hearing by emailing comments to pcpubliccomments@leawood.org. Written public comments received at least 24 hours prior to the meeting will be distributed to members of the Planning Commission. Those wishing to appear remotely using the Zoom format media, should register at pcpubliccoments@leawood.org on or before Friday, July 24th at 5:00 pm Individuals who contacted the Planning Department in advance to provide public comments will be called upon by name.

Electronic copies of tonight's agenda are available on the City's website at www.Leawood.org under Government / Planning Commission / Agendas & Minutes. Because this meeting is being live-streamed, all parties must state their name and title

DRAFT

each time they speak. This will ensure an accurate record and make it clear for those listening only. This applies to all commissioners, staff, applicants and members of the public who may speak. All motions must be stated clearly. After each motion is made and seconded, a roll call vote will be taken. The Chair or staff will announce whether the motion carried and the count of the vote. Reminder, please mute all microphones when you are not speaking. Thank you.

APPROVAL OF THE AGENDA

Chairman Elkins: Are there any changes to the agenda?

Mr. Sanchez: There are not.

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

CONTINUED TO THE SEPTEMBER 22, 2020 PLANNING COMMISSION MEETING:
CASE 64-20 – TOWN CENTER PLAZA – FIRST ASCENT – Request for approval of a Preliminary Plan, located north of 119th Street and west of Roe Avenue. **PUBLIC HEARING**

CASE 66-20 – TOWN CENTER CROSSING – TENANT STOREFRONT DESIGN GUIDELINES – Request for approval of a Revised Final Plan, located south of 119th Street and east of Roe Avenue.

CASE 67-20 – TOWN CENTER PLAZA – TENANT STOREFRONT DESIGN GUIDELINES – Request for approval of a Revised Final Plan, located north of 119th Street and west of Roe Avenue.

CASE 69-20 – HILLS OF LEAWOOD VILLAS – Request for approval of a Final Plat and Final Plan, located north of 151st Street and east of Mission Road.

CASE 74-20 – LEAWOOD DEVELOPMENT ORDINANCE AMENDMENT TO SECTION 16-3-3, ADMINISTRATIVE APPROVALS – Request for approval of an amendment to the Leawood Development Ordinance, pertaining to Tenant Finishes. **PUBLIC HEARING**

CASE 75-20 – LEAWOOD DEVELOPMENT ORDINANCE AMENDMENT TO SECTION 16-2-6.3, SD-CR (Planned General Retail) - Request for approval of an amendment to the Leawood Development Ordinance, pertaining to building heights within SD-CR. **PUBLIC HEARING**

OLD BUSINESS:

CASE 49-20 – CAMERON'S COURT – Request for approval of a Rezoning from AG (Agricultural) and SD-O (Planned Office) to RP-2 (Planned Cluster Residential Detached) and MXD (Mixed Use District), Preliminary Plan, and Preliminary Plat, located south of 133rd Street and west of State Line Road. **PUBLIC HEARING**

Chairman Elkins: The chair notes that this is a recall of the continuance of Case 49-20 from our last meeting. As a matter of procedure, my plan is to inquire of staff as to whether they have any new developments. I'll then ask the applicant for new developments or new matters they wish to place before the commission. I would caution both staff and the applicant that we had extended presentation last meeting, so we're not looking for a replication of what was said at that time. If you care to provide a brief summary of where you believe we are, we'll then move to the Public Hearing.

Staff Presentation:
City Planner Ricky Sanchez made the following presentation:

Mr. Sanchez: This is Case 49-20 – Cameron's Court – Request for approval of a Rezoning from AG to SD-O and RP-2 to MX-D, Preliminary Plan, and Preliminary Plat. Staff wants to summarize what happened at the previous meeting and what has happened since. This case was heard by the Planning Commission on August 25, 2020. Staff gave a presentation; the applicant gave a presentation, and then we started the Public Hearing. Due to time constraints, the case was continued to tonight's meeting after the Public Hearing had already begun. Since the last meeting, staff and the applicant have met to review the stipulations that are being disputed by the applicant. Those stipulations include No. 1, No. 3, No. 5, No. 6, No. 7, No. 8, No. 9, No. 10, No. 11, No. 17, No. 28, No. 30, and No. 32. We will ask that the applicant confirm these are the stipulations we're going to talk about tonight. After the meeting with the applicant, staff made a few changes to the Staff Report. With Stipulation No. 6, instead of, "The applicant shall remove the RP-2 portion of the development," it reads, "The applicant shall remove the RP-2 zoning." This is to clear up any confusion that may have happened with the previous stipulation since it seemed like staff didn't want the single-family homes to create the buffer between the neighbors on 133rd Street. That was not staff's intention; it was to make it one, cohesive, MX-D-zoned area. Staff is fine with the proposed use. Stipulation No. 21c changed. This talks about the Street Fee and Impact Fee. It was on 135th Street, and staff corrected it to refer to State Line Road. Stipulation No. 25 was changed. It has to do with the completion and design and construction of all public streets approved with this application. It said it shall be under a single set of construction plans, and staff added, "with each phase of the development" so the applicant could phase in the public improvements and not have to do all at once. Stipulation No. 26 was changed to read, "At the time of Final Plat" rather than "At the time of Final Plan." Staff also made a change on Staff Comments on Page 11. The first bullet point refers to the right-of-way to be provided for 135th Street. The plans currently show 72 feet of right-of way from the central line of the street. Per the Public Works memo, Stipulation 1a, a total of 85 feet shall be provided and shown on the plans. Staff wanted to make the Planning Commission aware of this new issue, as it may cause additional changes to the site because the property line will now need to move farther north, which then moves the

building line, which then could cause other changes. No changes have been made to the project with regard to the design of the project. The proposed applicant still does not meet multiple requirements within the LDO, 135th Street Community Plan, and Comprehensive Plan. Staff still recommends denial of Case 49-20.

Chairman Elkins: Thank you. Just to reiterate and clarify, the list of stipulations you gave us are the ones that are at issue between staff and the developer; is that correct?

Mr. Sanchez: That is correct.

Chairman Elkins: Other questions for Mr. Sanchez? Seeing none, Mr. Oddo, will you be presenting for the applicant?

Applicant Presentation:
Curtis Holland, Polsinelli Law Firm, appeared before the Planning Commission and made the following comments:

Mr. Holland: Based on your comments earlier in the evening as to whether or not we have additional information, I think the staff went over it. The only additional information submitted on our behalf was the detailed description of the stipulations and our issues with some of them. Some, we agree to; others, we still do not agree to. We're happy to go through those. I think staff is correct as to our position, and I hope you have had a chance to see what was written about the basis of our disagreement with staff on them. We're here to talk about any of those if you would like. We can wait until after the public speaks. We wanted to indicate that we don't have additional information, other than the written disagreements or detailed description of our concerns with respect to staff's stipulations. I would close unless you'd like to go through the stipulations.

Chairman Elkins: Thank you. Just to confirm, the applicant is in agreement at least as to the list of stipulations that are at issue.

Mr. Holland: That is correct.

Chairman Elkins: Do the issues that staff and the applicant have break down into a series of general areas, or are we going to need to take each of them one by one?

Mr. Holland: I think you can break them down into general areas because the whole discussion between ourselves, staff, and the residents come down to how we envision the development of the property versus how staff envisions it. I know they're trying to follow the Comprehensive Plan as well as the 135th Street Corridor Plan pretty strictly. We think, philosophically, there is a difference in the way the land can be developed from a marketability standpoint and what staff is trying to follow with respect to your planning guidelines. We're also trying to satisfy, as well as we can, some of the concerns of the area residents. Some of the stipulations we disagree about revolve around the approach to development of the property and whether we strictly follow the 135th Street Corridor Plan and try to make all of the corridor look like Park Place or whether there is an opportunity

to develop it within the spirit and intent of the MX-D zoning ordinance that is laid out in your code but also allow for what the residents in the area want to see developed in that area and what can be developed in a marketable manner in that area. Our view is we cannot make the development marketable following the 135th Street Corridor guidelines or the Comprehensive Plan, for that matter. It was laid out pretty well in the highest and best use analysis that we presented and submitted to you. I think there is a clear difference in philosophy on how this land can be developed appropriately to the point that it's marketable and that that the area residents can feel comfortable about it. There are clearly differences the residents find with respect to the requirements or guidelines set out in the 135th Street Corridor guidelines. I know you've read a lot of their letters and seen a lot of their emails. I think they're here to speak to that tonight. We tried to address some of those concerns. Back to your original question, the stipulations can be categorized as general disagreement with respect to how we can develop the land appropriately. There are specifics we can get into with respect to each of the stipulations, but I think basically, it really falls into the category of falling within the 135th Street Corridor Plan or an agreed-to set of stipulations that still allow the property to be developed, consistent with the desires of the developer and area residents. I think we have to, as best we can, try to bring development to that area that fits with what the area residents want to see there as well as what is marketable. That's what we're trying to do.

Chairman Elkins: Thank you, Mr. Holland. I think the commission understands that there is a fundamental difference between the city staff and the applicant as to whether the 135th Street Corridor Plan needs to be followed in detail. That's clearly an overarching issue here. I would like to see if we can clearly delineate some of the specific issues that you would have us take a position different from the staff. Could you group any of these together to help us with specifics? I think that would be helpful as we hear the public comments.

Mr. Holland: To start, we could look at Stipulation No. 3, which requires that we provide information required within the Public Works memo. It requires right-of-way dedication. Some of that, we can agree to; some of it, we can't. I've listed our issues with respect to some of the information being requested. You can see it in Applicant Response. Subsection 2a VI. In essence, the memo says that they want High Drive lined up across 133rd Street so they connect the same. Where our High Drive connection is at 133rd Street connects immediately across the street from the High Drive connection on the north side of 133rd Street. That is absolutely something that the Wilshire Place residents are opposed to, and you can see that in their letters and emails. They want to avoid cut-through traffic that might come into their neighborhoods. We decided to work with those neighborhood groups and offset those driveways. Our connection point at 133rd Street is offset to the west. We've gone around 300 feet for our connection point to 133rd Street, and that was necessary because you already have a left turn lane that would go north up into High Drive. We had to avoid any impact to our connection. We had this examined by Transystems, and they can speak to that if they need to. They determined it would be appropriate where we located it so it wouldn't have any interference or conflict with the other traffic on 133rd Street and still abide by the wishes of the Wilshire Place neighborhood.

Chairman Elkins: So, alignment of High Drive is one.

Mr. Holland: There is an alignment issue with respect to where our commercial area is. There is a driveway that the Public Works department wants lined up across from the entrance into The Enclave at Cedar Point. Their street that accesses 133rd Street is Overbrook Drive. They would like us to have our entrance into the commercial area right across the way and lined up with Overbrook Drive for the same reasons the folks in Wilshire Place didn't like it. They don't want an access to commercial area directly across the street from the main entrance of their subdivision. We agreed to remove that access point and moved our main access from 133rd Street, taking a left to get into the commercial area, down to Kenneth Road.

The Public Works memo also suggests that Kenneth Road and Chadwick Street both be through streets. Again, this was discussed with the area residents. No one that we spoke with wanted Kenneth or Chadwick connected. They were concerned about using Kenneth Road specifically for cut-through traffic from the heavy traffic at the intersection of 135th and State Line. They might avoid that intersection by using Kenneth Road and adding traffic to 133rd Street by connecting or completing Kenneth Road as a through street. Instead, we had connection points at 135th and 133rd. Instead of making Kenneth Road a complete through street, we rerouted through our commercial area. That way, it's not connected, slows down traffic, and keeps Kenneth from becoming a cut-through street. We had our traffic engineer look at that, and they thought it would work well. The situation on Chadwick is similar. One of the problems with making it a cut-through street is adding another access point on 133rd Street. There's also an issue with the trees on 135th Street. There is a beautiful grove that we are trying to preserve and incorporate into our plan. We think that it would be difficult if we make Chadwick a cut-through street. We don't want to lose the trees.

We disagree with providing three through lanes westbound along 135th Street. Our traffic report indicates that the traffic generated by our development would not require a third westbound lane. We don't see the connection between staff's requirement to construct the lane and the traffic from our development. It's a very expensive cost added to the project, which could be born by the developer because we don't believe the impact from our project causes the need to have that lane constructed. We feel it ought to be the responsibility of the city. It is a thoroughfare, and generally, those kinds of roads are constructed by cities. Developers have to be responsible for collector and local roads, but certainly not, in most cases, arterial roadways that serve more regional traffic.

Chairman Elkins: It strikes me that you've got a series of issues related to the alignment of the streets, and now you've raised the issue of the turn lane on 135th Street. I have those lumped together. What other categories of issues do we have, besides the basic mixed-use issue?

Mr. Holland: Just to clarify, it's not just a turn lane; it's a through, full-width lane from State Line to Pawnee. I appreciate what you're asking, but I want to point out that Public Works is also asking us to put in an eastbound through lane on 135th Street between State Line and Pawnee. I believe, however, that same eastbound lane is also being required by

DRAFT

the developer to the south. We need to get clarification as to who is to be building what. Back to your question, we have the traffic issues that we're concerned about. I think most of the other stipulations are concerned with the philosophical differences we have with respect to if it should be developed strictly in accordance with the 135th Street Corridor Plan or in accordance with the plan we presented to the residents as an alternative.

I know there were a couple stipulations concerning the height of the retaining wall, and we will work with those. There is a stipulation with respect to a setback, and we acknowledge that we probably have to tweak our plan to accommodate that.

Chairman Elkins: I recall that there was an issue around the gated aspect of the community. Have you and staff resolved that?

Mr. Holland: We have not. We still would like to have gates in order to provide a more secure development. We think it will be upper-age folks living in the multi-family units. It is designed to be attractive to those kinds of users. We'd like to have the gates there.

Chairman Elkins: You lost me a bit on the setbacks. Is that an issue we need to discuss today, or do you think it is resolvable with staff?

Mr. Holland: It's resolvable; we'll make it work. I think those are the main areas of contention. Staff mentioned they tweaked a couple stipulations. Hearing what they said, we can work with them on those, working out the set of declarations with the Final Plat.

Chairman Elkins: Here's how I framed the issues: mixed-use development under the 135th Street Corridor Plan versus what Mr. Oddo has referred to as horizontal mixed-use, street alignments, through lanes on 135th Street, and the gated community issue.

Mr. Holland: I think that's a fair overall description. There might be some minor details, but you've characterized it well.

Chairman Elkins: Mr. Sanchez, do you have anything beyond those categories?

Mr. Sanchez: Staff would like to note the LDO issues because that is a big reason why staff is recommending denial.

Chairman Elkins: Can you provide the list?

Mr. Sanchez: It's listed out in Stipulation No. 10. It talks about accessory structures, retaining walls (which the applicant has expressed a willingness to fix) and the private drives.

Chairman Elkins: Mr. Holland, are you okay with me adding those to the list?

Mr. Holland: Yes, thank you.

DRAFT

Chairman Elkins: I didn't want to cut anyone off; I just wanted to frame the discussion. Mr. Holland or Mr. Oddo, do you have anything else to add before we open the Public Hearing?

Mr. Holland: I don't think we have anything to add. I know earlier today, Mr. Regnier's attorney submitted a statement to staff that was merely a few statements pulled from the highest and best use analysis.

Chairman Elkins: We received that and are grateful for that additional highlighting of the provisions in the land use study. Even though I don't see Mr. Regnier or Mr. Logan on the list to testify at the Public Hearing, I would certainly grant them that opportunity. Maybe the best thing is to ask if they'd like to speak now in the Public Hearing. Does staff have any questions for the applicant? Our ground rules are four minutes for public comment.

Public Hearing

Bob Regnier, 3400 W. 119th Street, Leawood, appeared before the Planning Commission and made the following comments:

Mr. Regnier: I am the representative of the owner of the property, which is Vic Regnier Builders and Regnier Family Limited Partnership, II. I have submitted three different excerpts from the highest and best use analysis. I'd like to put some context behind that. Our family has owned this property for well over 20 years, and there have been a number of occasions when we have attempted to come to the city and have run into issues with suitability of what was being proposed virtually on every occasion. I remember the comment on public record that the request was going to be turned down by the Planning Commission because it was not in compliance with the 135th Street Plan, which was acknowledged as a plan and not an ordinance. That caused me to engage this firm to do the study. You guys give up a lot of hours and nights and reading to consider proposals. If you are following a plan that is not feasible or realistic, you're wasting your time. You're not being fair to the applicant, either. The study stated that in the next 10-20 years, there will be limited opportunity for commercial, office, retail, or hospitability development. It also suggested that single family or twin villas with low density represent the highest and best real estate use for this property. This report was done 6-9 months prior to my contract with Mr. Oddo. He basically came in with a plan that represented exactly what they suggested. They also stated that there is insufficient depth of market for any significant amount of commercial/retail space in the marketplace given the oversupply of existing retail and immediate synergy of the subject property. What we have tonight is a realistic solution, and it's high quality. I don't know that anyone could argue that Villa Milano, developed by Mr. Oddo, isn't high quality. I think this would be a great addition to the City of Leawood. I don't have anything other than to give you the rationale behind why this report was actually commissioned and why it is important for you to consider as you're looking at applications all up and down 135th Street. Thank you.

Chairman Elkins: We'll note for the record that the excerpt that you and your attorney submitted has been added as part of the record. Is Amy Brown present? I'll call her again at the end. Brian Johnston?

Comm. Peterson: I can see that Mr. Johnston appears to be connected but is muted with the video off.

Brian Johnston, 2545 W. 136th Terrace, appeared before the Planning Commission via Zoom and made the following comments:

Mr. Johnston: There was a statement made in the last session about an approval from the homeowners' associations in the area and that two were voting for the plan and one was split. It appears in subsequent conversations with people in our development that Wilshire Place is 80% against the plan. I just want to make sure that's noted.

Dan Goldberg, 3089 W. 132nd Place, appeared before the Planning Commission via Zoom and made the following comments:

Mr. Goldberg: I live here with my wife and two children. We live within 200 feet of the proposed development, and so do many of my neighbors. I want to first thank everyone at the City of Leawood, including staff, the Mayor, City Council, and the Planning Commission for everything you do for our city to make it an amazing place to live and work. Thank you. Turning to the merits of the Cameron's Place proposal, I think the vote is an easy one. You should all vote no to this proposal. That is for a number of reasons. The first is that staff's recommendation is clear. They are staunchly opposed. I think Mr. Holland, with all due respect, tried to make it seem like it was philosophical differences. I think this is not seeing the forest for the trees. I may not be technically dialed into these issues, but I think they are much bigger than one or a few issues. Staff are the experts, so I think we should divert to them. I think there are bigger issues than what has been outlined tonight. My neighborhood of Wilshire Place has informally voted and has overwhelmingly voted in opposition to the development. It wasn't even close with less than 10% in favor. It's not just Wilshire Place. The packet on the internet has an overwhelming number of letters from people opposed to this development. Waterford Homes Association has a letter in opposition, so it's not just Wilshire Place, and it's not just for one or a couple reasons. If we were all in my back yard right now, it would not take much imagination to see how these four-story apartment towers would be towering over our neighborhood, congesting our streets, overwhelming our local schools. I think these issues have been addressed in detail by the letters. I do think those are concerns we should think about here. Obviously, we're in the midst of a pandemic unlike anything we've seen in 100 years. Successfully completing massive developments like this is difficult, even in the best economic times. Look at Mission Mall, for example. They've been trying to redevelop that for over 15 years, failing time and time again. We don't want to transform this area, which I see being utilized every morning, to something that can't be transformed into a viable development. What I haven't heard is Plan B if something happens to the developer during the development. I know Oddo Development can declare bankruptcy and move on, but the rest of us that live here will still be here.

DRAFT

The city is still going to be stuck with whatever they think might be viable. I don't think that's the standard that the City of Leawood puts itself to. That's the reason the City of Leawood has been so successful at attracting businesses and residents. We want to responsibly develop this property. I know the city wants to, and so we all have the same goal. We want to wait for the right developer with the right plan to do it properly so it thrives in our neighborhoods, attracts future residents, and increases our standard of living. This proposal doesn't do those things. We shouldn't settle for something that is just economically viable. The stakeholders who want to develop the property are not putting the City of Leawood first; they're putting their own economic interests first. I respectfully request that you vote no, and thank you for your time.

Jeff Logan, 13220 High Drive, appeared before the Planning Commission via Zoom and made the following comments:

Mr. Logan: I also live in Wilshire Place. I've been following this thing along, and I'll admit that this is a better plan than what we've seen historically. I've been in this house since 2006 and have seen this area grow and develop. I don't think being a better plan than we've seen is a reason to settle for it. It's too dense. You've heard it. I've written a letter and sent it in. My neighborhood is overwhelmingly against this plan, and I would argue that we are the most impacted by it. The neighborhood to the east already backs to commercial buildings. I realize they are maybe more in favor of it. I don't know how many homes are in it, but my neighborhood is going to span nearly this entire development on the apartment side, and 80% of the neighborhood is strongly against it. To me, the plan is better than what we've seen before, but it is too dense. As it stands, I think it is not good for us for reasons that have been laid out already. It will impact our schools. The estimate around the school additions are laughable. To say that you're going to build for 600-800 people and that we'll only get a handful of students in the school is just unrealistic. My street becomes a freeway at that point, even if it's offset. We did ask the developer to offset it at a minimum. People already come through here too much. I also wanted to state that Mr. Johnston mentioned in the prior meeting, the applicant mentioned two of the three neighborhoods were in favor and the other was split. I don't know who the other neighborhoods are, but I just want to state for the record that my neighborhood and I absolutely oppose this. I would ask that you vote it down in its current state. Thank you.

Bill Johanson, 13294 Fairway Street, appeared before the Planning Commission via Zoom and made the following comments:

Mr. Johanson: I'm a board member of the Wilshire Place Homes Association. Our neighborhood is along a great portion of the north side of the proposed development and is, presumably, the most impacted by it. I'm speaking to relay the concerns of our homeowners. We did an all-neighborhood meeting in June that involved a survey. About 115 of our 172 homes replied. In this, 80% of homeowners voted in opposition; we were not split. That survey and the way we conducted it has all been shared with the Planning Commission and City Council. Our primary concerns are focused on three issues: traffic, property values, and community amenities. These were the focuses of the survey. For

DRAFT

traffic, we have concerns about 133rd Street, but a really great concern is traffic on High Drive through 132nd Street. This goes through Wilshire Place as High Drive and around the border with Greenbriar and Waterford, then turns into 132nd Street. This road is a cut-through and is where many of our neighbors live and which their driveways enter. It is a very busy street during non-pandemic rush hours and regular school days. Even without any additional development, residents along High Drive/132nd Street need some traffic cessation measures. We've got to do something for these residents of Wilshire Place. Property values are a concern. Going back to our first point on traffic, we're concerned about High Drive and 132nd becoming busier, which creates a greater market discount to the value of those homes. This, in turn, hurts nearby comparable home values and the subdivision as a whole. We believe traffic cessation measures need to be addressed. The last thing is community amenities and green space. Wilshire Place homeowners also expressed concerns in the survey that the development would add hundreds or thousands of residential unis in the area without proportionate expansion of parks, trails, and green areas. These are important. We also have concerns about MX-D Tract B, Phase 2, with the buildings along the northeast corner of the development near High Drive and 133rd Street that will potentially tower over some single-family homes on the east side of Wilshire Place. These are our concerns. We consider what has been proposed relative to any developer mitigations that have been offered, but at this point, we're opposed to it.

Chris Vukas, 13252 Falmouth Street, appeared before the Planning Commission via Zoom and made the following comments:

Mr. Vukas: I live in Wilshire Place. First and foremost, I want the city to understand that our neighborhood knows something will be built on that property. I know you've received our HOA letter in strong opposition to the development, as you heard tonight. The applicant indicated two out of three neighborhoods supported the development, and one was split. I ask the applicant to produce letters of support as is customary with these projects to evidence his comments and that support. Personally, as a property owner, I'm in strong opposition to the plan as proposed because I don't feel the plan improves our neighborhood or provides any value whatsoever to my property values or provides neighborhood amenities. I don't believe this plan is mixed use in its current form and is essentially just a high-density, non-mixed-use project. I attended the applicant's Interact Meeting, and what stood out to me was the comment from the applicant that I'll paraphrase here. He didn't intend or even want to do mixed use and has no real plan, hotel flag, or desire to do that phase. I'd ask the council to review that recording if they haven't already. The applicant team admitted tonight that the applicant just doesn't agree with the city and what the residents envisioned for our area during the residential planning process. I think the current plan suffers from lack of experience and/or imagination by the applicant and high-quality, modern mixed-use development that works in a quality residential area. I think the applicant has a lot of residential experience but doesn't have experience with mixed-use development, especially of this scale. I admit that COVID has greatly impacted today's retail and commercial environment; however, that won't last forever. I know my neighbors want, in the first phase, mixed use, including walkability and access to high-quality commercial, retail, and restaurant space. I think the current plan is the high-density residential plan with mixed use as an

afterthought. I know the concerns of our neighborhood are density. The mixed-use designation allows for greater density in the LDO; however, that density effect is also offset with community amenities and benefits to our community. It means additional restaurants, shopping, places we can walk to and actually benefit from even though we will have higher traffic counts. We understand that in certain aspects, and we want those to be mitigated. I can't imagine anyone doing a traffic study today during COVID and it being accurately reflected with the large percentage of the workforce working from home, especially in our area, and kids' activities canceled. That being said, anyone who lives on High Drive understands the current traffic issues we all have and the significant impact on the street if density is greatly increased. We also would support any mitigation efforts currently on High Drive to mitigate that traffic, regardless of this development. Again, the project as proposed only diminishes our neighborhood and adds no tangible benefit. We look forward to responsible development, and I ask the council to vote against the project as currently proposed. Thank you.

John Denny, 2203 W. 132nd Street, appeared before the Planning Commission via Zoom and made the following comments:

Mr. Denny: Thank you for the opportunity to speak on behalf of my neighbors and friends at The Enclave at Cedar Point. Specifically, I've been asked to speak to the impact of traffic that these developments will more than likely bring. Just like the members of the commission, I spent some time over the last couple of weeks reading through the letters that were submitted by residents who are going to be impacted by this proposal. Obviously, there were consistent themes between the letters and comments tonight specific to the inevitable increase in the traffic volume. There were four areas specifically that people highlighted. The first is concern for the safety of the children involved in pedestrian accidents. Second is the elimination of designated bike lanes. Third is the impact of pedestrian friendly, multi-use paths and, for those of us who live at The Enclave at Cedar Point, a lack of safe and secure walkways from the north to the south side of the street as it currently exists. When reviewing the Cameron's Court traffic study, the concerns around safety and quality of life we have come to appreciate here in Leawood are put at risk. In the report, it notes that a full buildout of the proposed development will result in a significant increase in traffic to the surrounding street network. The study goes on to state that the buildout would create an additional 21,000 new trips daily. This number, while difficult to get our minds around, is considered an understatement by staff, which notes that this number may actually be closer to 50,000 trips a day. Whether it is 21,000 or 50,000 or somewhere between, the necessary amendments to 133rd Street will have a detrimental impact on the multi-use paths for exercise and kids recreation as well as the desired stated plan of connecting our park networks for family gatherings and social networking. Of further concern to the residents is the impact to bicycle safety. We would reference the 135th Street Plan or the Community Plan specifically, where it says that the City of Leawood has designated much 133rd Street between Mission Road and State Line Road as a shared roadway for bicycles and vehicles. That can be found on Page 70 of the 135th Street Plan. It says the designation was made consistent with the low traffic count and restricted speeds that allow for safer access for bicycle and pedestrians along 133rd Street. The plan goes on to

describe measurements for success on Page 98, which includes increase in bike facilities, a reduction in pedestrian-motor collisions, and that providing an excellent pedestrian environment is a top priority for development. In contrast to the guidance provided by the 135th Street Plan, the proposed development will substantially increase the vehicle traffic along 133rd Street, impacting bike lanes and multi-use paths while making no apparent improvement for pedestrians. Finally, we'd like to bring to the attention of the commission a most immediate need. For the residents in The Enclave at Cedar Point, there is a lack of safe and adequate crossing from the north to south side of 133rd, connecting us to the walking path. Currently, the only access to any pedestrian or bicycle facilities for our residents is via Overbrook Road south to 133rd Street. Although a sidewalk does exist on the north side of 133rd Street between State Line and Overbrook, that sidewalk ends approximately 260 feet west of Overbrook. Residents of The Enclave at Cedar Point must then cross 133rd Street to access the sidewalk on the south side of 133rd Street in order to continue walking west. In doing so, they must cross a heavy stream of traffic without any protections via crosswalk or any signage noting that cars are traveling at a higher rate of speed. Our request is that the Planning Commission not wait until the zoning and development issue is worked out and assist us in addressing the safety concerns now with the construction of a crosswalk. I'm going to close up my comments by thanking the commission for taking time to hear public comments and also ask that these three areas of concerns noted be a cornerstone of consideration as future development and expansion impact the residents along 133rd Street because clearly, we've come to know things like bike lanes, multi-use paths as a way of life for us here in Leawood. It's one of the reasons we moved here, one of the reasons we stay here, and one of the reasons we love living here. We would ask, as the developments are considered, that traffic also be a cornerstone of understanding how this impacts our way of life and make some decisions as it relates to how those impacts will impact not only our way of life but the property values, etc. Thank you so much for the time.

Chad Summers, 2608 W. 131st Street, appeared before the Planning Commission via Zoom and made the following comments:

Mr. Summers: I live in the Greenbriar of Leawood. Fortunately, I seem to have a lot of similar concerns to several of the speakers who have already gone, which will allow me to pare down my comments and focus on some additional areas of concern. I did send in written comments on August 25th. I believe those are all included in the packet and you've had the opportunity to review those. Tonight, I will focus my comments on a handful of key areas. With regard to the traffic concerns expressed by Mr. Johanson, Mr. Vukas, and Mr. Denny, I echo all of their concerns about the volume of traffic, about the cut-through traffic problem that already exists, which I have spoken to city staff about. I'm interested to understand how the engineers from Transystems came to the conclusion that this was not going to be a significant impact on the area when, by the counts of units in the plan that's proposed and when those are multiplied by the information available from the Institute of Traffic Engineers, this project would produce 26,754 trip ends per day. That is a significant impact on the surrounding area. Specifically, some of the area roads concerned are some of the worst traffic flow areas in the city. This project would produce potentially nine points of ingress and egress and emergency access, of which

eight would be considered major: three on 133rd Street four on 135th Street, and one at State Line and Kenneth. Of the eight major intersections, State Line and Kenneth may very well be the most impacted. When you couple that with the fact that the Lashbrook proposal has been approved and will occur, the traffic impact is going to be significant. Additionally, the cut-through traffic is already an issue, as several of our other neighbors have pointed out. Secondly, I'd like to talk about the zoning considerations. Specifically, there appears to be an insufficient buffer area between Cameron's Court and the neighborhoods of Greenbriar, The Enclave, and Wilshire Place and, to some degree, Waterford and Leawood South. It would be beneficial for those neighborhood residents if the applicant would redesign Tract B to provide an extension of Phase 1 to the easterly limits of the project near the Cornerstone Church. Provisions could still be made for extensions of the other roads, but this might provide a sufficient buffer layer, Alternatively, perhaps a medium-density option exists. I have some serious concerns about the applicant's demeanor in this process. Aside from the assertions that have already been called out on the part of our other neighborhoods, there does not appear to be support from two of three neighborhoods at all in this area. Additionally, I'm concerned about the applicant's accusations in the last Planning Commission meeting, where he accused the City of Leawood in our plan of redlining, which is tantamount to calling the city racist in 2020, and also when you're proposing a Class A market rate apartment development, how exactly does that do anything to alleviate the concerns of redlining? When we couple that with the fact that, as I'm aware, this applicant has not yet successfully completed and filled a mixed-use development, in the last time that they had a disagreement with the City of Leawood about how a project should go, it was to litigate not once but twice at the expense of Leawood and its residents. I just wonder if this is a sensible partner for us to develop that land. Of the four dozen folks I've spoken to over the course of the last few months, everyone understands that this land is going to be developed and should be developed. What we want is responsible development. I wonder, with three projects already underway along the 135th Street Corridor, of which every aspect of the applicant's proposal is being met in some way in these other proposals with the exception of single-family residences, in a week when KPMG issued a report that said that more than 2/3 of CEOs expect that they will be downsizing office space in 2020 and 2021, I wonder if it makes sense for us to approve a project based on what the applicant thinks the result might be. I appreciate the opportunity to speak. I'd like to thank Mr. Sanchez and Mr. Scovill during this process. I would ask you to vote no on the proposal.

Ryan Brunton, 3144 W. 132nd Street, appeared before the Planning Commission and made the following comments:

Mr. Brunton: I live in Wilshire Place, which is the subdivision immediately north of the apartment complex component of this proposed development. I want to thank you for the opportunity to share my thoughts. I recognize there are a number of other Leawood residents who would like the same opportunity, so I will keep my comments brief. Quite simply, it is my belief that the Cameron's Court plan is incompatible with the surrounding areas and neighborhoods. This development will cause a significant increase in traffic on 133rd Street and roads leading into the Wilshire Place neighborhood,

including High Drive and Canterbury. This causes safety concerns for pedestrians, including young children and park-goers in our area. I am also concerned about the potential for more than 1,000 residents and what it will cause as far as overcrowding for our amenities and green space. I believe that is inconsistent with the city's long-term vision for this area. At the August 25th Planning Commission meeting, the development team indicated two of three HOAs in the area adjacent to this property support this plan, with the other HOA split. I think you are hearing tonight and will continue to hear that is not the case. As noted tonight and in a significant number of letters provided to the Planning Commission and City Council, the Wilshire Place neighborhood is overwhelmingly against this proposal. As you've already heard, 80% of the participants in our neighborhood either oppose or strongly oppose the development plans for this property as the plans exist today. We feel very strongly that any new development should add to the property values of the existing homes and enhance our overall community. While there are some good elements of this project, any plan which places 650 units of multi-family housing on our doorstep is not a plan we can support or feel comfortable with. While I recognize the developer and its consultants may believe this to be the case, this project is not the highest and best use of one of the last undeveloped pieces of land in the 135th Street Corridor. I agree with Mr. Holland that this land should be developed in a manner that is beneficial to the city and its residents, especially those residents in surrounding neighborhoods. We do not believe this is truly the type of mixed-use development envisioned by our city and its residents. As Leawood residents, we deserve a better plan for this land and apartment complex. For these reasons, I respectfully ask the Planning Commission to reject this plan. Thank you very much.

Bryce Henke, 2701 W. 132nd Street, appeared before the Planning Commission via Zoom and made the following comments:

Mr. Henke: Everything everyone has said, I agree with. The fact that this is too high a density will have such an impact on traffic. Just to give you perspective, when I roll back, I can see cars on 133rd Street from where I live. Where High Drive intersects 133rd Street, there will be four-story apartment buildings. I cannot live in Leawood with a project like that, especially with the density of everything else. I work in an industry that provides finished products for construction for new homes. I totally get the fact that we want to develop, but I cannot live next to a 650-unit apartment complex. If I wanted to do that, I'd move to Overland Park. I respectfully ask that the commission vote no on this plan as it currently proposed. Thank you for your time.

John Kelly, 12800 Howe Drive, appeared before the Planning Commission via Zoom and made the following comments:

Mr. Kelly: I live in the Waterford subdivision. Thank you for the opportunity to speak. My comments are not meant to diminish the commission or the planning staff's efforts in this process. First of all, I think this is a very rushed process. There is a lot of information to process. You issued the packet just a few days before the meetings. We had the first meeting, which the developer had over two hours to speak, and then we had an actual holiday weekend, and then all of a sudden, two days later with another 300-400 pages of

a packet to read. It's pretty quick. Secondly, Waterford subdivision did not get the notice for the Interact Meeting, and we're within 500 feet of the proposed development. I polled our HOA board and manager, and nobody got a notice. We request a meeting with the developer. Secondly, as pointed out by the staff, this process of entirely trying to change the LDO, 135th Street Plan, and Comprehensive Plan while trying to approve a specific plan is not the proper place. There are some political issues here. There are some overall things here and a massive zoning and planning change here. This is not the right process. There should be other studies done, other Public Hearings, and then look at a specific plan. One of the major variances of this plan is the gated communities. That would be a major change in direction that the city has decided to go to that there would be no gated communities, so I don't think it's appropriate for this process to approve gated communities. Also, the developer has talked about phased development. He doesn't want to do all the improvements on his street grid and stormwater and everything else; he just wants to do it in phases. I disagree with that because, as other people have stated, if he doesn't complete the entire project, he hasn't completed all the streets, all the stormwater, and all the utilities, and we can see that when that happens, it's not the intent of the approval of the plan. In the developer's presentation, he talked about the tax benefits as if he's going to build the whole thing at once. There might be $40 million worth of benefits to the city, but this plan may take 10-12 years to complete, and those tax benefits are going to get stretched out well over decades. The stormwater plan only covers the 100-year storm, and I don't think that's appropriate. I think that would be a minimum plan, and there should be more stormwater capacity for something exceeding 100-year storm. We've had 100-year storms in Waterford. We've had flooding. We know the city stormwater capability running from south to north through Leawood South is somewhat deficient right now. As far as 133rd Street goes, I believe looking at the traffic counts and all traffic impacts, there needs to be at least a couple stoplights put in. In the stipulations, there is no 133rd Street Impact Fee. You've got several hundred thousand dollars for 135th Street. There is nothing for 133rd, and we all know we need some traffic counting issues. There will be traffic counting needed. No matter how the streets wind up getting laid out, there will need to be stoplights, and there will be several hundred thousand dollars needed to put all that in. Regarding Mr. Regnier's market study, markets change. Over 10-15 years, what they think is sellable now may not be. Even the study itself says the hotel is a very high-risk proposition. Secondly, the first phase with the straight-line street, all the straight property lines is a very bland design and not very imaginative. There is very little of that in Leawood at all. I would suggest that is not even a marketable plan as they presented. Thank you very much. I appreciate your time.

Chairman Elkins: Is there anyone else who would like to be heard on this case?

Jack Kenny, 2709 W. 131st Street, appeared before the Planning Commission via Zoom and made the following comments:

Mr. Kenny: I'm from the Greenbriar subdivision, and I certainly appreciate the opportunity to speak. I don't have much to contribute. I think a lot has been covered. I would agree about the concerns about the volume of traffic and all those other things. There is nothing that would impact the quality of life for all of us in this area than seeing

DRAFT

the green zones, traffic increases, and all of those things negatively impacting. I want to make sure we're sensitive to all of that. I also want to set aside a moment to encourage the developers to just continue to work with us to develop a project that everybody could at least come to agreement with. I think it's important that we express that it's great to have local developers, people that are local, that live in the area, that live amongst us, that have an interest in providing what's best for the overall community. I know a lot of the feedback has been very negative. The land is going to be developed, and it should be developed. Certainly, it's a right of Mr. Regnier to have that developed over time. I encourage you to work with the neighborhoods as you have already to continue to get that accomplished. I want to make sure that those of us who want to be in the area a long time are rewarded as those who are invested and live in the area. Thank you.

Chairman Elkins: Is there anyone else on the line who would like to be heard?

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

Chairman Elkins: Given the length of time spent already tonight, I would call for a recess for five minutes.

Five-minute recess

Chairman Elkins: This takes us back to the applicant for an opportunity to respond to the comments both of staff and the public.

Mr. Oddo: I want to thank you for letting me respond to some of the neighbors' concerns. I know every time this development was brought before, people seem to be against whatever is built. Before MX-D, no one liked it. They said they wanted something more like Villa Milano and what we're proposing. Now, we're proposing what they asked for last time, and they want MX-D. I'm not so sure they understand that MX-D like Park Place is 4 ½ times more dense than what we are proposing. I could actually put five Park Places on this same acreage. I don't really think that's what they want, but that's what a few people said. It concerns me. Most of the things we heard were people worried about traffic, school, home valuations. Simply, the facts don't support their fears. It will bring more traffic. If I build single-family homes, it will bring more traffic. With the current level of service that 133rd has, it will be the exact same level of service from a traffic engineering point of view as it is now. It won't change. It will be above the minimum requirements allowed by Leawood. If I did make this MX-D with 4 ½ times more density, it would take it to a level D or even lower. I would be afraid to actually put MX-D here. It would really hurt the area, due to the traffic. One of the things said by Mr. Denny, I think was misquoted. He said staff's concern was that it would bring up to 50,000 traffic a day. The quote refers to when the entire corridor is built out, so all the way to Nall. Someday, it will be built out, but the traffic report shows that the level of services now and later won't change. They'll be the same as it is. There is also mention of four-story buildings. I just want to remind people that we're putting in a three-story

building along 133rd. It's the side of two of them, and they're only 38 feet tall. It's about the same height as a home, so it's not going to tower over anybody. It will be the same height as the homes across the street. There are only two. We've really limited the cross-section of what it's going to be. We're happy to put lots of berms and trees to help with that. As you know, crime is not an issue. We don't have any crime in the apartments. If we put gates, we won't even have smash-and grabs that parts of Leawood are experiencing. I talked with the school district and the Chamber, who talked a lot with the school district. They assured me that if this was built out with single-family homes, they could handle the kids who would go to the schools. We heard the original concerns about schools, so we removed all of our three-bedroom apartments. We've gone from 50% one-bedrooms to 65% one-bedrooms and 35% two-bedrooms in both communities. When we do that, we virtually eliminate all kids. Even though we're saying 3-5 kids, we're bringing over half a million dollars per complex for the schools, I don't even think it will be 3-5. That's just my opinion. We'll really be a profit center for the schools. Regarding home valuations, eight plus properties don't hurt home values. Three-story parking garages hurt the home values. If you actually put in MX-D, it will bring in 4 ½ times more traffic to the area. That would hurt home values. I'm going to put my money where my mouth is. That's why I'm building $700,000-$800,000 homes as the buffer along 133rd. I know it does not cause problems when we we're able to do what we did at Sienna. We built multi-million-dollar homes near apartments. When Milano was built, Tuscany next door had property values that continued to go up just like the rest of them. Home values are not an issue, and I'm speaking with my own money here. Instead of stopping another development, I'm going to bring a valuable asset that's needed to our community, generate millions of tax dollars that are desperately needed. We'll bring both single-family and multi-family homes. The multi-family that we have will have mostly seniors moving in. When you think of community: family, moms, dads, grandparents, aunts, uncles, and we need to have a place for them to live in Leawood when they want to downsize. Our apartments are a part of that community. Another third are divorcees. Most people want to keep the families fairly close together. They want to live within two miles of the family. We give them a place to live. They're already residents who live here. Divorce can be tough. We've got to have a place for them so we don't split the families too much. The rest are young professionals who make great money and will bring needed money to retail stores and will most likely buy a home in a few years in Leawood. We want to have a place for these people. I am a local developer. I have the experience. I have done mixed-use. I'm building one now. I have the expertise. I've got the ability to finance it and get it done, and I've got the experience. I don't understand why that was even questioned. We have a good professional company that can carry on with or without me. Feasibility show what is necessary. I believe the city had one done in 2013 that said the same thing. I hope you kept that. The Community Plan that the city did in 2013 said almost the same thing that mixed-use as it is currently zoned isn't viable, but what I'm showing here as a horizontal mixed-use, going back to old-fashioned design, would work. It's pushing all the retail away from the residential to State Line and keeping it on Mission and between the residential. It has a proven success record. There's a need for both. Mr. Regnier is going to be developing the retail side. It's not that I don't want to or won't. I said before it's that Mr. Regnier is going to. We're working as a team. I also want to stress that we're giving people what consumers want. Villa Milano is currently

DRAFT

occupied at 97%. Some of the other similar communities are at 70%, and that's mainly because of the parking garages. I just can't stress that enough. I really don't think people want parking garages overlooking. We have been trying to work with staff. We've eliminated a lot of the stipulations or agreed to them, and we have a lot to work through. I want to give you a very updated plan that will help the growth of the city and that the communities will use. I strongly believe this is the best plan that's ever been presented for the 135th Street Corridor, but more importantly, a viable plan that supports growth and attracts sustainable business for the residents and our community.

Mr. Holland: I don't really have anything to add to what Mr. Oddo just mentioned. He covered most of the issues and concerns raised by the neighbors. I agree with Mr. Oddo. A lot of the residents spoke to traffic and density. I'm not sure they fully appreciate what the alternative would be if we did follow a pure mixed-use in the strictest sense as provided in the 135th Street Corridor Plan. It would be 4 ½ - 5 times denser than what we are proposing here. In fact, what we are proposing is the absolute minimum density allowed under the MX-D plan. We're doing the minimum amount here that is permitted, and it sounded like some of the residents thought mixed-use might be a good idea, but I'm not sure they appreciate the amount of traffic and so-called density that they have concerns with if we, in fact followed the 135th Street Corridor guidelines in the strictest sense. We're trying to work with the city. If we try to do the street network that's in the plan, it would cause 22 access points along both streets. It's not something that the residents have fully thought through. With that said, we do believe that what we're providing is an appropriate use and development for the land. It's something that can be done. I don't think the mixed-use, developed in the strictest sense, is marketable. If you're going to only allow for that kind of development on the property, it won't be developed. I'm not sure if that's what some of the neighbors want. I know some of them said they weren't against development, but I guess it's the type of development that we want to have here. I didn't really hear from the residents what the alternative would be, other than they just didn't want this plan. It would be nice to have heard some of that. We think we've presented a valid plan to you, an appropriate plan to you, that is something that can be built and developed here and has the least impact on the area residents than what would be otherwise done under the 135th Street Corridor plan. With that, we appreciate your time. We've spent a lot of hours on it talking. I know you have a lot to talk through. If you have any questions, we're happy to answer them. We've got our traffic engineer here. Our civil engineer can speak to the stormwater issues if there are any.

Chairman Elkins: Thank you. Questions for the applicant? Is there a response from staff?

Mr. Sanchez: I don't think so.

Chairman Elkins: Questions for Mr. Oddo or Mr. Holland?

Comm. Peterson: I just have a couple questions for Mr. Oddo. First of all, with respect to the multi-family dwelling units, you mentioned 65% will be one-bedroom and 35% will be two-bedroom. I will say regarding the concerns regarding the initial burden placed

upon the school system, I can't see where this would create any possible issues. I agree with Mr. Oddo completely. Yet, when you look at the tax structure with the way real estate tax in Johnson County works, the most recent chart shows almost 50% of the total real estate taxes paid go to support the school district. These people are not going to have children with a one-bedroom. I can't see the burden, but I can definitely see the benefit. I do see where there is significant concern regarding additional traffic. As I understand from the revised plans, with respect to The Enclave at Cedar Point, Kenneth Road is planned to divert through the mixed-use retail so that there is no cut-through street. That should allay a lot of the traffic, to a certain extent. On the residential side, do you anticipate the majority of the people seeking those homes to be, for lack of a better term, primarily retirees?

Mr. Oddo: Thank you for your question. Yes, that's our target market. That's why we're asking for smaller lot sizes. The intention is be ranch or reverse story and a half with maintenance provided. We're really going to be pushing for people wanting to downsize in Leawood. I wouldn't think there would be many children, but I'm sure there will be a few. Once again, the schools have assured me, as has Kevin Jeffries with the Chamber that the schools can handle it. They're not concerned. They're not at capacity. We did some things to help slow traffic to avoid people wanting to cut through. With all of our designs, we've really pushed the traffic toward 135th Street. If we can get the one community, we only have an emergency exit. This would further limit the amount of traffic going toward that. As brought up, COVID versus pre-COVID, we asked the same thing, and he said some of the traffic counts were down, so he used the higher number that he had previously. We want to make sure we give you the same level service on 133rd Street.

Comm. Hoyt: I have a couple related questions. I'm looking at Staff Comments, "Staff is not supportive of the separation of uses within the MX-D-zoned portion of the development, as there is no interaction between each of the tracts, essentially creating four separate developments: three residential, one commercial/office. The applicant shall work with the staff to better follow the intent of mixed-use and stay within the City of Leawood Comprehensive Plan." This relates to Stipulation No. 5. As I understand it, this is one of the ones the applicant objects to. It seems like, whether MX-D is defined vertically or horizontally, there is a sense in which the entire development needs to be coherent and, as staff says, interacts with each other. It also relates to one of the guiding principles of the 135th Street Corridor, which, again, is not really dependent on whether you're going vertical or horizontal. That is, that it ought to convey a sense of place, that the development as a whole ought to hold together. It ought to be unified, and it ought to offer some identity that is very clear, which I think is somewhat reflected in some of the comments of the residents. The objection is not so much to a development, but what I heard was they wanted a development that they could see a clear value added to their neighborhoods. These are a lot of converging themes. Perhaps you might, first of all, address the staff comment that there is no interaction between each of the tracts and that, essentially, it creates the appearance of four separate developments instead of a singular whole.

Mr. Oddo: I understand what you're saying on that. If we had five Park Places, there would be five independent senses of identity. I've got four, and you might be right that each one is independent and has its own identity, but it's hard to bring in, on the retail side, on State Line, that we probably will have a convenience store and have a community with the residential side. We're deliberately trying to push the retail to its own independent area and have the other three work as a nice community. There will be crossing streets. There are a lot of new residential areas going up. Hallbrook is now building a fence around it. Fencing is allowed. Your ordinances are not in favor of gates; I understand it, but we can fence it. If we fence, especially along 135th Street, I can't imagine a community along there not needing a fence. It will have its own identity. Each of the apartment complexes has its own dog park. Each has lakes and ponds and walking trails. Each has a community garden. We haven't talked about those because that usually happens at Final Plan. When we have a community of 30 acres, which is the size bigger than Park Place and each has a dog park, a walking trail, and lots of large lakes that are half mile to walk around, it creates nice walks. One of the trails is a mile long. It's hard to have the east end and the west end be completely tied together. I do believe that we're adding value to the neighborhood by giving them needed housing, a buffer, streets that are properly sized to handle things, pushing traffic to 135th Street, keeping it low density, and keeping the four- and five-story buildings on 135th Street and the three-story building on 133rd so we have a neighborhood feel. That's what a residential community does. It's a neighborhood feel. No doubt, if you've driven by Villa Milano or any of my other communities, they have a very wonderful neighborhood feel. You see lots of people out walking.

Comm. Hoyt: I had not heard of the community garden. I don't know if I was dismissing that or if it hadn't been mentioned. Who is the community garden going to be used by?

Mr. Oddo: Our residents in that community. They ask for the plot. We've had some that are so popular that we've had to increase the size of our gardens so everyone can have a little bit more. Some grow beautiful flowers; other grow vegetables. We're happy to let them do what they want with it. It's a nice area for people to congregate. Same thing with the dog parks. We'll keep that fenced in so the dogs can run off their leash. You're right; I may be selfish, but I'm not building the dog parks and community gardens for other people. I'm building them for my residents.

Comm. Hoyt: I understand your point. As an example, something that gives a mixed-use development a cohesive sense of place that also spills out to the surrounding community would be something like at Park Place, where they have the common area that becomes a skating rink for people throughout the community. Thank you very much.

Chairman Elkins: Thank you. Other questions? I have a few. Mr. Holland, on the question of the gating, what is your understanding of the LDO and how it addresses the question of gated communities?

Mr. Holland: My understanding is that they're not prohibited under the LDO. Staff can confirm that.

Chairman Elkins: What is your perspective of the city's position on gated communities?

Mr. Holland: I think they feel like gates are contrary to the mixed-use development and the aspect of a cohesive development, as just mentioned by Commissioner Hoyt, and somehow, that detracts from people being able to gather, pass through, or walk to the different areas of the development. I think they feel that the gates themselves provide an obstacle. They're not prohibited under the LDO.

Chairman Elkins: Is that right, Mr. Sanchez?

Mr. Sanchez: I believe the applicant is correct. There is no formal ordinance stating that they are not allowed; however, the are frowned upon, and based on the 135th Street Community Plan, we have a directive and an objective stating that we want communities to connect with each other. Gates directly prohibit that from happening. They are made to separate different areas from each other.

Chairman Elkins: Thank you. Mr. Holland, you'll recall when we started tonight, one of the major areas of conflict between staff and your client relates to stipulations that enforce the LDO. There are several. I'm curious to get your thoughts on how it is that, even if we were inclined to agree with you, it is possible for this commission to ignore the LDO and strike those stipulations.

Mr. Holland: I think there may be only one stipulation that is contrary to the LDO, which is the one that requires that the accessory buildings be connected to the primary buildings. All the other ones fall into the category of whether we align with the 135th Street Corridor Plan or not.

Chairman Elkins: What would you say about how I go about giving you what you want with respect to the accessory buildings?

Mr. Holland: I might ask Henry Klover to speak to that issue.

Mr. Klover: The issue at hand is an interpretation because the LDO does not say that parking has to be attached for a building. By inference or by it not saying that it isn't, there has been an interpretation that parking garages are a requirement with one covered per unit and enclosed. The problem is that there's a whole range of product out there that specifically exclude that you have the ability to build. It basically makes it so the only product available to be built for what you might refer to as the big homes or the projects out there that have to have underground or parking garages, which are incredibly expensive. There's a whole range of products that, just by that one interpretation, have been negated or not allowed in the city based on a negative of a specific statement of, "You shall attach garages at one per unit to the building." There are product types that are desired and wanted, exceptionally attractive that, because of that one inference by a negative and not a positive, is not permitted. Again, it's an interpretation issue. I tried hard to get similar-type products that Mr. Oddo wants to have happen on Cornerstone,

and we could never come up with a way to design it that anybody was willing to build that didn't include having to build a parking garage. Again, it's not a specific statement in the LDO that says it shall be done; it is a negative. It doesn't say it.

Chairman Elkins: You're asking us to do something we've not done before.

Mr. Klover: It's only based on the interpretation of that provision. You have to know to hunt for it. Not many professionals can go out there and read your LDO and immediately infer that the product is not permitted. You have to do it by negative.

Chairman Elkins: I understand that. That wasn't my question. You're asking us to do something we've not done before, correct?

Mr. Klover: Yes, we're asking you to open up the market to a product that is desired and wanted in the community.

Chairman Elkins: What section of the LDO specifically addresses accessory buildings?

Mr. Klover: We could find it for you, but I don't remember the exact section.

Chairman Elkins: I'd be curious to hear the language you're saying is being misinterpreted.

Ms. Knight: I believe it's Section 16-4-1.4. Page 9 of the Staff Report lists the LDO sections the applicant doesn't meet. "All accessory structures shall be attached to the primary structure," and then there is a list of exceptions. Parking structures are not an exception.

Chairman Elkins: So, I'm struggling to understand that if it says that accessory buildings shall be attached and sets a list of exceptions, I'm not sure where the inference is.

Mr. Klover: My point is that it is not a specific exclusion, and any professional out there looking and trying to understand how to build a similar type product in the community would not figure that out very easily. We've had to have it explained to us, even where to find it.

Chairman Elkins: I understand that it's difficult to build, but there doesn't seem to be much ambiguous about the statement.

Mr. Klover: It also depends on if you count the garage as its own building.

Chairman Elkins: Thank you. If you look at Phase 1, do I correctly understand that it's the single-family residential segment of the project?

Mr. Oddo: It is, but I think we had to reduce it to 56 single-family lots.

DRAFT

Chairman Elkins: What's the approximate linear distance from one end of that double cul de sac to the other?

Mr. Oddo: 1,800 feet.

Chairman Elkins: That really works out to 28 units on each side of that double cul de sac, right?

Mr. Oddo: Yes, sir, plus the end pieces.

Chairman Elkins: Are there other places in Leawood where we have that long of a single street with almost row housing?

Mr. Oddo: I'm sure there is. I'd be happy to bend it and turn it, but then I get into issues with setbacks required by the apartments in the RP-2. There are lots of Old Leawood areas that are like that all over. They're all over.

Chairman Elkins: I don't know that there's any part of Lee Boulevard that is that long without any sort of undulation or curve, though, is there?

Mr. Oddo: I'm sure there are. I haven't really looked at it.

Chairman Elkins: It's one of the things that struck me as unusual about this development. At least in my experience in Leawood, we have lots of cul de sacs and winding roads. Frankly, sometimes, that's a frustration when trying to find your way around, but it strikes me as a very long row of houses. Mr. Oddo, what is your anticipated timing on the phasing of the commercial/office/hotel area on the east end?

Mr. Oddo: That's a great question. We want to go back to the street. We have the street to act as a buffer. We're pulling up lots of streets in Leawood South that are longer than that, that are dead-straight. We're seeing it all over Leawood South. Besides that, we're going to get started immediately on the single-family homes. Upon getting that mostly developed and sold out, we'll start on Phase 1 or 2 of the apartment complexes. In the meantime, we will work hard to market the retail/commercial/hotel side of State Line. It's really hard to put something out like that until I have zoning because people don't want to commit too much until there is at least a Preliminary Plan approved. Once we get it approved, we'll seek out tenants. I've got some interest over there in a lot of the retail. We will start marketing it as soon as I get approval.

Chairman Elkins: I will tell you that other developers along the corridor have told us, and even Mr. Regnier's land use study suggests, that it's problematic whether or not commercial space can be successfully developed at that east end. I'm interested in your thoughts on the risk that you and we are running that, years from now, we'll have a residential area, a set of townhomes, and an apartment complex but no hotel or any of the commercial or office space.

Mr. Oddo: For one, I don't think the city is taking any risk if that isn't built right off the bat. I want to stress that Mr. Regnier is going to develop that corner, but we're working together. I really see no risk whatsoever if the residential side is developed first. The retail side, as big as it is, will probably be phased down the road, just depending on how fast we can absorb the market. This is why we definitely don't want to have too much retail between Pawnee and the church because it would never get filled. That's why we're limiting it. We put on here the minimum amount allowed by your ordinance on commercial to comply with MX-D. I agree that it might be hard to find that much office space. If we put a one-story instead of a three-story building, the city is not hurt; you just have less parking and more green space.

Chairman Elkins: I know, in other instances, the city, in order to incent and encourage the commercial development, has tied phasing of the residential development to the commercial development. It's obvious that you would resist that, but could you comment on that idea?

Mr. Holland: How would you envision that? What are you suggesting? Is it that part of the commercial be done at the same time as residential? If that's what you're suggesting, you're trying to force the market. We're in a market-responsive industry, and I don't see how that works very well if that's what you're suggesting.

Chairman Elkins: I'm sure there are challenges, but Park Place is the perfect example. It was phased so part of the residential could not be expanded until a certain percentage of the commercial was done. As a result, there certainly was a delay in some of the residential, but it incented the developers to find imaginative ways to get the commercial in place. That is the one lever the city has to make sure we don't have apartments, townhomes, houses, and just an empty lot on the east end.

Mr. Holland: I have great concerns with the city trying to dictate to the developer how they can build out their project. It just makes it exceedingly difficult to force the development of, let's say the hotel, before there's a market there to support the use. I think through the highest and best use analysis, it's clear that the main area that is appropriate for commercial and retail or office uses would be along State Line and 135th Street. I think the residents there that we talked to also agreed that's where it would be located. I think in time, that's where it's going to be built. If the market supports the commercial/retail use there, it will go there, regardless of whether the city tries to force it or not. I think forcing something before it's ready to develop is frankly going to negatively impact the development of the other portions of the project that could and should go first.

Chairman Elkins: I don't disagree that it shouldn't go first, but I do take issue with the idea that there is no risk to the city. I'm trying to figure out a way to mitigate that risk. You're asking us to abandon a plan that has been in place for a number of years. I'm looking for some assurances. I understand that it may be a challenge. The last question relates to the business about the three- or four-story buildings. Mr. Oddo, can you let us know which will be how many stories and where they are in the development? You

mentioned 38 feet. It wasn't clear if that was the height of the three-story or the four-story building.

Mr. Oddo: (*Shared screen)* Right now, we have four buildings around the pond that are three stories on the front and are walkouts. They are 39 feet tall.

Chairman Elkins: From ground level to the roof?

Mr. Oddo: Yes, and RP-1 is 35 feet, so it's not really towering. You'll notice the detached garages so that we can have one garage for every community. This is very typical. The difference between our community and most is that most are doing this at 25-30 units per acre, and we're doing it with under 12 units per acre. We'll have lots of green space to build a sense of community.

Chairman Elkins: Thank you. Do others have questions for the applicant?

Comm. Coleman: I just want to confirm that you have several bullet points on Page 9, continuing to Page 10, of items that do not meet the LDO, the Comprehensive Plan, or the 135th Street Plan. Are those still correct?

Mr. Sanchez: I believe so; however, when we talked to the applicant, the wall issue was resolved because they're going to work on it. The first bullet point talks about the parking study. They said they would provide us a new study, so we're okay with that. The second one talks about private streets. The part of the LDO that staff really wants to emphasize is that private streets shall be allowed only in residential developments. This being zoned MX-D makes it not follow the ordinance. The corner lots in the RP-2 portion do not meet the setback of 20 feet. That is something the applicant probably can do. The fourth bullet point talks about accessory structures. Within the LDO, in MX-D, the parking requirements call out two units per residential unit. One is to be totally enclosed, plus, 3.0-3.5 per 1,000 gross square feet of nonresidential space. The parking area that they are proposing as being enclosed are these accessory structures, which then have to meet the requirements for accessory structures. They need to be architecturally connected to the building, which could be done with a breezeway or a number of other ways. It needs to be 10 feet wide and connected no longer than 15 feet. The fifth bullet talks about the retaining walls, which they are changing.

Chairman Elkins: Thank you. Other questions? If not, Mr. Holland, Mr. Oddo, and Mr. Klover, we appreciate your answers to our questions. This takes us to a discussion. We went through an exercise to identify a set of issues earlier, and we'll need to address those. The significant issue we need to talk about that I'm sure Governing Body will be interested in is our thoughts about this theory of horizontal mixed-use and, depending on who you listen to, perhaps a modification or abandonment of the 135th Street Corridor Plan. I'll open the floor to thoughts.

Comm. Hoyt: As a launching-off point for the question you posed about consideration of how this crystalizes the issue of the 135th Street Corridor Plan and how we can or can't or

should or shouldn't proceed to take action that would fairly significantly deviate from that, I believe it was the public comment of John Kelly, who crystalized what I was thinking. He said that this is not the time or place to make a major change in city direction. I have a lot of questions myself about how we should take another look at the 135th Street Corridor Plan, but I'm not sure that approving a specific case before we do that, that would set a precedent for a very dramatically different interpretation of that plan, is the correct order. It seems like we've got this situation where we can see that market conditions have changed. Of course, they've changed extremely dramatically in the last six months, which hopefully will not be projected indefinitely into the future. Even without that, as I read the RCL Company Real Estate Advisor's report that was referred to many times, I thought there were some excellent points. I also thought a few of the assumptions would need to reconsidered for their validity. Overall, it certainly speaks to the need to reconsider what that 135th Street Corridor Plan is. I would think it's reverse order for us to approve a specific case and then go back and consider it. I know that's very frustrating from an applicant's standpoint, but it almost takes a case like this to bring the question to a head.

Comm. McGurren: I'd like to start by thanking Bob Regnier and his company, Johnson County Management, for providing the analysis. I thought that was helpful. I certainly hope that we, as a city, and applicants in the future, have a strong desire to build what is desirable and has a strong likelihood of success over time. We all met a year ago and had a huge work session that talked about providing communities within the remaining land of Leawood that would enable people who wanted to downsize to remain in the city. I'd love to see single-family detached homes, maintenance-free homes, row homes, whatever options the market would favor, be built on that corridor. To Commissioner Hoyt's point, that will require changes in the 135th Street Community Plan, and I would assume that, with decades of no development and frustration by people like Mr. Regnier, who attempt, over periods of time to get appropriate funding and support for these kinds of developments that don't happen time after time, we need a point in time where we reassess what should be built there and what should be viable so that we're not looking at the same dirt 20 years from now. I think this particular application, based on the LDO noncompliance and the Planning Commission's inability to vote in the affirmative because of that, seems like a nonstarter. I would vote for denial, but I would also hope the Cameron's Court team and staff could resolve these issues and hopefully meet the 135th Street Corridor Plan.

Chairman Elkins: I would note, as a possibility, that we could certainly recommend for approval a plan that put in stipulations to bring the plan into compliance with the LDO. I think that's what staff attempted to provide to us.

Comm. McGurren: Agreed, but hasn't it become very clear in this meeting that the applicant is unwilling to recognize that there are noncompliance issues and that the stipulations that would enable a plan to be approved are not something they would want to move forward with?

Chairman Elkins: That may remain to be seen. Other comments about this idea of horizontal mixed-use?

Comm. Belzer: I agree with Commissioners Hoyt and McGurren. This is not the first time that we've heard that the 135th Street Corridor Plan has some pretty significant issues that are barriers to development. I think we do need to take the time to reevaluate. I think there are a lot of great things about this proposal. I appreciate all the time and effort that has gone into bringing it before us, but I feel if we were to move forward with it that we're putting the cart before the horse. I think we need to rethink. After listening to more conversation from the developer, I'm not opposed to horizontal mixed-use. I think I feel that the retail and other options that are less residential make more sense toward State Line where there is more traffic and more accessibility, but I feel very strongly that gated communities do not provide that sense of community. Having the gated piece of this proposal and private streets doesn't provide the connectivity and sense of community and sense of place. I think there's a lot of good things here with the community gardens, dog parks, ponds and green space. All that is great, and I think that's what we're really looking for, but there has to be accessibility and this piece of connectivity that makes sense. I think if that were addressed and worked through, some of the surrounding neighborhoods may feel a little bit better, and this may be more attractive to them with some modifications, and also knowing that the building are three stories and not four stories makes a big difference. I think there's a lot of good here. I think that we, as a commission and as a city, really need to take time to reevaluate. We're living in a completely different world than we were six months ago, let alone when the 135th Street Corridor Plan was enacted. I think we owe it to ourselves and to our residents to reflect and consider a horizontal mixed-use situation as well as other options.

Comm. Block: I think since the real estate exists, it still would be in compliance with 135th Street Community Plan to spread it out more horizontally. My biggest concern is the lack of adherence to the LDO, to the Comprehensive Plan, to the 135th Street Community Plan. It's not like it's just missing one. I don't think that anyone is looking for four or five Park Places. I don't think that was the vision, at least how I read it. At this point, it's pretty clear to me that I would vote to deny the application.

Comm. Coleman: I'd like to start out by thanking the participants. During our first meeting back in August, Mr. Regnier put together a nice history of the proposed development of the property. I found that very helpful to see what he went through and what has been proposed over the last 20 or so years. I also appreciate Mr. Oddo and the team bringing the whole team. It's rare that we get an opportunity to get all seven members to come to a meeting. I'd also like to thank the public for their input. A lot of you are my neighbors and my friends, and our children go to school together. That gives me great insight into what goes on in those neighborhoods, even though I'm very familiar with the neighborhoods surrounding the property. I appreciate all the input. With that, it's been a while since I've seen a packet with so much disconnect. Normally, with something like this, if there is so much disconnect, the staff will ask for a continuance. Obviously, that was not put forth, probably because they couldn't get to that point. Something like this with a stalemate between developer and staff is something I would advocate

continuance to try to keep working things out, but we're not at that point. The land in question will be developed. I know a couple speakers did mention it. Everyone knows this will not be vacant land for the rest of eternity. However, when we develop the land, we are subject to the LDO, to the Comprehensive Plan, and to the 135th Street Community Plan. The Comprehensive Plan, which includes the 135th Street Community Plan, is reviewed annually. We've mentioned it numerous times to applicants to provide feedback. We never get feedback in writing or in person. We have heard the 135th Street Corridor is not workable. I remember Commissioner Levitan always said mixed-use doesn't work in Leawood. We've heard that from the applicants. I have advocated to put something else together to come up with an improved 135th Street Corridor Plan. I don't think now is the time. I think we have to wait until the pandemic is over. We get through that and see what kind of structure we have in our retail and work lives. I know that transition to working from home has been very successful in my company, and I see a lot of changing in the marketplace for office space and retail once we get through the pandemic. It's something I think we and City Council need to consider. When we're considering an applicant, we have to go through all these things: the LDO, Comprehensive Plan, 135th Street Community Plan. I agree that what we're seeing is not a viable plan in its current state. I hope that in the future, the developer and staff can come together and get something that is agreeable to both parties, but I just don't see it moving forward.

Comm. Stevens: Like has been noted, it's hard for me to get past the submission lacking in the specifics mentioned in the Staff Report, including the Golden Criteria, the nonconforming elements of the LDO and the Comprehensive Plan, and the guidance of the 135th Street Corridor Plan. Some of the standouts that are really concerning are that the submission proposes the individual sites for the uses that have been described, including physical separations between the uses versus a plan that's thoughtfully designed together, which misses the opportunities to create this integrated, multi-use development and one that has the important sense of place that Commissioner Hoyt talked about. Again, for me, additional standouts for denial really include the proposed gated housing areas surrounded by fences for security in Tracts A and B, and then Tract C commercial area design with its separate location not related to the rest of the site, its components, size, and the unfortunate loss of all the natural green areas that are associated with that, and finally, the arrangement of the density within the full property, which has been discussed. I'm not in favor of the submission and will vote for denial.

Comm. Peterson: I do want to agree strongly with Commissioner Belzer. There are some really interesting things in this plan, especially with the green space where people can use something for gardening. I like the idea of residential and mixed use. I like the 135th Street plan very much, but it was developed years ago, and it probably does need to be reevaluated at this point. What stands out to me the most is there are too many things that are not in compliance with the LDO. For that reason, I would have to recommend denying this. The other thing I am personally opposed to is gated communities. From a practical standpoint, I would never want to live in a gated community. Why someone would want to advocate a community with private streets doesn't make sense to me. It detracts. At the last meeting, we were talking about the reasons south of this proposed

project. One of the things that stood out was the townhomes. The design was wonderful, I thought, but they then converted to a gated community, which was not in the other proposal. For those reasons, I just have a problem approving this, but I do think that the 135th Street Corridor Plan really does need to be reevaluated, probably sooner rather than later.

Chairman Elkins: Thank you. I note we're at 8:55, and under the rules of the commission, our meetings are to end at 9:00 p.m. unless we vote to extend the meeting.

A motion to extend the meeting for 30 minutes was made by Coleman; seconded by Block. Motion carried with a unanimous roll-call vote of 7-0. For: McGurren, Coleman, Block, Stevens, Belzer, Hoyt, Peterson.

Chairman Elkins: I understand and agree with most of what the commissioners have said. I think we have to walk a fine line between being absolutely wed to the 135th Street Community Plan or the Comprehensive Plan, as the case may be, and yet follow in its spirit. We've shown a willingness, regularly, that if the right project comes along that varies from either plan, we move forward with it. I'm taking a bit of variance, and I would say if we thought this was the right plan for this space, it would certainly be within our authority and perhaps our duty to go ahead and approve it. As a number of the commissioners have said, there are a number of positives to this plan. There is a lot of practicality that both Mr. Regnier and Mr. Oddo brought to our attention. It's not necessarily the case that we need to modify the plan before we proceed with a project that is at variance with the plan; although, there is certainly nothing wrong with going that route as well. My sense is that the sense of the commission feels that is appropriate. I agree with Commissioner Coleman's frustration. We do review the plan annually. The public, to date, has not shown an interest in that. Obviously, for instance, these plans have been at play for a considerable period of time. I would have encouraged the applicant to be aware of the review of the Comprehensive Plan and raise any issues at that time, rather than in the context of a particular application. Maybe it speaks to us and staff as to whether we should do something more aggressive in terms of communicating to the community and to the development community in particular that the Comprehensive Plan is under review. I struggle and don't see a way clear to vote for a plan that includes provisions that are clearly contrary to the LDO. I understand Mr. Klover's view that it makes it very difficult to develop and that it has been a frustration for year. Again, the way to solve that is to push for an amendment to the LDO and not to put us in position to ask us to violate the LDO because the LDO is certainly different than the plan in that the plan is a recommendation; the LDO is the law. I don't know that we have any option, other than the one that I suggested that we could approve a plan with stipulations that mandate that the applicant bring those revisions that are at variance with the LDO into compliance. The applicant made it pretty clear, particularly with the accessory buildings, that it was not part of their plan. Perhaps there are places with a long street with houses next to each other, but I have concerns about that. From an aesthetic or even good planning standpoint, I don't know that it's good to have one long street with 28 houses on either side and one on the end. One issue that we really haven't talked about that we would like to get a sense from the commission has to do with the street alignment. It

seems to be at least one place where the applicant and public seem to be somewhat in agreement. They were not interested in having the through streets for High Drive and others. It takes us back to the 135th Street Corridor Plan because street organization and alignment are addressed there, suggesting that they should be aligned. Does the commission have a thought about the street alignment issue?

Comm. McGurren: It seems to me that there should be reassessment, given the plan being proposed. I don't have a significant problem if we decided, as an organization, to change the realignment on one or two streets in a development as large as this and maybe keep a couple the applicant didn't want but the city required. I wouldn't have a problem having some flexibility. At the same time, it needs to be done in a way that, from a traffic pattern and walking standpoint, it makes all the sense in the world.

Comm. Hoyt: I was going to more or less say the same thing. I think it would have to be reviewed within the context of the specific plan. Then, I think it could be modified, or we might decide that we really don't need to modify it with the new plan, but I think that would go with the specific plan.

Chairman Elkins: Thank you. Other comments?

Comm. Hoyt: One comment I wanted to make is that I agree with at least 2/3 of the commissioners, if not more, that there are some really attractive elements of this plan. I know your observation that we could stipulate within the plan that it all has to be brought up to LDO conformance, but one problem I see with doing that, even if we were inclined to do it, which I don't sense the commission is, is that it would make some material changes to the plan. We would have to see what that does when they change the parking structure and what that does to the number of parking spaces and access points. I think with this many issues on the table and with all of the existing stipulations, it would be very hard to know what we were voting for.

Chairman Elkins: Thank you. Are there other comments? If not, is there a motion?

A motion to recommend denial of Case 49-20 – CAMERON'S COURT – Request for approval of a Rezoning from AG (Agricultural) and SD-O (Planned Office) to RP-2 (Planned Cluster Residential Detached) and MXD (Mixed Use District), Preliminary Plan, and Preliminary Plat, located south of 133rd Street and west of State Line Road – was made by Coleman; seconded by McGurren. Motion carried with a unanimous roll-call vote of 7-0. For: McGurren, Coleman, Block, Stevens, Belzer, Hoyt, Peterson.

NEW BUSINESS:
CASE 68-20 – PLAZA POINTE – GUIDEPOST MONTESSORI – Request for approval of a Revised Preliminary Plan, Revised Final Plan, and Special Use Permit for a Daycare/Montessori, located south of 136th Street and west of Roe Avenue. **PUBLIC HEARING**

Ordinance Published on ____/____/_____

ORDINANCE NO. _____

ORDINANCE APPROVING PLANNING COMMISSION'S RECOMMENDATION OF DENIAL OF A REZONING FROM AG (AGRICULTURAL) AND SD-O (PLANNED OFFICE) TO RP-2 (PLANNED CLUSTER RESIDENTIAL DETACHED) AND MXD (MIXED USE DEVELOPMENT DISTRICT), PRELIMINARY PLAN AND PRELIMINARY PLAT FOR CAMERON'S COURT, LOCATED SOUTH OF 133RD STREET AND WEST OF STATE LINE ROAD. (PC CASE 49-20)

WHEREAS, the applicant is requesting approval of a Rezoning, Preliminary Plan, and Preliminary Plat for property located south of 133rd Street and West of State Line Road;

WHEREAS, the Planning Commission reviewed the application on August 25, 2020 and September 9, 2020, and recommended denial of the application; and

WHEREAS, the Planning Commission's recommendation was presented to the Governing Body on October 5, 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 in both meetings; (b) the minutes of the Planning Commission meetings; (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 for a Rezoning, Preliminary Plan, and Preliminary Plat for property located south of 133rd Street and West of State Line Road.

SECTION TWO: This ordinance shall become effective upon its passage and publication in accordance with law.

PASSED by the Governing Body this 5th day of October, 2020.

APPROVED by the Mayor this 5th day of October, 2020.

[SEAL]

_____
Peggy J. Dunn, Mayor

ATTEST:

_____
Kelly Varner, City Clerk