

**PLANNING COMMISSION AGENDA
CITY OF PRAIRIE VILLAGE
TUESDAY, OCTOBER 5, 2021
7:00 P.M.**

The Planning Commission will be meeting remotely via Zoom. To watch the meeting, click the following link: <https://us02web.zoom.us/j/84884970197>. The meeting will also be live-streamed on the City of Prairie Village Facebook page at <http://www.facebook.com/CityofPrairieVillage>.

Residents may email comments to City Clerk Adam Geffert at cityclerk@pvkansas.com. All comments must be received by 5:00 p.m. on Tuesday, October 5.

- I. ROLL CALL
- II. APPROVAL OF PLANNING COMMISSION MINUTES - SEPTEMBER 14, 2021
- III. OLD BUSINESS
- IV. PUBLIC HEARINGS
- V. NON-PUBLIC HEARINGS
 - PC2021-120 Site Plan Approval for Fence Exception
5108 W. 76th Street
Zoning: R-1A
Applicant: Robert Kohl
 - PC2021-121 Site Plan for Redevelopment of old Macy's Building
4000 W. 71st Street
Zoning: C-2
Applicant: Kimley-Horn & Associates; GRI Prairie Village, LLC
- VI. OTHER BUSINESS
- VII. ADJOURNMENT

***Any Commission members having a conflict of interest, shall acknowledge that conflict prior to the hearing of an application, shall not participate in the hearing or discussion, shall not vote on the issue and shall vacate their position at the table until the conclusion of the hearing.**

PLANNING COMMISSION MINUTES SEPTEMBER 14, 2021

ROLL CALL

The Planning Commission of the City of Prairie Village met in regular session on Tuesday, September 14, 2021 at 7:08 p.m. Due to the COVID-19 pandemic, Commission members attended a virtual meeting via the Zoom software platform. Chair Greg Wolf called the meeting to order at 7:08 p.m. with the following members present: Jonathan Birkel, James Breneman, Patrick Lenahan, Melissa Brown, Nancy Wallerstein and Jeffrey Valentino.

The following individuals were present via Zoom in their advisory capacity to the Planning Commission: Chris Brewster, Gould Evans; Jamie Robichaud, Deputy City Administrator; Ron Nelson, Council Liaison; Adam Geffert, City Clerk/Planning Commission Secretary.

APPROVAL OF MINUTES

Mrs. Wallerstein moved for the approval of the minutes of the August 3, 2021 regular Planning Commission meeting. Mr. Lenahan seconded the motion, which passed 5-0, with Mr. Wolf and Mr. Valentino in abstention.

PUBLIC HEARINGS

None

NON-PUBLIC HEARINGS

PC2021-117 Final Development Plan Application
 Meadowbrook Shopping Center
 5300 W. 95th Street
 Zoning: CP-1
 Applicant: Patrick Reuter, Klover Architects

Mr. Brewster stated that the applicant was requesting approval of a final development plan to allow for the partial tear down of an existing building, construction of a new two-story building, cosmetic changes to all existing buildings, and associated site improvements for the property, which is zoned CP-1, planned restricted business. The primary use for the new building will be a childcare center, and the remaining tenant spaces will be unchanged as to their general uses (retail, service and office uses).

Mr. Brewster noted that the Planning Commission recommended approval of the preliminary development plan after a hearing on August 3, 2021, and that the City Council

unanimously accepted the recommendation for approval of the plan with the following associated conditions on September 7, 2021:

1. Prior to building permits, the landscape plan be amended and approved by staff with the following changes:
 - a. Street trees on 94th Terrace be coordinated with the options and direction on on-street parking in condition #2 below. Since the applicant has chosen to forego the on-street parking, the implementation of the streetscape improvements should be included on a final landscape plan and will be coordinated with City staff.
 - b. Additional shrubs or perennial plants be allocated to the four trash enclosure areas on W. 94th Terrace.
 - c. Eight street trees (or acceptable alternates) be added to the 95th Street frontage, along with preserving the five existing street trees.
 - d. Approximately 65 to 70 shrubs be added to the parking perimeter along 95th Street, along with preserving the existing shrubs at the entry.
2. On-street parking on 94th Terrace is subject to further review and approval by Public Works, and three alternative options should be considered:
 - a. Use striping for on-street parking on the south side within existing curb and sidewalk configurations and supplement with additional street trees;
 - b. Use striping for on-street parking on the south side within the existing curb configuration, but relocate the sidewalk with a wider landscape median and plant new street trees; or
 - c. Forego on-street parking at this time.

Mr. Brewster noted that the applicant had removed the proposed on-street parking along the south side of 94th Terrace.

3. Public works approves any required drainage study and/or a drainage permit in association with the work prior to building permits being issued.

Mr. Brewster said that the final development plan showed a reduction in impervious surfaces at the site.

4. Signs included in this plan are conceptual; any future signs are subject to sign permits and otherwise need to meet City sign standards applicable to this property.
5. The Planning Commission approval of the final development plan is conditioned upon the subsequent final approval of the revised preliminary development plan by the City Council.

Mr. Brewster added that the final plan was consistent with the approved preliminary plan and met all conditions of the preliminary plan. He recommended that the final

development plan be approved, subject to the conditions of the preliminary development plan and two additional conditions:

- A. A landscape plan be submitted and reviewed by staff prior to the issuance of building permits that documents the recommendations for landscape plan amendments from the preliminary development plan, including the location and number of street trees along 94th Terrace.
- B. Identification of the location and design (specifically the height, materials, and opacity of the fence to be used around the day care building) be submitted prior to the issuance of building permits, demonstrating compliance with the City's fence standards.

The following representatives for the applicant were present at the meeting:

- Patrick Reuter of Klover Architects - 8813 Penrose Lane, Lenexa, KS
- Eric Gonsler of the R.H. Johnson Company - 2215 Brookwood Road, Mission Hills, KS
- John Finnemore of Primrose Schools - 3200 Windy Hill Road, Atlanta, GA

Mr. Reuter shared a circulation plan for daycare traffic, noting that drop-off and pick-up times would be staggered to reduce traffic congestion. He also noted that a single entry for the day care would be accessible on the south side of the building, and a fence would surround the building and playground.

After further discussion, Mr. Lenahan made a motion to approve the final development plan with staff recommendations. Mr. Valentino seconded the motion, which passed 7-0.

OTHER BUSINESS

ADJOURNMENT

With no further business to come before the Commission, Chair Greg Wolf adjourned the meeting at 7:37 p.m.

Adam Geffert
City Clerk/Planning Commission Secretary

STAFF REPORT

TO: Prairie Village Planning Commission
FROM: Chris Brewster, Gould Evans, Planning Consultant
DATE: October 5, 2021 Planning Commission Meeting

Application: PC 2021-120

Request: Site plan review for a fence exception

Action: *A Site Plan requires the Planning Commission to apply the facts of the application to the standards and criteria of the ordinance, and if the criteria are met to approve the application. Fence standards have specific criteria to evaluate for granting exceptions.*

Property Address: 5108 W. 76th Street

Applicant / Owner: Robert Kohl

Current Zoning and Land Use: R-1A Single-Family District - Single-Family Dwelling

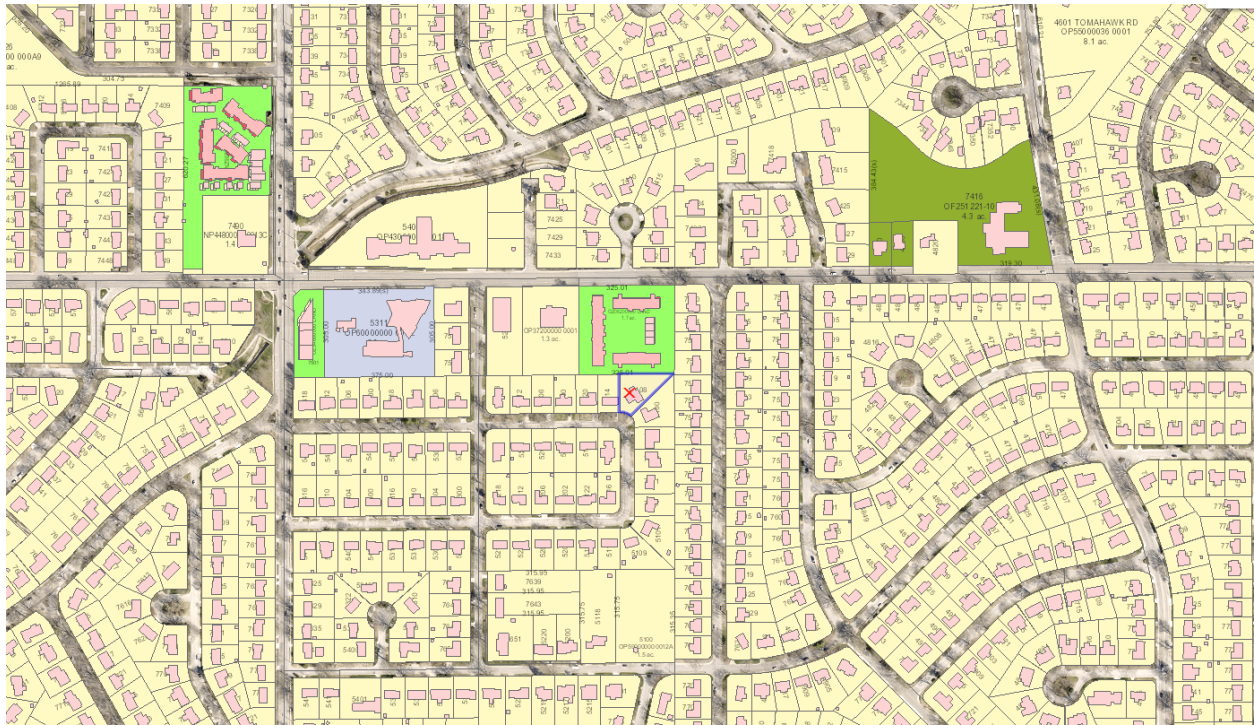
Surrounding Zoning and Land Use: **North:** R-1A Single-Family District – Single-Family Dwellings
East: R-1A & R-1B Single-Family District - Single-Family Dwellings
South: R-1A Single-Family District – Single-Family Dwellings
West: R-1A Single-Family District - Single-Family Dwellings

Legal Description: SWARNER VALLEY LOT 7 PVC-9762 997

Property Area: 15,540.09 sq. ft. (0.36 ac.)

Related Case Files: none

Attachments: Application, lot plan with fence diagram, illustrative images



General Location – Map



General Location – Aerial



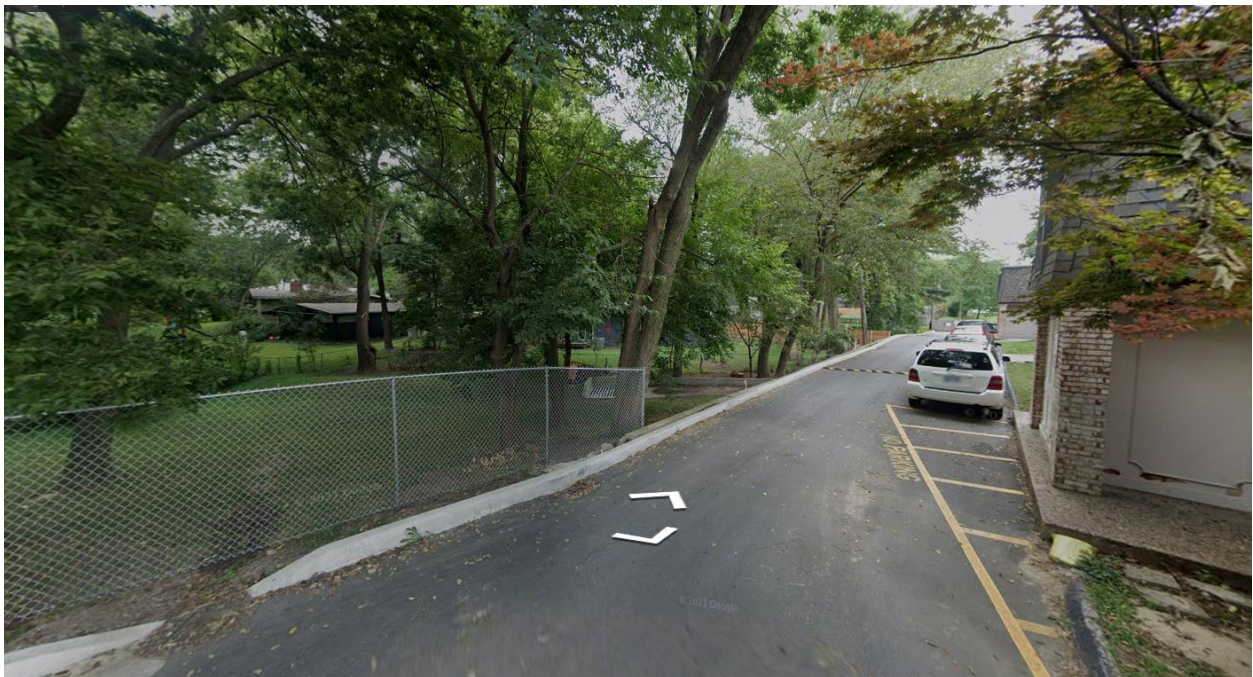
Site – Aerial



Birdseye



Street View (looking east on rear lane at property line)



Street View (looking west on rear lane at property line)

BACKGROUND:

The applicant is requesting to build a fence on the rear property line that is approximately 8 feet to 10.5 feet high, exceeding the 6 feet height limit for rear fences. Specifically, the request is for an exception to the extent an existing chain link fence at the eastern edge of the rear property line to the west side of the rear property line but increase the height to between 8.5 feet and 10.5 feet in association with a gradually increasing height of a retaining wall. The retaining wall is on the edge of the property to the north, which is parking and circulation for the two-story, multi-unit condominium building. This parking area is elevated from approximately 2 feet to 4.5 feet above the rear yard of the subject property, and there is little room for landscape and screening on the property to the south. Therefore, vehicle circulation, other utility activities, and general maintenance and conditions on the property to the south has a negative impact on the rear yard of the subject property. The fence would have a proposed screening element connected to the chain link fence.

The applicant held a neighborhood meeting on September 20, 2021, in accordance with the City's Resident Participation Policy, and will provide background on the meeting to supplement the application.

ANALYSIS:

This property is zoned R-1A. The fence standards in Section [19.44.025](#) apply to this property, and the following specific section is the subject of this application:

(b) Design.

3. Height – No fence shall exceed six feet in height except tennis court enclosures which may not exceed 12 feet in height and except fences which are located within the building envelope of a lot shall not exceed eight feet in height. The height of the fence shall be deemed to be the average distance from the finished grade to the highest point on the fence panel, excluding posts which may project above the fence panel not more than eight inches. Where the terrain is not level, the average dimension may, at the discretion of the Building Official, be applied to each eight-foot section of the fence. Fences build in combination with retaining walls and/or berms shall be measured from the finished grade on the high side of the wall. In addition, fences and walls built on slopes shall comply with the required height measurement along the line of the fence location. [\[19.44.025\(b\)3\]](#)

This section intends to maintain a human scale of fences and walls and to allow appropriate screens and enclosure of yards. The accommodation of fences and retaining walls does allow for exceptions considered from the "high side" of the wall or berm, but it does not directly apply in this case since the fence is being placed on the low side.

The factors that affect this particular situation are the following:

- The fence otherwise meets the fence standards other than height.
- There are no specific standards for materials or design applicable to compliant fences impacted by this specific proposal. In other situations, with fence location and height exceptions, the design and materials have been a factor. However, those are typically based on impacts on public streetscapes or other prominent areas. The location of this fence is at a rear-to-rear boundary between single-family and multi-family uses.
- The perception of the fence from the north property would be that the fence is at or under 6 feet high, due to the grade and increasing incline of the retaining wall on the western edge of the property.
- The property line is an unusually long property line for this specific lot, due to the unique configuration of the lot on an interior corner of 76th Street. (Approximately 185 feet rear property line).

The fence standards allow the Planning Commission, through site plan review, to approve adjustments to the height and location of fences if it "results in a project that is more compatible, provides better screening, provides better storm drainage management, or provides a more appropriate utilization of the site." [\[19.44.025.G.1.\]](#)

CRITERIA:

The following are the Site Plan review criteria: [\[Section 19.32.030.\]](#)

A. Generally.

1. The plan meets all applicable standards
2. The plan implements any specific principles or policies of the comprehensive plan that are applicable to the area or specific project.
3. The plan does not present any other apparent risks to the public health, safety, or welfare of the community.

The nature of this application is that it does not meet applicable standards, and is requesting an exception subject to specific criteria discussed below. Otherwise, this site is capable of meeting all requirements for residential property.

B. Site Design and Engineering.

1. The plan provides safe and easy access and internal circulation considering the site, the block and other surrounding connections, and appropriately balances vehicle and pedestrian needs.
2. The plan provides or has existing capacity for utilities to serve the proposed development.
3. The plan provides adequate stormwater runoff.
4. The plan provides proper grading considering the prevailing grades and the relationship of adjacent uses.

This site is currently served by utilities and this plan does not affect any utility, access or runoff issues not already addressed through the building permit. No changes to the grade, building footprint or impervious surface are proposed or impacted by consideration of this application, and therefore stormwater runoff will not be affected. However, the northeast portion of this lot is subject to drainage and utility easements, and there are several drainage structures in the rear yard. Although the fence proposal does not appear to violate any easement terms or conditions, the responsibility for any impacts should it be determined otherwise, should be on the applicant.

C. Building Design.

1. The location, orientation, scale, and massing of the building creates appropriate relationships to the streetscape and to adjacent properties.
2. The selection and application of materials will promote proper maintenance and quality appearances over time.
3. The architectural design reflects a consistent theme and design approach. Specifically, the scale, proportion, forms and features, and selection and allocation of materials reflect a coordinated, unified whole.
4. The building reinforces the character of the area and reflects a compatible architectural relationship to adjacent buildings. Specifically, the scale, proportion, forms and features, and materials of adjacent buildings inform choices on the proposed building.

This plan does not affect building design criteria not already addressed through the building permit.

D. Landscape Design.

1. The plan creates an attractive aesthetic environment and improves relationships to the streetscape and adjacent properties.
2. The plan enhances the environmental and ecological functions of un-built portions of the site.
3. The plan reduces the exposure and adverse impact of more intense activities or components of the site or building.

The intent of the proposed location standards is to maintain the human scale of fences and to allow appropriate screens and enclosure of private yards. In this case, the fence will be approximately 8 to 10.5 feet high when viewed from the applicant's rear yard, however the fence would appear as a 5 to 6 feet high

fence from the bordering property to the north. The retaining wall, elevation of the retaining wall, and parking area would require appropriate screening and buffering on the property to the north if it were proposed under the current landscape ordinance. [19.47.040] However, the existing condition does not provide this opportunity – the parking lane is near the property line, and the retaining wall and curb edge on this property leaves little room for an appropriate screening treatment.

The fence standards also have the following specific criteria for the Planning Commission to approve exceptions [[Section 19.44.G.1.](#)]:

- **Project that is more compatible,**
- **Provides better screening,**
- **Provides better storm drainage management, or**
- **Provides a more appropriate utilization of the site.**

RECOMMENDATION:

Staff recommends approval of this fence site plan with the exception given the following considerations:

- The fence is designed as a continuation of the top of fence to the east of this property line, and taper to the extent of the 10.5 feet high exception on the east end. This increase is in response to the retaining wall on the property to the north and will have the effect of a 6 feet high fence when viewed from the property to the north.
 - Any screening associated with the proposed chain link fence is earth tone or other muted colors to blend with the landscape in the area and is well-maintained for an acceptable aesthetic appearance.
 - The fence shall not violate any provisions of easements in the area, and to the extent any violations are subsequently encountered, the fence is placed at the applicant's risk and subject to removal according to any easement provisions.
 - The fence exception is to address the current condition on the property to the north. In the event of redevelopment of that property, proper design of the border shall be an obligation of any future redevelopment and may not rely on the location of this fence and exception.
-



For Office Use Only
Case No.: PC2021-120
Filing Fee: \$100.00
Deposit: _____
Date Advertised:
Date Notices Sent:
Public Hearing Date:

Assistant City Administrator
City of Prairie Village
7700 Mission Rd.
Prairie Village, KS 66208

Joe H Kohl 9/3/2021
Owner's Signature/Date

5108 W 76th St
Prairie Village, KS 66208
September 3, 2021

City of Prairie Village Planning Commission
7700 Mission Rd.
Prairie Village, KS 66208

Planning Commission Members

Please consider my request to allow a 10.5' fence along the north side of my property to allow for visual privacy into my back and side yard from 75 DeVille condominium complex. When installed it would be 6' above the grade level (driveway / parking lot level) when viewed from the 75 DeVille driveway / parking lot. This is keeping in the spirit of the 6' fence height city ordinance.

The reasons are as follows:

1. Fish Bowl Effect:

Provide a visual break from the 'fish bowl' effect by every car and service vehicle going through the parking lot. The parking lot is a one way only driveway meaning every car and service vehicle coming onto the 75 DeVille property must exit the property by passing by the north side (back / side yard of my lot.). Every Fed Ex, UPS, Amazon delivery, U- Haul, Every, Trash pick up service, landscape contractor, service contractor, etc, and all condo owners and visitors passes by the side of the property on a daily basic.

2. Safety and Security

There is currently little to nothing to stop anyone from simply walking from the condo complex into the back yard of my home. There is also only a 6" curb that can keep a car or truck from falling into the back yard causing damage to vehicle occupant, utility pole and possible service interruptions, and property damage,

3. Trash

Since my back yard is between 4.5' to 2.5' below the grade level of the 75 DeVille parking lot / driveway all the trash / rubbish from the condo property blows down into my yard. This is particularly more noticeable at the east end where the trash dumpsters are located. A fence would help keep it from blowing in my back yard.

4. Visual effect from my back yard

The view from my yard is a leaning retaining wall, an unfinished concrete curb, trash, left over construction debris (concrete and asphalt), parked and moving cars. I will say I have picked up all the trash that I have see about every other day in between the driveway and the retaining wall and what blows into my back yard. However this is not and ideal or sustainable solution. I have also collected and disposed of a substantial amount of

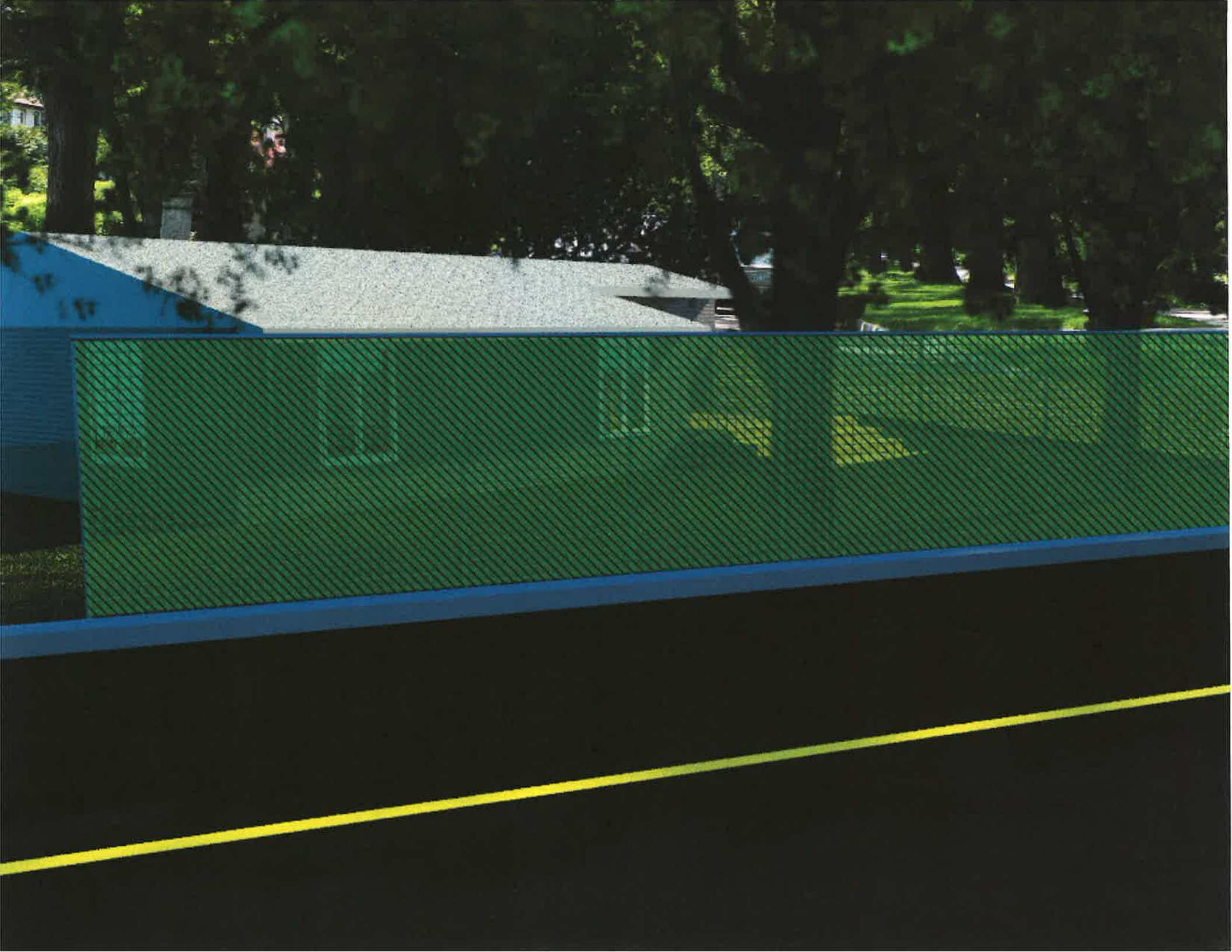
construction debris that was dumped into my back yard during the construction process of the driveway / parking lot.

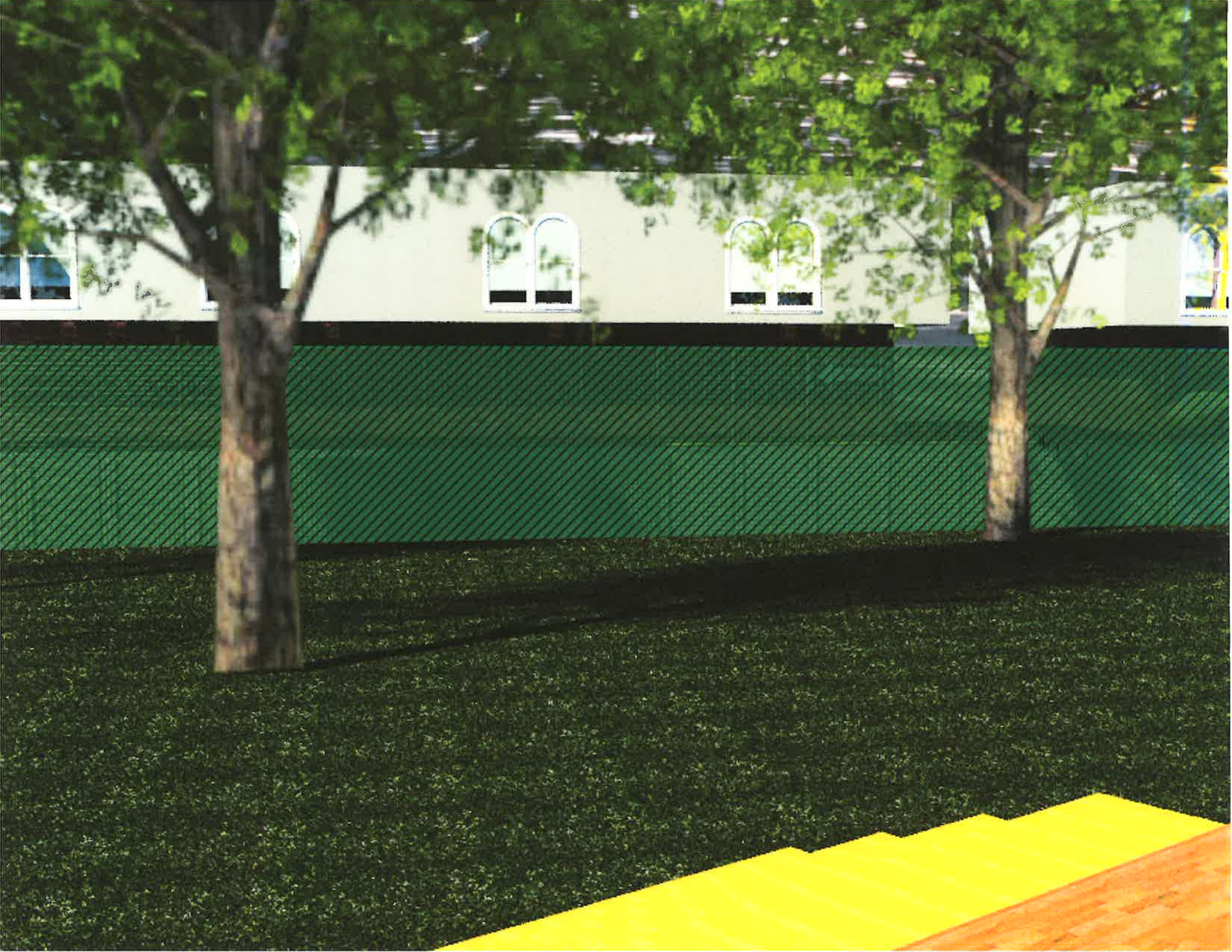
Thank you for your time and consideration



Robert Kohl







Map



15522 sqft

185 ft

130 ft

205 ft

21 ft

20 ft

[Parcel Disclaimer](#)

W 7th St

Map data ©2021 Google

50 ft

[Terms of Use](#)

[Report a map error](#)

FOUND 1/2" REBAR
(ORIGIN UNKNOWN)

FOUND 1/2" REBAR
(ORIGIN UNKNOWN)
N. 0.6' TO S. EDGE OF
RETAINING WALL (E.-W.)

74.91(M)
75'(P)
N89°28'55"E

N. END OF FENCE
0.1' S. OF LINE

N.W. END OF FENCE
0.2' N. OF LINE

N89°28'55"E
185'(P)
184.63(M)

FOUND 1/2" REBAR
(ORIGIN UNKNOWN)

72" WOOD
FENCE

LEGAL DESCRIPTION
AS PER
KANSAS WARRANTY DEED
BOOK 202107, PAGE 003270

LOT 7, SWARNER VALLEY,
A SUBDIVISION IN THE CITY OF PRAIRIE
JOHNSON COUNTY, KANSAS, ACCORDING
RECORDED PLAT THEREOF.

A CURRENT TITLE COMMITMENT HAS NOT BEEN
PROVIDED BY THE OWNER AS OF THE DATE OF
ISSUANCE OF THIS SURVEY. THIS COMPANY HAS
NO INVESTIGATION OR INDEPENDENT SEARCH FOR
EASEMENTS OF RECORD, ENCUMBRANCES,
RESTRICTIVE COVENANTS, OWNERSHIP TITLE EVIDI
OR ANY OTHER FACTS THAT AN ACCURATE AND
CURRENT TITLE SEARCH MAY DISCLOSE.

LOT 6

N00°00'00"E
130.00

LOT AREA
15,357± SQ. FT.

35' F.B.L.

FOUND 1/2" REBAR
(ORIGIN UNKNOWN)

9.26(M)
9.64(P)
S89°28'55"W

VARIABLE
R/W

30.88
R=40'

LOT 8

LEGEND

- Denotes Set 1/2" Rebar with Plastic Cap, "P&B CLS-49"
- Denotes Found 1/2" Rebar, Origin Unknown (Unless Otherwise Noted)
- Denotes Curb Chip (As Noted)
- Denotes 48" Chainlink Fence Line
- F.B.L. Denotes Front Building Line
- R/W Denotes Right-of-Way
- U/E Denotes Utility Easement

SCALE: 1" = 20'



76TH STREET

SET CHIP
ON CURB

By



If the surveyor's signature is not in BLUE INK,
the plat of survey is a copy that may contain
unauthorized alterations. The certification
contained on this document shall not apply to
any copies.

SURVEY FOR:

ROBERT KOHL
8045 METCALF APT 225
OVERLAND PARK, KS 66204

PROPERTY ADDRESS:

5108 W. 76TH STREET
PRAIRIE VILLAGE, KS 66208

LOT 7, SWARNER VALLEY
PART SW 1/4, SEC. 21, T12S, R2



Payne & Brockway F

CIVIL ENGINEERS & LAND SURVEYORS
400 SOUTH KANSAS AVE. - OMAHA, NE 68102
TEL: 402.342.4000 FAX: 402.342.4001
WWW.PAYNE-BROCKWAY.COM

DATE 07/01/2021 CD SES G

City of Prairie Village Building Permit Application
7700 Mission Road Prairie Village KS 66208
913-385-4604 permits@pvkansas.com

Application # 26828

Permit # _____

Project Address 5108 W 76th ST

Application Date 9/3/2021

Property Owner's Name Robert Kohl

Phone 816-206-7163

Property Owner's Email Address Robert.Kohl.4@gmail.com

CHECK WITH YOUR HOMES ASSOCIATION REGARDING DEED RESTRICTIONS

General Contractor TBD Phone _____

Customer # _____ (OFFICE USE ONLY) Email _____

Address _____

Electrical Contractor _____ Phone _____

Customer # _____ (OFFICE USE ONLY) Email _____

Address _____

Plumbing Contractor _____ Phone _____

Customer # _____ (OFFICE USE ONLY) Email _____

Address _____

Mechanical Contractor _____ Phone _____

Customer # _____ (OFFICE USE ONLY) Email _____

Address _____

Description of work to be done: INSTALL A 10.5' TO 8.5' CHAIN LINK FENCE.

Total value of all work including labor: \$ 1500.00

I have read and examined this application and declare my responses to be true and correct. All laws and ordinances governing this work will be followed whether specified herein or not. I understand this permit does not grant authority to violate or cancel any state or local law. I agree to pay a plan review fee even if this application is not approved. I understand that the City may contract with outside consultants for plan reviews and/or inspections associated with this permit. When consultants are utilized, I understand that I am responsible for all City costs incurred by the use of these services. I further understand that these costs will be significantly higher than the City fee schedule, and will be in addition to permit fees. If I am to be charged for these services, the City will make a reasonable attempt to inform me prior to the provision of these services.

Applicant's Name (Please Print) Robert Kohl Permit Fee 45.00

Signature of Contractor/Authorized Agent [Signature] Plan Review Fee _____

Designated Architect or Engineer of Record _____ Stop Work Fee _____

Architect or Engineer Email Address _____ License Fee _____

HOA Notification(OFFICE USE) N/A YES N/A TOTAL FEES _____

Please complete your payment method below if you are using Visa, MasterCard or Discover, AMEX - email required if not applying in person

Name on Card	Signature	
Card Number	3-digit CVV	Expiration Date

The issuer of the card identified on this item is authorized to pay the amount shown as TOTAL on proper presentation. I promise to pay such TOTAL (together with any other charges due thereon) subject to and in accordance with the agreement governing the use of such card.

020820090 LAND

10 1/2' → 8 1/2' HIGH.

5108
OP74000000 0007
15,540.1 ft

5100
OP74000000 0008
15,610.3 ft

7901
OP74000000 0009
10,124.5 ft

5114
OP74000000 0006
9,749.3 ft

5115
OP74000000 0027
11,158.4 ft

5108 W 76th St



5108 W 76th St.
Prairie village, KS 66208

Dear Neighbor,

The purpose of this letter is to make you aware of plans to add a fence to the north side of the above listed property. There is currently no fence there and is a safety and security hazard. This work will be scheduled in late October or November 2021 depending on contractor selection and scheduling considerations.

Current Prairie Village zoning regulations provide for a maximum of 6' high fence. Since the grade of the land in the back of the property has a 4.5' retaining wall, installing a 6' fence would only provide for a 1.5' fence above the grade of the adjacent property on the north side. This would not provide any safety or security and may even increase hazards and unsafe circumstances.

An application has been made to the City of Prairie Village Planning Commission for approval to place the new 10.5' fence on the north side of the property just outside of the current retaining wall. This will allow for what will visually be a 6' fence from the upper grade level of the adjacent property. This height was chosen to match the spirit of the Prairie Village zoning guidelines. The Planning Commission's process requires an opportunity for residents nearby to raise any questions or concerns regarding the placement of the new fence.

This letter is to make you aware of a meeting that being held on Tuesday September 20, at 7pm outside in the driveway (for social distancing purposes) at 5108 W 76th St. You are invited, but not required, and to express any concerns you may have. A record of the meeting will be submitted to the Prairie Village Planning Commission. This record will identify attendees and will document any concerns that may be expressed.

If you would like to attend, please email robertkohl55@gmail.com so proper arrangements can be made.

September 23, 2021

5108 W 76th St.

Prairie village, KS 66208

Adam Geffert & Prairie Village Planning Commission,

The purpose of this letter is to summarize the feedback I received from my letter to 78 area residents within 200 feet regarding the proposed installation of a 10.5' grading to an 8' fence along the back side of the property.

I received feedback from two individuals, Robert Cillessen, via e-mail on 9Sep, (75 DeVille HOA president), and Helen Quarnstorm on 11Sep, of 5121 W 76th. St.

From Robert Cillessen:

"Rob, received your letter. I understand what you're trying to build in your back yard. 10' fence should look like a 6' fence on my end. We would expect that you match the new fence TOP elevation to the fence you just installed. Feel free to email me anytime, glad you're making such improvements in PV!"

From Helen Quarnstorm:

Helen stopped by to introduce herself and welcome me to the neighborhood. She said she received my letter and she and her husband Doug are in full support of it. She mentioned the previous owners had looked into doing the same thing but didn't pursue it. She was happy to see that improvements were being made to the property in the neighborhood.

Regards,

Robert Kohl

STAFF REPORT

TO: Prairie Village Planning Commission
FROM: Chris Brewster, Gould Evans, Planning Consultant
DATE: October 5, 2021, Planning Commission Meeting

Application: PC 2021-121

Request: Site Plan – Commercial Building Remodel

Action: *A Site Plan requires the Planning Commission to apply the facts of the application to the standards and criteria of the ordinance, and if the criteria are met to approve the application*

Property Address: 4000 W. 71st Street (71st Street & Mission Road), Prairie Village, KS

Applicant/Owner : Matthew Kist, Kimley Horn (applicant) / GRI Prairie Village, LLS, First Washington Realty Inc. (owner)

Current Zoning and Land Use: C-2 General Business District – Retail (vacant)

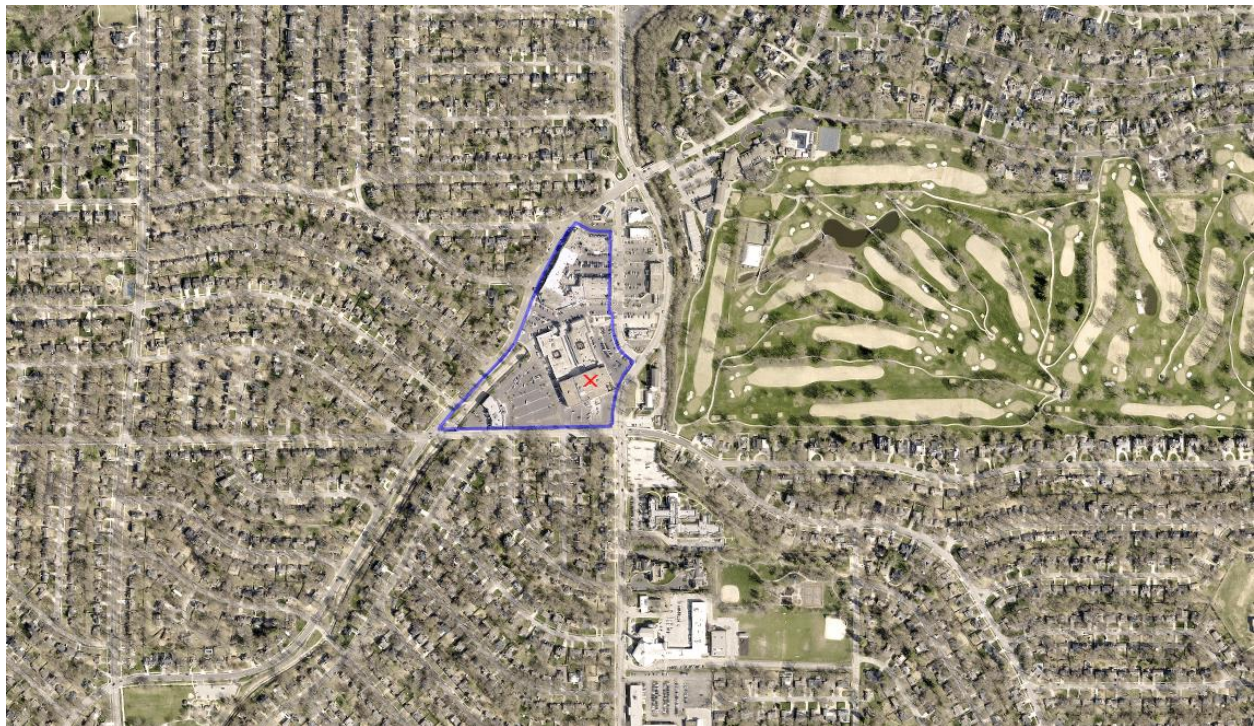
Surrounding Zoning and Land Use: **North:** C-2 General Business – Restaurant / Retails / Services (continuation of shopping center)
East: C-O Commercial Office – Church; & D-1 (Mission Hills, KS) – Golf Course
South: R-1B Single Family Residential District – Single Family
West: C-2 General Business – Restaurant (continuation of shopping center); & R-1B Single Family Residential District – Single Family

Legal Description: PRAIRIE VILLAGE SHOPPING CENTER LT 1

Property Area: 14.35 ac. (624,925.64 s.f.)

Related Case Files: n/a

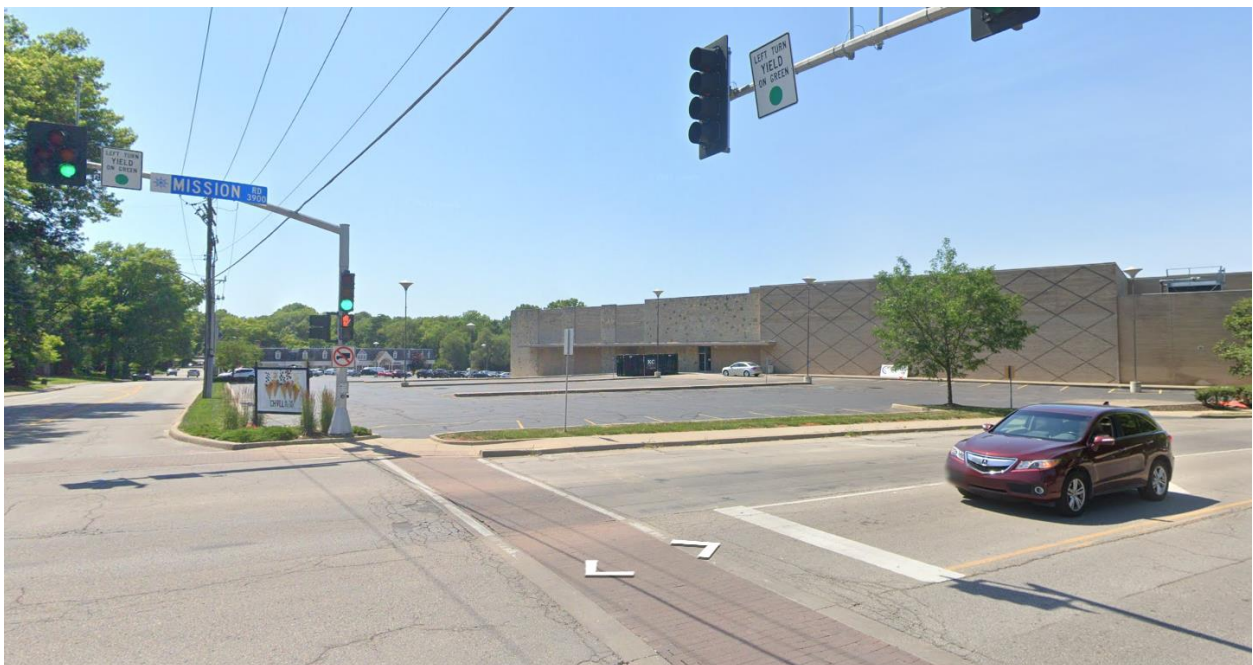
Attachments: Application, site plan, landscape plan and elevations, and supporting reports

General Location Map**Aerial Map**

Site



Street Views



Street view looking west at 71st Street & Mission Road



Street view looking east on 71st Street.



Street view looking north on Mission Road.



Bird's eye view

Background:

The applicant is requesting site plan approval for a remodeling that involves changes to the exterior of the façade, a small addition, and reconfiguration of parking and loading areas. The property is zoned C-2, and most recently has been used for a department store (Macy's building). The remodeling is primarily an interior tenant finish to convert the building to multi-tenant space, which is anticipated to include a retail (grocery) on the first level, with office on the second level, and a service (fitness) on the lower walkout level. Generally, tenant finishes, or changes of use only require building permits and business licenses, where compliance with standards and codes are checked. However, expansions of buildings and exterior renovations with substantial material changes require the Planning Commission to review and approve a site plan.

The applicant held a virtual neighborhood meeting on September 28, 2021, in accordance with the Prairie Village Resident Participation Policy. The applicant has provided background on that meeting to supplement the application.

Site Plan Criteria:

New uses, expansion of uses by 10% or more, and other significant changes in the opinion of the building official require site plan review in the C-2 district [\[Zoning Ordinance, Section 19.20.045\]](#). The following are the site plan review criteria: [\[Section 19.32.030\]](#)

A. Generally.

- 1. The plan meets all applicable standards**
- 2. The plan implements any specific principles or policies of the comprehensive plan that are applicable to the area or specific project.**
- 3. The plan does not present any other apparent risks to the public health, safety, or welfare of the community.**

This proposal advances several policies relevant to the Comprehensive Plan. Prairie Village Shopping Center is designated as a Village Center in the plan, this proposal addressed the following development principles for Village Centers:

- Strengthening the viability of commercial centers, diversifying uses and tenants, and reinforcing them as community destinations.*
- Reinforcing walkable patterns.*
- Leveraging the value of activity centers and growing the sales and tax base of commercial property*

Additionally, the design elements of improving pedestrian connections within the center, designing more active and social outdoor spaces, and creating more inviting building facades related to outdoor and civic spaces in the center are all consistent with the Activity Center design elements.

The property is zoned C-2 and the proposed plan generally meets all building and setback requirements of the C-2 District (35' 2.5 story height; 15' front setback; and 0' side or rear unless adjacent to R-1 – C-O zoning [\[Section 19.20.015 – 035\]](#)).

The project is a remodel of an existing building that conforms with all the C-2 building and setback standards. The building is 2 stories (approximately 28 feet high), measured from the grade at the frontage. Due to the grade of the site, the building has a walk-out on the north side and operates as a 3-story building (approximately 42.5') on the rear and internal to the site. The building is situated between 115 feet and 200 feet from the front on 71st Street, and approximately 23 feet from Mission Road. A small building addition is proposed over a current parking area on the southeast portion of the site associated with the loading areas, and it similarly meets the C-2 requirements.

The proposed plan shows 104 parking spaces in the area impacted by the development. This reflects a gain of 1 space from the current condition in the parking area in front of the building, and a loss of 18 spaces in the area to the east of the building that is reconfigured for the loading area. However, the site is part of the larger Prairie Village Shopping Center with over 1,000 parking spaces, and is within the overall blended parking rate required for mixed office and commercial

centers by the zoning ordinance. There is a large parking area immediately to the west of the building that has over 200 parking spaces, shared with other uses in the vicinity. The Prairie Village Shops also has a remote parking area on the southeast corner of 71st and Mission Road (approximately 150 additional spaces) that can be used for overflow parking, special events, or employee parking. Therefore, the parking for this site is sufficient and it meets the ordinance requirements.

The parking lot does not meet the required setbacks for parking areas and is between approximately 4 feet and 8 feet from 71st Street and Mission Road at various locations. (Section [19.46.015\(f\)](#) requires a 15 feet setback for all parking adjacent to streets). However, this is an existing parking area that pre-dates these standards and is eligible to remain and be improved according to the nonconforming use and structure provisions of the ordinance (Section [19.40.015 and 020](#).) This issue is related to the landscape and sidewalk discussions along 71st Street, discussed below.

B. Site Design and Engineering.

- 1. The plan provides safe and easy access and internal circulation considering the site, the block and other surrounding connections, and appropriately balances vehicle and pedestrian needs.**
- 2. The plan provides or has existing capacity for utilities to serve the proposed development.**
- 3. The plan provides adequate stormwater runoff.**
- 4. The plan provides proper grading considering the prevailing grades and the relationship of adjacent uses.**

The Prairie Village shopping center is bounded by 71st Street on the North, Mission Road on the east, and Tomahawk on the south and west, creating a triangular parcel with good access from three different significant streets. Additionally, the center is organized around a series of "internal streets," detailed like pedestrian-oriented public streets and dividing the center into a series of blocks. These include a bowed main street extending off and parallel to Mission Road on the east, a connector street from Tomahawk to this street in the center, and an extension of Alhambra Street to the west of this building. The latter is the existing entrance to the previous Macy's site and will remain the main access under this plan. The public streets and internal streets provide vehicle access to the dispersed parking that serves the center. One current access from Mission Road (right in only) to the parking lot in front of this building will be closed off with this project to allow better utilization of the parking area. Public Works has reviewed a Trip Generation Report supplied by the applicant in association with this project.

In general, the proposed plan is improving the pedestrian access and amenities for the site and creating a more inviting experience on the south end of the shopping center. Pedestrian connections from both Mission Road (at the southeast corner of the building near the main entrance) and 71st Street (at the extension of Alhambra with a crosswalk across 71st Street) are added and emphasized. These are building on the internal pedestrian circulation of the shopping center.

City standards require sidewalks on all streets. 71st Street does not currently have a sidewalk on the north side of the street adjacent to the shopping center, due to right-of-way constraints. The Bike / Ped Plan calls for an 8-foot sidewalk on 71st Street, which would be desired on the north side to align with the recently installed pedestrian bridge on the north side at 71st Street and Tomahawk. City standards require sidewalks on streets.

Staff has explored three additional conceptual options with the applicant – each of which present compromises and have technical and logistical issues that would need to be solved to implement the concept, and each raises additional issues and concerns for the applicant.

- Concept 1 – Shift the parking area north. This option involves shifting the entire parking area to the north to gain an additional 6 to 8 feet to put in a sidewalk. Due to the angle of the building, the further the lot moves, parking spaces in the northwest corner of the lot would be lost as they would begin to get too close to the building. It is likely that 3 to 4

spaces would be lost at this location. An additional spot would be lost on the east side as the parking area shifted more towards the circle drive (which would not move). This would be the minimum necessary to gain any sidewalk space along 71st street, and the sidewalk would be like the one that is on the west side of the site near the pedestrian bridge. This does not reflect the ideal pedestrian experience, and it is likely that the parking lot landscape edge would not be possible under this concept, which staff feels is equally as important as the addition of the sidewalk along 71st Street

- Concept 2 – Remove the north bay of parking and shift parking. This option is similar to Concept 1 but involves removing the entire north bay of parking along the storefront. The remainder of the parking area could shift 12 to 18 feet north. This would gain space to have an 8-foot trail / sidewalk outside of the existing landscape / utility area, and sufficient space for a landscape edge and/or ornamental wall along the parking area. However, it would result in the loss of the most parking spaces (approximately 12 to 14), which has been identified by the applicant as being highly important to the proposed grocery store tenant.
- Concept 3 – Convert to angled parking. This option involves converting all the internal parking to angled parking. This would gain approximately 10 to 15 feet of additional width, which may allow for an adequate sidewalk, and landscape/hardscape edge along the frontage of the parking area. However, the angled parking scenario would result in some loss of parking spaces (approximately 5 to 8). This option would also require a commitment to eventually create a similar design strategy further west on the site.

Any option would require further study and design strategies to address the following challenges:

- Right-of-way, easement and other technical issues regarding the curb location and property lines.
- Connecting to sidewalks and intersections to the east and west.
- Addressing utilities and other existing structures along this edge.

Based on these conceptual discussions and the challenges, the applicant proposed the option included in the revised submittal, which does not have a sidewalk on 71st street but does provide the following improvements.

- A mid-block crossing at Alhambra that leads to a north/south pedestrian route to the building frontage along the east side of the access drive.
- A sidewalk connection from the existing Mission Road sidewalk at the southeast corner of the building.
- An improved landscape edge, with low shrubs and ornamental trees along the parking area at 71st Street.

While this is not the desired solution, Staff believes this is an acceptable solution, considering the existing conditions and the constraints for an improved sidewalk connection on the north side of 71st Street.

The other site design and engineering standards are met by the proposal:

- This is a rehabilitation of an existing building in a large shopping center, and has adequate capacity for utilities to serve the development.
- There are few impacts on stormwater for this area – there will not be additional impervious surface added and there will be some addition of landscape associated with the parking lot improvements.
- There is no significant grading associated with the plan. There will be some grade and elevation issues with the improvements on the east side of the building associated with the loading area, but these take advantage of prevailing grades and do not impact transitions to the streetscape or adjacent sites.

C. Building Design.

1. The location, orientation, scale, and massing of the building creates appropriate relationships to the streetscape and to adjacent properties.
2. The selection and application of materials will promote proper maintenance and quality appearances over time.

3. **The architectural design reflects a consistent theme and design approach. Specifically, the scale, proportion, forms and features, and selection and allocation of materials reflect a coordinated, unified whole.**
4. **The building reinforces the character of the area and reflects a compatible architectural relationship to adjacent buildings. Specifically, the scale, proportion, forms and features, and materials of adjacent buildings inform choices on the proposed building.**

The building design provides a more inviting pedestrian experience at the south entrance by adding a new entry plaza, separated drop-off area, and new vestibule. The east side provides a new dock area for the building, which includes an addition to the main structure. The dock area is well screened from Mission Road but will be highly visible from the existing northeast parking lot. Due to the land-locked nature of the site, this is inevitable. See landscape design comments and the landscape plan regarding screening and softening of this portion of the building.

The building maintains many of the modern characteristics of the existing building such as flat roofs, rectilinear forms, and contemporary detailing. Care has been taken to maintain much of the existing material palette, while augmenting with wood and stone accents that are common in the area. New detailing, such as the sunscreens, and a wood scrim at the south entrance add a level of detail that the previous building lacked but is prevalent in the adjacent buildings. The new accents, large windows, and material changes help to break up the large mass of the building that reduces the visual scale of the facades.

The proposed design is an improvement over the existing conditions.

D. Landscape Design.

1. **The plan creates an attractive aesthetic environment and improves relationships to the streetscape and adjacent properties.**
2. **The plan enhances the environmental and ecological functions of un-built portions of the site.**
3. **The plan reduces the exposure and adverse impact of more intense activities or components of the site or building.**

The landscape ordinance establishes planting criteria based on 4 site elements – streetscape/frontage, foundation, parking, and buffers. These standards can then be adjusted to meet adequate performance criteria for each site.

Based on these requirements, staff provided the applicant with the following comments for the initially submitted landscape plan:

1. *Landscape, generally – switch Douglas Fir to Norway Spruce or Green Giant Arborvitae for better durability.*
2. *Internal Parking Area –*
 - a. *Convert painted east Island to landscape island to include trees and ground cover.*
 - b. *Expand and reconfigure the west island, and consider peninsulas on both north and south sides to incorporate cross-walks and sidewalks to the west side of the building. This would extend the drive as an internal street at the extension of Alhambra, similar to the other internal drives in the shops.*
3. *Mission Road Frontage –*
 - a. *Provide a low parking screening for parking heading to the street – shrubs and/or ornamental fence or wall.*
 - b. *Provide street trees 40' on center*

- c. *Provide additional landscape (mainly low or foundation plants) along the east walls near the truck / loading area. Some seem to appear in the renderings, but none are on the landscape plan.*
 - d. *Create a pedestrian connection to the Mission Road sidewalk on the southeast corner of the building.*
 - 4. *71st Street Frontage (This is related to the sidewalk discussion above, but based on the submitted plans staff recommends the following:)*
 - a. *Provide a low parking screening (similar to Mission Road comment).*
 - b. *Provide some street trees (acknowledging the utility constraints) – so either shorter ornamentals to blend with utilities and/or some landscape areas strategically placed at the edges of the parking.*

The applicant has submitted a revised conceptual plan addressing most of these items, with the exception of the Mission Road street trees. There are utilities in the area, and particularly at the location where the new building addition exists. However, staff believes these should be at a depth and location where it would not interfere with implementing the ordinance standard for street trees on the Mission Road frontage.

Recommendation:

Staff recommends approval of the site plan subject to the following:

1. Pedestrian connections are made near the southeast corner of the building to the Mission Road sidewalk, from the signal at 71st and Mission directly to the parking area, and by a more formal “internal street” design at the entrance extending from Alhambra. The latter should involve a mid-block crossing to the sidewalk on the south side of 71st Street, subject to Public Works approval with respect to signs and pedestrian activated signals, unless any of the concepts for an improved sidewalk on the north side of 71st Street are pursued by the City and/or applicant.
2. A final revised landscape plan be submitted to staff prior to any building permits addressing the following:
 - a. Douglas Fir be switched to Norway Spruce or Green Giant Arborvitae.
 - b. Convert the painted landscape island in the parking area to a planted island with trees and maintain trees at other internal islands and near the building frontage.
 - c. Provide parking screening along both Mission Road and 71st street through dense hedges, ornamental fence/wall, or a combination of both.
 - d. Provide street trees at 40-feet on center along both Mission Road and 71st Street. The 71st Street frontage may use ornamental trees to adjust to overhead utilities, or otherwise be incorporated into the parking lot edge.
 - e. Include foundation plantings to soften the relation of the building addition to Mission Road on the southeast portion of the building on the patio screen wall and bases of the pergola structure be provided before building permits.
3. Sign permits demonstrating compliance with the city regulations will be required prior to finalizing signs for the project.



CITY OF PRAIRIE VILLAGE

The Star of Kansas

Planning Commission Application

For Office Use Only
Case No.:
Filing Fee:
Deposit:
Date Advertised:
Date Notices Sent:
Public Hearing Date:

Please complete this form and return with
Information requested to:

Assistant City Administrator
City of Prairie Village
7700 Mission Rd.
Prairie Village, KS 66208

Applicant: Matthew Kist, P.E.
Kimley-Horn & Associates Phone Number: 816-652-0138

Address: 1828 Walnut Street, Suite 06-100 Kansas City, MO 64108 E-Mail matt.kist@kimley-horn.com

Owner: GRI Prairie Village, LLC Phone Number: 301-907-7800

Address: C/O First Washington Realty - Attn: Gregg Zike
7200 Wisconsin Avenue, Suite 600 Bethesda MD Zip: 20814

Location of Property: 4000 W 71st Street, Prairie Village KS 66208

Legal Description: Part of Lot 1 Prairie Village Shopping Center, a subdivision in Prairie Village, Johnson County, KS

Applicant requests consideration of the following: (Describe proposal/request in detail) Upgrade the facade and demise the existing +/- 120,000 SF three-story retail building, into a multiple tenant building. There will also be site improvements to the existing parking lot, sidewalk, and addition of a new loading dock.

AGREEMENT TO PAY EXPENSES

APPLICANT intends to file an application with the PRAIRIE VILLAGE PLANNING COMMISSION or the PRAIRIE VILLAGE BOARD OF ZONING APPEALS of the CITY OF PRAIRIE VILLAGE, KANSAS (City) for Redevelopment and building modifications for demising of the building 4000 W. 71st St.

As a result of the filing of said application, CITY may incur certain expenses, such as publication costs, consulting fees, attorney fees and court reporter fees.

APPLICANT hereby agrees to be responsible for and to CITY for all cost incurred by CITY as a result of said application. Said costs shall be paid within ten (10) days of receipt of any bill submitted by CITY to APPLICANT. It is understood that no requests granted by CITY or any of its commissions will be effective until all costs have been paid. Costs will be owing whether or not APPLICANT obtains the relief requested in the application.


Applicant's Signature/Date

2021-09-10

Owner's Signature/Date

The Village Redevelopment at 71st and Mission

CALLISONRTKLTM
A DESIGN CONSULTANCY OF ARCADIS

4000 West 71st
Prairie Village, Kansas 66206



PROJECT TEAM:

Owner / Developer

GRI Prairie Village, LLC
7200 Wisconsin Avenue
Suite 600
Bethesda, MD 20814
Contact: Gregg Zike
301.961.3261

Construction Manager & Tenant Coordinator

Project Advocates

15605 Kessler St.
Overland Park, KS 66221
Contact: Radd C. Way
913.522.0080

Architect

CallisonRTKL, Inc.
1717 Pacific Avenue
Dallas, Texas 75201
Contact: Tom Hippman
214.468.7601

Civil Engineer

Kimley-Horn
1828 Walnut Street
Suite 06-100
Kansas City, MO 64108
Contact: Matthew Kist, P.E.
816.652.0138

Structural Engineer

PMA Engineering
6717 Shawnee Mission Pkwy
Suite 110
Overland Park, Kansas 66202
Contact: Valerie J K Baehr, P.E.
913.831.1262

MEP Engineer

BC Engineering, Inc.
5720 Reeder
Shawnee, Kansas 66203
Contact: Richard Curry
913.262.1772

SITE PLAN SUBMISSION - 9.10.21

The Village
Redevelopment at
71st and Mission

400 West 71st
Prairie Village, Kansas 66206

CRTKL PROJECT NO. -019-202047.00

OWNER

GRI Prairie Village
7200 Wornum Avenue
Suite 100
Bethesda, MD 20814
Contact: Gregg Zia
Phone: 301.861.2561

CONSTRUCTION MANAGER & TENANT COORDINATOR

Project Advocate
1800 Kessler St.
Overland Park, KS 66201
Contact: Rusti C. May
Phone: 913.527.0280

ARCHITECT

CallisonRTKL, Inc.
1717 Pacific Avenue
Dallas, TX 75201
Contact: Tom Hopman
Phone: 214.469.7001

STRUCTURAL ENGINEER

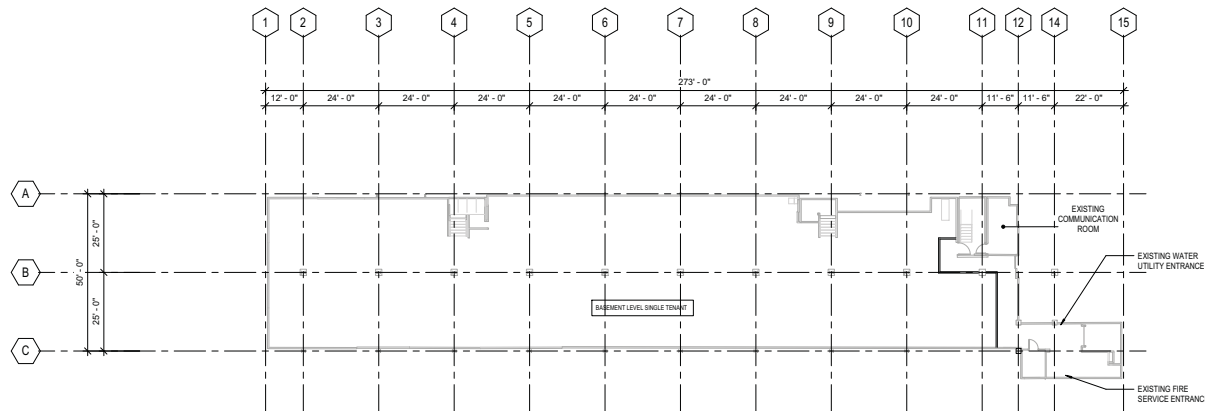
PMG Engineering
2172 Shawnee Mission Parkway
Suite 100
Overland Park, KS 66202
Contact: Valerie J. Baugh, P.E.
Phone: 913.831.1362

MEP ENGINEER

BCI Engineering, Inc.
5725 Neawar
Shawnee, Kansas 66203
Contact: Richard Curry
Phone: 913.262.1772

CIVIL ENGINEER

Knapik-Holt
1528 Walnut Street
Suite 100-100
Kansas City, MO 64108
Contact: Matthew Knapik, P.E.
Phone: 816.652.0158



1 NEW CONSTRUCTION PLAN-LEVEL B
SCALE: 1/8" = 1'-0"

Discloser

Issue Drawing Log

SITE PLAN SUBMISSION - 9.10.21

NEW CONSTRUCTION
PLAN - LEVEL B

A-100

The Village
Redevelopment at
71st and Mission

400 West 71st
Prairie Village, Kansas 66206

CRTKL PROJECT NO. - 019-20047.00

OWNER
GM Prairie Village
7200 Wacouren Avenue
Suite 100
Bellaire, MO 63014
Contact: Gregg Zia
Phone: 314.861.2561

CONSTRUCTION MANAGER & TENANT COORDINATOR
Project Advocate
1800 Kessler St.
Overland Park, KS 66201
Contact: Rusti C. May
Phone: 913.527.0390

ARCHITECT
CallisonRTKL, Inc.
1717 Pacific Avenue
Dallas, TX 75201
Contact: Tim Hopman
Phone: 214.469.7001

STRUCTURAL ENGINEER
PWS Engineering
217 Shawnee Mission Parkway
Suite 100
Overland Park, KS 66202
Contact: Valerie J. Bault, P.E.
Phone: 913.831.1362

MEP ENGINEER
BCL Engineering, Inc.
5725 Neawby
Shawnee, Kansas 66203
Contact: Richard Curry
Phone: 913.262.1772

CIVIL ENGINEER
Knapik-Hess
1528 Walnut Street
Suite 300-100
Kansas City, MO 64108
Contact: Matthew Knapik, P.E.
Phone: 816.652.0158

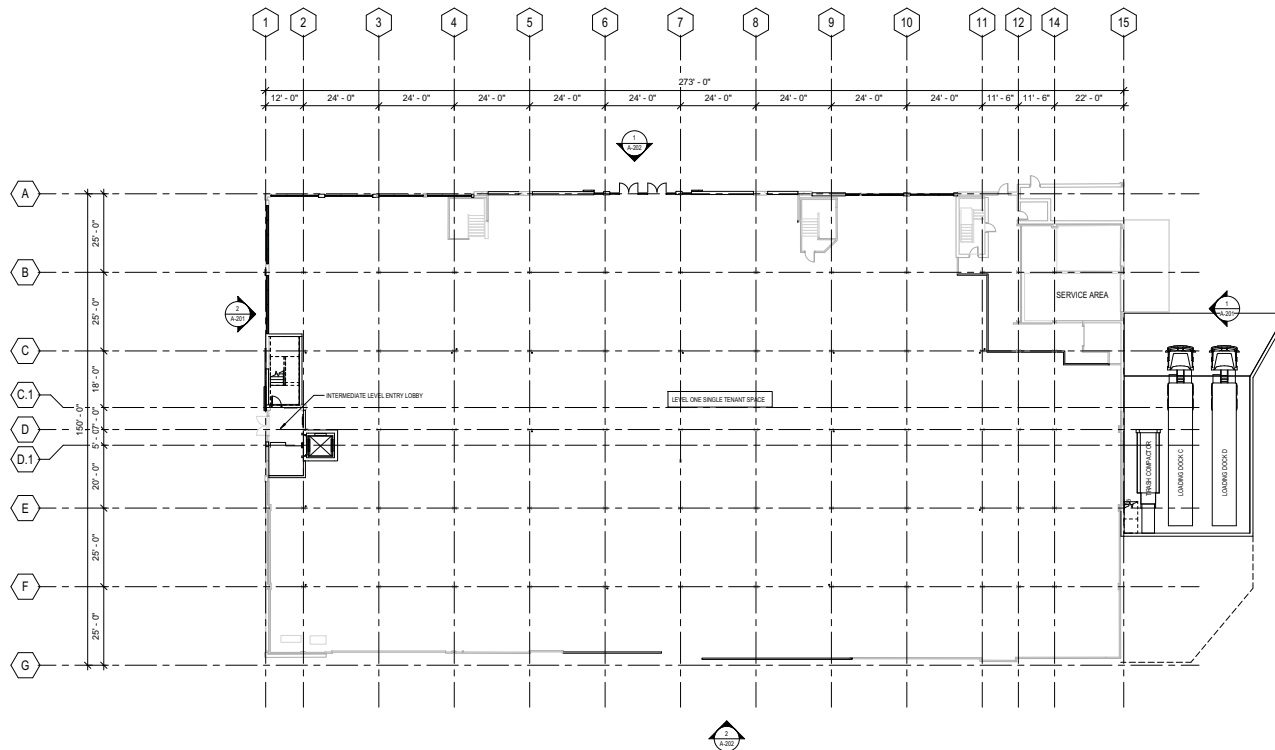
Discloser

Issue Drawing Log

SITE PLAN SUBMISSION - 9.10.21

NEW CONSTRUCTION
PLAN - LEVEL 1

A-101



1 NEW CONSTRUCTION PLAN-LEVEL 1
SCALE: 1/16" = 1'-0"

The Village
Redevelopment at
71st and Mission

400 West 71st
Prairie Village, Kansas 66206

CRKL PROJECT NO. - 019-202047.00

OWNER

GRI Prairie Village
7200 Wornum Avenue
Suite 100
Overland Park, KS 66204
Contact: Gregg D. Day
Phone: 913.881.2581

CONSTRUCTION MANAGER & TENANT COORDINATOR

Project Advocate
1800 West 11th
Overland Park, KS 66201
Contact: Rusti C. Way
Phone: 913.527.0393

ARCHITECT

CallisonRTKL, Inc.
1717 Pacific Avenue
Dallas, TX 75201
Contact: Tom Hagaman
Phone: 214.462.7001

STRUCTURAL ENGINEER

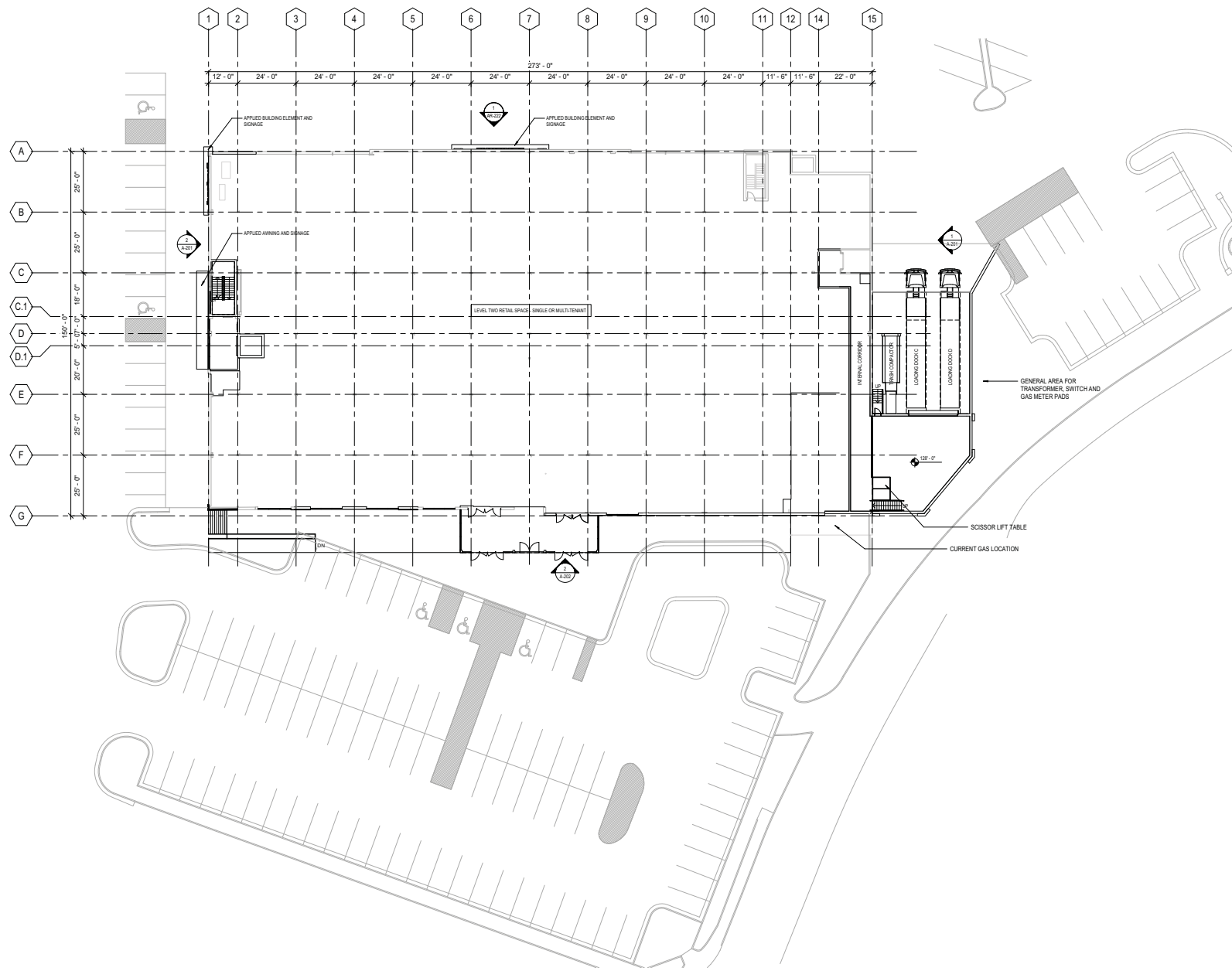
PRM Engineering
217 Shawnee Mission Parkway
Suite 100
Overland Park, KS 66202
Contact: Valerie J. Bahr, P.E.
Phone: 913.831.1302

MEP ENGINEER

BCI Engineering, Inc.
5725 Newberry
Shawnee, Kansas 66203
Contact: Richard Curry
Phone: 913.262.1772

CIVIL ENGINEER

Knapik-Henry
1528 Walnut Street
Kansas City, MO 64108
Contact: Matthew Knapik, P.E.
Phone: 816.652.0158



1 NEW CONSTRUCTION PLAN-LEVEL 2
SCALE: 1/16" = 1'-0"

Discloser

Issue Drawing Log

SITE PLAN SUBMISSION - 9.10.21

NEW CONSTRUCTION
PLAN - LEVEL 2

A-102

The Village
Redevelopment at
71st and Mission

400 West 71st
Prairie Village, Kansas 66206

CRTKL PROJECT NO. - 019-20047.00

OWNER

GMI Prairie Village
7200 Wacoutan Avenue
Suite 100
Berthmar, MO 64014
Contact: Gregg Zia
Phone: 913.861.1561

CONSTRUCTION MANAGER & TENANT COORDINATOR

Project Advocate
1800 Kessler St.
Overland Park, KS 66201
Contact: Rusti C. Way
Phone: 913.527.0280

ARCHITECT

CallisonRTKL, Inc.
1717 Pacific Avenue
Dallas, TX 75201
Contact: Tom Hageman
Phone: 214.469.7001

STRUCTURAL ENGINEER

PRG Engineering
217 Shawnee Mission Parkway
Suite 100
Overland Park, KS 66202
Contact: Valerie J. Bault, P.E.
Phone: 913.831.1362

MEP ENGINEER

BCI Engineering, Inc.
5725 Kessler
Shawnee, Kansas 66202
Contact: Richard Curry
Phone: 913.262.1772

CIVIL ENGINEER

Knapik-Henry
1533 Walnut Street
Suite 300-100
Kansas City, MO 64108
Contact: Matthew Knapik, P.E.
Phone: 816.652.0158

Disclaimer

Issue Drawing Log

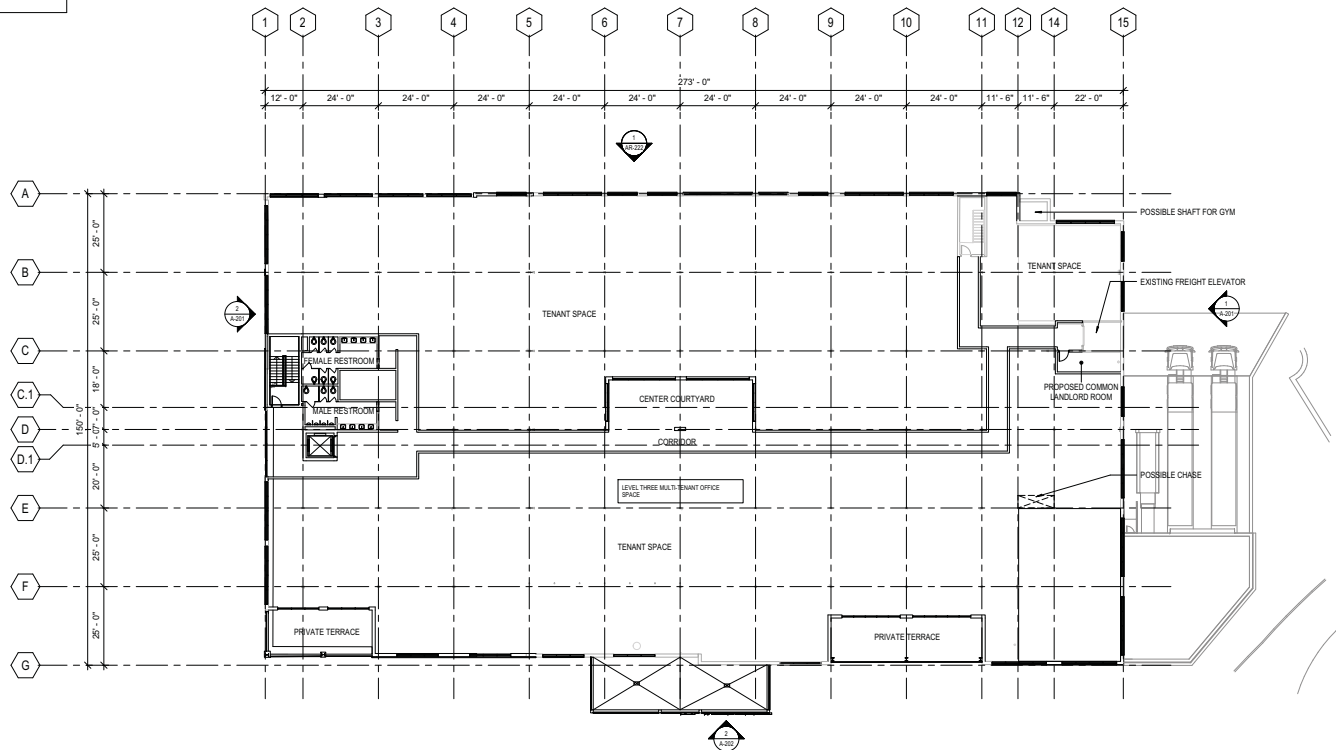
SITE PLAN SUBMISSION - 9.10.21

NEW CONSTRUCTION
PLAN - LEVEL 3

A-103

GENERAL NOTES

- LEVEL 3 WILL HAVE BETWEEN 1 AND 3 PRIVATE TERRACES AROUND THE EXTERIOR OF THE BUILDING NO MORE THAN 100 SF EACH ALONG COLUMN LINES A AND G. TERRACES SHOWN ARE PROPOSED AT THIS TIME.
- LEASE SPACE ON LEVEL 3 COULD BE SINGLE TENANT OR BE DERIVED INTO MULTIPLE SMALLER TENANTS WITH A MINIMUM SIZE OF 1,000 SF.



1 NEW CONSTRUCTION PLAN-LEVEL 3
SCALE: 1/16" = 1'-0"

The Village
Redevelopment at
71st and Mission

400 West 71st
Prairie Village, Kansas 66206

CRTL PROJECT NO. - 019-202047.00

OWNER
GM Prairie Village
7200 Wacoran Avenue
Suite 100
Bellaire, MO 63014
Contact: Gregg Zia
Phone: 314.861.2561

CONSTRUCTION MANAGER & TENANT COORDINATOR
Project Advocate
18001 Kessler St.
Overland Park, KS 66221
Contact: Rusti C. May
Phone: 913.527.0393

ARCHITECT
CallisonRTKL, Inc.
1717 Pacific Avenue
Dallas, TX 75201
Contact: Tom Hopman
Phone: 214.469.7001

STRUCTURAL ENGINEER
PMA Engineering
2717 Shawnee Mission Parkway
Suite 100
Overland Park, KS 66202
Contact: Valerie J. Baskin, P.E.
Phone: 913.831.1362

MEP ENGINEER
BCI Engineering, Inc.
5725 Newland
Shawnee, Kansas 66203
Contact: Richard Curry
Phone: 913.262.1772

CIVIL ENGINEER
Knapik-Hess
1528 Walnut Street
Suite 300-100
Kansas City, MO 64108
Contact: Matthew Knapik, P.E.
Phone: 816.652.0158

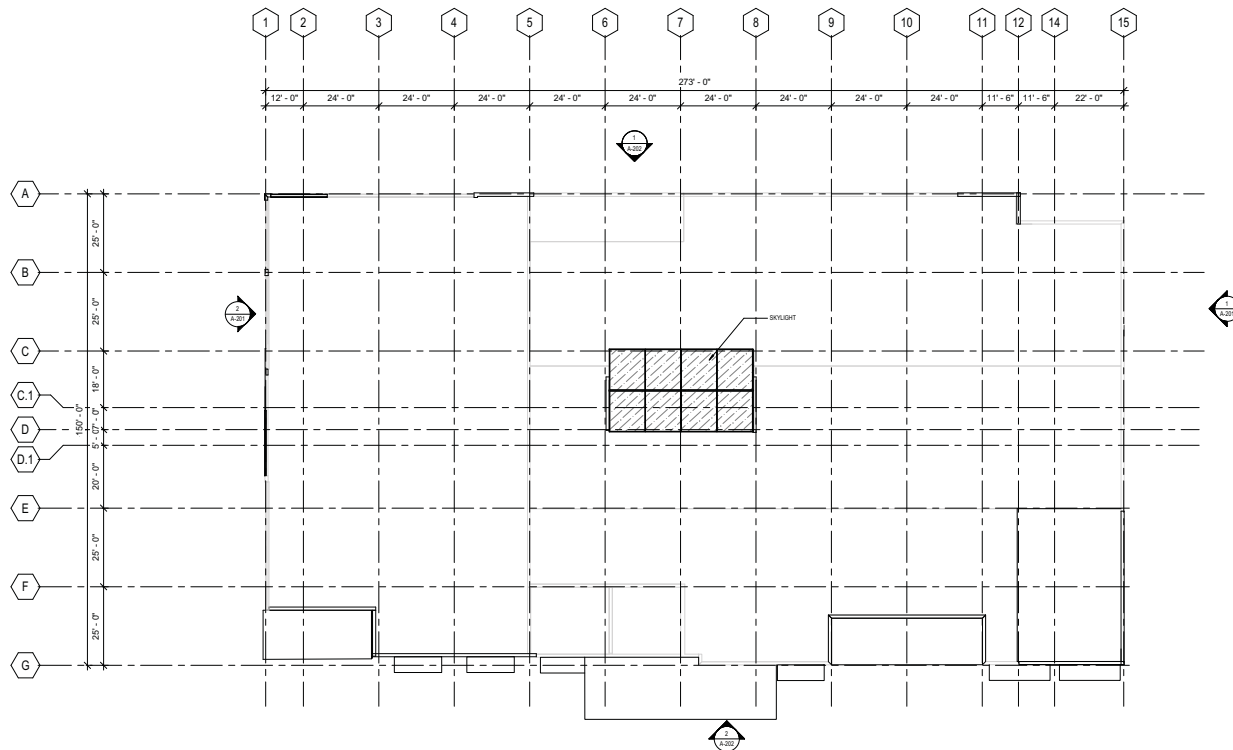
Disclaimer

Issue Drawing Log

SITE PLAN SUBMISSION - 9.10.21

NEW CONSTRUCTION
PLAN - ROOF

A-104



1 NEW CONSTRUCTION PLAN-ROOF
SCALE: 1/16" = 1'-0"

The Village
Redevelopment at
71st and Mission

400 West 71st
Prairie Village, Kansas 66206

CRITICAL PROJECT NO. - 019-2004750

OWNER
GM Prairie Village
7200 Wacouren Avenue
Suite 100
Bethesda, MD 20814
Contact: Gregg Zia
Phone: 202-861-2561

CONSTRUCTION MANAGER & TENANT COORDINATOR
Project Advocate
1800 Kessler St.
Overland Park, KS 66201
Contact: Rusti C. May
Phone: 913-521-0390

ARCHITECT
CallisonRTKL, Inc.
1717 Pacific Avenue
Dallas, TX 75201
Contact: Tim Hopman
Phone: 214-469-7501

STRUCTURAL ENGINEER
PMA Engineering
2172 Shawnee Mission Parkway
Suite 100
Overland Park, KS 66202
Contact: Valerie J. Bault, P.E.
Phone: 913-631-1362

MEP ENGINEER
BC Engineering, Inc.
5752 Newell
Shawnee, Kansas 66203
Contact: Richard Curry
Phone: 913-262-1772

CIVIL ENGINEER
Knapik-Holt
1535 Walnut Street
Suite 300-100
Kansas City, MO 64108
Contact: Matthew Knapik, P.E.
Phone: 816-652-0158

Discipline

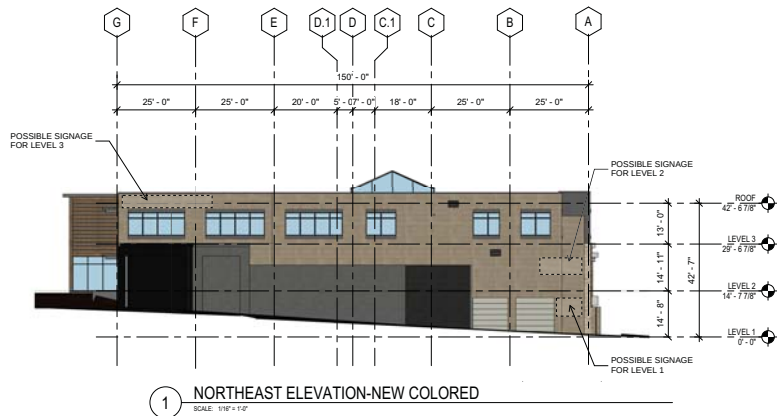
Signature & Seal

Issue Drawing Log

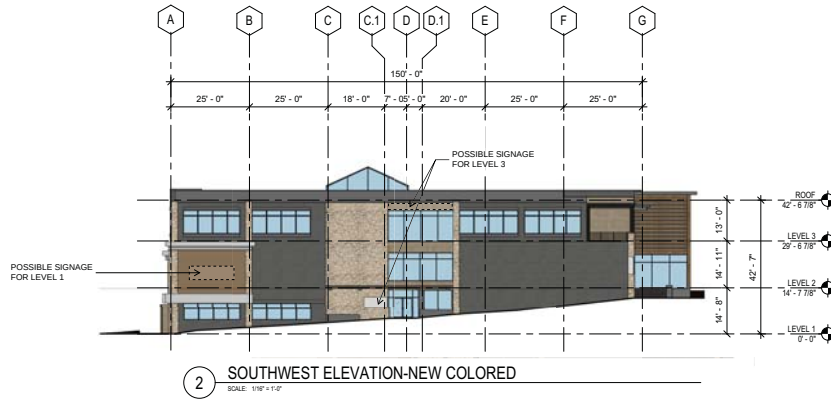
SITE PLAN SUBMISSION - 9.10.21

NEW COLORED EXTERIOR
ELEVATIONS

A-201



EXISTING ELEVATION



EXISTING ELEVATION

The Village
Redevelopment at
71st and Mission

400 West 71st
Prairie Village, Kansas 66206

CRTKL PROJECT NO. - 019-20047100

OWNER
GM Prairie Village
7200 Wacouren Avenue
Suite 500
Baltimore, MD 21044
Contact: Gregg Zia
Phone: 201-861-1261

CONSTRUCTION MANAGER & TENANT COORDINATOR
Project Advocate
1800 Kessler St.
Overland Park, KS 66201
Contact: Rusti C. May
Phone: 913-521-0300

ARCHITECT
CallisonRTKL, Inc.
1717 Pacific Avenue
Dallas, TX 75201
Contact: Tom Hopman
Phone: 214-469-7001

STRUCTURAL ENGINEER
PWS Engineering
217 Shawnee Mission Parkway
Suite 100
Overland Park, KS 66202
Contact: Valerie J. Bahr, P.E.
Phone: 913-631-1362

MEP ENGINEER
BCI Engineering, Inc.
5752 Neawar
Shawnee, Kansas 66202
Contact: Richard Curry
Phone: 913-262-1772

CIVIL ENGINEER
Knapik-Hess
1525 Walnut Street
Suite 300-100
Kansas City, MO 64108
Contact: Matthew Knapik, P.E.
Phone: 816-652-0158

Disclaimer

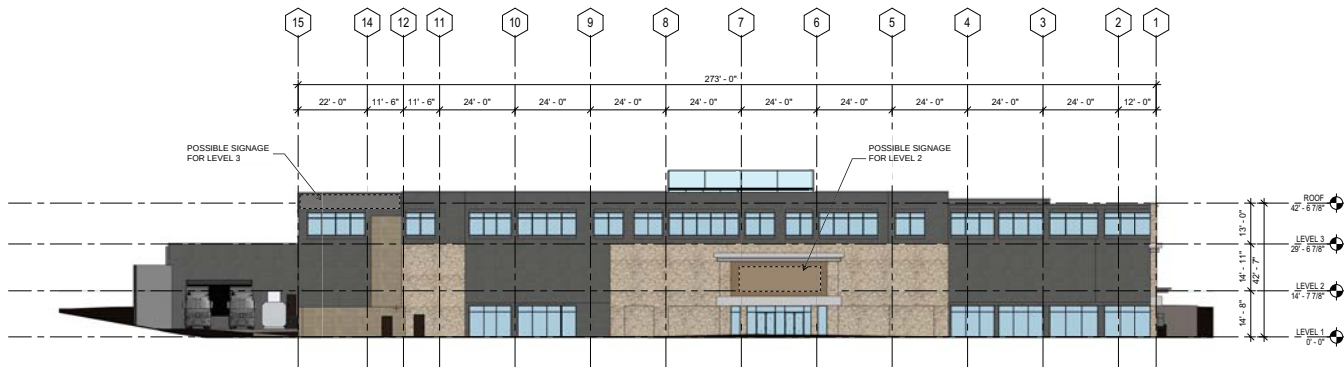
Signature & Seal

Issue Drawing Log

SITE PLAN SUBMISSION - 9.10.21

NEW COLORED EXTERIOR
ELEVATIONS

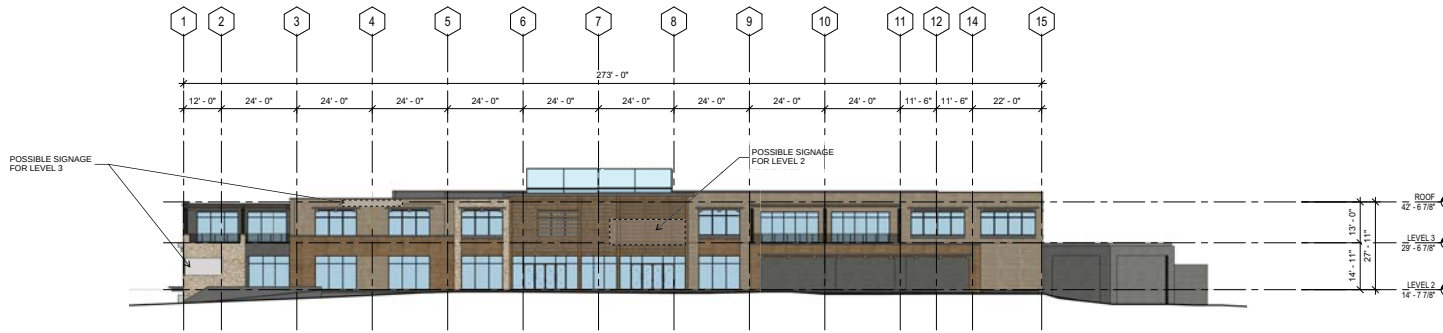
A-202



1 NORTHWEST ELEVATION-NEW COLORED
SCALE: 1/8" = 1'-0"



EXISTING ELEVATION

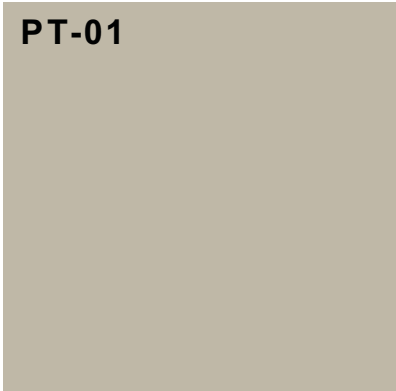


2 SOUTHEAST ELEVATION-NEW COLORED
SCALE: 1/8" = 1'-0"

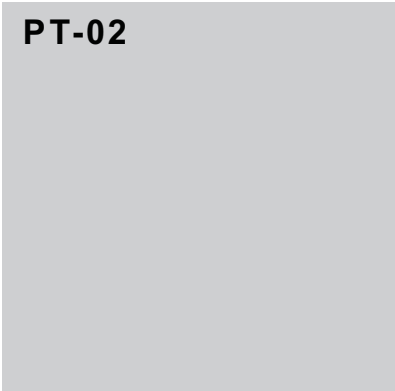


EXISTING ELEVATION

MATERIAL PALETTE



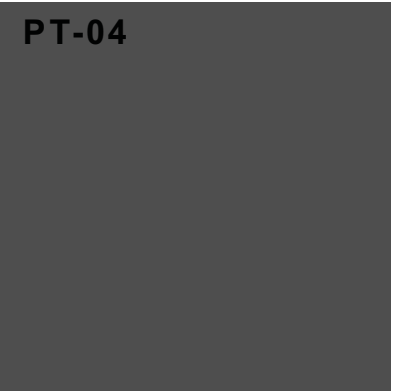
BRICK PAINT - SW 7674



BRICK & EIFS PAINT - SW 7064



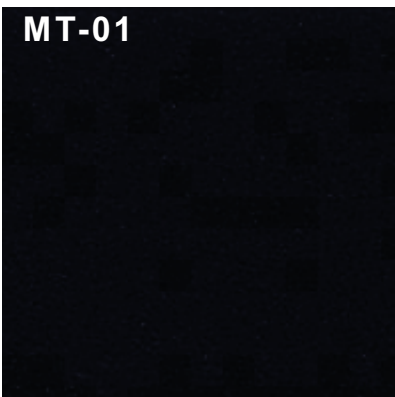
BRICK PAINT - SW 7067



BRICK & EIFS PAINT - SW 7674



COMPOSITE WOOD PANEL



METAL TO MATCH
KAWNEER PERMADIZE BLACK



EXISTING STONE











The Village
Redevelopment at
71st and Mission

400 West 71st
Pawnee, NE 68344

CRMA PROJECT NO. 2142004730

OWNER
GHI Prime Village, LLC
7200 Western Avenue
Suite 600
Berwyn, MO 63014
Contact: Gregg Dill
Phone: 314.281.1281

CONSTRUCTION MANAGER & TENANT COORDINATOR
Pugh Associates
1900 Kessler St.
Overland Park, KS 66211
Contact: Russ C. Wiley
Phone: 913.522.0200

ARCHITECT
CallisonRTKL, Inc.
1775 Pacific Avenue
Suite 100
Overland Park, KS 66211
Contact: Tom Ferguson
Phone: 214.683.7001

STRUCTURAL ENGINEER
PWA Engineering
6712 Shawnee Mission Parkway
Suite 100
Overland Park, KS 66211
Contact: William J. Bahr, P.E.
Phone: 913.511.1301

MEP ENGINEER
EC Engineering, Inc.
5712 Resler
Overland Park, KS 66211
Contact: Robert Curry
Phone: 913.361.1772

CIVIL ENGINEER
Kimley-Horn
3000 Highway Street
Suite 100
Kansas City, MO 64109
Contact: Matthew Hale, P.E.
Phone: 816.852.0118

Kimley-Horn

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DRAWING: 510-00000000
REVISIONS: 01/10/2019
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Designer

Signature & Seal

Issue Drawing Log

SITE PLAN SUBMISSION - 5/10/21

SITE PLAN

C2



GRAPHIC SCALE IN FEET
0 15 30 60

PAVING AND CURB LEGEND

	STANDARD DUTY ASPHALT PAVEMENT
	CONCRETE SIDEWALK
	HEAVY DUTY CONCRETE PAVEMENT
	BUILDING ADDITION RE: ARCHITECTURAL
	COLORLED CONCRETE
	STANDARD CURB AND GUTTER

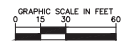
GENERAL NOTES

1. THE SITE IMPROVEMENTS ARE LIMITED TO WHAT IS SHOWN HEREIN. NO WORK IS PLANNED FOR THE EXISTING BUILDINGS, NORTH OR SOUTH OF 4000 W. 71ST STREET.
2. NO MODIFICATIONS TO PROPERTY LINES, EASEMENTS, RIGHT-OF-WAY, OR SETBACKS ARE BEING PROPOSED WITH THIS PROJECT.
3. ALL OTHER EXISTING PARKING, SIDEWALKS, AND FEATURES WITHIN LOT 1 & 2 ARE INTENDED TO REMAIN.
4. SEE MEP FOR PARKING LOT LIGHTING MODIFICATIONS.
5. SEE ARCHITECTURAL FOR PROPOSED BUILDING SIGNAGE.

SUMMARY TABLE

EXISTING STALLS = 119
PROPOSED STALLS = 104





UTILITY LEGEND

---	EX. WATER LINE
---	EX. SANITARY SEWER LINE
---	EX. STORM LINE
---	EX. GAS LINE
---	EX. UNDERGROUND TELEPHONE LINE
---	EX. UNDERGROUND ELECTRIC LINE
---	PROPOSED SANITARY SEWER LINE
---	PROPOSED SANITARY GREASE INTERCEPTION
---	PROPOSED WATER LINE
---	PROPOSED GAS LINE

GRADING LEGEND

---	EXIST. CONTOUR
---	PROPOSED CONTOUR
---	EXIST. CONTOUR
---	ACCESSIBLE ROUTE

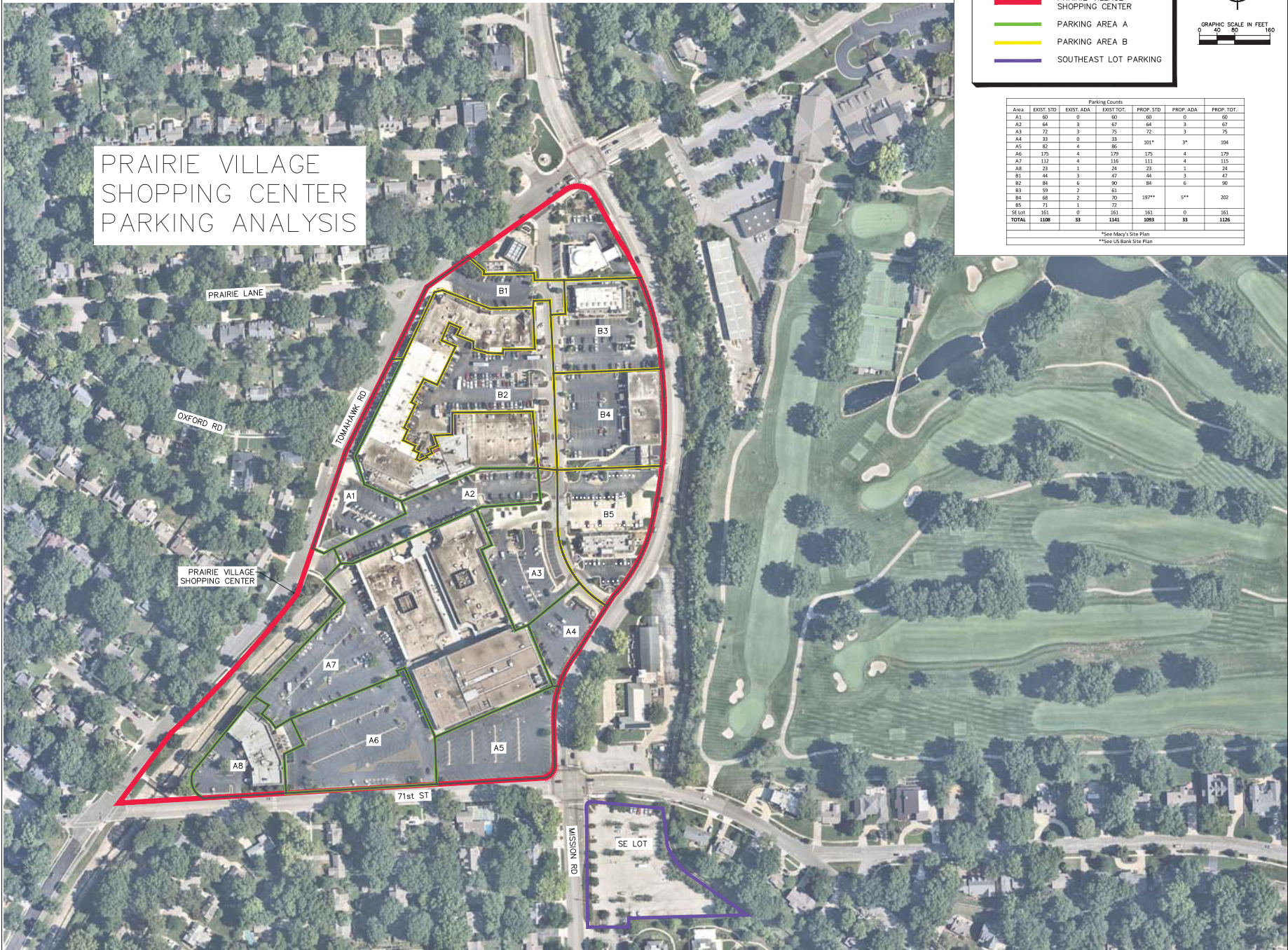
GRADING NOTES

1. ALL ELEVATIONS SHOWN ARE TO FINISHED GRADE.
2. ALL GRADING OPERATIONS (EXCAVATION, FILL, COMPACTION, ETC.) SHALL BE OBSERVED AND TESTED BY A QUALIFIED GEOTECHNICAL ENGINEER. THE GEOTECHNICAL ENGINEER SHALL BE DESIGNATED AND PAID FOR BY THE OWNER.
3. NO PAVEMENTS SHALL BE PLACED PRIOR TO APPROVAL OF THE SUB-GRADE BY THE GEOTECHNICAL ENGINEER.
4. ALL FILL MATERIAL SHALL BE IN COMPLIANCE WITH THE PROJECT SPECIFICATIONS, OR THE GEOTECHNICAL ENGINEER'S RECOMMENDATION.
5. THE CONTRACTOR SHALL LEAVE ALL AREAS NOT TO RECEIVE PAVEMENT, 6 INCHES BELOW FINISHED GRADE, TO ALLOW FOR TYPICAL, SEE LANDSCAPE PLANS, FOR ADDITIONAL REQUIREMENTS.
6. ALL GRADING OPERATIONS SHALL BE STAKED BY A REGISTERED CIVIL ENGINEER OR LICENSED LAND SURVEYOR.
7. ALL ADA PARKING SPACES AND ACCESSIBLE AREAS, SHALL HAVE LESS THAN 2% RESULTANT SLOPE IN ANY DIRECTION.
8. ALL SIDEWALKS SHALL HAVE A CROSS SLOPE OF 1.0%, WITH CONSTRUCTION TOLERANCE FOR 1.0% MINIMUM, AND 2.0% MAXIMUM, AND LESS THAN 2% RUN SLOPE.
9. ALL BUILDING ENTRANCES AND EXITS, SHALL HAVE A MINIMUM 6' LANDING WITH 1.0% TYPICAL SLOPE AWAY FROM THE BUILDING (2.0% MAXIMUM).
10. FINISHED GRADE AROUND THE BUILDING, SHALL BE 6" BELOW FINISHED FLOOR, EXCEPT AS NOTED IN THE DETAILED GRADING PLANS.

GENERAL NOTES

1. THE GRADING SHOWN IS CONCEPTUAL IN NATURE AND SHOULD NOT BE VIEWED AS FINAL. CONSTRUCTION DOCUMENT OR PERMIT LEVEL OF DESIGN, FINAL GRADING (POST ELEVATIONS) WILL BE INCLUDED AS PART OF THE PERMIT SUBMITTAL, FOLLOWING OGC APPROVAL.
2. THE EXISTING UTILITY SERVICES FOR THE BUILDING ARE ALL INTENDED TO REMAIN. NO BUILDING SERVICE MODIFICATIONS ARE BEING PROPOSED WITH THIS PROJECT.
3. EROSION CONTROL MEASURES (SILT FENCE, TRIANGULAR SILT BONE, SILENT PROTECTION, ETC.) WILL BE DOCUMENTED AS PART OF THE PERMIT SUBMITTAL, FOLLOWING OGC APPROVAL.





PRAIRIE VILLAGE
SHOPPING CENTER
PARKING ANALYSIS

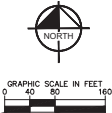
LEGEND

PRAIRIE VILLAGE SHOPPING CENTER

PARKING AREA A

PARKING AREA B

SOUTHEAST LOT PARKING



Parking Counts						
Area	EXIST. STD.	EXIST. ADA	EXIST. TOT.	PROP. STD.	PROP. ADA	PROP. TOT.
A1	60	0	60	60	0	60
A2	64	3	67	64	3	67
A3	72	3	75	72	3	75
A4	33	0	33	101*	3*	104
A5	82	4	86			
A6	175	4	179	175	4	179
A7	112	4	116	111	4	115
A8	23	1	24	23	1	24
B1	44	3	47	44	3	47
B2	84	6	90	84	6	90
B3	59	2	61			
B4	68	2	70	197**	5**	202
B5	71	1	72			
SE LOT	161	0	161	161	0	161
TOTAL	1108	33	1141	1093	33	1126

*See Macy's Site Plan

**See US Bank Site Plan

The Village
Redevelopment at
71st and Mission

400 West 71st
Prairie Village, Kansas 66208

CRRL PROJECT NO. - 21420004730

OWNER
GHI Prairie Village, LLC
7200 Western Avenue
Suite 600
Overland Park, KS 66210
Contact: Gregg Dill
Phone: 913.261.2811

CONSTRUCTION MANAGER & TENANT COORDINATOR

Paged Associates
1900 Kessler St.
Overland Park, KS 66211
Contact: Russ C. Way
Phone: 913.522.0300

ARCHITECT
CallisonRTKL, Inc.
1717 Pacific Avenue
Suite 100
Overland Park, KS 66210
Contact: Tom Hansen
Phone: 913.486.7001

STRUCTURAL ENGINEER

PMA Engineering
6717 Shawnee Mission Parkway
Suite 100
Overland Park, KS 66210
Contact: Valerie J. Bank, P.E.
Phone: 913.815.1302

MEP ENGINEER

ME Engineering, Inc.
912 Healey
Overland Park, KS 66211
Contact: Robert Curry
Phone: 913.362.1772

CIVIL ENGINEER

Kimley-Horn
530 Walnut Street
Suite 100
Kansas City, MO 64108
Contact: Matthew Hall, P.E.
Phone: 816.852.0118

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DATE: 05/10/2018
PROJECT: 21420004730
DRAWING: 01 - SITE PLAN
NO. OF SHEETS: 10 OF 10
EXPIRES: 10/31/18

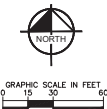
Designer

Signature & Seal

Issue Drawing Log

SITE PLAN SUBMISSION - 5/10/21

OVERALL PARKING
PLAN



PLANT SCHEDULE						
TREES	CODE	QTY	BOTANICAL / COMMON NAME	CONT	CAL	SIZE
	AA	3	ACER FREEMANI 'ARMSTRONG' / FREEMAN MAPLE	B & B	2"	CAL MIN
	GS2	2	GLEDETZIA TRIACANTHOS 'SKYLINE' / SKYLINE HONEY LOCUST	B & B	2"	CAL MIN
	UP	3	ULMUS AMERICANA 'PRINCETON' / AMERICAN ELM	B & B	2"	CAL MIN
EVERGREEN TREES	CODE	QTY	BOTANICAL / COMMON NAME	CONT	CAL	SIZE
	PD	3	PSEUDOTSUGA MENZIESI / DOUGLAS FIR	B & B	2"	CAL MIN 6' HT MIN
ORNAMENTAL TREES	CODE	QTY	BOTANICAL / COMMON NAME	CONT	CAL	SIZE
	MS	4	MAGNOLIA STELLATA / STAR MAGNOLIA	B & B	2"	CAL MIN SINGLE STEM
SHRUBS	CODE	QTY	BOTANICAL / COMMON NAME	CONT	SPACING	SIZE
	DL	7	DIERVILLA SESSILIFOLIA 'L'PDC PODARAS' / COOL SPLASH DWARF HONEYSUCKLE	2 GAL	SEE PLAN	24" HT MIN
	RG2	4	RHUS AROMATICA 'GRO-LOW' / GRO-LOW FRAGRANT SUMAC	3 GAL	SEE PLAN	18" HT MIN
GRASSES	CODE	QTY	BOTANICAL / COMMON NAME	CONT	SPACING	SIZE
	CK	7	CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER' / FEATHER REED GRASS	1 GAL	SEE PLAN	18" HT MIN
PERENNIALS	CODE	QTY	BOTANICAL / COMMON NAME	SPACING		
	HC2	47	HEMEROCALLIS X 'CHICAGO FIRE' / DAYLILY	18" o.c.		
	NW	38	NEPETA X 'WALKER'S LOW' / WALKER'S LOW CATMINT	18" o.c.		
GROUND COVERS	CODE	QTY	BOTANICAL / COMMON NAME			
	Z		2" RIVER ROCK MULCH			
			TURF SOD			

The Village
Redevelopment at
71st and Mission400 West 71st
Portland, Oregon 97208

CRTL PROJECT NO. 15-00004730

OWNER

GRI/Prime Village, LLC
7200 Western Avenue
Suite 600
Buckhorn, ND 58014
Contact: Craig S. S.
Phone: 310.120.1201

CONSTRUCTION MANAGER & TENANT COORDINATOR

Project Address:
1900 Kessler St.
Overland Park, KS 66221
Contact: Todd C. Wiley
Phone: 913.522.0200

ARCHITECT

CallisonRTKL, Inc.
1777 Pacific Avenue
Suite 1200
Contact: Tom Heaton
Phone: 214.468.7001

STRUCTURAL ENGINEER

PMA Engineering
6717 Stearns Mission Parkway
Suite 100
Overland Park, KS 66221
Contact: Valerie A. Bandy, P.E.
Phone: 913.331.1302

MEP ENGINEER

RC Engineering, Inc.
2700 Healey
Overland Park, KS 66221
Contact: Robert Curry
Phone: 913.302.1772

CIVIL ENGINEER

Kimley-Horn
500 Market Street
Suite 100
Kansas City, MO 64108
Contact: Matthew W. F.C.
Phone: 816.652.2138

Kimley-Horn

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DRAWING: 15-00004730-000
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Designer

Signature & Seal

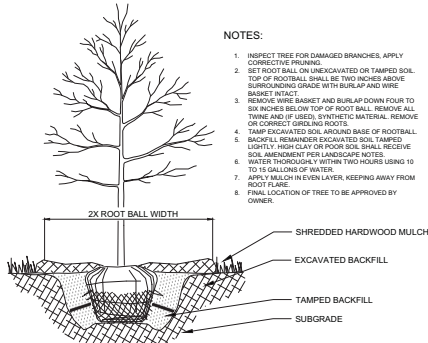
Issue Drawing Log

SITE PLAN SUBMISSION - 5.10.21

NOTES AND DETAILS

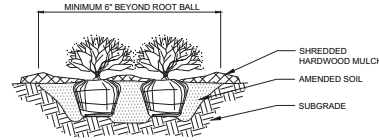
NOTES:

1. INSPECT TREE FOR DAMAGED BRANCHES. APPLY CORRECTIVE PRUNING.
2. SET ROOT BALL ON UNEXCAVATED OR TAMPED SOIL. TOP OF ROOTBALL SHALL BE ONE INCH ABOVE SURROUNDING GRADE WITH BURLAP AND WIRE BASKET INTACT.
3. REMOVE WIRE BASKET AND BURLAP DOWN FOUR TO SIX INCHES BELOW TOP OF ROOT BALL. REMOVE ALL TWINE AND IF USED, SYNTHETIC MATERIAL. REMOVE OR CORRECT GROUNDING ROOTS.
4. TAMP EXCAVATED SOIL AROUND BASE OF ROOTBALL. BACKFILL REMINDER EXCAVATED SOIL. TAMPED LIGHTLY. HIGH CLAY OR POOR SOIL SHALL RECEIVE SOIL AMENDMENT PER LANDSCAPE NOTES.
5. WATER THOROUGHLY WITHIN TWO HOURS USING 10 TO 15 GALLONS OF WATER.
7. APPLY MULCH IN EVEN LAYER, KEEPING AWAY FROM ROOT FLARE.
8. FINAL LOCATION OF TREE TO BE APPROVED BY OWNER.



1 TREE PLANTING

NTS



NOTES:

1. APPLY CORRECTIVE PRUNING.
2. SET ROOT BALL OR CONTAINER ON UNEXCAVATED OR TAMPED SOIL. TOP OF ROOTBALL (CONTAINER) SHALL BE ONE INCH ABOVE SURROUNDING GRADE. FOR LARGER SHRUBS WITHIN PLANTING BED USE A COVER POT ONLY FOR THOSE SHRUBS.
3. REMOVE BURLAP FROM TOP HALF THE LENGTH OF ROOTBALL. TWINE AND IF USED, SYNTHETIC MATERIAL SHALL BE REMOVED FROM PLANTING BED. FOR CONTAINER GROWN SHRUBS, REMOVE CONTAINER AND LOOSEN ROOTS PRIOR TO INSTALLATION.
4. REMOVE OR CORRECT GROUNDING ROOTS.
5. PLUMB AND BACKFILL WITH AMENDED SOIL PER LANDSCAPE NOTES. WATER THOROUGHLY WITHIN TWO HOURS.
6. APPLY MULCH IN EVEN LAYER, KEEPING AWAY FROM ROOT FLARE. MULCH LIMITS FOR SHRUBS EXTEND TO ALL LIMITS OF PLANTING BED. SEE PLANS FOR BED LAYOUTS.

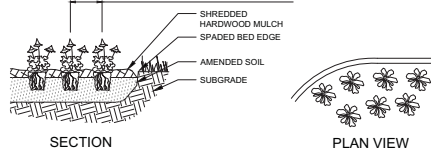
2 SHRUB PLANTING

NTS

NOTES:

1. EXCAVATE PLANTING BED.
2. BED HEIGHT IS 18 IN. 2" ABOVE FINISH GRADE AND WELL DRAINED.
3. REMOVE CONTAINER, SCORE SOIL MASS TO REDIRECT AND PREVENT GROUNDING ROOTS. CORRECT GROUNDING ROOTS.
4. PLANT MATERIAL SHALL BE LAD OUT BY FOLLOWING THE BED EDGE, WORKING TOWARD THE CENTER OF THE BED USING TRIANGULAR (STAGGERED) SPACING AS PLAUSIBLE.
5. PLUMB AND BACKFILL WITH PLANTING MIX AS SPECIFIED IN LANDSCAPE NOTES.
6. APPLY MULCH IN EVEN LAYER, KEEPING AWAY FROM ROOT FLARE. MULCH LIMITS FOR PERENNIALS/GROUNDCOVER EXTEND TO ALL LIMITS OF PLANTING BED. SEE PLANS FOR BED LAYOUTS.
7. SPACING TO BE AS SPECIFIED IN THE PLANT LIST. PERENNIALS SHALL BE PLACED WITH THEIR CENTER LINE FROM EDGE OF BED.

O.C. SPACING, SEE PLANS FOR DETAILS



SECTION

PLAN VIEW

3 PERENNIAL PLANTING

NTS

LANDSCAPE NOTES

1. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING MATERIALS AND PLANTS SHOWN ON THE LANDSCAPE PLAN. THE CONTRACTOR IS RESPONSIBLE FOR THE COST TO REPAIR UTILITIES, ADJACENT LANDSCAPE, PUBLIC AND PRIVATE PROPERTY THAT IS DAMAGED BY THE CONTRACTOR OR THEIR SUBCONTRACTORS OPERATIONS DURING INSTALLATION OR DURING THE SPECIFIED MAINTENANCE PERIOD. CALL FOR UTILITY LOCATIONS PRIOR TO ANY EXCAVATION.
2. THE CONTRACTOR SHALL REPORT ANY DISCREPANCY IN PLAN VS. FIELD CONDITIONS IMMEDIATELY TO THE LANDSCAPE ARCHITECT, PRIOR TO CONTINUING WITH THAT PORTION OF WORK.
3. NO PLANTING WILL BE INSTALLED UNTIL ALL GRADING AND CONSTRUCTION HAS BEEN COMPLETED IN THE IMMEDIATE AREA.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REPAIR OF ANY OF THEIR TRENCHES OR EXCAVATIONS THAT SETTLE.
5. ALL PLANTS TO BE SPECIMEN GRADE, WELL BRANCHED, HEALTHY, FULL, PRE-INOCULATED AND FERTILIZED. PLANTS SHALL BE FREE FROM DISEASE, PESTS, WOUNDS, AND SCARS. PLANTS SHALL BE FREE FROM NOTICEABLE GAPS, HOLES, OR DEFORMITIES. PLANTS SHALL BE FREE FROM BROKEN OR DEAD BRANCHES. TRUNKS WILL BE WRAPPED IF NECESSARY TO PREVENT SUN SCALD AND INSECT DAMAGE. THE LANDSCAPE CONTRACTOR SHALL REMOVE THE WRAP AT THE PROPER TIME AS PART OF THIS CONTRACT.
6. THE OWNER'S REPRESENTATIVE MAY REJECT ANY PLANT MATERIALS THAT ARE DISEASED, DEFORMED, OR OTHERWISE NOT EXHIBITING SUPERIOR QUALITY.
7. ALL NURSERY STOCK SHALL BE GUARANTEED, BY THE CONTRACTOR, FOR ONE YEAR FROM DATE OF FINAL INSPECTION. THE GUARANTEE BEGINS ON THE DATE OF THE LANDSCAPE ARCHITECT'S OR OWNERS WRITTEN ACCEPTANCE OF THE INITIAL PLANTING. REPLACEMENT PLANT MATERIAL SHALL HAVE A ONE YEAR GUARANTEE COMMENCING UPON PLANTING.
8. PLANTS TO MEET AMERICAN STANDARD FOR NURSERY STOCK (ANSI Z60.1-2014 OR MOST CURRENT VERSION) REQUIREMENTS FOR SIZE AND TYPE SPECIFIED.
9. PRUNE PLANTS AS NECESSARY, PER STANDARD NURSERY PRACTICE AND TO CORRECT POOR BRANCHING OF EXISTING AND PROPOSED TREES.
10. TOPSOIL SHALL BE PROVIDED AND GRADED BY THE GENERAL CONTRACTOR UP TO 6 INCHES BELOW FINISHED GRADE IN TURF AREAS AND 18 INCHES IN PLANTING AREAS.
11. PLANTING AREA TOPSOIL SHALL BE AMENDED WITH 25% SPHAGNUM PEATMOSS, 5% HUMUS AND 70% PULVERIZED SOIL FOR ALL NON TURF SEED MIX AREAS, SHRUB, ORNAMENTAL GRASS, PERENNIAL AND ANNUAL BEDS.
12. SEED/SOD LIMIT LINES ARE APPROXIMATE. CONTRACTOR SHALL SEED/SOD ALL AREAS WHICH ARE DISTURBED BY GRADING WITH THE SPECIFIED SEED/SOD MIXES.
13. EDGING TO BE A SPADED EDGE UNLESS INDICATED OTHERWISE ON THE PLANS. SPADED EDGE TO PROVIDE V-SHAPED DEPTH AND WIDTH TO CREATE SEPARATION BETWEEN MULCH AND GRASS. A SPADED BED EDGE SHALL SEPARATE MULCH BEDS FROM TURF OR SEEDED AREAS. A SPADED EDGE IS NOT REQUIRED ALONG CURBED EDGES.
14. CONTRACTOR SHALL INSTALL SHREDDED HARDWOOD MULCH AT A 3" DEPTH TO ALL TREES, SHRUB, PERENNIAL, AND GROUNDCOVER AREAS. TREES PLACED IN AREA COVERED BY TURF SHALL RECEIVE A 4 FT WIDE MAXIMUM TREE RING WITH 3" DEPTH SHREDDED HARDWOOD MULCH.
15. INSTALLATION OF TREES WITHIN PARKWAYS SHALL BE COORDINATED IN THE FIELD WITH LOCATIONS OF UNDERGROUND UTILITIES. TREES SHALL NOT BE LOCATED CLOSER THAN 5' FROM UNDERGROUND UTILITY LINES AND NO CLOSER THAN 10' FROM UTILITY STRUCTURES.
16. DO NOT DISTURB THE EXISTING PAVING, LIGHTING, OR LANDSCAPING THAT EXISTS ADJACENT TO THE SITE UNLESS OTHERWISE NOTED ON PLAN.
17. ALL DISTURBED AREAS TO BE SODDED OR SEEDED, UNLESS OTHERWISE NOTED. SOD/SEED SHALL BE LOCAL, HARDY TURF GRASS MIX UNLESS OTHERWISE NOTED.
18. PLANT QUANTITIES SHOWN ARE FOR THE CONVENIENCE OF THE OWNER AND JURISDICTIONAL REVIEW AGENCIES. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL PLANT QUANTITIES AS DRAWN.

Modification received 09/29/2021 based on initial staff comments.



PAVING AND CURB LEGEND

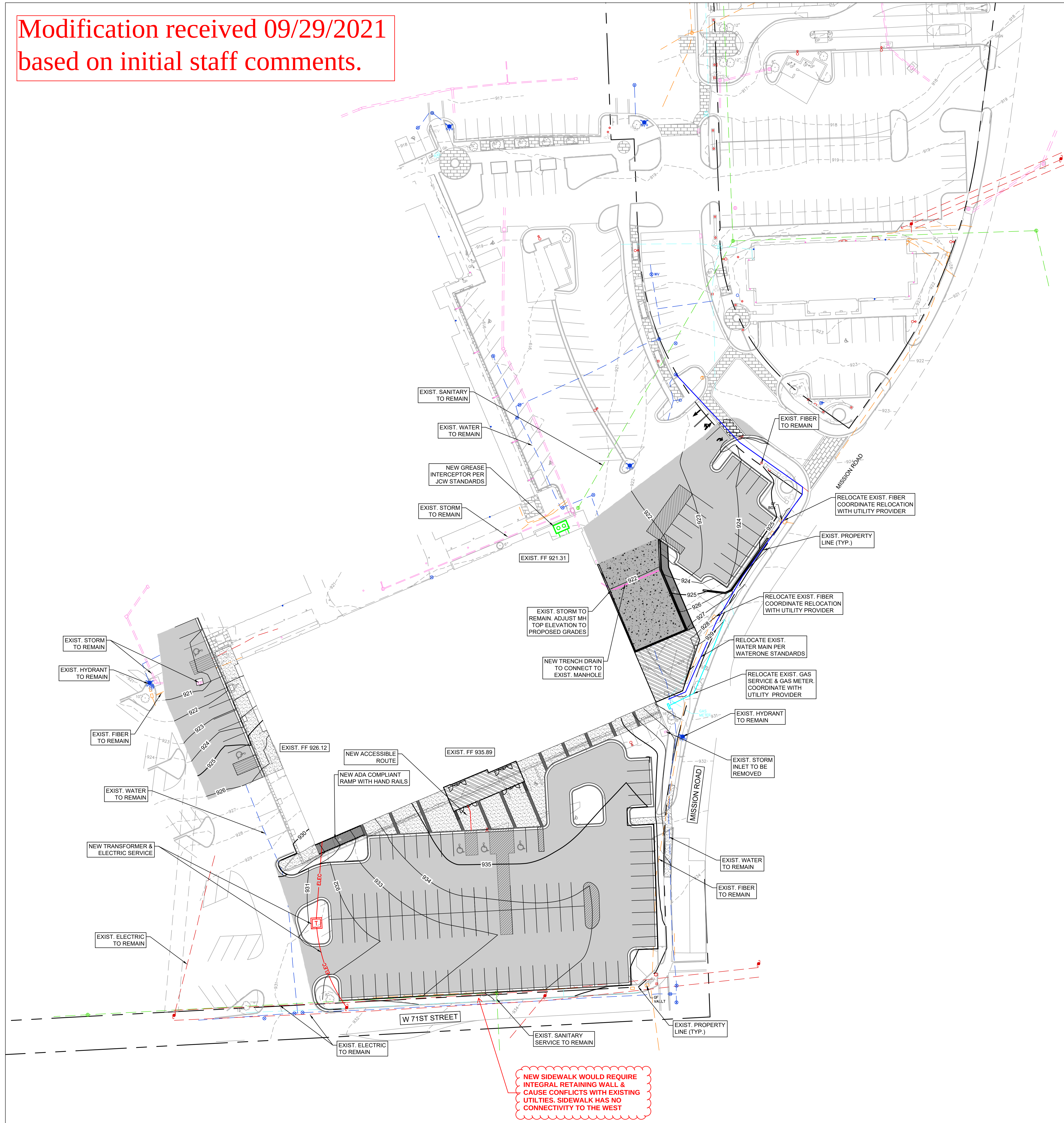
[Pattern]	STANDARD DUTY ASPHALT PAVEMENT
[Pattern]	CONCRETE SIDEWALK
[Pattern]	HEAVY DUTY CONCRETE PAVEMENT
[Pattern]	BUILDING ADDITION RE: ARCHITECTURAL
[Pattern]	COLORLED CONCRETE
[Pattern]	STANDARD CURB AND GUTTER

- GENERAL NOTES
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 - SEE MEP FOR PARKING LOT LIGHTING MODIFICATIONS.
 - SEE ARCHITECTURAL FOR PROPOSED BUILDING SIGNAGE.

SUMMARY TABLE

EXISTING STALLS = 119
PROPOSED STALLS = 104

Modification received 09/29/2021
based on initial staff comments.



UTILITY LEGEND	
	EX. WATER LINE
	EX. SANITARY SEWER LINE
	EX. STORM LINE
	EX. GAS LINE
	EX. UNDERGROUND TELEPHONE LINE
	EX. UNDERGROUND ELECTRIC LINE
	PROPOSED SANITARY SEWER LINE
	PROPOSED SANITARY GREASE INTERCEPTOR
	PROPOSED WATER LINE
	PROPOSED GAS LINE

GRADING LEGEND	
	XXX PROPOSED CONTOUR
	XXX EXISTING CONTOUR
	AR ACCESSIBLE ROUTE

- ### GRADING NOTES
- ALL ELEVATIONS SHOWN ARE TO FINISHED GRADE.
 - ALL GRADING OPERATIONS (EXCAVATION, FILL, COMPACTION, ETC.) SHALL BE OBSERVED AND TESTED BY A QUALIFIED GEOTECHNICAL ENGINEER. THE GEOTECHNICAL ENGINEER WILL BE DESIGNATED AND PAID FOR BY THE OWNER.
 - NO PAVEMENTS SHALL BE PLACED PRIOR TO APPROVAL OF THE SUB-GRADE BY THE GEOTECHNICAL ENGINEER.
 - ALL FILL MATERIAL SHALL BE IN COMPLIANCE WITH THE PROJECT SPECIFICATIONS, OR THE GEOTECHNICAL ENGINEER'S RECOMMENDATION.
 - THE CONTRACTOR SHALL LEAVE ALL AREAS NOT TO RECEIVE PAVEMENT, 6 INCHES BELOW FINISHED GRADE, TO ALLOW FOR TOPSOIL. SEE LANDSCAPE PLANS, FOR ADDITIONAL REQUIREMENTS.
 - ALL GRADING OPERATIONS SHALL BE STAKED BY A REGISTERED CIVIL ENGINEER OR LICENSED LAND SURVEYOR.
 - ALL ADA PARKING STALLS AND ACCESS AISLES, SHALL HAVE LESS THAN 2% RESULTANT SLOPE, IN ANY DIRECTION.
 - ALL SIDEWALKS SHALL HAVE A CROSS SLOPE OF 1.5% WITH CONSTRUCTION TOLERANCE FOR 1.0% MINIMUM, AND 2.0% MAXIMUM, AND LESS THAN 5% RUN SLOPE.
 - ALL BUILDING ENTRANCES AND EXITS, SHALL HAVE A MINIMUM 5' LANDING WITH 1.5% TYPICAL SLOPE AWAY FROM THE BUILDING (2.0% MAXIMUM).
 - FINISHED GRADE AROUND THE BUILDING, SHALL BE 6" BELOW FINISHED FLOOR, EXCEPT AS NOTED IN THE ENLARGED GRADING PLANS.

- ### GENERAL NOTES
- THE GRADING SHOWN IS CONCEPTUAL IN NATURE AND SHOULD NOT BE VIEWED AS FINAL. CONSTRUCTION DOCUMENT OR PERMIT LEVEL OF DESIGN, FINE GRADING (SPOT ELEVATIONS) WILL BE INCLUDED AS PART OF THE PERMIT SUBMITTAL, FOLLOWING CPC APPROVAL.
 - THE EXISTING UTILITY SERVICES FOR THE BUILDING ARE ALL INTENDED TO REMAIN. NO BUILDING SERVICE MODIFICATIONS ARE BEING PROPOSED WITH THIS PROJECT.
 - EROSION CONTROL MEASURES (SILT FENCE, TRIANGULAR SILT DIKE, INLET PROTECTION, ETC.) WILL BE DOCUMENTED AS PART OF THE PERMIT SUBMITTAL, FOLLOWING CPC APPROVAL.

Modification received 09/29/2021
based on initial staff comments.

OWNER
GRF Prairie Village, LLC
7200 Wisconsin Avenue
Suite 600
Bethesda, MD 20814
Contact: Gregg Zike
Phone: 301.961.3261

CONSTRUCTION MANAGER & TENANT COORDINATOR
Project Advocates
15609 Kessler St.
Overland Park, KS 66221
Contact: Radd C. Way
Phone: 913.522.0080

ARCHITECT
CallisonRTKL, Inc.
1717 Pacific Avenue
Dallas, TX 75201
Contact: Tom Hipman
Phone: 214.468.7601

STRUCTURAL ENGINEER
PMA Engineering
6717 Shawnee Mission Parkway
Suite 100
Overland Park, KS 66202
Contact: Valerie J K Baehr, P.E.
Phone: 913.831.1262

MEP ENGINEER
BC Engineering, Inc.
5720 Reeder
Shawnee, Kansas 66203
Contact: Richard Curry
Phone: 913.262.1772

CIVIL ENGINEER
Kimley-Horn
1620 Walnut Street
Suite 06-100
Kansas City, MO 64108
Contact: Matthew Kiss, P.E.
Phone: 816.652.0138



PLANT SCHEDULE						
TREES	CODE	QTY	BOTANICAL / COMMON NAME	CONT	CAL	SIZE
	AA	3	ACER FREEMANII 'ARMSTRONG' / FREEMAN MAPLE	B & B	2" CAL. MIN	
	GS2	2	GLEDTISIA TRIACANTHOS 'SKYLINE' / SKYLINE HONEY LOCUST	B & B	2" CAL. MIN	
	UP	3	ULMUS AMERICANA 'PRINCETON' / AMERICAN ELM	B & B	2" CAL. MIN	
EVERGREEN TREES	CODE	QTY	BOTANICAL / COMMON NAME	CONT	CAL	SIZE
	PD	3	PSEUDOTSUGA MENZIESII / DOUGLAS FIR	B & B	2" CAL. MIN	6' HT MIN
ORNAMENTAL TREES	CODE	QTY	BOTANICAL / COMMON NAME	CONT	CAL	SIZE
	MS	4	MAGNOLIA STELLATA / STAR MAGNOLIA	B & B	2" CAL. MIN	SINGLE STEM
SHRUBS	CODE	QTY	BOTANICAL / COMMON NAME	CONT	SPACING	SIZE
	DL	7	DIERVILLA SESSILIFOLIA 'LPDC PODARAS' / COOL SPLASH DWARF HONEYSUCKLE	2 GAL	SEE PLAN	24" HT MIN
	RG2	4	RHUS AROMATICA 'GRO-LOW' / GRO-LOW FRAGRANT SUMAC	3 GAL	SEE PLAN	18" HT MIN
GRASSES	CODE	QTY	BOTANICAL / COMMON NAME	CONT	SPACING	SIZE
	CK	7	CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER' / FEATHER REED GRASS	1 GAL	SEE PLAN	18" HT MIN
PERENNIALS	CODE	QTY	BOTANICAL / COMMON NAME	SPACING		
	HC2	47	HEMEROCALLIS X 'CHICAGO FIRE' / DAYLILY	18" o.c.		
	NW	38	NEPETA X 'WALKER'S LOW' / WALKER'S LOW CATMINT	18" o.c.		
GROUND COVERS	CODE	QTY	BOTANICAL / COMMON NAME			
			2" RIVER ROCK MULCH			
			TURF SOD			

DRAINAGE MEMORANDUM

September 10th, 2021

SUBJECT:

4000 West 71st St.
Prairie Village, KS 66208
Johnson County, KS
Kansas Uniform Parcel #: 0460651503008001010

PROJECT AREA: 2.93 acres (Part of Lot 1 Prairie Village Shopping Center)

INTRODUCTION:

This drainage memorandum (memo) provides a summary of the existing and proposed conditions, related to the redevelopment of the existing building located at 4000 West 71st St. in Prairie Village, Kansas. The existing building is located on part of Lot 1 (14.35 acres), of the Prairie Village Shopping Center. The project scope generally consists of interior building modifications to allow for spitting of the existing single tenant building and converting it to a multi-tenant building. Site improvements include a revised south parking lot, existing parking lot modifications for ADA accessibility, sidewalk improvements, and the addition of a loading dock on the east side of the building. The existing building envelope generally remains unchanged, aside from some modifications to the existing facades. The overall project site is approximately 2.93 acres; however, the project limits (disturbed area) are significantly less, at approximately 1.7 acres.

EXISTING CONDITIONS:

The site is located on Mission Road and north of West 71st Street. The existing area breakdowns for the site are as follows:

Parameter	Existing	
	Area (sf)	Area (ac)
Impervious Area	80,944	1.86
Building	40,279	0.92
Pervious Area	6,347	0.15
Total	127,570	2.93

Stormwater runoff from the project area currently surface drains to an existing series of interconnected catch basins on the east and west sides of the site.

PROPOSED CONDITIONS:

The proposed redevelopment and associated site improvements will maintain the existing drainage patterns, and the existing stormwater system will continue to convey the stormwater runoff away from the site. The proposed area breakdowns for the proposed site are as follows:

	Proposed	
Parameter	Area (sf)	Area (ac)
Impervious Area	74,717	1.72
Building	42,821	0.98
Pervious Area	10,032	0.23
Total	127,570	2.93

DIFFERENCE:

	Change	
Parameter	Area (sf)	Area (ac)
Impervious Area	-8,429	-0.14
Building	2,542	+0.06
Pervious Area	7,007	+0.08
Total	127,570	2.93

CLOSURE

As discussed above, the site impacts due to the proposed project are very minimal, and the amount of impervious surface area is slightly decreasing resulting in reduced stormwater peak flow rates exiting the site. Because impervious surface area is not increasing, and drainage patterns as a whole remain unchanged, no additional stormwater management facilities or improvements are being proposed. Because of this, it is recommended the project be developed as described.

KIMLEY-HORN AND ASSOCIATES, INC.



Matthew Kist, P.E.

MEMORANDUM

To: City of Prairie Village

From: Matt Kist, P.E.
Anthony Gallo, P.E.
Kimley-Horn and Associates, Inc.

Date: September 29, 2021

Subject: 4000 W 71st Street, Prairie Village, KS – Trip Generation Report

PROJECT INTRODUCTION

This memorandum summarizes the estimated trip generation for a proposed site redevelopment at 4000 W 71st Street in Prairie Village, Kansas. The Owner intends to redevelop an existing approximately 128,000 square-foot, 3.5-story commercial building and sub-divide the existing building for multiple tenants within the existing site, located within Lot 1 of the Prairie Village Shopping Center. The building is located on the southeast side of the shopping center, immediately north of W 71st Street and west of Mission Road as shown in the Vicinity Map in **Figure 1**. Access driveways providing ingress and egress from W 71st Street and Mission Road are provided on the south and east sides of the site, respectively, in addition to connections to access drives throughout the rest of the shopping center.

The property ("Parcel #1") currently consists of a 3.5-story department store. The Owner intends to redevelop the property such that it would be sub-divided into three spaces:

- 1) Basement and first level (which is also partially below grade): health/fitness club
- 2) Second level (ground level): supermarket.
- 3) Third level: general office

*The second-level supermarket is assumed to be a relocation of a supermarket tenant from another parcel within the Prairie Village Shopping Center (6950 Mission Road, or "Parcel #2"). Parcel #2, which is also shown in **Figure 1**, is also proposed to be redeveloped to retail use. The Owner has provided a preliminary breakdown of uses for Parcel #2 as well.*

A preliminary site plan is included in the enclosed City submittal.

In order to evaluate the potential impacts to the existing shopping center, and in conjunction with the City's site plan approval process, this Trip Generation memo has been prepared to evaluate the change in vehicle trips associated with the shopping center once the proposed redevelopment is complete. The following is a summary of the trip generation for this project.

Figure 1: Vicinity Map



TRIP GENERATION

The ITE *Trip Generation Manual, 10th Edition* was used to estimate the number of trips generated by the existing and proposed developments when in use. For each land use category, the vehicle trips generated by the existing and proposed site were calculated for (1) an average weekday (entire day) and (2) using the average rates and directional distributions for the weekday AM and PM peak hours of adjacent street traffic.

Parcel #1 Land Use

- Land Use Category 875: Department Store was used to estimate the number of trips generated by the existing department store.
- Land Use Category 492: Health/Fitness Club and Category 495: Recreational Community Center were used in conjunction to estimate the number of trips generated by the proposed redeveloped basement and first level. Note that while Land Use Category 492 is more appropriate for this site, this category does not provide daily trip generation rates. Thus, at the daily level, Category 495 was used as a proxy.
- Land Use Category 850: Supermarket was used to estimate the number of trips generated by the proposed redeveloped second (ground level) floor.
- Land Use Category 710: General Office Building was used to estimate the number of trips generated by the proposed redeveloped third floor.

Parcel #2 Land Use

- Land Use Category 850: Supermarket was used to estimate the number of trips generated by the existing supermarket, which includes approximately 18,000 SF of ground-floor use and another approximately 15,000 SF of basement-level use (currently used).
- Land Use Category 820: Shopping Center was used for the approximately 18,000 SF of ground-floor space of Parcel #2 to estimate the number of trips generated by the proposed redevelopment of the ground-floor use.
- Land Use Category 150: Warehousing was used for the approximately 15,000 SF of basement space, which would be unused at this time.

Table 1 summarizes the trip generation analysis scenarios that were compared for this report.

Table 1. Trip Generation Analysis Scenarios

	Parcel #1 (4000 W 71st St)	Parcel #2 (6950 Mission Road)
Existing	• 128,322 SF Department Store	• 33,022 SF Supermarket (includes 18,029 SF ground-level and 14,993 SF basement-level, both used)
Proposed	• 47,682 SF Health/Fitness Club • 42,780 SF Supermarket • 39,318 SF General Office Building	• 18,029 SF Shopping Center • 14,993 SF Warehousing (Basement)

Gross Trip Generation

For Parcel #1, which is the site being analyzed for this site plan submittal, for the AM and PM peak hours of adjacent street traffic, the trip generation comparison for existing versus proposed land uses is summarized below in **Table 2**. A more detailed summary of the estimated trip generation for the existing site can be found in **Table 3** and for the proposed site can be found in **Table 4**. Looking at only the gross trip generation for Parcel #1, the proposed redevelopment would result in an increase in trips generated during both the AM and PM peak hours of adjacent side-street traffic.

Table 2: Gross Trip Generation Comparison – Parcel #1 Only

Peak Hour	Existing Site	Proposed Redevelopment	Net Trip Difference
Daily	2,936	6,325	+3,389
AM	74	271	+197
PM	250	605	+355

**Note: does not include reductions for pass-by trips or internal capture, or reductions associated with redevelopment at Parcel #2.*

Shopping Center Trip Generation and Internal Capture/Pass-By

Given that this supermarket is a relocation of existing land use from Parcel #2 within the same shopping center, supplemental analysis was conducted to understand the change in net trip generation from *the entire shopping center*, accounting for (1) the subsequent redevelopment of Parcel #2, (2) internal capture for other trips associated with the shopping center, and (3) pass-by trips to the shopping center. This supplemental analysis is intended to provide an estimate of the ultimate change in trips on the external roadway network associated with the shopping center for the existing land uses at the shopping center versus the proposed land uses.

- Gross Trip Generation** for daily trips as well as the AM and PM weekday peak hours using the *ITE Trip Generation Manual, 10th Edition* was conducted for the entire shopping center (consistent with the calculations done previously for only Parcel #1), including calculations for a Saturday peak hour. The Owner provided information on the land use for each parcel within the shopping center that was used to tabulate the amount of each Land Use Category within the shopping center.
- Internal Capture** rates for the AM and PM weekday peak hours were taken from the *ITE Trip Generation Handbook, 3rd Edition*. These rates account for trips generated within a mixed-use development that are internal to that development (e.g., office to retail, office to restaurant) that would not result in new trips onto the external street network. These reductions are applied to the gross trip generation to understand the total external traffic that would be accommodated by site driveways. Note that while ITE does not provide a methodology for internal capture for Daily or Saturday peak hours, calculations for the sake of this analysis assumed percentages that are the average of the weekday AM and PM peak hours' percentages.

- **Pass-By** trips were also estimated. Not all traffic entering or exiting a site driveway is necessarily new traffic added to the street system; in particular, retail-oriented developments such as shopping centers attract a portion of their trips from traffic passing the site on the way from an origin to an ultimate destination. These pass-by trips do not add *new* traffic to the adjacent street system and may be reduced from the total external trips generated by a study site. Pass-By rates for the weekday AM and PM peak hours were also taken from the *ITE Trip Generation Handbook, 3rd Edition*. Note that ITE does not provide pass-by percentages for all land uses, especially outside of the PM peak hour. Where deemed appropriate, if AM, daily, or Saturday pass-by percentages were not available, these percentages were set equivalent to the PM peak hour percentage.

Table 5 summarizes the net new primary trips for proposed land uses as compared to the existing land uses.

Tables showing the overall shopping center trip generation for the existing and proposed land uses, including gross trip generation, reductions for internal capture and pass-by, and the resultant total primary trips, are included attached at the end of this document

The Internal Capture calculation tables are also included attached at the end of this document.

CONCLUSIONS

As shown, in the proposed redevelopment scenario, the *gross* trip generation of the shopping center increases at the daily and AM and PM peak hour level. However, once appropriate internal capture and pass-by reductions are applied, the proposed redevelopment results in a net decrease in daily new primary trips associated with the external roadway network. In the AM and PM peak hours, minor increases in new primary trips are estimated, with the greatest increase being 58 trips (across all driveways combined) during the PM peak. In addition, during Saturday peak hour, the proposed redevelopment results in a net decrease in new primary trips associated with the external roadway network.

Based on these calculations, with the proposed redevelopment land uses at Parcel #1 and Parcel #2, the Prairie Village Shopping Center is not expected to significantly increase the number of trips on the external roadway network.

Table 3: Gross Trip Generation Summary (Parcel #1 Only) – Existing Site, Daily and AM/PM/Saturday Peak Hours of Adjacent Street Traffic

Trip Generation Table – Parcel #1 Only (Existing)														
Description	ITE Code	Land Use Type	Intensity		Daily Trips	AM Peak Hour Trips - Adjacent Street Traffic			PM Peak Hour Trips - Adjacent Street Traffic			Saturday Peak Hour Trips		
					Total	Total	In	Out	Total	In	Out	Total	In	Out
Levels 1-3 (incl/ basement) - Department Store	875	Department Store	128,322	SF	2,936	74	48	27	250	125	125	443	235	208
Total Existing Site-Generated Trips					2,936	74	48	27	250	125	125	443	235	208

Table 4: Gross Trip Generation Summary (Parcel #1 Only) – Proposed Redeveloped Site, Daily and AM/PM/Saturday Peak Hours of Adjacent Street Traffic

Trip Generation Table – Parcel #1 Only (Proposed)														
Description	ITE Code	Land Use Type	Intensity		Daily Trips	AM Peak Hour Trips - Adjacent Street Traffic			PM Peak Hour Trips - Adjacent Street Traffic			Saturday Peak Hour Trips		
					Total	Total	In	Out	Total	In	Out	Total	In	Out
Basement and Level 1 - Gym	492	Health/Fitness Club	47,682	SF	1,374	62	32	31	165	94	71	152	74	78
Level 2 - Grocery Store	850	Supermarket	42,780	SF	4,568	163	98	65	395	202	194	442	225	217
Level 3 - Office	710	General Office Building	39,318	SF	383	46	39	6	45	7	38	21	11	10
Total Proposed Site-Generated Trips					6,325	271	169	102	605	303	302	615	310	305

Table 5. Trip Generation Summary for Overall Shopping Center – Existing vs. Proposed

Trip Generation Summary										
	Daily	AM Peak Hour			PM Peak Hour			SAT Peak Hour		
		Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
Overall Shopping Center Trip Generation - Existing										
Gross Trips - Before Reductions	21,943	930	545	385	2,092	1,143	949	3,460	1,828	1,632
Reduction - Internal Capture	-3,202	-124	-62	-62	-264	-132	-132	-446	-223	-223
Reduction - Pass-By	-4,281	-142	-71	-71	-402	-201	-201	-482	-241	-241
Total Primary Trips - Existing	14,460	664	412	252	1,426	810	616	2,532	1,364	1,168
Overall Shopping Center Trip Generation - Proposed w/ Redevelopment										
Gross Trips - Before Reductions	22,678	1,021	603	418	2,226	1,205	1,021	3,390	1,782	1,608
Reduction - Internal Capture	-3,578	-148	-74	-74	-288	-144	-144	-466	-233	-233
Reduction - Pass-By	-4,775	-156	-78	-78	-454	-227	-227	-530	-265	-265
Total Primary Trips - Proposed w/ Redevelopment	14,325	717	451	266	1,484	834	650	2,394	1,284	1,110
Net New Gross Trips (Net Proposed Trips minus Existing)	735	91	58	33	134	62	72	-70	-46	-24
Net New Primary Trips (Net Proposed Trips minus Existing)	-135	53	39	14	58	24	34	-138	-80	-58

Trip Generation - Prairie Village Shopping Center (Existing)																
ITE Code	Land Use	Setting/Location	Density		Daily	AM Peak Hour			PM Peak Hour			SAT Peak Hour			Notes	
						Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit		
150	Warehousing	General Urban/Suburban	0	s.f.	0	0	0	0	0	0	0	0	0	0		
444	Movie Theater	General Urban/Suburban	32,038	s.f.	2502	7	4	3	198	186	12	878	492	386		
492	Health/Fitness Club	General Urban/Suburban	2,658	s.f.	77	3	2	1	9	5	4	8	4	4		
630	Clinic	General Urban/Suburban	3,293	s.f.	126	12	9	3	11	3	8	28	14	14	Accounts for redevelopment of US Bank parcel; Saturday analysis uses LU Code 720	
710	General Office Building	General Urban/Suburban	10,290	s.f.	100	12	10	2	12	2	10	5	3	2	Accounts for redevelopment of US Bank parcel	
712	Small Office Building	General Urban/Suburban	5,519	s.f.	89	11	9	2	13	4	9	2	1	1		
720	Medical-Dental Office Building	General Urban/Suburban	6,419	s.f.	159	19	15	4	24	7	17	55	28	27		
816	Hardware/Paint Store	General Urban/Suburban	16,684	s.f.	154	18	10	8	45	21	24	38	21	17		
820	Shopping Center (Average Rate)	General Urban/Suburban	56,369	s.f.		53	33	20							Accounts for redevelopment of US Bank Parcel	
820	Shopping Center (Fitted Curve Equation)	General Urban/Suburban	56,369	s.f.	4,071				356	171	185	394	205	189	Accounts for redevelopment of US Bank Parcel	
850	Supermarket	General Urban/Suburban	33,022	s.f.	3,526	126	76	50	306	156	150	341	174	167		
875	Department Store	General Urban/Suburban	134,223	s.f.	3,071	78	50	28	262	131	131	463	245	218	Includes 5,901 SF of department store not associated w/ Parcel #1	
876	Apparel Store	General Urban/Suburban	14,181	s.f.	942	14	11	3	58	30	28	75	38	37		
880	Pharmacy w/o Drive Thru	General Urban/Suburban	15,128	s.f.	1,339	79	51	28	129	63	66	162	79	83		
899	Liquor Store	General Urban/Suburban	6,223	s.f.	632	28	22	6	102	52	50	102	52	50	No trip gen data for Saturday; assumed Saturday was equal to weekday PM peak	
912	Drive-in Bank	General Urban/Suburban	7,940	s.f.	775	76	44	32	162	81	81	209	107	102	Accounts for redevelopment of US Bank parcel	
918	Hair Salon	General Urban/Suburban	12,429	s.f.		15	8	7	18	3	15	63	23	40		
920	Copy, Print, and Express Ship Store	General Urban/Suburban	1,224	s.f.		3	2	1	9	4	5	9	4	5	No trip gen data for Saturday; assumed Saturday was equal to weekday PM peak	
930	Fast Casual Restaurant	General Urban/Suburban	2,713	s.f.	855	6	4	2	38	21	17	92	46	46		
931	Quality Restaurant	General Urban/Suburban	24,320	s.f.	2,039	18	9	9	190	127	63	260	153	107		
936	Coffee Shop w/o Drive Thru	General Urban/Suburban	1,142	s.f.		116	59	57	41	21	20	67	33	34		
937	Coffee/Donut Shop with Drive-Through Window	General Urban/Suburban	1,684	s.f.	1,382	149	76	73	74	37	37	148	74	74		
939	Bread Shop w/o Drive Thru	General Urban/Suburban	1,239	s.f.	104	87	41	46	35	18	17	61	32	29		
GROSS TRIPS					21,943	930	545	385	2,092	1,143	949	3,460	1,828	1,632		
Gross Trips - Before Reductions					21,943	930	545	385	2,092	1,143	949	3,460	1,828	1,632		
Office					348	42	34	8	49	13	36	62	32	30		
Retail					14,614	559	338	221	1,455	723	732	1,845	953	892		
Restaurant					4,276	289	148	141	343	206	137	567	306	261		
Other					2,705	40	25	15	245	201	44	986	537	449		
Reduction - Internal Capture					-3,202	-124	-62	-62	-264	-132	-132	-446	-223	-223		
Office					-168	-13	-6	-7	-16	-8	-8	-30	-13	-17	Daily and Saturday internal capture calculations assume percentages based on the average of the weekday AM and PM peak hours.	
Retail					-1,505	-52	-22	-30	-127	-63	-64	-206	-79	-127		
Restaurant					-1,529	-59	-34	-25	-121	-61	-60	-210	-131	-79		
Reduction - Pass-By																
			AM	PM	SAT	-4,281	-142	-71	-71	-402	-201	-201	-482	-241	-241	
816	Hardware/Paint Store	General Urban/Suburban		26%	26%	-36	0	0	0	-10	-5	-5	-8	-4	-4	In some applications (i.e., shopping center, supermarket, quality restaurant) where no weekday AM peak hour pass-by percentage is available, the equivalent PM percentage was assumed.
820	Shopping Center	General Urban/Suburban	34%	34%	31%	-1,242	-16	-8	-8	-110	-55	-55	-108	-54	-54	
850	Supermarket	General Urban/Suburban	36%	36%	36%	-1,139	-42	-21	-21	-100	-50	-50	-110	-55	-55	
880	Pharmacy w/o Drive Thru	General Urban/Suburban		53%	53%	-637	0	0	0	-62	-31	-31	-76	-38	-38	
912	Drive-in Bank	General Urban/Suburban	29%	35%	38%	-243	-20	-10	-10	-52	-26	-26	-70	-35	-35	Daily pass-by calculations based on weekday PM peak hour percentages. Saturday pass-by caculations based on weekday PM peak hour percentages if Saturday data not available.
931	Quality Restaurant	General Urban/Suburban	44%	44%	44%	-576	-6	-3	-3	-54	-27	-27	-72	-36	-36	
937	Coffee/Donut Shop with Drive-Through Window	General Urban/Suburban	49%	50%	49%	-444	-58	-29	-29	-24	-12	-12	-46	-23	-23	
Total New Primary Trips					14,460	664	412	252	1,426	810	616	2,532	1,364	1,168		

Trip Generation - Prairie Village Shopping Center (Proposed)																
ITE Code	Land Use	Setting/Location	Density			Daily	AM Peak Hour			PM Peak Hour			SAT Peak Hour			Notes
							Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	
150	Warehousing	General Urban/Suburban	14,993		s.f.	26	3	2	1	3	1	2	2	1	1	Redevelopment of Parcel #2
444	Movie Theater	General Urban/Suburban	32,038		s.f.	2502	7	4	3	198	186	12	878	492	386	
492	Health/Fitness Club	General Urban/Suburban	50,340		s.f.	1,451	66	34	32	174	99	75	161	79	82	Redevelopment of Parcel #1
630	Clinic	General Urban/Suburban	3,293		s.f.	126	12	9	3	11	3	8	28	14	14	Accounts for redevelopment of US Bank parcel; Saturday analysis uses LU Code 720
710	General Office Building	General Urban/Suburban	49,608		s.f.	483	58	50	8	57	9	48	26	14	12	Redevelopment of Parcel #1; also accounts for redevelopment of US Bank Parcel
712	Small Office Building	General Urban/Suburban	5,519		s.f.	89	11	9	2	13	4	9	2	1	1	
720	Medical-Dental Office Building	General Urban/Suburban	6,419		s.f.	159	19	15	4	24	7	17	55	28	27	
816	Hardware/Paint Store	General Urban/Suburban	16,684		s.f.	154	18	10	8	45	21	24	38	21	17	
820	Shopping Center (Average Rate)	General Urban/Suburban	74,398		s.f.		70	43	27							Redevelopment of Parcel #2 (also accounts for redevelopment of US Bank parcel)
820	Shopping Center (Fitted Curve Equation)	General Urban/Suburban	74,398		s.f.	4,917				437	210	227	490	255	235	
850	Supermarket	General Urban/Suburban	42,780		s.f.	4,568	163	98	65	396	202	194	442	225	217	Redevelopment of Parcel #1
875	Department Store	General Urban/Suburban	5,901		s.f.	135	3	2	1	12	6	6	20	11	9	
876	Apparel Store	General Urban/Suburban	14,181		s.f.	942	14	11	3	58	30	28	75	38	37	
880	Pharmacy w/o Drive Thru	General Urban/Suburban	15,128		s.f.	1,339	79	51	28	129	63	66	162	79	83	
899	Liquor Store	General Urban/Suburban	6,223		s.f.	632	28	22	6	102	52	50	102	52	50	No trip gen data for Saturday; assumed Saturday was equal to weekday PM peak
912	Drive-in Bank	General Urban/Suburban	7,940		s.f.	775	76	44	32	162	81	81	209	107	102	Accounts for redevelopment of US Bank parcel
918	Hair Salon	General Urban/Suburban	12,429		s.f.		15	8	7	18	3	15	63	23	40	
920	Copy, Print, and Express Ship Store	General Urban/Suburban	1,224		s.f.		3	2	1	9	4	5	9	4	5	No trip gen data for Saturday; assumed Saturday was equal to weekday PM peak
930	Fast Casual Restaurant	General Urban/Suburban	2,713		s.f.	855	6	4	2	38	21	17	92	46	46	
931	Quality Restaurant	General Urban/Suburban	24,320		s.f.	2,039	18	9	9	190	127	63	260	153	107	
936	Coffee Shop w/o Drive Thru	General Urban/Suburban	1,142		s.f.		116	59	57	41	21	20	67	33	34	
937	Coffee/Donut Shop with Drive-Through Window	General Urban/Suburban	1,684		s.f.	1,382	149	76	73	74	37	37	148	74	74	
939	Bread Shop w/o Drive Thru	General Urban/Suburban	1,239		s.f.	104	87	41	46	35	18	17	61	32	29	
GROSS TRIPS						22,678	1,021	603	418	2,226	1,205	1,021	3,390	1,782	1,608	
Gross Trips - Before Reductions						22,678	1,021	603	418	2,226	1,205	1,021	3,390	1,782	1,608	
Office						731	88	74	14	94	20	74	83	43	40	
Retail						13,566	538	322	216	1,376	683	693	1,599	820	779	
Restaurant						4,276	289	148	141	343	206	137	567	306	261	
Other						4,105	106	59	47	413	296	117	1,141	613	528	
Reduction - Internal Capture						-3,578	-148	-74	-74	-288	-144	-144	-466	-233	-233	
Office						-356	-26	-13	-13	-28	-10	-18	-40	-17	-23	Daily and Saturday internal capture calculations assume percentages based on the average of the weekday AM and PM peak hours.
Retail						-1,585	-55	-24	-31	-137	-71	-66	-211	-82	-129	
Restaurant						-1,637	-67	-37	-30	-123	-63	-60	-215	-134	-81	
Reduction - Pass-By			AM	PM	SAT	-4,775	-156	-78	-78	-454	-227	-227	-530	-265	-265	
816	Hardware/Paint Store	General Urban/Suburban		26%	26%	-35	0	0	0	-10	-5	-5	-8	-4	-4	In some applications (i.e., shopping center, supermarket, quality restaurant) where no weekday AM peak hour pass-by percentage is available, the equivalent PM percentage was assumed.
820	Shopping Center	General Urban/Suburban	34%	34%	31%	-1,476	-22	-11	-11	-134	-67	-67	-132	-66	-66	
850	Supermarket	General Urban/Suburban	36%	36%	36%	-1,452	-52	-26	-26	-128	-64	-64	-138	-69	-69	
880	Pharmacy w/o Drive Thru	General Urban/Suburban		53%	53%	-627	0	0	0	-62	-31	-31	-74	-37	-37	
912	Drive-in Bank	General Urban/Suburban	29%	35%	38%	-240	-20	-10	-10	-52	-26	-26	-68	-34	-34	Daily pass-by calculations based on weekday PM peak hour percentages. Saturday pass-by caculations based on weekday PM peak hour percentages if Saturday data not available.
931	Quality Restaurant	General Urban/Suburban	44%	44%	44%	-554	-6	-3	-3	-54	-27	-27	-72	-36	-36	
937	Coffee/Donut Shop with Drive-Through Window	General Urban/Suburban	49%	50%	49%	-426	-56	-28	-28	-24	-12	-12	-46	-23	-23	
Total New Primary Trips						14,325	717	451	266	1,484	834	650	2,394	1,284	1,110	

Internal Capture Reduction Calculations - Existing

Methodology for A.M. Peak Hour and P.M. Peak Hour
based on the *Trip Generation Handbook* , 3rd Edition, published by the Institute of Transportation Engineers

Methodology for Daily and Saturday
based on the average of the Unconstrained Rates for the A.M. Peak Hour and P.M. Peak Hour

NOTES:

- 1 Methodology for the A.M. Peak Hour and P.M. Peak Hour is provided within the Institute of Transportation Engineers (ITE) *Trip Generation Handbook* , 3rd Edition: An ITE Proposed Recommended Practice, August 2014.
- 2 Methodology for (1) Daily and (2) Saturday is not provided by ITE. This worksheet assumes that Origin and Destination percentages are the average of A.M. Peak Hour and P.M. Peak Hour. However, as stated in Section 6.5.1 (page 48), "Internal capture rates for weekend peak periods, for weekday midday peak periods, or for a daily period should not be assumed to be the same as or even a simple, direct function of the weekday AM and PM peak period rates."
- 3 Unconstrained Rates in Table 6.1 and Table 6.2 represent 'Person Trips' as opposed to 'Vehicle Trips'. However, this spreadsheet can also be used for 'Vehicle Trips'. As stated in Section 6.5.2 (page 52), "If no vehicle occupancy data are entered, a vehicle occupancy of 1.0 persons per vehicle is assumed in the spreadsheet."
- 4 This spreadsheet does not incorporate the calculation of a Proximity Adjustment. The intent of this Proximity Adjustment appears to be distinguishing between vehicle and non-vehicle trips, within a mixed-use development. However, the Proximity Adjustment should not impact the distinction between internal trips and external trips.
- 5 As referenced in Section 6.5 (page 46) of the 3rd Edition, a spreadsheet tool has already been developed and is provided on the ITE website. The intent of this spreadsheet is to provide the same calculations, but within 1 tab (instead of 6 separate tabs). The ITE website link is below.
<http://www.ite.org/tripgeneration/otherresources.asp>
- 6 To expand the detailed calculations for Daily, A.M. Peak Hour, and P.M. Peak Hour, click the "+" on the far left.
- 7 The default Print Area and Page Setup will only print the Summary information. If the supporting Daily, A.M. Peak Hour, and P.M. Peak Hour calculations need to be printed, the Print Area and Page Setup will need to be modified.

SUMMARY

GROSS TRIP GENERATION

INPUT	Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour		Saturday Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit	Enter	Exit
	Office	174	174	34	8	13	36	32	30
	Retail	7,307	7,307	338	221	723	732	953	892
	Restaurant	2,138	2,138	148	141	206	137	306	261
	Cinema/Entertainment								
	Residential	0	0	0	0	0	0	0	0
	Hotel	0	0	0	0	0	0	0	0
		9,619	9,619	520	370	942	905	1,291	1,183

INTERNAL TRIPS

OUTPUT	Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour		Saturday Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit	Enter	Exit
	Office	68	100	6	7	8	8	13	17
	Retail	630	875	22	30	63	64	79	127
	Restaurant	903	626	34	25	61	60	131	79
	Cinema/Entertainment	0	0	0	0	0	0	0	0
	Residential	0	0	0	0	0	0	0	0
	Hotel	0	0	0	0	0	0	0	0
		1,601	1,601	62	62	132	132	223	223
% Reduction		16.6%		13.9%		14.3%		18.0%	

EXTERNAL TRIPS

OUTPUT	Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour		Saturday Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit	Enter	Exit
	Office	106	74	28	1	5	28	19	13
	Retail	6,677	6,432	316	191	660	668	874	765
	Restaurant	1,235	1,512	114	116	145	77	175	182
	Cinema/Entertainment	0	0	0	0	0	0	0	0
	Residential	0	0	0	0	0	0	0	0
	Hotel	0	0	0	0	0	0	0	0
		8,018	8,018	458	308	810	773	1,068	960

DAILY

GROSS TRIP GENERATION

DAILY	Land Use	Daily	
		Enter	Exit
	Office	174	174
	Retail	7,307	7,307
	Restaurant	2,138	2,138
	Cinema/Entertainment	0	0
	Residential	0	0
	Hotel	0	0
		9,619	9,619

Estimated Trip Origins within a Mixed-Use Development (Daily)
(Average of A.M. Peak Hour and P.M. Peak Hour)

DAILY	Origin Land Use	Destination Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		24%	34%	0%	2%	0%
	Retail	16%		21%	2%	20%	3%
	Restaurant	17%	28%		4%	11%	5%
	Cinema/Entertainment	1%	11%	16%		4%	1%
	Residential	3%	22%	21%	0%		2%
	Hotel	38%	15%	39%	0%	1%	

Estimated Trip Destinations within a Mixed-Use Development (Daily)
(Average of A.M. Peak Hour and P.M. Peak Hour)

DAILY	Origin Land Use	Destination Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		20%	13%	1%	2%	0%
	Retail	18%		40%	13%	24%	9%
	Restaurant	22%	29%		16%	11%	38%
	Cinema/Entertainment	3%	2%	2%		2%	1%
	Residential	30%	14%	17%	0%		6%
	Hotel	2%	3%	6%	0%	0%	

*** BASED ON EXIT ***

DAILY	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		42	58	0	3	0
	Retail	1,133		1,534	146	1,461	183
	Restaurant	363	588		86	235	107
	Cinema/Entertainment	0	0	0		0	0
	Residential	0	0	0	0		0
	Hotel	0	0	0	0	0	

*** BASED ON ENTER ***

DAILY	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		1,461	267	0	0	0
	Retail	30		845	0	0	0
	Restaurant	38	2,119		0	0	0
	Cinema/Entertainment	5	146	32		0	0
	Residential	52	986	363	0		0
	Hotel	3	219	118	0	0	

*** MINIMUM ***

DAILY	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		42	58	0	0	0
	Retail	30		845	0	0	0
	Restaurant	38	588		0	0	0
	Cinema/Entertainment	0	0	0		0	0
	Residential	0	0	0	0		0
	Hotel	0	0	0	0	0	

INTERNAL TRIPS

DAILY	Land Use	Daily	
		Enter	Exit
	Office	68	100
	Retail	630	875
	Restaurant	903	626
	Cinema/Entertainment	0	0
	Residential	0	0
	Hotel	0	0
		1,601	1,601

A.M. PEAK HOUR

GROSS TRIP GENERATION

A.M. PEAK	Land Use	A.M. Peak Hour	
		Enter	Exit
	Office	34	8
	Retail	338	221
	Restaurant	148	141
	Cinema/Entertainment	0	0
	Residential	0	0
	Hotel	0	0
		520	370

Table 6.1 Unconstrained Internal Person Trip Capture Rates
for Trip Origins within a Mixed-Use Development (A.M. Peak Hour)

A.M. PEAK	Origin Land Use	Destination Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		28%	63%	0%	1%	0%
	Retail	29%		13%	0%	14%	0%
	Restaurant	31%	14%		0%	4%	3%
	Cinema/Entertainment	0%	0%	0%		0%	0%
	Residential	2%	1%	20%	0%		0%
	Hotel	75%	14%	9%	0%	0%	

Table 6.2 Unconstrained Internal Person Trip Capture Rates
for Trip Destinations within a Mixed-Use Development (A.M. Peak Hour)

A.M. PEAK	Origin Land Use	Destination Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		32%	23%	0%	0%	0%
	Retail	4%		50%	0%	2%	0%
	Restaurant	14%	8%		0%	5%	4%
	Cinema/Entertainment	0%	0%	0%		0%	0%
	Residential	3%	17%	20%	0%		0%
	Hotel	3%	4%	6%	0%	0%	

*** BASED ON EXIT ***

A.M. PEAK	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		2	5	0	0	0
	Retail	64		29	0	31	0
	Restaurant	44	20		0	6	4
	Cinema/Entertainment	0	0	0		0	0
	Residential	0	0	0	0		0
	Hotel	0	0	0	0	0	

*** BASED ON ENTER ***

A.M. PEAK	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		108	34	0	0	0
	Retail	1		74	0	0	0
	Restaurant	5	27		0	0	0
	Cinema/Entertainment	0	0	0		0	0
	Residential	1	57	30	0		0
	Hotel	1	14	9	0	0	

*** MINIMUM ***

A.M. PEAK	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		2	5	0	0	0
	Retail	1		29	0	0	0
	Restaurant	5	20		0	0	0
	Cinema/Entertainment	0	0	0		0	0
	Residential	0	0	0	0		0
	Hotel	0	0	0	0	0	

INTERNAL TRIPS

A.M. PEAK	Land Use	A. M. Peak Hour	
		Enter	Exit
	Office	6	7
	Retail	22	30
	Restaurant	34	25
	Cinema/Entertainment	0	0
	Residential	0	0
	Hotel	0	0
		62	62

P.M. PEAK HOUR

GROSS TRIP GENERATION

P.M. PEAK

Land Use	P.M. Peak Hour	
	Enter	Exit
Office	13	36
Retail	723	732
Restaurant	206	137
Cinema/Entertainment	0	0
Residential	0	0
Hotel	0	0
	942	905

Table 6.1 Unconstrained Internal Person Trip Capture Rates
for Trip Origins within a Mixed-Use Development (P.M. Peak Hour)

P.M. PEAK

Origin Land Use	Destination Land Use					
	Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
Office		20%	4%	0%	2%	0%
Retail	2%		29%	4%	26%	5%
Restaurant	3%	41%		8%	18%	7%
Cinema/Entertainment	2%	21%	31%		8%	2%
Residential	4%	42%	21%	0%		3%
Hotel	0%	16%	68%	0%	2%	

Table 6.2 Unconstrained Internal Person Trip Capture Rates
for Trip Destinations within a Mixed-Use Development (P.M. Peak Hour)

P.M. PEAK

Origin Land Use	Destination Land Use					
	Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
Office		8%	2%	1%	4%	0%
Retail	31%		29%	26%	46%	17%
Restaurant	30%	50%		32%	16%	71%
Cinema/Entertainment	6%	4%	3%		4%	1%
Residential	57%	10%	14%	0%		12%
Hotel	0%	2%	5%	0%	0%	

*** BASED ON EXIT ***

P.M. PEAK	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		7	1	0	1	0
	Retail	15		212	29	190	37
	Restaurant	4	56		11	25	10
	Cinema/Entertainment	0	0	0		0	0
	Residential	0	0	0	0		0
	Hotel	0	0	0	0	0	

*** BASED ON ENTER ***

P.M. PEAK	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		58	4	0	0	0
	Retail	4		60	0	0	0
	Restaurant	4	362		0	0	0
	Cinema/Entertainment	1	29	6		0	0
	Residential	7	72	29	0		0
	Hotel	0	14	10	0	0	

*** MINIMUM ***

P.M. PEAK	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		7	1	0	0	0
	Retail	4		60	0	0	0
	Restaurant	4	56		0	0	0
	Cinema/Entertainment	0	0	0		0	0
	Residential	0	0	0	0		0
	Hotel	0	0	0	0	0	

INTERNAL TRIPS

P.M. PEAK	Land Use	P.M. Peak Hour	
		Enter	Exit
	Office	8	8
	Retail	63	64
	Restaurant	61	60
	Cinema/Entertainment	0	0
	Residential	0	0
	Hotel	0	0
		132	132

SATURDAY PEAK HOUR

GROSS TRIP GENERATION

SATURDAY

Land Use	Daily	
	Enter	Exit
Office	32	30
Retail	953	892
Restaurant	306	261
Cinema/Entertainment	0	0
Residential	0	0
Hotel	0	0
	1,291	1,183

Estimated Trip Origins within a Mixed-Use Development (Daily) (Average of A.M. Peak Hour and P.M. Peak Hour)

SATURDAY

Origin Land Use	Destination Land Use					
	Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
Office		24%	34%	0%	2%	0%
Retail	16%		21%	2%	20%	3%
Restaurant	17%	28%		4%	11%	5%
Cinema/Entertainment	1%	11%	16%		4%	1%
Residential	3%	22%	21%	0%		2%
Hotel	38%	15%	39%	0%	1%	

Estimated Trip Destinations within a Mixed-Use Development (Daily) (Average of A.M. Peak Hour and P.M. Peak Hour)

SATURDAY

Origin Land Use	Destination Land Use					
	Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
Office		20%	13%	1%	2%	0%
Retail	18%		40%	13%	24%	9%
Restaurant	22%	29%		16%	11%	38%
Cinema/Entertainment	3%	2%	2%		2%	1%
Residential	30%	14%	17%	0%		6%
Hotel	2%	3%	6%	0%	0%	

*** BASED ON EXIT ***

SATURDAY	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		7	10	0	0	0
	Retail	138		187	18	178	22
	Restaurant	44	72		10	29	13
	Cinema/Entertainment	0	0	0		0	0
	Residential	0	0	0	0		0
	Hotel	0	0	0	0	0	

*** BASED ON ENTER ***

SATURDAY	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		191	38	0	0	0
	Retail	6		121	0	0	0
	Restaurant	7	276		0	0	0
	Cinema/Entertainment	1	19	5		0	0
	Residential	10	129	52	0		0
	Hotel	0	29	17	0	0	

*** MINIMUM ***

SATURDAY	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		7	10	0	0	0
	Retail	6		121	0	0	0
	Restaurant	7	72		0	0	0
	Cinema/Entertainment	0	0	0		0	0
	Residential	0	0	0	0		0
	Hotel	0	0	0	0	0	

INTERNAL TRIPS

SATURDAY	Land Use	Daily	
		Enter	Exit
	Office	13	17
	Retail	79	127
	Restaurant	131	79
	Cinema/Entertainment	0	0
	Residential	0	0
	Hotel	0	0
		223	223

Internal Capture Reduction Calculations - Proposed

Methodology for A.M. Peak Hour and P.M. Peak Hour
based on the *Trip Generation Handbook* , 3rd Edition, published by the Institute of Transportation Engineers

Methodology for Daily and Saturday
based on the average of the Unconstrained Rates for the A.M. Peak Hour and P.M. Peak Hour

NOTES:

- Methodology for the A.M. Peak Hour and P.M. Peak Hour is provided within the Institute of Transportation Engineers (ITE) *Trip Generation Hanbook* , 3rd Edition: An ITE Proposed Recommended Practice, August 2014.
- Methodology for (1) Daily and (2) Saturday is not provided by ITE. This worksheet assumes that Origin and Destination percentages are the average of A.M. Peak Hour and P.M. Peak Hour. However, as stated in Section 6.5.1 (page 48), "Internal capture rates for weekend peak periods, for weekday midday peak periods, or for a daily period should not be assumed to be the same as or even a simple, direct function of the weekday AM and PM peak period rates."
- Unconstrained Rates in Table 6.1 and Table 6.2 represent 'Person Trips' as opposed to 'Vehicle Trips'. However, this spreadsheet can also be used for 'Vehicle Trips'. As stated in Section 6.5.2 (page 52), "If no vehicle occupancy data are entered, a vehicle occupancy of 1.0 persons per vehicle is assumed in the spreadsheet."
- This spreadsheet does not incorporate the calculation of a Proximity Adjustment. The intent of this Proximity Adjustment appears to be distinguishing between vehicle and non-vehicle trips, within a mixed-use development. However, the Proximity Adjustment should not impact the distinction between internal trips and external trips.
- As referenced in Section 6.5 (page 46) of the 3rd Edition, a spreadsheet tool has already been developed and is provided on the ITE website. The intent of this spreadsheet is to provide the same calculations, but within 1 tab (instead of 6 separate tabs). The ITE website link is below.
<http://www.ite.org/tripgeneration/otherresources.asp>
- To expand the detailed calculations for Daily, A.M. Peak Hour, and P.M. Peak Hour, click the "+" on the far left.
- The default Print Area and Page Setup will only print the Summary information. If the supporting Daily, A.M. Peak Hour, and P.M. Peak Hour calculations need to be printed, the Print Area and Page Setup will need to be modified.

SUMMARY

GROSS TRIP GENERATION

INPUT	Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour		Saturday Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit	Enter	Exit
	Office	366	366	74	14	20	74	43	40
	Retail	6,783	6,783	322	216	683	693	820	779
	Restaurant	2,138	2,138	148	141	206	137	306	261
	Cinema/Entertainment								
	Residential	0	0	0	0	0	0	0	0
	Hotel	0	0	0	0	0	0	0	0
		9,287	9,287	544	371	909	904	1,169	1,080

INTERNAL TRIPS

OUTPUT	Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour		Saturday Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit	Enter	Exit
	Office	145	211	13	13	10	18	17	23
	Retail	676	909	24	31	71	66	82	129
	Restaurant	968	669	37	30	63	60	134	81
	Cinema/Entertainment	0	0	0	0	0	0	0	0
	Residential	0	0	0	0	0	0	0	0
	Hotel	0	0	0	0	0	0	0	0
		1,789	1,789	74	74	144	144	233	233
% Reduction		19.3%		16.2%		15.9%		20.7%	

EXTERNAL TRIPS

OUTPUT	Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour		Saturday Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit	Enter	Exit
	Office	221	155	61	1	10	56	26	17
	Retail	6,107	5,874	298	185	612	627	738	650
	Restaurant	1,170	1,469	111	111	143	77	172	180
	Cinema/Entertainment	0	0	0	0	0	0	0	0
	Residential	0	0	0	0	0	0	0	0
	Hotel	0	0	0	0	0	0	0	0
		7,498	7,498	470	297	765	760	936	847

DAILY

GROSS TRIP GENERATION

DAILY	Land Use	Daily	
		Enter	Exit
	Office	366	366
	Retail	6,783	6,783
	Restaurant	2,138	2,138
	Cinema/Entertainment	0	0
	Residential	0	0
	Hotel	0	0
		9,287	9,287

Estimated Trip Origins within a Mixed-Use Development (Daily)
(Average of A.M. Peak Hour and P.M. Peak Hour)

DAILY	Origin Land Use	Destination Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		24%	34%	0%	2%	0%
	Retail	16%		21%	2%	20%	3%
	Restaurant	17%	28%		4%	11%	5%
	Cinema/Entertainment	1%	11%	16%		4%	1%
	Residential	3%	22%	21%	0%		2%
	Hotel	38%	15%	39%	0%	1%	

Estimated Trip Destinations within a Mixed-Use Development (Daily)
(Average of A.M. Peak Hour and P.M. Peak Hour)

DAILY	Origin Land Use	Destination Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		20%	13%	1%	2%	0%
	Retail	18%		40%	13%	24%	9%
	Restaurant	22%	29%		16%	11%	38%
	Cinema/Entertainment	3%	2%	2%		2%	1%
	Residential	30%	14%	17%	0%		6%
	Hotel	2%	3%	6%	0%	0%	

*** BASED ON EXIT ***

DAILY	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		88	123	0	5	0
	Retail	1,051		1,424	136	1,357	170
	Restaurant	363	588		86	235	107
	Cinema/Entertainment	0	0	0		0	0
	Residential	0	0	0	0		0
	Hotel	0	0	0	0	0	

*** BASED ON ENTER ***

DAILY	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		1,357	267	0	0	0
	Retail	64		845	0	0	0
	Restaurant	81	1,967		0	0	0
	Cinema/Entertainment	11	136	32		0	0
	Residential	110	916	363	0		0
	Hotel	5	203	118	0	0	

*** MINIMUM ***

DAILY	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		88	123	0	0	0
	Retail	64		845	0	0	0
	Restaurant	81	588		0	0	0
	Cinema/Entertainment	0	0	0		0	0
	Residential	0	0	0	0		0
	Hotel	0	0	0	0	0	

INTERNAL TRIPS

DAILY	Land Use	Daily	
		Enter	Exit
	Office	145	211
	Retail	676	909
	Restaurant	968	669
	Cinema/Entertainment	0	0
	Residential	0	0
	Hotel	0	0
		1,789	1,789

A.M. PEAK HOUR

GROSS TRIP GENERATION

A.M. PEAK

Land Use	A.M. Peak Hour	
	Enter	Exit
Office	74	14
Retail	322	216
Restaurant	148	141
Cinema/Entertainment	0	0
Residential	0	0
Hotel	0	0
	544	371

Table 6.1 Unconstrained Internal Person Trip Capture Rates
for Trip Origins within a Mixed-Use Development (A.M. Peak Hour)

A.M. PEAK

Origin Land Use	Destination Land Use					
	Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
Office		28%	63%	0%	1%	0%
Retail	29%		13%	0%	14%	0%
Restaurant	31%	14%		0%	4%	3%
Cinema/Entertainment	0%	0%	0%		0%	0%
Residential	2%	1%	20%	0%		0%
Hotel	75%	14%	9%	0%	0%	

Table 6.2 Unconstrained Internal Person Trip Capture Rates
for Trip Destinations within a Mixed-Use Development (A.M. Peak Hour)

A.M. PEAK

Origin Land Use	Destination Land Use					
	Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
Office		32%	23%	0%	0%	0%
Retail	4%		50%	0%	2%	0%
Restaurant	14%	8%		0%	5%	4%
Cinema/Entertainment	0%	0%	0%		0%	0%
Residential	3%	17%	20%	0%		0%
Hotel	3%	4%	6%	0%	0%	

*** BASED ON EXIT ***

A.M. PEAK	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		4	9	0	0	0
	Retail	63		28	0	30	0
	Restaurant	44	20		0	6	4
	Cinema/Entertainment	0	0	0		0	0
	Residential	0	0	0	0		0
	Hotel	0	0	0	0	0	

*** BASED ON ENTER ***

A.M. PEAK	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		103	34	0	0	0
	Retail	3		74	0	0	0
	Restaurant	10	26		0	0	0
	Cinema/Entertainment	0	0	0		0	0
	Residential	2	55	30	0		0
	Hotel	2	13	9	0	0	

*** MINIMUM ***

A.M. PEAK	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		4	9	0	0	0
	Retail	3		28	0	0	0
	Restaurant	10	20		0	0	0
	Cinema/Entertainment	0	0	0		0	0
	Residential	0	0	0	0		0
	Hotel	0	0	0	0	0	

INTERNAL TRIPS

A.M. PEAK	Land Use	A. M. Peak Hour	
		Enter	Exit
	Office	13	13
	Retail	24	31
	Restaurant	37	30
	Cinema/Entertainment	0	0
	Residential	0	0
	Hotel	0	0
		74	74

P.M. PEAK HOUR

GROSS TRIP GENERATION

P.M. PEAK

Land Use	P.M. Peak Hour	
	Enter	Exit
Office	20	74
Retail	683	693
Restaurant	206	137
Cinema/Entertainment	0	0
Residential	0	0
Hotel	0	0
	909	904

Table 6.1 Unconstrained Internal Person Trip Capture Rates
for Trip Origins within a Mixed-Use Development (P.M. Peak Hour)

P.M. PEAK

Origin Land Use	Destination Land Use					
	Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
Office		20%	4%	0%	2%	0%
Retail	2%		29%	4%	26%	5%
Restaurant	3%	41%		8%	18%	7%
Cinema/Entertainment	2%	21%	31%		8%	2%
Residential	4%	42%	21%	0%		3%
Hotel	0%	16%	68%	0%	2%	

Table 6.2 Unconstrained Internal Person Trip Capture Rates
for Trip Destinations within a Mixed-Use Development (P.M. Peak Hour)

P.M. PEAK

Origin Land Use	Destination Land Use					
	Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
Office		8%	2%	1%	4%	0%
Retail	31%		29%	26%	46%	17%
Restaurant	30%	50%		32%	16%	71%
Cinema/Entertainment	6%	4%	3%		4%	1%
Residential	57%	10%	14%	0%		12%
Hotel	0%	2%	5%	0%	0%	

*** BASED ON EXIT ***

P.M. PEAK	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		15	3	0	1	0
	Retail	14		201	28	180	35
	Restaurant	4	56		11	25	10
	Cinema/Entertainment	0	0	0		0	0
	Residential	0	0	0	0		0
	Hotel	0	0	0	0	0	

*** BASED ON ENTER ***

P.M. PEAK	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		55	4	0	0	0
	Retail	6		60	0	0	0
	Restaurant	6	342		0	0	0
	Cinema/Entertainment	1	27	6		0	0
	Residential	11	68	29	0		0
	Hotel	0	14	10	0	0	

*** MINIMUM ***

P.M. PEAK	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		15	3	0	0	0
	Retail	6		60	0	0	0
	Restaurant	4	56		0	0	0
	Cinema/Entertainment	0	0	0		0	0
	Residential	0	0	0	0		0
	Hotel	0	0	0	0	0	

INTERNAL TRIPS

P.M. PEAK	Land Use	P.M. Peak Hour	
		Enter	Exit
	Office	10	18
	Retail	71	66
	Restaurant	63	60
	Cinema/Entertainment	0	0
	Residential	0	0
	Hotel	0	0
		144	144

SATURDAY PEAK HOUR

GROSS TRIP GENERATION

SATURDAY

Land Use	Daily	
	Enter	Exit
Office	43	40
Retail	820	779
Restaurant	306	261
Cinema/Entertainment	0	0
Residential	0	0
Hotel	0	0
	1,169	1,080

Estimated Trip Origins within a Mixed-Use Development (Daily) (Average of A.M. Peak Hour and P.M. Peak Hour)

SATURDAY

Origin Land Use	Destination Land Use					
	Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
Office		24%	34%	0%	2%	0%
Retail	16%		21%	2%	20%	3%
Restaurant	17%	28%		4%	11%	5%
Cinema/Entertainment	1%	11%	16%		4%	1%
Residential	3%	22%	21%	0%		2%
Hotel	38%	15%	39%	0%	1%	

Estimated Trip Destinations within a Mixed-Use Development (Daily) (Average of A.M. Peak Hour and P.M. Peak Hour)

SATURDAY

Origin Land Use	Destination Land Use					
	Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
Office		20%	13%	1%	2%	0%
Retail	18%		40%	13%	24%	9%
Restaurant	22%	29%		16%	11%	38%
Cinema/Entertainment	3%	2%	2%		2%	1%
Residential	30%	14%	17%	0%		6%
Hotel	2%	3%	6%	0%	0%	

*** BASED ON EXIT ***

SATURDAY	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		10	13	0	1	0
	Retail	121		164	16	156	19
	Restaurant	44	72		10	29	13
	Cinema/Entertainment	0	0	0		0	0
	Residential	0	0	0	0		0
	Hotel	0	0	0	0	0	

*** BASED ON ENTER ***

SATURDAY	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		164	38	0	0	0
	Retail	8		121	0	0	0
	Restaurant	9	238		0	0	0
	Cinema/Entertainment	1	16	5		0	0
	Residential	13	111	52	0		0
	Hotel	1	25	17	0	0	

*** MINIMUM ***

SATURDAY	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		10	13	0	0	0
	Retail	8		121	0	0	0
	Restaurant	9	72		0	0	0
	Cinema/Entertainment	0	0	0		0	0
	Residential	0	0	0	0		0
	Hotel	0	0	0	0	0	

INTERNAL TRIPS

SATURDAY	Land Use	Daily	
		Enter	Exit
	Office	17	23
	Retail	82	129
	Restaurant	134	81
	Cinema/Entertainment	0	0
	Residential	0	0
	Hotel	0	0
		233	233

Public Notice Letter

DATE: September 15th, 2021
SUBJECT: 4000 West 71st Street
Prairie Village, KS 66208
Johnson County, KS

Dear Property Owner:

This letter is intended to provide a public notice to surrounding property owners, for the proposed changes to the existing retail building, located at 4000 West 71st Street, in Prairie Village, Kansas. Kimley-Horn, on behalf of the owner (GRI Prairie Village, LLC) has filed an application with the City Planning Commission for site plan approval. The Owner intends to convert the existing single-tenant building, into a multi-tenant building. The scope is anticipated to include upgrades to the façade and demise the existing +/- 128,000 SF three-story retail building, into a multiple tenant building. The ground floor and first floor will become a health/fitness club, the second floor will become a supermarket, and the third floor will become general office use. Improvements are also being proposed to the exterior of the building including parking lot, sidewalk, and addition of a new loading dock. The application will be heard by the City Planning Commission on Tuesday October 5th.

You are invited to attend an informal neighborhood meeting on Tuesday September 28th, at 6pm. The meeting will be held virtually, due to the on-going Covid-19 pandemic. Information for the online virtual meeting, is listed below. If you would like a direct meeting invite sent your email address, please contact Tyler Wysong at Tyler.Wysong@Kimley-Horn.com. Feel free to also reach out if you have any questions, comments or concerns about the proposed development.

Join with a video conferencing device

340760667@t.plcm.vc

Video Conference ID: 118 328 069 9

Alternate VTC instructions

Or call in (audio only)

+1 984-204-1608,,740753762# United States, Raleigh

Phone Conference ID: 740 753 762#

We look forward to meeting with you all virtually, to discuss the project.

Sincerely
Kimley-Horn and Associates, Inc.



Matthew Kist, P.E.
Sr. Project Manager



FIGURE 1 – Vicinity Map



Record of Meeting

Meeting Date/Time: September 28, 2021
Scheduled Time: 6:00-8:00 PM (CST)
Meeting Duration: 6:00-6:30 PM (CST)

Meeting Location: Microsoft Teams Video Conference Call

Subject: The Village Redevelopment at 71st & Mission Neighborhood Engagement Meeting

Attendees:

Developer Team:

Name	Organization	Email
Gregg Zike	First Washington	gzike@firstwash.com
Tyler Wysong	Kimley-Horn	Tyler.Wysong@Kimley-Horn.com
Tom Hippman	CallisonRTKL	tom.hippman@crtkl.com

Neighborhood Attendees:

Name	Address
George Hahn	4012 Prairie Lane

The following statements were the key items discussed during the conference call held on the above time and date, with the outcomes in **RED**:

- Mr. Hahn asked the question regarding if Hen House were to relocate from its current location, what would be replaced at the existing Hen House space? **Gregg Zike explained that due to leases not being signed by the tenants at the Village Redevelopment, he was not able to comment on prospective tenants at either the existing Hen House space or the redevelopment at 71st and Mission. Gregg did assure Mr. Hahn that FWR was working hard to market and lease spaces and that vacant spaces are not in the best interest of the neighborhood nor the owner and that it would remain a retail use.**

Other Notes:

- After Mr. Hahn left the call roughly 10 minutes into the meeting, the developer team stayed on the call to wait for any other questions until 6:30 PM.
- Resident Laura Schmidt reached out to the team prior to the neighborhood meeting. Ms. Schmidt did not join the meeting. The team reached out to Ms. Schmidt through

email. Gregg Zike is coordinating a time to discuss the development with her and answer any questions/concerns she has.

The statements and information listed above represent our understanding of the items discussed in the above-referenced meeting. If Kimley-Horn and Associates, Inc. has misrepresented any statements made by any of the attendees, please notify us immediately so that we may revise and redistribute the meeting minutes. If no response is received within five business days, all of the information contained in this document will be considered true and accurate.

Jamie,

Good morning. As Tyler indicated – I greatly appreciated everyone's time earlier this week on the package and the requested revisions.

I also wanted to follow up on Tyler's notes related to the neighbor that reached out, but didn't join the zoom call. I chatted with Garret and Laura Schmidt (7101 Alhambra) for about 30 minutes yesterday morning. We discussed the overall project (they indicated they really like the design) and their 3 key concerns were related to lighting (ensuring it doesn't spill across 71st St into their backyard), music, and automotive traffic flow. I told them that our #1 priority is to maintain a safe environment related to the lighting, but would do our best to manage the light migration across 71st St. I also told them we would manage any outdoor music so that it doesn't bother them at their location along with indicating the traffic flow on 71st would be maintained exactly as it is today.

Please let me know if you have any questions about this discussion.

Thanks.

Gregg

Gregg Zike
(301) 961-3261 (office)
(202) 365-7790 (mobile)