



City Planning & Development Department

Development Management Division

15th Floor, City Hall
414 East 12th Street
Kansas City, Missouri 64106-2795

816 513-8816
Fax 816 513-2838

STAFF REPORT

September 3, 2019

Docket #10

RE: Case No. CD-CPC-2019-00124

APPLICANT/AGENT: Kristine Sutherlin
Burns & McDonald
9400 Ward Parkway
Kansas City, MO 64114

OWNER: Copaken-Brooks
1100 Walnut
Kansas City, MO 64106

LOCATION: 1800 Walnut Street; generally located at the northwest corner of Walnut Street and East 18th Street.

REQUEST: A request to approve an amendment to a development plan for a 14-story, 132 unit residential building with 2,135 square feet of retail space on a property zoned DX-15 (Downtown Mixed Use).

AREA: About 0.24 acres.

SURROUNDING ZONING: DX-15 (Downtown Mixed Use) in all directions.

LAND USE PLAN: This project is included in the Greater Downtown Area Plan which recommends downtown mixed uses for the subject property.

MAJOR STREET PLAN: East 18th Street is a designated Established Arterial Street.

ARTERIAL STREET IMPACT FEE: The subject property is not required to pay impact fees as required by Chapter 39.
(Informational only)

PREVIOUS CASES: Need to put approved plan here.

Neighborhood & Civic Organizations Notified: Crossroads Community Association

Public Engagement: The public engagement ordinance applies to all applications filed after October 1, 2019. This application is exempt from the ordinance because it was filed prior to this date.

EXISTING CONDITIONS:

The subject property is located at the southwest corner of 18th and Walnut. The 14-story building is currently under construction. After commencement of construction the developer's architect presented a revised building design to staff. Pursuant to 88-570 of the zoning and development code, the city planning and development director may approve minor changes administratively. Upon review of the proposed plans, it was determined that the changes were significant enough to warrant a public hearing, City Plan Commission, and City Council review and approval.

PLAN REVIEW & ANALYSIS:

This is a request to approve an amendment to the previously-approved development plan for a 14-story, 132 unit residential building on a property zoned DX-15 (Downtown Mixed Use). The building is to include a parking garage, as well as ground-level retail space, and a potential restaurant tenant, intended for public use, on the top level of the building.

The changes proposed are primarily related to the eastern façade of the building. As can be seen in the rendering below, the approved plan included sculptural metal panels along the eastern façade (left-facing in this image) from the 3rd to 14th stories of the building. The building will be highly visible from all directions and the approved plan made a striking impression on the emerging Crossroads skyline.



Figure1. Previously approved building elevation as viewed from the northeast. Intersection of 18th & Walnut is in foreground.



Figure 2. Proposed revised building elevations as viewed from the northeast.

As can be seen in figure 2, the eastern façade has been flattened, with the 3rd, 4th, and 5th stories recessed, the architectural detail has been removed from both the eastern façade as well as the space between the eastern and western portions of the building. The reasons for the material and design changes have been explained as cost and aesthetic issues, related to the rivets used in the fastening of the panels, of the originally proposed panel after manufacturing.

Figure 3 below shows the metal panels proposed in this revised plan, the darker grey on the left for the east façade and the lighter grey on the right for the west façade.

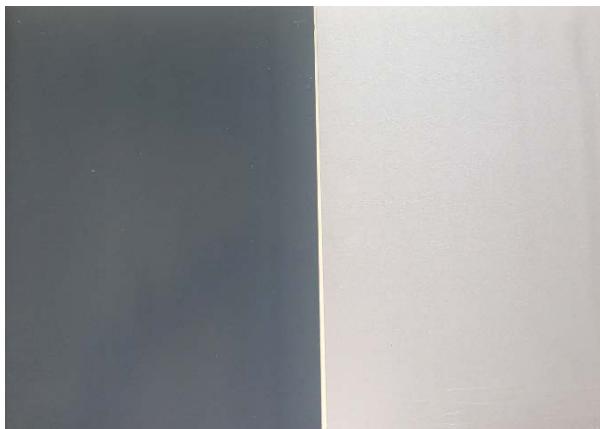


Figure 3. Metal panel samples (east and west, respectively)

Additional Proposed Modifications

Following City Plan Commission in October 2018, the developer received approval from the Parking & Transportation Development Committee to utilize two parking spaces along Walnut for programming including but not limited to a food-truck stall and, when not programmed as such, temporary loading area for ride sharing services and the like. Along with that approval was a streetscape plan meant to enhance the pedestrian experience along Walnut Street and help screen and activate the primarily blank façade along the parking garage.

The developer, interested in pursuing an alternative within the right-of-way adjacent to their building, proposed standard improvements (replacing sidewalk and installing street trees) as well as working with Public Works Department to utilize some of the on-street parking spaces along Walnut in front of the building as a dedicated food truck space and widening the sidewalk further to add some seating and other amenities. The developer worked with staff to review various landscape and pedestrian amenity options for this section of Walnut Street. It was imperative that this section of the building be activated as well as sufficiently landscaped, to soften the harsh appearance of what was initially a blank wall and unlandscaped sidewalk. Figure 4 is what was presented to City Plan Commission in October 2018 and includes tables within the right of way. Figure 5 shows the design presented to City Council. The east façade includes light installation as well as bench seating, and significant tree plantings, which enhances the corridor and brings it back down to a pedestrian scale.

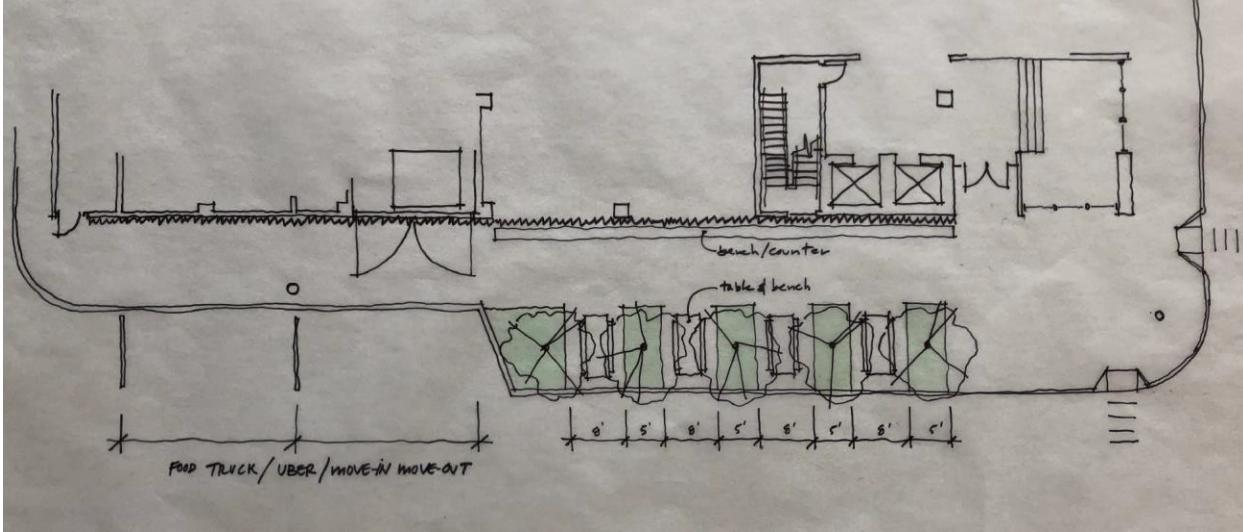


Figure 4. Initial Proposal to Activate Streetscape provided by applicant. It proposes two parking spaces for ride sharing services and food truck as well as some table and chair arrangement under street trees for seating (presumably for food truck customers).

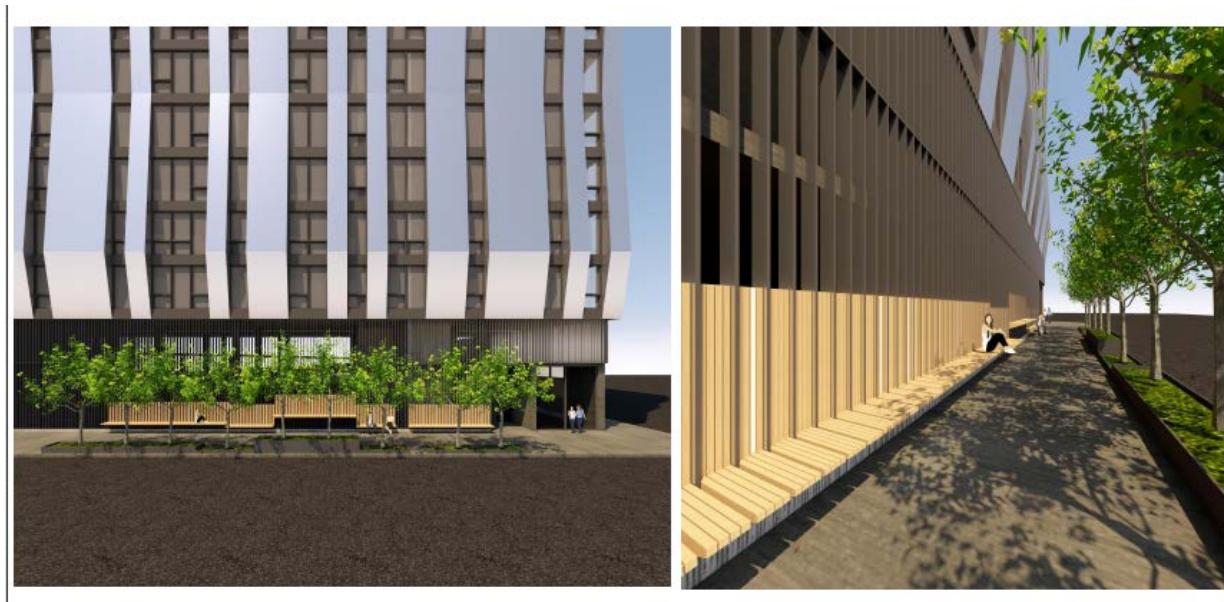


Figure 5. East façade pedestrian streetscape proposed 10/2018

The plans presented in this revision pare down the pedestrian amenities quite significantly and do much less to activate this section of Walnut Street. As can be seen in Figures 6 and 7, the bench along the eastern façade has been removed, the multiple trees have been decreased to fewer ornamental trees, and the seating has been changed to a singular wooden bench and a concrete bench with a wooden table.



Figure 6. Revised streetscape and pedestrian amenity plan.



Figure 7. Revised streetscape and pedestrian amenity plan.

88-516-5 APPROVAL CRITERIA FOR SITE PLANS

In order to be approved, a development plan, project plan, or site plan must comply with all of the following criteria:

88-516-05-A. The plan must comply with all standards of this zoning and development code and all other applicable city ordinances and policies.

The proposed plan is complies with the regulations set forth in the DX15 (Downtown Mixed Use) District. The plan also conforms to the Greater Downtown Area Plan.

88-516-05-B. The proposed use must be allowed in the district in which it is located.

The proposed use is permitted in the DX-15 (Downtown Mixed Use) District.

88-516-05-C. Vehicular ingress and egress to and from the site, and circulation within the site, must provide for safe, efficient and convenient movement of traffic not only within the site but on adjacent roadways.

The parking and drive circulation are expected to be adequate for the site.

88-516-05-E. The plan must provide for adequate utilities based on City standards for the particular development proposed.

The site is served by utilities and all connections and improvements shall be built to City standards.

88-516-05-F. The location, orientation, and architectural features, including design and material, of buildings and other structures on the site must be designed to be compatible with adjacent properties.

The building is unique in both design and materiality. Staff feels that, so long as the street frontage, particularly on Walnut is activated and provides a safe, interesting, useful pedestrian experience, the building will be an asset to the surrounding area.

88-516-05-G. Landscaping, berms, fences and/or walls must be provided to buffer the site from undesirable views, noises, lighting or other off-site negative influences and to buffer adjacent properties from negative influences that may be created by the plan.

The only required landscape is street trees, which are proposed.

88-516-05-H. The design of streets, drives, and parking areas within the project should result in a minimum of area devoted to asphalt or other impervious surfaces consistent with the needs of the project and city code requirements.

The parking areas and drives are consistent with the needs of the project and the code.

Staff is supportive of the project overall. The tower itself will be a notable addition to the skyline and, as before, staff's position on its design, generally, is to allow the architect to take risks and make the statement they desire. It is of staff's opinion that the revised façade design and materials are not as architecturally interesting or unique to the skyline, however, aesthetic design is highly subjective and there is nothing inherently wrong or against code in the current design. The changes to the east façade are Staff's focus was, and remains, on the pedestrian experience at the ground level, which is why this report emphasizes that. Staff is confident that this alternative right-of-way usage remains a good, innovative idea for the urban core; however, the changes in the design do not meet staff's expectations of an enhanced pedestrian experience. The screening and activation of the eastern façade is mediocre and does little to encourage pedestrian safety or enjoyment of the space. The community area, when programmed, will likely be successful, however the limited landscaping and use of grass is unlikely to soften the harsh concrete landscape that exists at present.

It should be noted that, while Staff does tend to focus more on the pedestrian experience as that is how most people relate to the built environment, the skyline is also of importance, particularly from certain angles and, as it currently stands there, is much less visual interest, in both the skyline

generally and this building, when viewed from the east. This building has the potential to make a statement on the skyline, subject to our conditions being upheld.

RECOMMENDATION:

City Planning and Development Staff recommends approval Case CD-CPC-2018-00153 based on the application, plans, and documents provided for review prior to the hearing with the following conditions:

1. That a digital copy of the plans, revised as noted below, be submitted to Development Management staff (15th Floor, City Hall), prior to ordinance request:
 - a. That decorative, integrated, or architectural lighting, art, or similar design elements are added to the street level façade along Walnut St. Such features shall also provide adequate screening of the interior vehicles in order to create a safe pedestrian experience. This may include, but is not limited to, physical or digital/visual art installations. The applicant shall provide these elements to staff for administrative-level review and approval prior to Temporary Certificate of Occupancy.
 - b. That architectural lighting elements are used to create visual interest along the east façade. Elements such as those use on Corrigan Station shall be used as example.
 - c. That the number of street trees and landscaping used to soften the pedestrian experience include a mixture of low-growing evergreen and deciduous plantings to withstand summer and winter conditions while maintain security and safety along the corridor.
 - d. Add a note stating that all signage shall comply with 88-445 and are subject to sign permits.
2. That the developer provides a letter, certified by a landscape architect licensed in the State of Missouri certifying that all landscaping required on the approved plan is installed and in healthy condition prior to Certificate of Occupancy.
3. That the developer obtains approval of a project plan from the City Plan Commission which details the proposed use of the right-of-way in service of the achieving the goal of activating the street. Submittal and approval of the plan, as well as construction of improvements proposed therein, is required prior to Certificate of Occupancy.

The following are recommended by John Hastings. For questions, contact John Hastings at (816) 513-4643 or John.Hastings@kcmo.org.

4. An operable fire hydrant shall be located with 100 feet of the building's Fire Department Connection (FDC). (IFC-2012: § 507.5.1.1)
5. The project shall meet high rise requirements to include a water supply source 1) from at least two (2) water mains located on different streets (IFC-2012: § 914.3.1.2)
6. The expectation is the project will meet the fire flow requirements as set forth in Appendix B of the International Fire Code 2012. (IFC-2012: § 507.1)

The following are recommended by Lucas Kaspar. For questions, contact Lucas Kaspar at 816-513-2558 or Lucas.Kaspar@kcmo.org.

7. The owner/developer must submit plans for grading, siltation, and erosion control to Land Development Division for review and acceptance, and secure a Site Disturbance permit for any proposed disturbance area equal to one acre or more prior to beginning any construction activities.
8. The developer provide acceptable easement and secure permits to relocate sanitary sewers out from under proposed buildings and structures, etc., while continuing to ensure individual service is provided to all proposed lots as required by Land Development Division prior to recording the plat or issuance of a building permit, whichever occurs first.
9. The developer shall submit a Storm Drainage analysis from a Missouri-licensed civil engineer to the Land Development Division evaluating proposed improvements and impact to drainage conditions. Since this project is within a "Combined Sewer Overflow" (CSO) district, the project shall be designed to retain rainfall of 1.5 inch depth over the entire site to simulate natural runoff conditions and reduce small storm discharge to the combined sewer system. Manage the 10-year storm and 100-year storm per currently adopted APWA standards. The analysis shall be submitted prior to issuance of any

building permits, and the developer secure permits to construct any improvements required by the Land Development Division prior to issuance of any certificate of occupancy.

10. The developer shall submit a letter to the Land Development Division from a Licensed Civil Engineer, Licensed Architect, or Licensed Landscape Architect, who is registered in the State of Missouri, that identifies sidewalks, curbs, and gutters in disrepair as defined by Public Works Department's "OUT OF REPAIR CRITERIA FOR SIDEWALK, DRIVEWAY AND CURB revised 11/5/2013" and based on compliance with Chapters 56 and 64 of the Code of Ordinances for the sidewalks, curbs, and gutters where said letter shall identify the quantity and location of sidewalks, curbs, gutters that need to be constructed, repaired, or reconstructed to remedy deficiencies and/or to remove existing approaches no longer needed by this project. The developer shall secure permits to repair or reconstruct the identified sidewalks, curbs, and gutters as necessary along all development street frontages as required by the Land Development Division and prior to issuance of any certificate of occupancy permits including temporary certificate occupancy permits.
11. The developer shall submit an analysis to verify adequate capacity of the existing sewer system as required by the Land Development Division prior to issuance of a building permit to connect private system to the public sewer main and depending on adequacy of the receiving system, make other improvements may be required.
12. The developer must obtain the executed and recorded city approved grading, temporary construction, drainage/sewer, or any other necessary easements from the abutting property owner(s) that may be required prior to submitting any public improvements crossing properties not controlled by the developer and include said document(s) within the public improvement applications submitted for permitting.
13. The developer provide acceptable easement and secure permits to relocate sanitary sewers out from under proposed buildings and structures, etc., while continuing to ensure individual service is provided to all proposed lots as required by Land Development Division prior to recording the plat or issuance of a building permit, whichever occurs first.
14. The developer must integrate into the existing street light system any relocated existing street lights within the street right-of-way impacted by the new drive or approach entrances as required by the Land Development Division, and the relocated lights must comply with all adopted lighting standards.

Respectfully submitted,



Jamie Hickey
Lead Planner