



CITY PLAN COMMISSION STAFF REPORT

City of Kansas City, Missouri

Department of City Planning and Development
Development Management Division

414 E 12th Street, 15th Floor
Kansas City, Missouri 64108
www.kcmo.org/planning

Project

The Levy at Martini Corner

Hearing Date October 5, 2021

Item #4	Case CD-CPC-2020-00137	Request Rezone to UR and UR Plan Approval
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Item #4	Staff Recommendation(s) Approval with Conditions
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Applicant

Kurt Mitscher, Taliaferro & Browne, Inc.

Owner/Developer

Garison Hassenflu

Location	506 E. 31 st Street
Area	On about 0.96 acre
Zoning	M-1.5 (Manufacturing 1, Intensifier 5)
Council District	4 th
County	Jackson
School District	KCMO

Surrounding Land Uses

North: commercial use zoned UR
East: light industrial zoned M1-5
West: Gillham Rd, beyond which is commercial and mixed use zoned UR
South: E. 31st St, beyond which is light industrial zoned M1-5

Land Use Plan

The Greater Downtown Area Plan recommends Downtown Mixed Use at this location. The request conforms to this recommendation.

Major Street Plan

Gillham Rd is identified as a boulevard in the Major Street Plan; E. 31st St at this location is identified as Commerce/Mixed-Use. The Transportation and Development Committee has granted waivers to the required ROW dedication on north side of 31st Street.

APPROVAL PROCESS



PUBLIC HEARING REQUIRED

Yes

NEIGHBORHOOD AND CIVIC ORGANIZATIONS NOTIFIED

Notice of the public hearing was sent to Longfellow Community Association

REQUIRED PUBLIC ENGAGEMENT

Public engagement as required by 88-505-12 applies to this request. A meeting was hosted on September 27, 2021.

SUMMARY OF REQUEST

A request to rezone approximately 0.96 acre generally located at 506 E. 31st Street (northeast corner of E. 31st Street and Gillham Road) from District M-1.5 (Manufacturing 1, Intensifier 5) to District UR (Urban Redevelopment) and approve a development plan for a new structure with 163 multi-family units with amenity space and a restaurant.

CONTROLLING CASE

No controlling case was found at this location.

RELATED RELEVANT CASES

14683-UR: About one (1) acre, generally located at the northeast corner of E 31st Street and Gillham Road, to consider rezoning the site from District M 1-5, Manufacturing 1 (dash 5) to District UR (Urban redevelopment district) and the approval of a development plan for a mixed-use development with retail and residential uses and the vacation of an alleyway.

SD 1536: To consider approval of a final plat in District UR (Urban redevelopment district) for two mixed use lots and the vacation of an alleyway.

EXISTING CONDITIONS

The site is about one acre and generally located at the northeast corner of E 31st Street and Gillham Road. The site contains two joined, vacant buildings, a hard surface drive on the east side of the buildings along E 31st Street and several open space lots with intermittent paving to the north of the site along Gillham Road. The primary building at the corner of E31st Street and Gillham Road and the vacant lots along Gillham Road are separated by a 14-foot wide E/W public alleyway. The addresses of the site are 500/506 East 31st Street, 3025 Gillham Road and 3021 Gillham Road. The site has about 130 feet of frontage on East 31st Street and about 340 feet of frontage along Gillham Road. The

primary building is three stories and of brick construction with a primary entrance on E 31st Street. What appeared to be large display windows at the corner of the first floor of the building have now been enclosed or covered. The second floor contains several windows on the south and west facades. The east façade contains a large painted wall sign advertising the Velvet Freeze. The adjoining building to the east along E 31st Street is all brick with no windows and is set back about 15 feet from E 31st Street. The site slopes from south to north along Gillham Road from a high of elevation 976 at the E 31st Street/Gillham Road intersection to about 965 at the far north corner along Gillham Road. The northernmost elevation of the NE corner of the site at the N/S alleyway is 958, which is the low point of the site.

East 31st Street is listed as a Commerce/Mixed Use street in the Major Street Plan, contains 60 feet of right of way and has a four-lane undivided cross section. Gillham Road is listed as a Historic Established Parkway/Boulevard in the Major Street Plan (identified now as a Parkway), contains 75 feet of right of way and has a five-lane undivided cross section—with a turn-lane. The alleyway tees to a N/S 14 foot wide alley going north of the E/W alleyway only, and extends north to E 30th Street. The stated E/W alleyway which bisects the lot extends from Gillham Road on the west to Cheery Street on the east.

KEY POINTS

- One multi-family residential building
- Rezoning from M1-5 to UR
- Gillham Road and E 31st Street

FINANCIAL INCENTIVE PLANS

The application states that the project is within the Gillham Row Planned Industrial Expansion Authority PIEA case. According to Section 88-260-01, tax abatement cases qualify for District Urban Redevelopment UR zoning. District UR zoning provides the following:

- 88-260-01-A.** a more efficient and effective relationship among land use activities;
- 88-260-01-B.** preservation and enhancement of natural, cultural and architectural resources and features;
- 88-260-01-C.** enhancement of redevelopment areas to accommodate effective redevelopment; and
- 88-260-01-D.** seamless and compatible integration of redevelopment projects into the development patterns that exist or that are planned to exist within the subject area.

PLAN REVIEW

Use-Specific (88-300) and Development Standards (88-400)

<i>Standards</i>	<i>Applicability</i>	<i>Meets</i>	<i>More Information</i>
<i>Boulevard and Parkway Standards (88-323)</i>	Yes	Yes	
<i>Parkland Dedication (88-408)</i>	Yes	Yes, subject to conditions	
<i>Parking and Loading Standards (88-420)</i>	Yes	Yes	163 automobile and 17 short term bicycle parking spots are required, 175 automobile and 18 short term bicycle parking spaces are provided.
<i>Landscape and Screening Standards (88-425)</i>	Yes	Subject to Conditions	
<i>Outdoor Lighting Standards (88-430)</i>	No	N/A	
<i>Sign Standards (88-445)</i>	Yes	N/A	A sign package was not submitted, but the signs are expected to comply with 88-445 and be permitted separately.
<i>Pedestrian Standards (88-450)</i>	Yes	Yes	

Waivers and Deviations

No waivers and deviations were requested by the applicant.

ANALYSIS

The applicant proposes to redevelop the site with a multi-unit residential building, vacate the E/W alleyway, and add a parking garage at the ground level. The development will contain 163 multifamily residential units, 4,900 square feet of restaurant use, and 175 garage vehicular parking spaces with 18 short term bike parking and 63 long term bike parking spaces.

According to the project summary table, the gross density of the project is 176 units per acre. The mixed use building will contain a 4,900 square foot restaurant located at the corner of Gillham and E. 31st Street. The five story structure will have a total of 163 units located from the second to the fifth floors. The applicant proposes 76 studios, 70 1-bedroom apartments and 17 2-bedroom apartments. The vehicular parking is largely located on the ground and second floor with some amenities such as game room and a pool.

Along with the development of the existing building will be the requested vacation of the E/W alleyway and the creation of a cross-access easement on the east side of the east surface parking. The E/W alley will be vacated from Gillham Road on the west to the west side of the N/S alleyway, which extends from the north to the site from E 30th Street. The E/W alleyway will remain in place to the east of the site from the existing N/S alleyway to Cherry Street. The applicant proposed a waiver to the required right of way on the north side of E. 31st Street in the amount of 5 feet. Such request has been approved by the Transportation Development Committee.

Regarding to building materials, the design indicates the majority of the building will be constructed with stone and brick masonry with accent stucco and metal panels. The architectural features generally reflect the site history and comply with the surrounding building characteristic.

REVIEW CRITERIA

88-515-08-A. conformance with adopted plans and planning policies;

The plan, as proposed, complies with the applicable plans and policies including the Greater Downtown Area Plan.

88-515-08-B. zoning and use of nearby property;

Adjacent properties are zoned UR and M1-5 with a mixed use characteristic.

88-515-08-C. physical character of the area in which the subject property is located;

The site is about one acre and generally located at the northeast corner of E 31st Street and Gillham Road. The site contains two joined, vacant buildings, a hard surface drive on the east side of the buildings along E 31st Street and several open space lots with intermittent paving to the north of the site along Gillham Road. The primary building at the corner of E31st Street and Gillham Road and the vacant lots along Gillham Road are separated by a 14-foot wide E/W public alleyway. The addresses of the site are 500/506 East 31st Street, 3025 Gillham Road and 3021 Gillham Road. The site has about 130 feet of frontage on East 31st Street and about 340 feet of frontage along Gillham Road. The existing building is three stories and of brick construction with a primary entrance on E 31st Street. In staff's opinion, the proposed building is designed with consideration of the change of topography and the historic architectural style.

88-515-08-D. whether public facilities (infrastructure) and services will be adequate to serve development allowed by the requested zoning map amendment;

Infrastructure and services are expected to be built to City standard in a manner which will be adequate for the development.

88-515-08-E. suitability of the subject property for the uses to which it has been restricted under the existing zoning regulations;

The subject property is suitable for mixed uses as proposed in the UR plan.

88-515-08-F. length of time the subject property has remained vacant as zoned;

There is an existing building on site.

88-515-08-G. the extent to which approving the rezoning will detrimentally affect nearby properties

The plan is not expected to have a detrimental effect on nearby properties, in fact, the proposed development offers many positive factors. The development is a good continuation of new residential and commercial development in the area started by the Union Hill Redevelopment to the west, the Urban Coeur and Gillham Row Properties to the north and Crown Center also north. The proposed land use is in compliance with the land use recommendation of the area plan.

88-515-08-H. the gain, if any, to the public health, safety, and welfare due to denial of the application, as compared to the hardship imposed upon the landowner, if any, as a result of denial of the application.

No gain to the public health, safety, and welfare was determined by staff due to denial of the application.

PROFESSIONAL STAFF RECOMMENDATION

Staff recommends **APPROVAL WITH CONDITIONS** as stated in the attached Corrections and Conditions Report.

Respectfully submitted,



Xue Wood, AICP
Staff Planner



Plan Conditions, Corrections, & Recommendations Report

Recommended to CPC

Recommended by Staff

Report Date: September 15, 2021

Case Number: CD-CPC-2020-00137

Project: Levy at Martini Corner

Plan Conditions

Condition(s) by City Planning and Development Department. Contact Kambiz Zoraghchi at (816) 513-1582 / Kambiz.Zoraghchi@kcmo.org with questions.

1. Buildings shall comply with all requirements of wall rating and opening protection per 602 and 705.8 of International Building Code 2018 edition with respect to property lines and lot lines. (9/22/2020)
2. Obtain encroachment permit for door swing over the property line on East side by using the following link: https://drive.google.com/file/d/1iZU4_dHNoWDUvzh_V-NwO74e-SmZqWdH/view (9/22/2020)
3. Applicant shall address continues rating of stair 01 directly to outside per 1024.3 and 1024.4 of International Building Code 2018 edition. (9/22/2020)
4. Applicant shall address elevator opening into exit passageway, contrary to 1024.5 of International Building Code 2018. (9/22/2020)

Condition(s) by City Planning and Development Department. Contact Stacey Lowe at 816-513-2552 / stacey.lowe@kcmo.org with questions.

5. The developer shall submit plans to Land Development Division and obtain permits to construct sidewalks along the platted frontage and construct associated ADA ramps at the proposed entrance drives as necessary for the type of drive approach. (9/16/2020)
6. After the City Plan Commission enters its disposition for the development plan, the developer shall not enter into any agreement that would encumber or otherwise have any impact on the proposed right-of-way dedications for the planned project without the prior written consent of the Land Development Division. (9/16/2020)
7. The developer shall cause the area to be platted and processed in accordance with Chapter 88, Code of Ordinances of the City of Kansas City, Missouri, as amended, commonly known as the Development Regulations. (9/16/2020)
8. The developer must dedicate additional right of way for Main Street as required by the adopted Major Street Plan so as to provide a minimum of 35 feet of right of way as measured from the centerline, along those areas being platted. (9/16/2020)
9. The developer provide acceptable easement and secure permits to relocated 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. (9/16/2020)
10. The developer must secure permits to extend public sanitary and storm water conveyance systems to serve all proposed lots within the development and determine adequacy of receiving systems as required by the Land Development Division, prior to recording the plat or issuance of a building permit whichever occurs first. (9/16/2020)
11. The developer must grant a BMP and/or Surface Drainage Easement to the City as required by the Land Development Division, prior to recording the plat or issuance of any building permits. (9/16/2020)
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 (9/16/2020)
13. The developer shall submit verification of vertical and horizontal sight distance for the drive connection to public right-of-way to the Land Development Division and make improvements to ensure local jurisdiction and/or minimum AASHTO adequate sight distance standards are met, prior to issuance of any certificate of occupancy. (9/16/2020)
14. The developer shall submit construction plans in compliance with adopted standards for all improvements required by the

traffic study approved by the Public Works Department, and shall secure permits for those improvements as required by the Land Development Division, prior to recording the plat. (9/16/2020)

15. The developer must subordinate to the City all private interest in the area of any right-of-way dedication, in accordance with Chapter 88 and as required by the Land Development Division, prior to issuance of any construction permits within said right-of-way, and that the owner/developer shall be responsible for all costs associated with subordination activities now and in the future. (9/16/2020)
16. 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. (9/16/2020)
17. 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. (9/16/2020)
18. 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. (9/16/2020)
19. The developer must submit covenants, conditions and restrictions to the Land Development Division for review by the Law Department for approval for the maintenance of private open space and enter into a covenant agreement for the maintenance of any stormwater detention area tracts, prior to recording the plat. (9/16/2020)
20. 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, and the developer shall secure permits to construct any improvements required by the Land Development Division prior to recording the plat. (9/16/2020)
21. Please note that any proposed on-street parking shall be approved by the Public Works Department prior to the issuance of a permit from Land Development for construction. Requests for on-street parking require review by Public Works staff during the plan review process; this includes any boulevards and parkways. (9/23/2020)

Condition(s) by City Planning and Development Department. Contact Xue Wood at 816-513-8823 / Xue.Wood@kcmo.org with questions.

22. The developer shall submit an affidavit, completed by a landscape architect licensed in the State of Missouri, verifying that all landscaping required of the approved plan has been installed in accordance with the plan and is healthy prior to Certificate of Occupancy. (9/23/2020)
23. The developer shall secure approval of a final development plan from Development Management Division staff prior to building permit. (9/23/2020)
24. The developer shall secure approval of a street tree planting plan from the City Forester and plant according to said plan prior to recording the final plat. (9/23/2020)
25. The developer shall submit an affidavit, completed by a landscape architect licensed in the State of Missouri, verifying that street trees have been installed in accordance with the approved street tree planting plan and are healthy prior to Certificate of Occupancy. (9/23/2020)
26. The developer shall secure approval of a streetscape plan from Development Management Division staff prior to building permit. The plan shall include all vertical and horizontal obstructions within and adjacent to the right-of-way along the project frontage including but not limited to signage, sidewalks, driveways, landscaping, etc. and shall demonstrate compliance with applicable policies and regulations. (9/23/2020)
27. The applicant shall obtain approval of the alley vacation from the city council prior to recording of the plat or certificate of occupancy, whichever occurs first. (8/23/2021)

Condition(s) by Parks & Recreation. Contact Justin Peterson at 816-513-7599 / Justin.Peterson@kcmo.org with questions.

28. The developer shall pay money in lieu of dedication of parkland in the amount of per formula or Dedicate Acreage of Private Open Space for Parkland Purpose as identified in 88-408. The Money in Lieu is to be paid prior to Certificate of Occupancy. Money in lieu of parkland for 2020 shall be based on the following formula: (# of units) X (2 persons per unit) X (0.006 acres per person)=acres of parkland required X (2020 parkland fee (\$48,801.37) per acre) = Fee (9/23/2020)
29. The developer shall remain in full compliance with the Parkway and Boulevard Standards of 88-323. (9/23/2020)
30. The developer shall submit a streetscape plan with street tree planting plan per 88-425-03 for approval and permitting by the Parks & Recreation Department's Forestry Division prior to beginning work in the public right-of-way (9/23/2020)
31. On a parks and recreation jurisdictional street and/or park., the Parks & Recreation Department will have the right to approve or reject those items encroaching the right of way. These include but are not limited to the following: roof overhangs, balconies, awnings, signs, sidewalk cafes, valet parking and/or fencing. The developer shall present plans to the Parks Development Review Committee and enter into an encroachment agreement with the Board of Parks & Recreation if approved using the most recent encroachment fee schedule. (9/23/2020)

Condition(s) by Public Works Department. Contact Jeffrey Bryan at 816-513-9865 / Jeffrey.Bryan@kcmo.org with questions.

32. The developer will need to apply for and receive approval for the drop off zone shown on Gilham Road. (9/23/2020)

Condition(s) by Water Services Department. Contact Heather Massey at / heather.massey@kcmo.org with questions.

33. The developer shall ensure that water and fire service lines should meet current Water Services Department Rules and Regulations. <https://www.kcwater.us/wp-content/uploads/2019/04/2018-Rules-and-Regulations-for-Water-Service-Lines.pdf> (9/22/2020)

Condition(s) by Water Services Department. Contact Jerald Windsor at 816-513-2904 / Jerald.Windsor@kcmo.org with questions.

34. The developer shall submit an analysis by a registered Professional Engineer in Missouri to verify adequate capacity of the existing water mains and verify fire flow capacity prior to the issuance of new water service permits. Depending on adequacy of the existing water mains systems, making other improvements may be required. (Follow the KCMO Rules and Regulations for Water service & fire service lines. (<https://www.kcwaterservices.org/wp-content/uploads/2018/07/2018-Rules-and-Regulations-for-Water-Service-Lines.pdf>) Follow the KCMO Rules and Regulations for Water service lines. (9/23/2020)



CITY PLANNING & DEVELOPMENT

Public Meeting Summary Form

Project Case #

Meeting Date:

Meeting Location:

Meeting Time (include start and end time):

Additional Comments (optional):

Opening and introductions
Overview of the project and scope
Update on city process and approvals
Presentation of preliminary design documents
Questions and answers

1- Discussion of parking. Attendees wanted to know how many on-site parking spaces are provided and how many public spaces will be utilized. Meeting attendees appreciated that the project self parks and doesn't rely heavily on public parking.

2- Discussion of Alley vacation and how trash and services will be utilized post construction. Property owner to the east was concerned, but approved of the plan to maintain the alley way running north.

3- Discussion of Utility relocation to address overhead lines. Property owner to the east was concerned, appreciated the investment to relocate the service lines underground.

4- Discussion of cycle track, explanation of city process and changes made to accommodate cycle track users. Attendees appreciated the thought and changes to the plan, approved of the closure of second driveway and the efforts made to engage and accommodate the track.

5- Discussion of street trees and landscaping, Attendees supported fewer street trees and improved lines of site. Detail was shown of what is proposed.

Development group asked for letters of support from neighborhood groups and associations and to continue to engage and support the project moving forward.

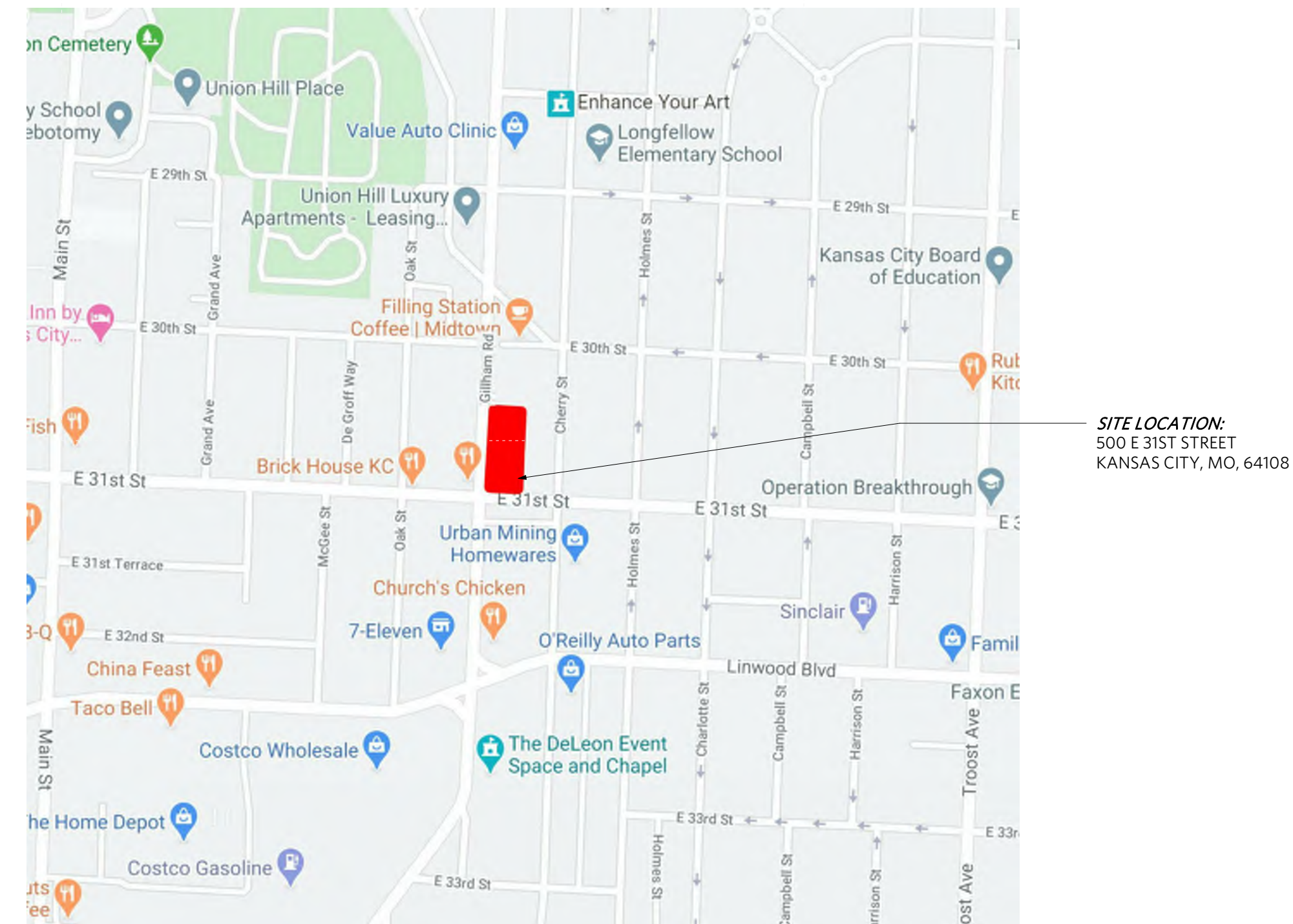
Meeting Sign-In Sheet

Project Name and Address

Name	Address	Phone	Email
Judy Swanson,			JSwanson@UnionHill.com
Alexander East,			alexandereast@me.com
Stacy Garrett,			thestacygarrett@gmail.com
Robert Frye,			Fryebfrye@unionhill.com
Bill Kartsonis			
Gary Hassenflu			
Allison Bergman			
Zachary Stoltenberg			

LEVY AT MARTINI CORNER

LOCATOR PLAN



SITE LOCATION:
500 E 31ST STREET
KANSAS CITY, MO, 64108

PROJECT TEAM

OWNER:
MW AND GARRISON COMPANIES
2020 BROADWAY BLVD
KANSAS CITY, MO 64108
CONTACT: GARY HASSENFLU
P: 816 474 4775

CONTRACTOR:
NAME
ADDRESS LINE 1
ADDRESS LINE 2
CONTACT: NAME
P: 000 000 0000

ARCHITECTURAL:
CLOCKWORK
423 DELAWARE ST, SUITE 102
KANSAS CITY, MO 64105
CONTACT: JON WAYNICK
P: 816 536 1301
E: jon@clockwork-ks.com

MEP:
NAME
ADDRESS LINE 1
ADDRESS LINE 2
CONTACT: NAME
P: 000 000 0000

STRUCTURAL:
NAME
ADDRESS LINE 1
ADDRESS LINE 2
CONTACT: NAME
P: 000 000 0000

CIVIL:
TALIAFERRO & BROWNE, INC.
1020 EAST 8TH STREET
KANSAS CITY, MO 64106
CONTACT: LAMIN B. NYANG
KURT MITSCHER
P: 816 283 3456
F: 816 283 0810

SHEET INDEX

GENERAL	TITLE SHEET
A000	TITLE SHEET
CIVIL	
C1-01	REZONING INFORMATION SHEET
C1-02	EXISTING CONDITIONS
C1-03	PROPOSED CONDITIONS
ARCHITECTURAL	
A100	GROUND LEVEL FLOOR PLAN
A101	FIRST FLOOR PLAN
A102	SECOND FLOOR PLAN
A103	THIRD FLOOR PLAN
A104	FOURTH FLOOR PLAN
A105	FIFTH FLOOR PLAN
A200	EXTERIOR ELEVATIONS
A201	EXTERIOR ELEVATIONS

DRAWING SYMBOLS

WALL SECTION		CONSTRUCTION KEYNOTE	
ELEVATION MARKS (EXTERIOR // INTERIOR)		GLAZING FRAME MARK	
ELEVATION MARKS (EXTERIOR // INTERIOR)		GLAZING MARK	GL1
REVISION MARK + CLOUD		DOOR MARK	101A
ROOM TAG		WINDOW MARK	
ELEVATION MARK		WALL PARTITION TYPE	
		FLOOR TRANSITION	
		EXISTING PARTITION	
		NEW PARTITION	
		DEMOLITION PARTITION	



NORTH WEST CORNER



SOUTH WEST CORNER

LEVY AT MARTINI CORNER
500 E 31ST STREET
KANSAS CITY, MO, 64108



REV	ISSUE	DATE
A	SD	08-21-2020
A	PLANNING REV. 01	10-05-2020

TITLE SHEET

A000

THE LEVY AT MARTINI CORNER UR PLAN AND PRELIMINARY PLAT

SECTION 17 TOWNSHIP 49N RANGE 33W

DEVELOPER:

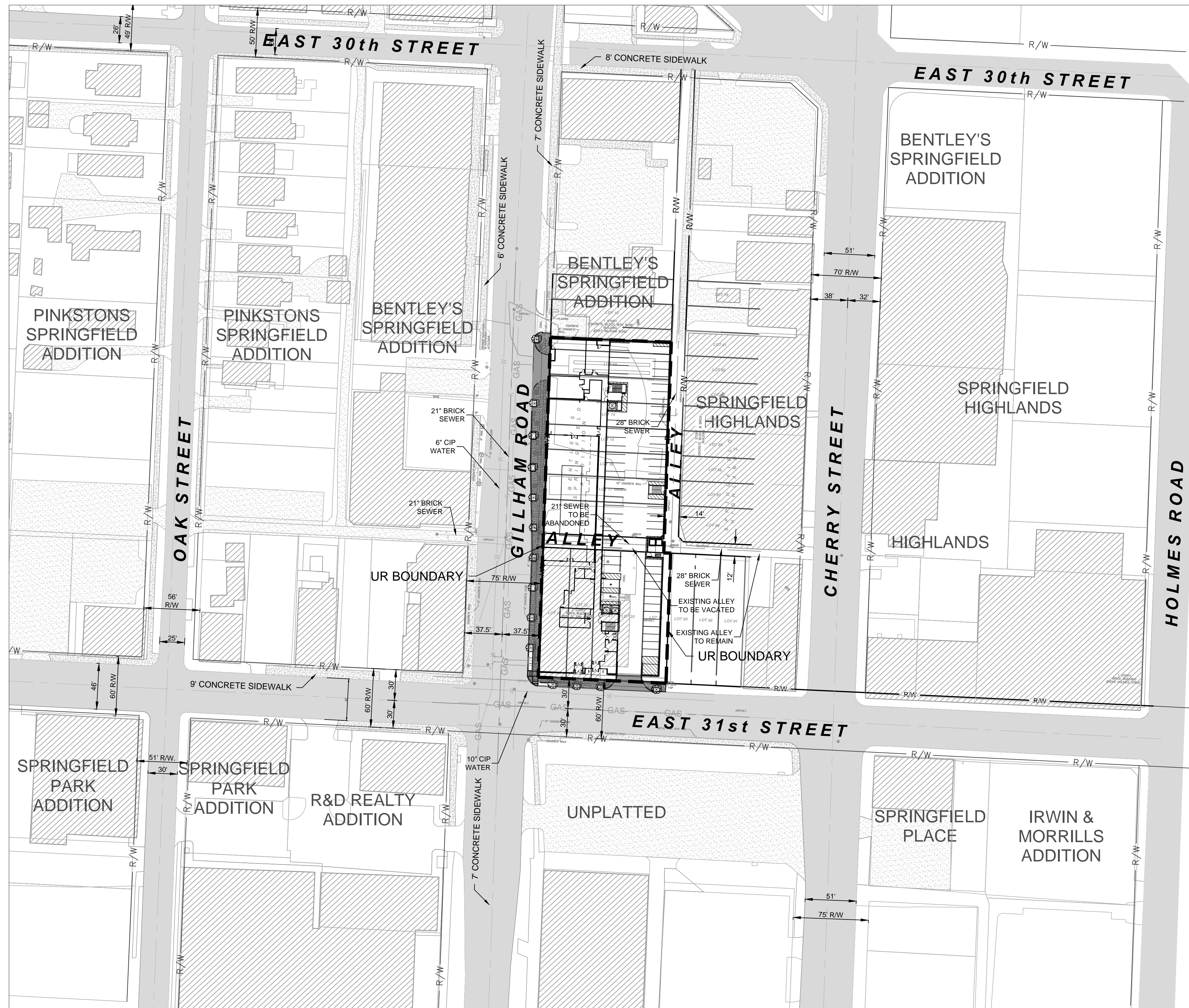
MW AND GARRISON COMPANIES
2020 BROADWAY BOULEVARD
KANSAS CITY, MO 64108
PHONE: (CELL) (816) 898-9285
PHONE: (OFFICE) (816) 474-4775
GARY HASSENFLU

**CIVIL ENGINEER/
LANDSCAPE ARCHITECT:**

TALIAFERRO & BROWNE, INC.
1020 EAST 8th STREET
KANSAS CITY, MO 64106
PHONE: (816) 283-3456
FAX: (816) 283-0810
CONTACT: LAMIN B. NYANG
KURT MITSCHER

ARCHITECT

CLOCKWORK
423 DELAWARE ST., SUITE 102
KANSAS CITY, MO 64105
PHONE: (816) 536-1301
CONTACT: JON WAYNICK



UR REZONING INFORMATION

- A. ZONING INFORMATION
 1. EXISTING ZONING: THE PROPERTY IS CURRENTLY ZONED M-1.5 (FROM KCMO WEB SITE - 08/03/2020)
 2. PROPOSED ZONING: URBAN REDEVELOPMENT DISTRICT
- B. TOTAL LAND AREA
41,988 SQ. FT. (0.96 ACRES) INCLUDING ALL CURRENT PROPERTY WITHIN THE BOUNDARY SHOWN
- C. LAND AREA FOR STREET RIGHT-OF-WAY
 1. EXISTING STREET (ALLEY) RIGHT-OF-WAY 1705 SQ. FT. (0.04 ACRES)
 2. PROPOSED ADDITIONAL STREET-RIGHT-OF-WAY: 0 SQ. FT. (0.00 ACRES) LAND TO BE DEDICATED TO R/W
 3. PROPOSED REMOVED STREET-RIGHT-OF-WAY: 1705 SQ. FT. (0.04 ACRES) RIGHT-OF-WAY TO BE VACATED
 4. PROPOSED TOTAL STREET-RIGHT-OF-WAY: 0 SQ. FT. (0.00 ACRES) AFTER VACATION & DEDICATION
- D. NET LAND AREA
40,283 SQ. FT. (0.92 ACRES) AFTER R/W DEDICATION AND VACATION - TOTAL, ALL PHASES
- E., F., & G. BUILDING USE AND HEIGHT INFORMATION

Name	Above Grade	Elevation	No. Floors	No.	Use	Area (sf)	Units / Flr	Total Units	Pkg/Floor	Total Pkg	Fl. Area (sf)	Total Area (sf)
Building 1	58'-6"	966.00	6	1	Ground	39,315	-	113	113	39,829		
				2-5	Parking/Residential	33,867	3	62	62	32,939		
				2-5	Residential	31,386	40	160	-	124,304	197,072	
Totals:							163	175	175		197,072	

1. Height above grade is measured from 1st floor elevation fronting on 31st Street to top of roof.
2. Total Area (sf) per zoning requirements.
3. FAR = 4.69
4. Total parking required - Residential: 1.0 spaces per unit
5. Total parking provided - 175 spaces - Ratio = 1.07 per Unit
6. Total short term bicycle parking proposed: 18 Spaces
7. Total long term bicycle parking proposed: 63 Spaces

H. BUILDING COVERAGE AND FLOOR AREA RATIO

1. BUILDING COVERAGE: 39,829 SF
2. FLOOR AREA RATIO - ALL PHASES: 4.69

I. DENSITY

1. GROSS DENSITY: 176.41 UNITS / ACRE (BASED ON TOTAL LAND AREA)
2. NET DENSITY: 176.41 UNITS / ACRE (NET LAND AREA)

J. PROPOSED PARKING SPACES

VEHICLE PARKING			
PROPOSED NO. OF SPACES		TOTAL	
RESIDENTIAL (1.0 PER UNIT)	163		
TOTAL PARKING REQUIRED	163		
TOTAL PARKING PROVIDED	175		
BICYCLE PARKING			
REQUIRED NO. OF SPACES		TOTAL	TOTAL
SHORT TERM BICYCLE PARKING REQUIRED	17	PROVIDED	18
LONG TERM BICYCLE PARKING REQUIRED	54	PROVIDED	63

K. PROJECT TIMELINE: (PROJECT WILL BE CONSTRUCTED IN ONE PHASE)

PHASE 1 CONSTRUCTION START: QUARTER 1 2022 CONSTRUCTION END: QUARTER 2 2023

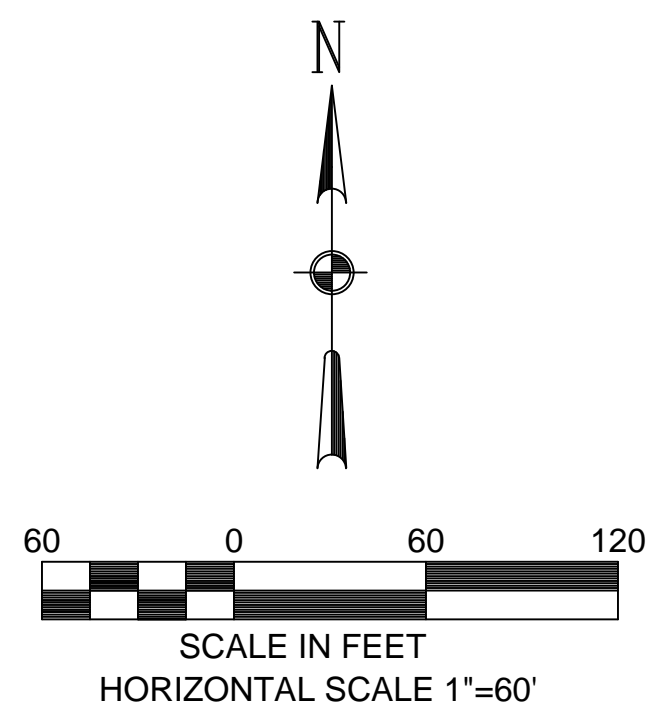
L. BOUNDARY DESCRIPTION

DESCRIPTION:
ALL THAT PART OF LOT 11 LYING SOUTH OF A LINE BEGINNING IN THE EAST LINE OF SAID LOT 11 AT A POINT WHICH IS 340.37 FEET NORTH OF THE NORTH LINE OF 31st STREET, AS NOW ESTABLISHED, SAID POINT BEING 0.59 FEET EAST OF THE SOUTHEAST CORNER OF A ONE STORY CONCRETE BLOCK BUILDING, PRESENTLY LOCATED ON THE NORTH ONE-HALF (1/2) OF SAID LOT 11; THENCE WEST ALONG THE FACE OF THE SOUTH WALL OF SAID BUILDING, 80.77 FEET, MORE OR LESS, TO THE SOUTHWEST CORNER OF SAID BUILDING, WHICH CORNER IS LOCATED 40.15 FEET EAST OF THE EAST LINE OF GILLHAM ROAD AND 339.70 FEET NORTH OF THE NORTH LINE OF SAID 31st STREET, AS NOW ESTABLISHED; THENCE WEST ALONG A LINE 339.70 FEET NORTH OF AND PARALLEL WITH SAID NORTH LINE OF 31st STREET, 40.15 FEET, TO A POINT IN THE EAST LINE OF GILLHAM ROAD AS NOW ESTABLISHED; AND ALL OF LOT 12, EXCEPT THE PART OF SAID LOTS NOW IN GILLHAM ROAD, IN BENTLEY'S SPRINGFIELD ADDITION, A SUBDIVISION IN KANSAS CITY, JACKSON COUNTY, MISSOURI, ACCORDING TO THE RECORDED PLAT THEREOF.

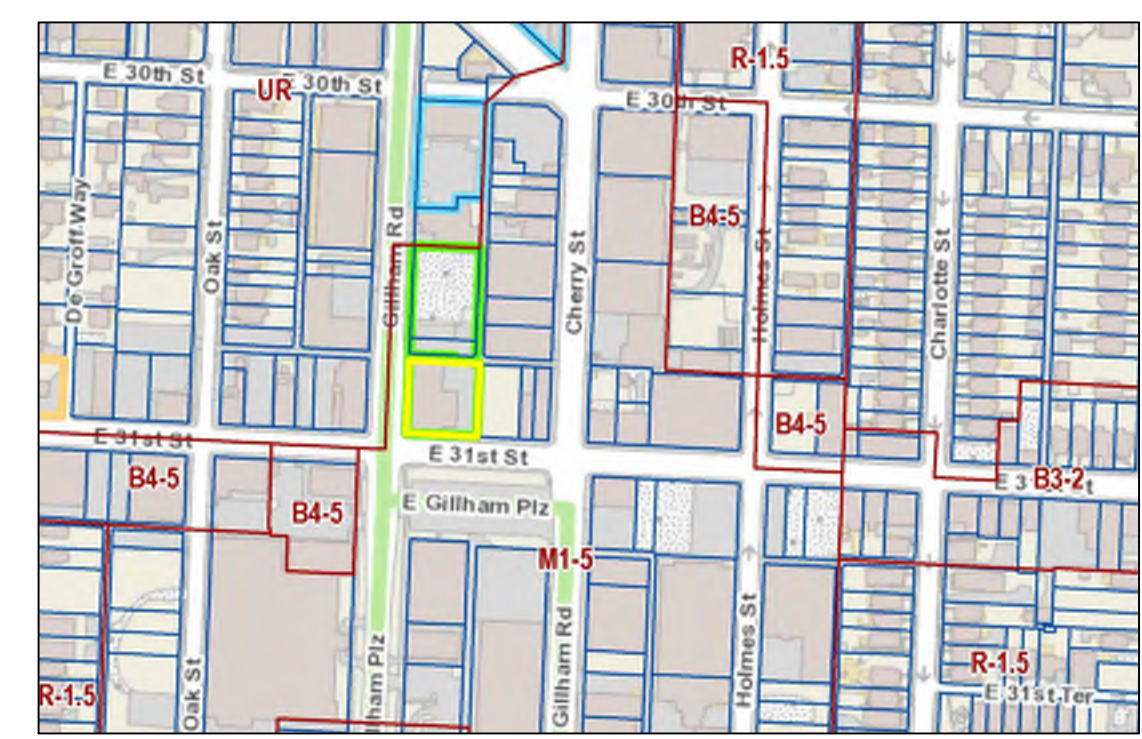
TOGETHER WITH ALL OF LOTS 13, 14, 15, 16, EXCEPT THE PART THEREOF IN GILLHAM ROAD, IN BENTLEY'S SPRINGFIELD ADDITION, A SUBDIVISION IN KANSAS CITY, JACKSON COUNTY, MISSOURI, ACCORDING TO THE RECORDED PLAT THEREOF.

TOGETHER WITH ALL OF LOTS 17 AND 18, EXCEPT PART THEREOF IN GILLHAM ROAD, AND LOTS 19, 20, 21, 22 AND 23, EXCEPT THAT PART OF LOT 23 IN GILLHAM ROAD, IN BENTLEY'S SPRINGFIELD ADDITION, A SUBDIVISION IN KANSAS CITY, JACKSON COUNTY, MISSOURI, ACCORDING TO THE RECORDED PLAT THEREOF.

FOR CITY PROPOSED CYCLE TRACK, SEE SHEET C1-03



CURRENT ZONING:



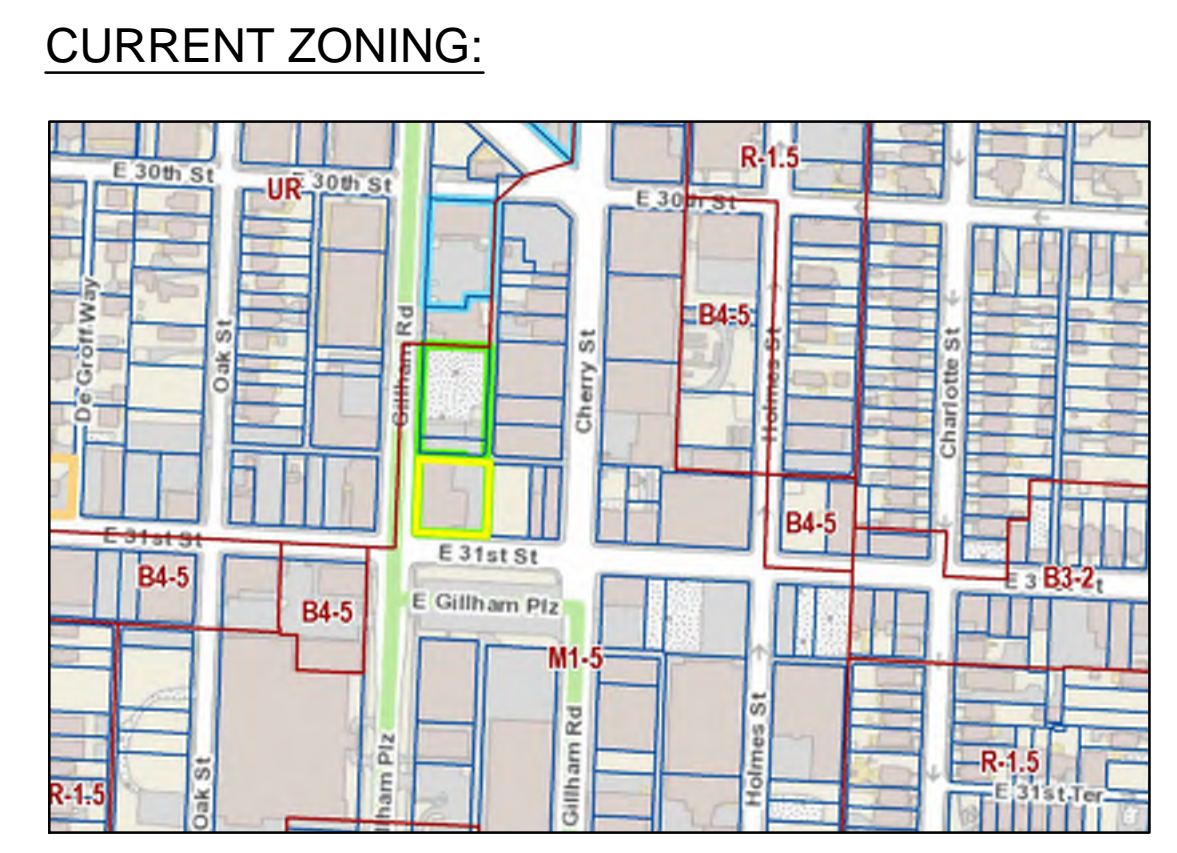
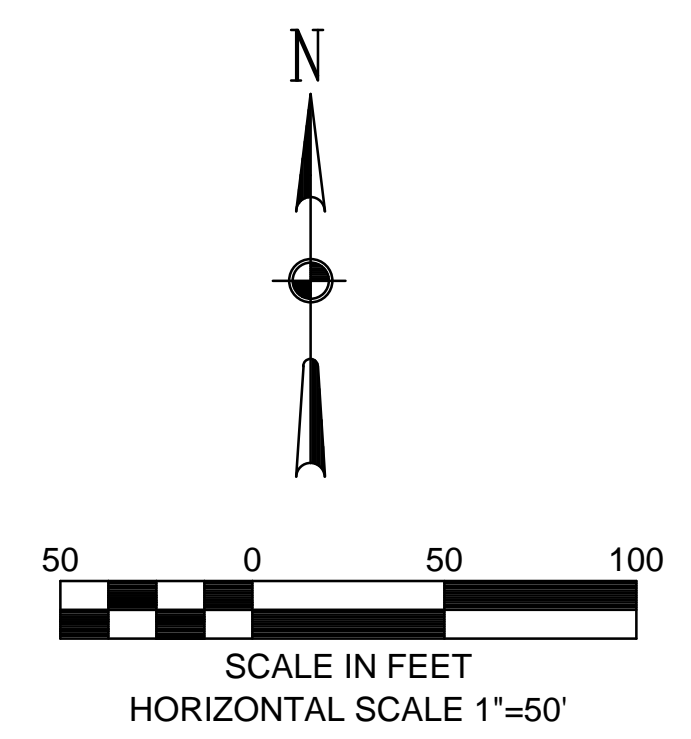
Levy at Martini Corner
 Development Plan
 500 E. 31st Street
 Kansas City, MO 64108

rev	issue	date
	Development Plan	08.21.2020

19.05.Levy at Martini Corner



- LEGEND:**
- LIMITS OF PROPOSED SITE
 - EXISTING BUILDINGS
 - EXISTING ROADS
 - EXISTING SIDEWALKS
 - EXISTING ASPHALT/CONCRETE PAVEMENT
 - EXISTING ALLEY TO BE VACATED



Levy at Martini Corner
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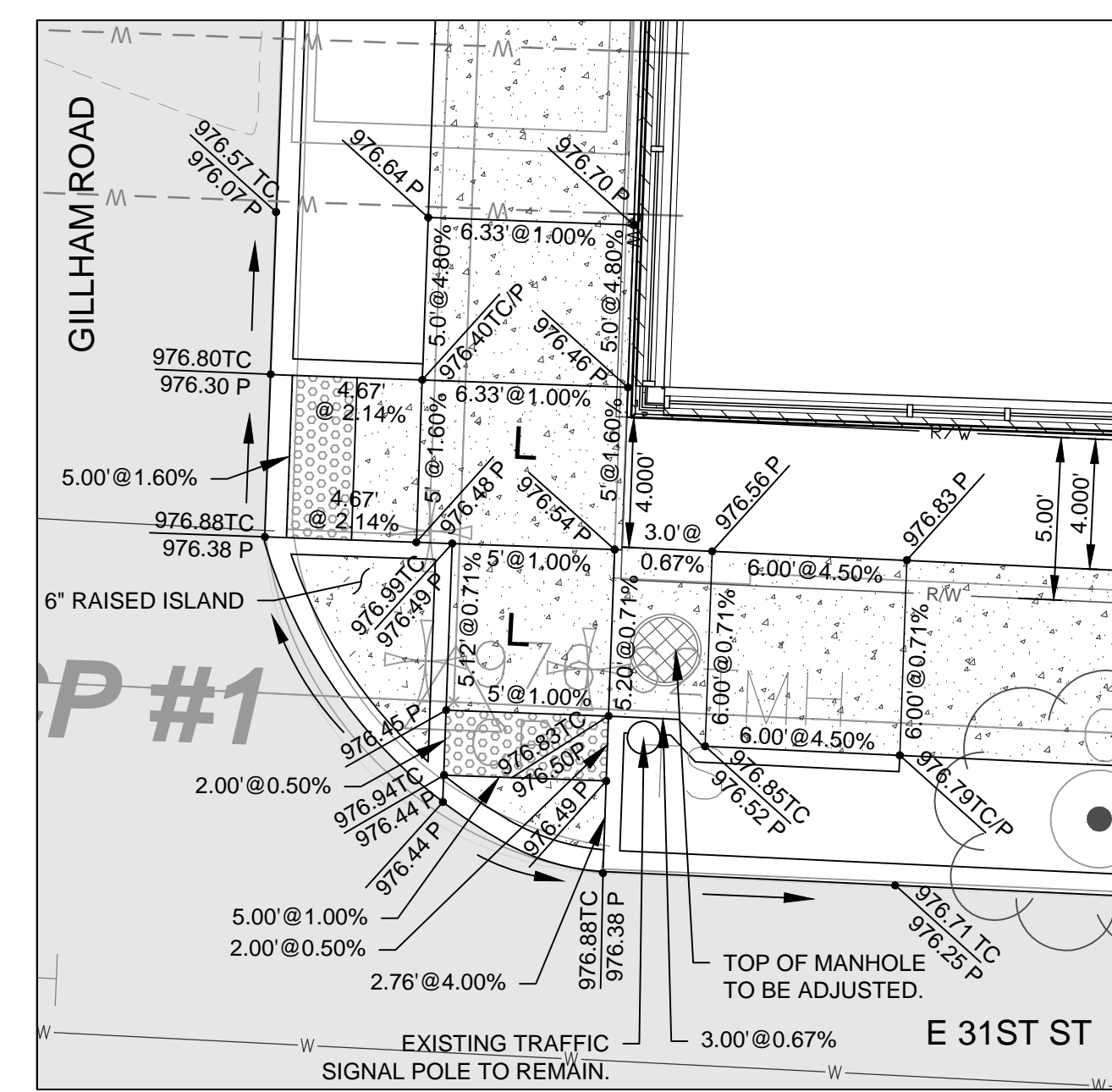
19.05.Levy at Martini Corner



SITE KEYNOTES #

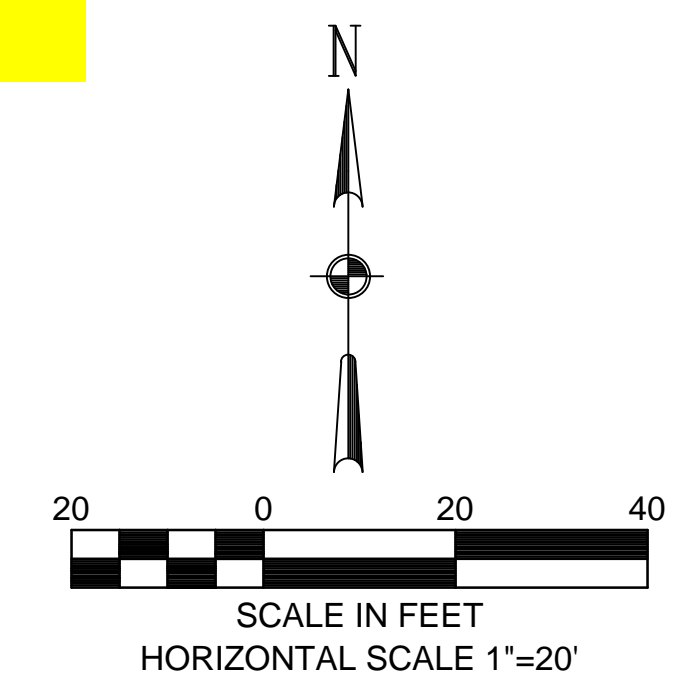
- A. UNDERGROUND DETENTION BASIN. REQUIRED STORAGE VOLUME 5249 CUBIC FEET.
 - B. OUTLET CONTROL STRUCTURE
 - C. STORMSEWER 18" LINE
 - D. STORMSEWER 4" LINE
 - E. SANITARY 6" SERVICE
 - F. 4" SAMPLING MANHOLE
 - G. DOMESTIC SERVICE 6". THIS SERVICE MAY BE RELOCATED TO 31ST STREET DEPENDING ON FLOW TEST RESULTS.
 - H. FIRE PROTECTION 6". THIS SERVICE MAY BE RELOCATED TO 31ST STREET DEPENDING ON FLOW TEST RESULTS.
 - I. WATER METER
- a. EXISTING 21" BRICK SEWER
 - b. EXISTING 28" BRICK SEWER
 - c. EXISTING 32" BRICK SEWER
 - d. EXISTING 8" SANITARY SEWER TO BE ABANDONED
 - e. EXISTING 6" CIP WATER MAIN
 - f. EXISTING 10" CIP WATER MAIN

- 1. PROPOSED BUILDING
- 2. TRASH ENCLOSURE
- 3. 24' WIDE TYPE D2 TYPE 6 DRIVE APRON
- 4. SIDEWALK/CONCRETE
- 5. PARKING STRIPE
- 6. PROPOSED STREET TREE FROM APPROVED STREET TREE LIST
- 7. PROPOSED SHORT TERM BICYCLE PARKING
- 8. POOL/OUTDOOR AMENITY
- 9. R10-11B NO TURN ON RED SIGN (BY OTHERS)
- 10. CYCLE TRACK PAVEMENT MARKINGS (BY OTHER) COORDINATE WITH KCMO PUBLIC WORKS DEPARTMENT



ADA requires a sidewalk width of 4.0 feet minimum and City Standard is 5.0 feet minimum. This revised plan provides 5.20 feet minimum. The distance between the signal pole and north edge of sidewalk is 5.20 feet. The distance between the signal pole and the curb is 3.0 feet.

ADA RAMP DETAIL
SCALE 1" = 5'



CURRENT ZONING:



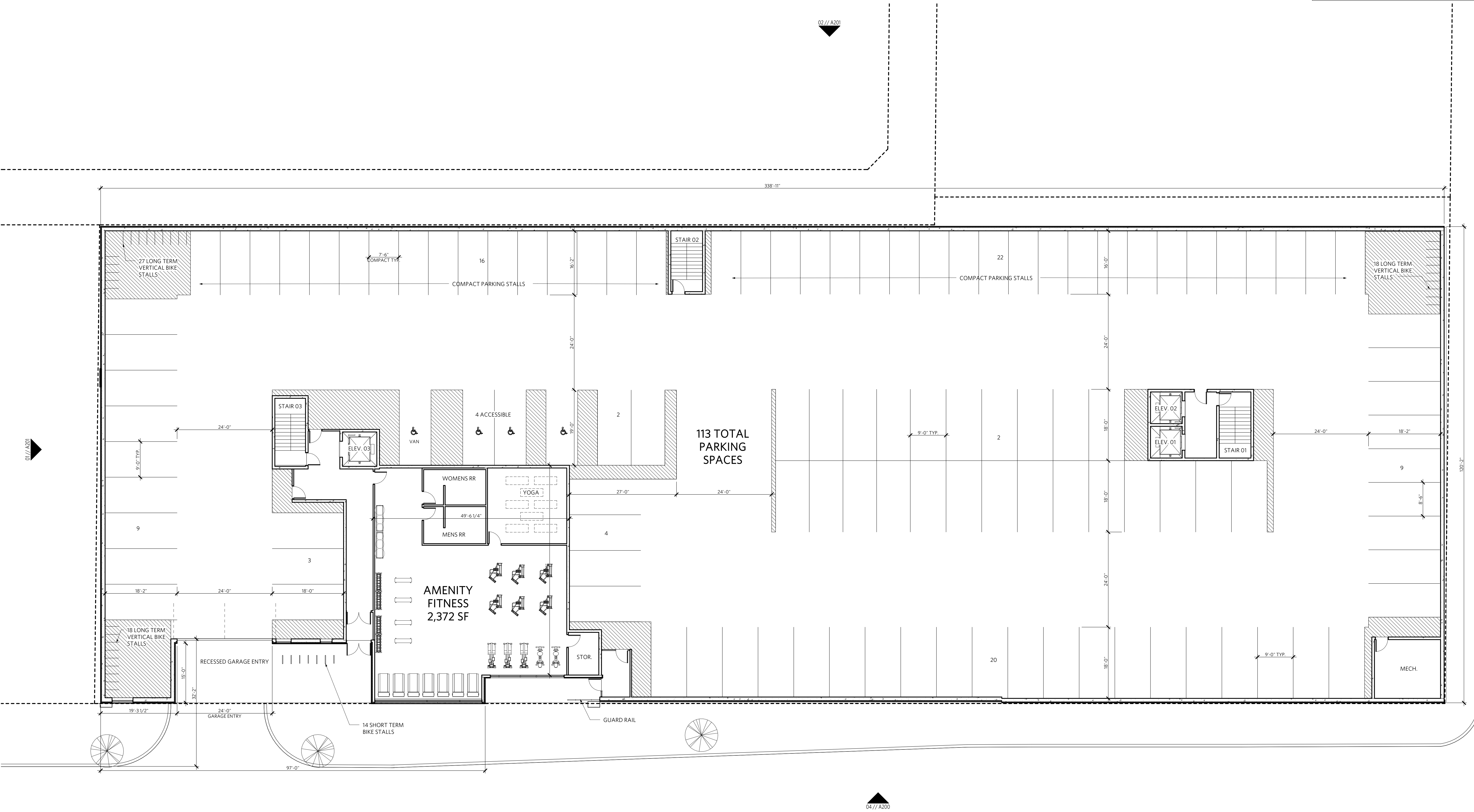
Levy at Martini Corner
Development Plan
500 E. 31st Street
Kansas City, MO 64108

rev	issue	date
	Development Plan	08.21.2020

19.05.Levy at Martini Corner

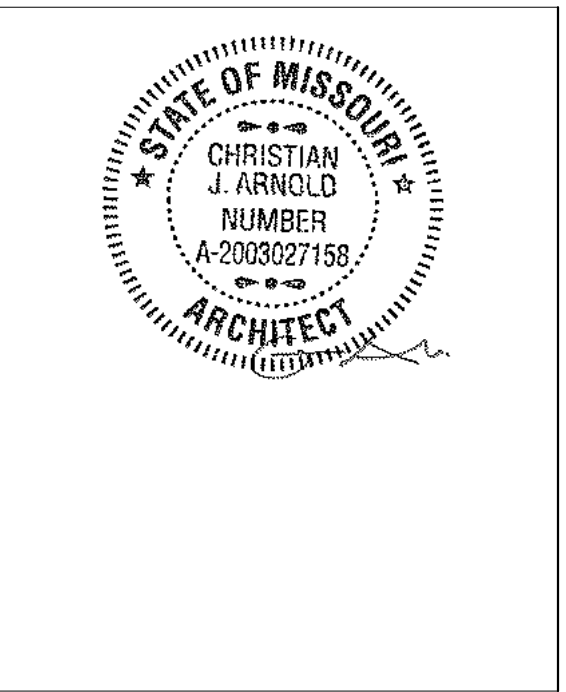
BUILDING INFORMATION

UNIT & PARKING TOTALS		BICYCLE PARKING	
FIRST FLOOR		GROUND FLOOR	
2	1 BEDROOM	10	SHORT TERM SPACE
1	2 BEDROOM	55	LONG TERM SPACES
TYPICAL FLOORS (2-5)		FIRST FLOOR	
19	STUDIOS	8	SHORT TERM SPACES
17	1 BEDROOM APARTMENTS	17	REQUIRED SHORT TERM
4	2 BEDROOM APARTMENTS	54	REQUIRED LONG TERM
LEVY BUILDING TOTALS		18 PROVIDED SHORT TERM	
76	STUDIOS	63 PROVIDED LONG TERM	
70	1 BEDROOM APARTMENTS	GROSS SQUARE FOOTAGE	
17	2 BEDROOM APARTMENTS	BASEMENT LEVEL 39,829 SF	
163	UNIT TOTAL	FIRST FLOOR 32,939 SF	
PARKING TOTALS		SECOND FLOOR 31,076 SF	
109	GROUND FLOOR	THIRD FLOOR 31,076 SF	
4	ACCESSIBLE	FOURTH FLOOR 31,076 SF	
60	FIRST FLOOR	FIFTH FLOOR 31,076 SF	
2	ACCESSIBLE	TOTAL GROSS SF 197,072 SF	
175	TOTAL		



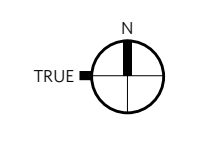
LEVY AT MARTINI CORNER

500 E 31ST STREET
KANSAS CITY, MO, 64108



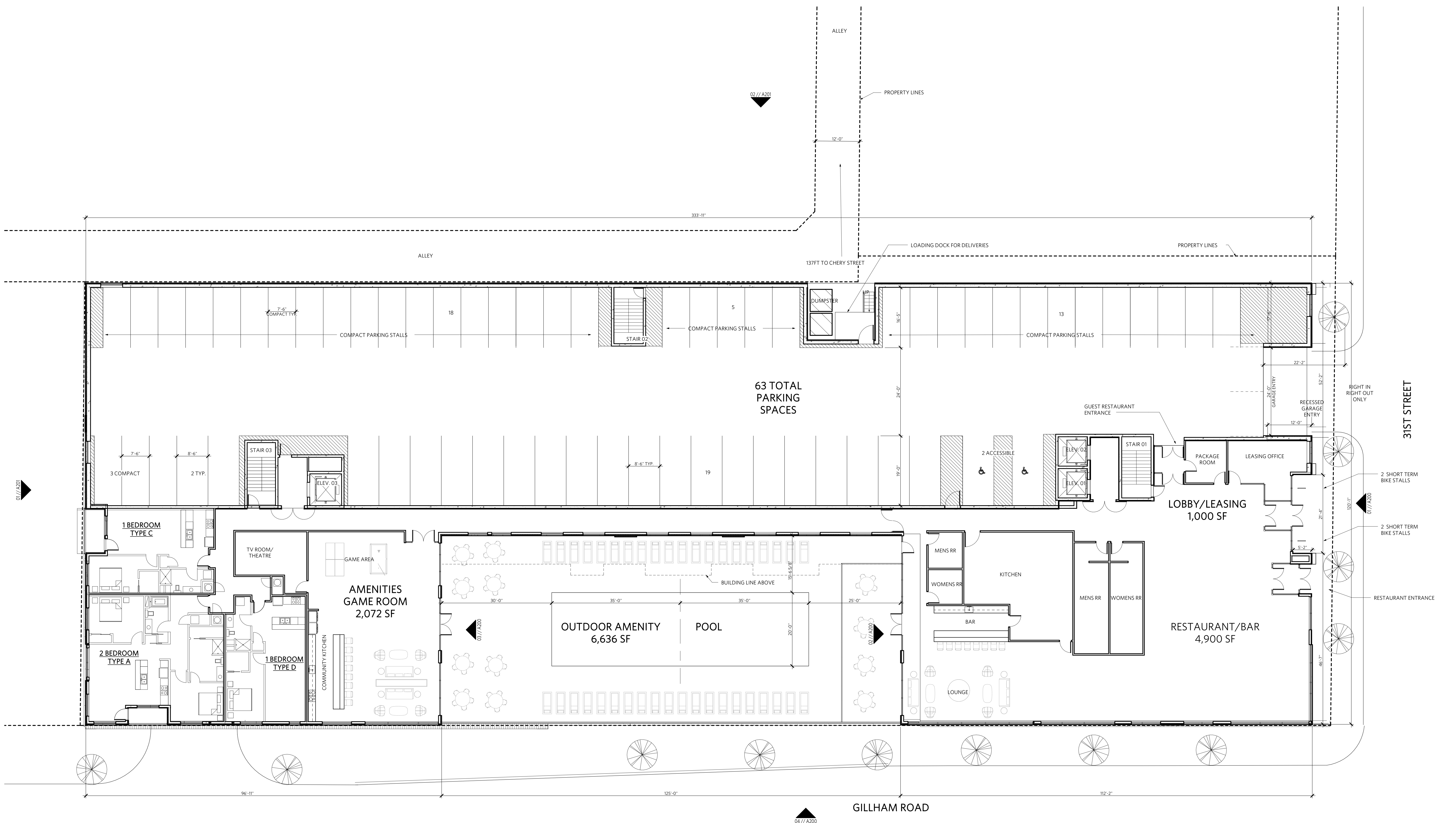
REV	ISSUE	DATE
A	SD	08-21-2020
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GROUND LEVEL FLOOR PLAN
A100



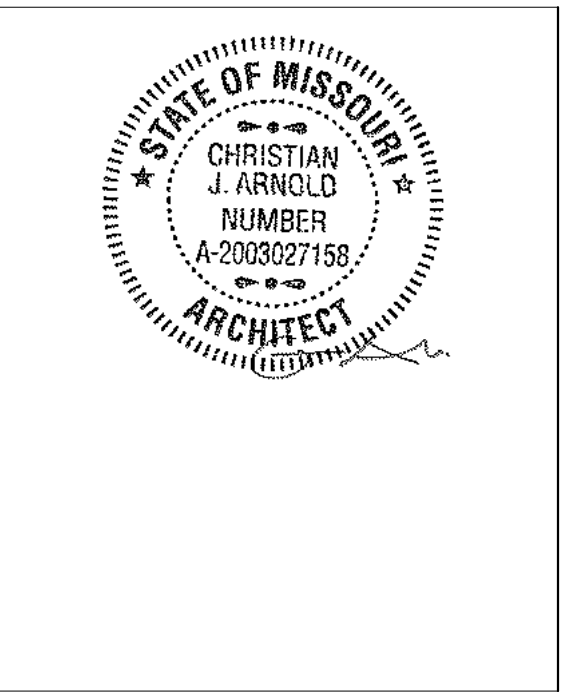
BUILDING INFORMATION

UNIT & PARKING TOTALS		BICYCLE PARKING	
FIRST FLOOR		GROUND FLOOR	
2	1 BEDROOM	10	SHORT TERM SPACE
1	2 BEDROOM	55	LONG TERM SPACES
TYPICAL FLOORS (2-5)		FIRST FLOOR	
19	STUDIOS	8	SHORT TERM SPACES
17	1 BEDROOM APARTMENTS	17	REQUIRED SHORT TERM
4	2 BEDROOM APARTMENTS	54	REQUIRED LONG TERM
LEVY BUILDING TOTALS		18 PROVIDED SHORT TERM	
76	STUDIOS	63	PROVIDED LONG TERM
70	1 BEDROOM APARTMENTS	GROSS SQUARE FOOTAGE	
17	2 BEDROOM APARTMENTS	BASEMENT LEVEL	39,829 SF
163	UNIT TOTAL	FIRST FLOOR	32,939 SF
PARKING TOTALS		SECOND FLOOR	31,076 SF
109	GROUND FLOOR	THIRD FLOOR	31,076 SF
4	ACCESSIBLE	FOURTH FLOOR	31,076 SF
60	FIRST FLOOR	FIFTH FLOOR	31,076 SF
2	ACCESSIBLE	TOTAL GROSS SF	197,072 SF
175	TOTAL		



LEVY AT MARTINI CORNER

500 E 31ST STREET
KANSAS CITY, MO, 64108

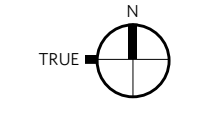


REV	ISSUE	DATE
A	SD	08-21-2020
A	PLANNING REV. 01	10-05-2020

FIRST FLOOR PLAN

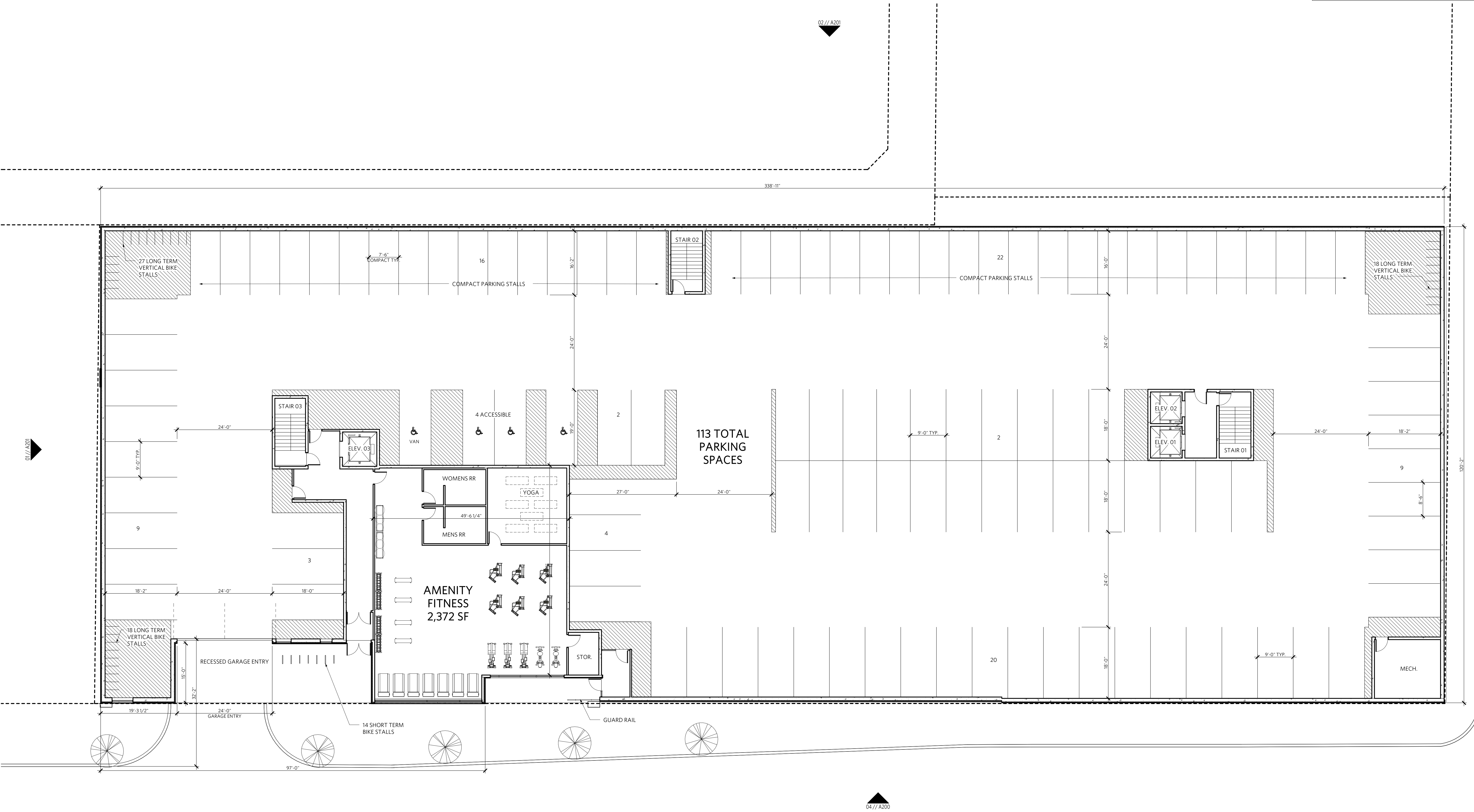
A101

01 | FIRST FLOOR PLAN
3/32" = 1'-0"



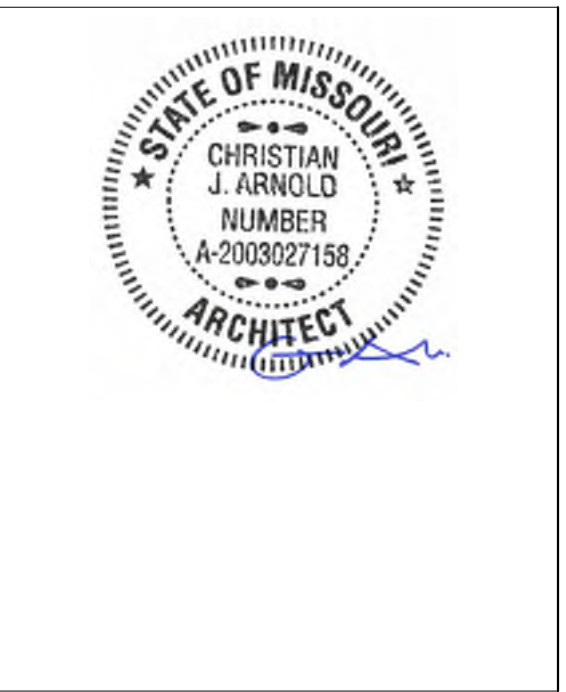
BUILDING INFORMATION

UNIT & PARKING TOTALS		BICYCLE PARKING	
FIRST FLOOR		GROUND FLOOR	
2	1 BEDROOM	10	SHORT TERM SPACE
1	2 BEDROOM	55	LONG TERM SPACES
TYPICAL FLOORS (2-5)		FIRST FLOOR	
19	STUDIOS	8	SHORT TERM SPACES
17	1 BEDROOM APARTMENTS	17	REQUIRED SHORT TERM
4	2 BEDROOM APARTMENTS	54	REQUIRED LONG TERM
LEVY BUILDING TOTALS		18 PROVIDED SHORT TERM	
76	STUDIOS	63 PROVIDED LONG TERM	
70	1 BEDROOM APARTMENTS	GROSS SQUARE FOOTAGE	
17	2 BEDROOM APARTMENTS	BASEMENT LEVEL 39,829 SF	
163	UNIT TOTAL	FIRST FLOOR 32,939 SF	
PARKING TOTALS		SECOND FLOOR 31,076 SF	
109	GROUND FLOOR	THIRD FLOOR 31,076 SF	
4	ACCESSIBLE	FOURTH FLOOR 31,076 SF	
60	FIRST FLOOR	FIFTH FLOOR 31,076 SF	
2	ACCESSIBLE	TOTAL GROSS SF 197,072 SF	
175	TOTAL		



LEVY AT MARTINI CORNER

500 E 31ST STREET
KANSAS CITY, MO, 64108

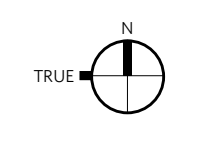


REV	ISSUE	DATE
A	SD	08-21-2020
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GROUND LEVEL FLOOR PLAN

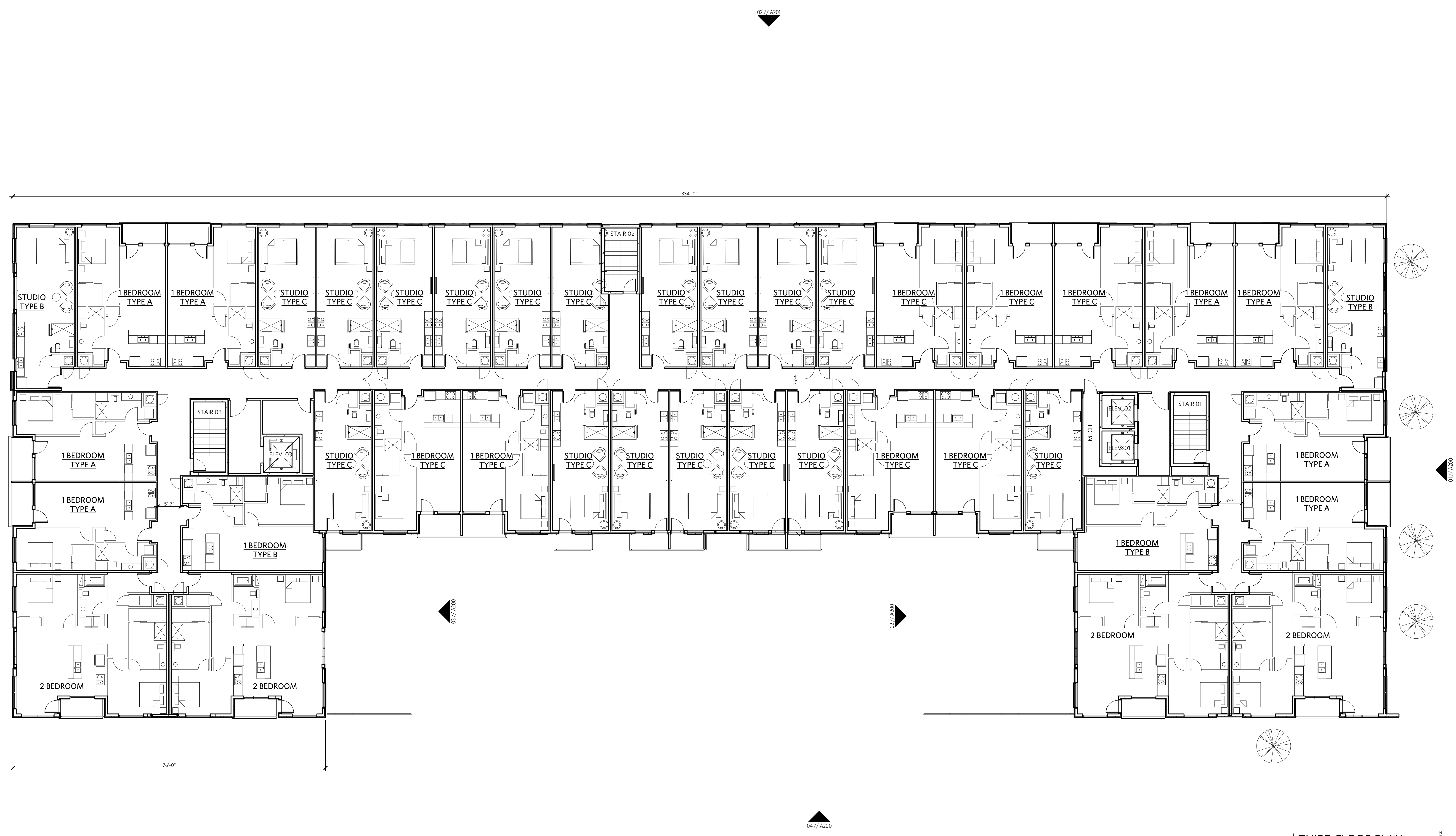
A100

01 | GROUND LEVEL FLOOR PLAN
3/32" = 1'-0"



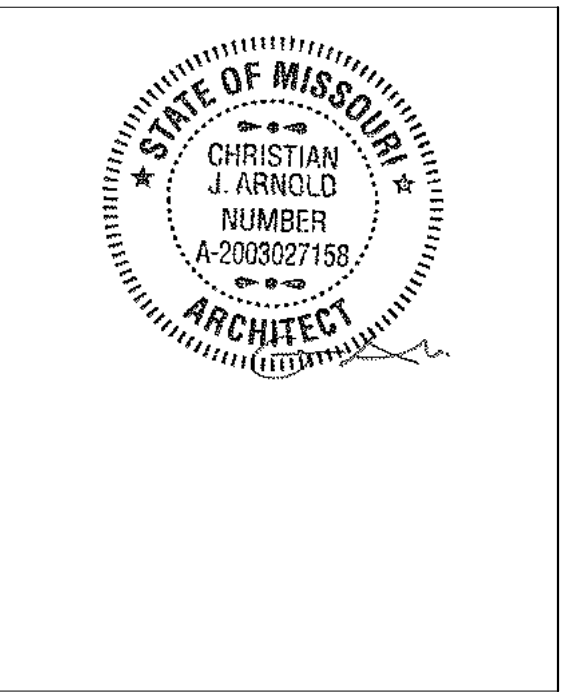
BUILDING INFORMATION

UNIT & PARKING TOTALS		BICYCLE PARKING	
FIRST FLOOR		GROUND FLOOR	
2	1 BEDROOM	10	SHORT TERM SPACES
1	2 BEDROOM	55	LONG TERM SPACES
TYPICAL FLOORS (2-5)		FIRST FLOOR	
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109	GROUND FLOOR	THIRD FLOOR 31,076 SF	
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60	FIRST FLOOR	FIFTH FLOOR 31,076 SF	
2	ACCESSIBLE	TOTAL GROSS SF 197,072 SF	
175	TOTAL		



LEVY AT MARTINI CORNER

500 E 31ST STREET
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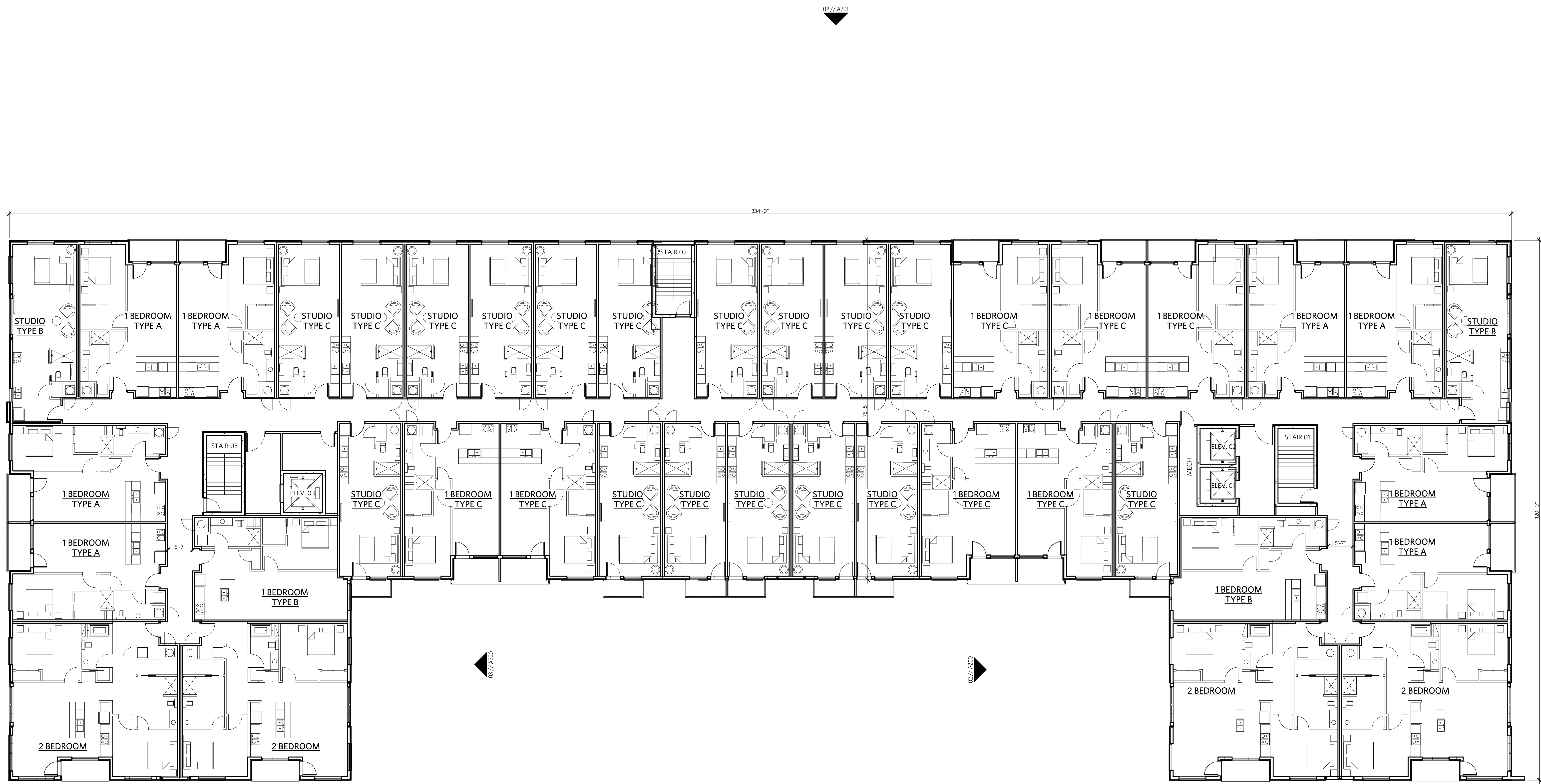
01 | THIRD FLOOR PLAN
3/32" = 1'-0"

THIRD FLOOR PLAN

A103

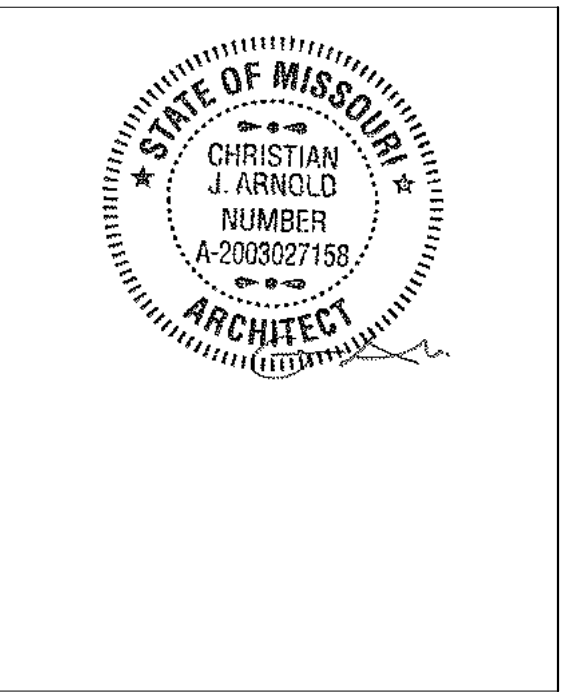
BUILDING INFORMATION

UNIT & PARKING TOTALS		BICYCLE PARKING	
FIRST FLOOR		GROUND FLOOR	
2	1 BEDROOM	10	SHORT TERM SPACE
1	2 BEDROOM	55	LONG TERM SPACES
TYPICAL FLOORS (2-5)		FIRST FLOOR	
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17	1 BEDROOM APARTMENTS	17	REQUIRED SHORT TERM
4	2 BEDROOM APARTMENTS	54	REQUIRED LONG TERM
LEVY BUILDING TOTALS		PROVIDED SHORT TERM	
76	STUDIOS	18	PROVIDED SHORT TERM
70	1 BEDROOM APARTMENTS	63	PROVIDED LONG TERM
17	2 BEDROOM APARTMENTS	GROSS SQUARE FOOTAGE	
163	UNIT TOTAL	BASEMENT LEVEL 39,829 SF	
PARKING TOTALS		FIRST FLOOR 32,939 SF	
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60	FIRST FLOOR	FOURTH FLOOR 31,076 SF	
2	ACCESSIBLE	FIFTH FLOOR 31,076 SF	
175	TOTAL	TOTAL GROSS SF 197,072 SF	



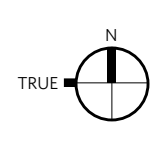
LEVY AT MARTINI CORNER

500 E 31ST STREET
KANSAS CITY, MO, 64108



REV	ISSUE	DATE
A	SD	08-21-2020
	PLANNING REV. 01	10-05-2020

1 | **FOURTH FLOOR PLAN**
3/32" = 1'-0"

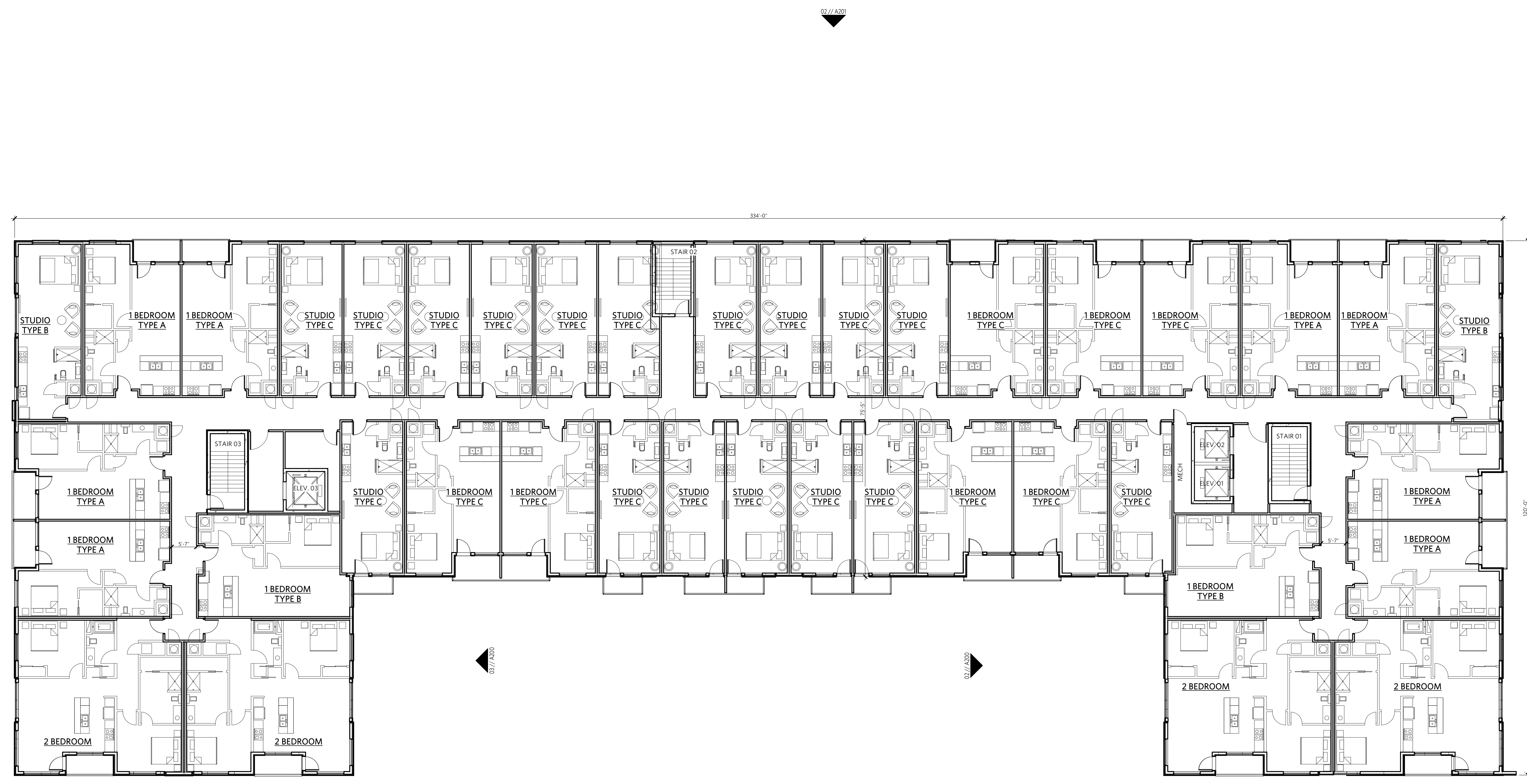


FOURTH FLOOR PLAN

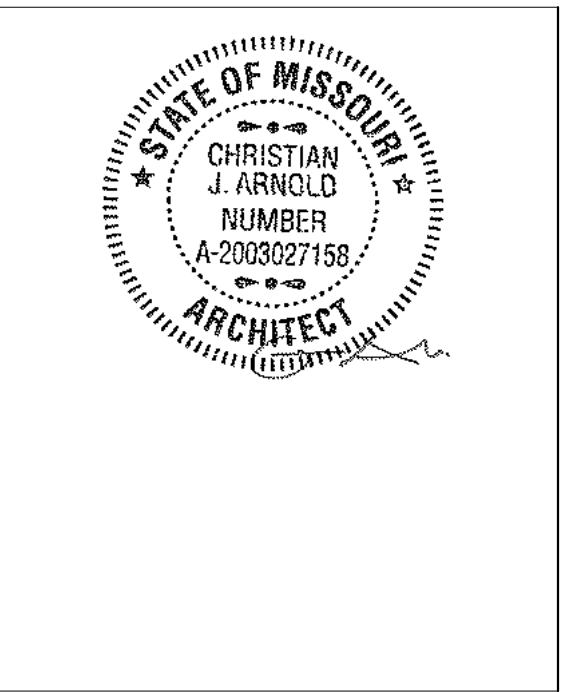
A104

BUILDING INFORMATION

UNIT & PARKING TOTALS		BICYCLE PARKING	
FIRST FLOOR	GROUND FLOOR	GROUND FLOOR	
2 1 BEDROOM	10	SHORT TERM SPACE	
1 2 BEDROOM	55	LONG TERM SPACES	
TYPICAL FLOORS (2-5)		FIRST FLOOR	
19 STUDIOS	8	SHORT TERM SPACES	
17 1 BEDROOM APARTMENTS	17	REQUIRED SHORT TERM	
4 2 BEDROOM APARTMENTS	54	REQUIRED LONG TERM	
LEVY BUILDING TOTALS		PROVIDED SHORT TERM	
76 STUDIOS	18	PROVIDED LONG TERM	
70 1 BEDROOM APARTMENTS	63		
17 2 BEDROOM APARTMENTS			
163 UNIT TOTAL		GROSS SQUARE FOOTAGE	
PARKING TOTALS		BASEMENT LEVEL	39,829 SF
109 GROUND FLOOR		FIRST FLOOR	32,939 SF
4 ACCESSIBLE		SECOND FLOOR	31,076 SF
60 FIRST FLOOR		THIRD FLOOR	31,076 SF
2 ACCESSIBLE		FOURTH FLOOR	31,076 SF
175 TOTAL		FIFTH FLOOR	31,076 SF
		TOTAL GROSS SF	197,072 SF

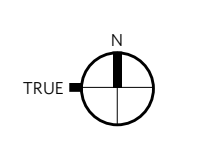


LEVY AT MARTINI CORNER
500 E 31ST STREET
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1 5-FIFTH FLOOR PLAN
3/32" = 1'-0"



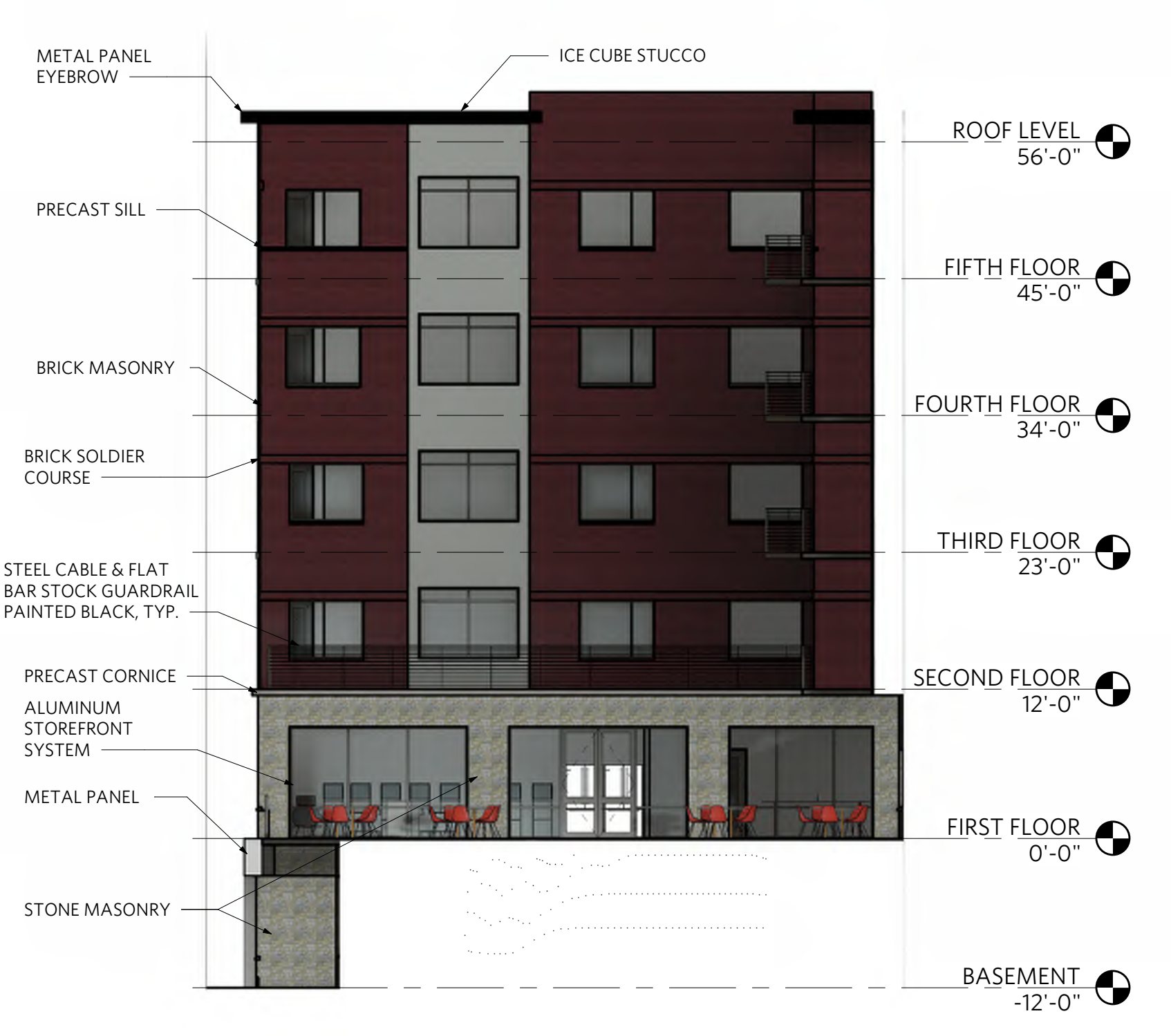
FIFTH FLOOR PLAN
A105

EXTERIOR MATERIAL LEGEND

	
STONE MASONRY	SW 6292 ICE CUBE STUCCO
	
BRICK MASONRY	SW 6237 DARK NIGHT STUCCO
	
MATTE BLACK METAL PANEL EYEBROW	METAL PANEL SYSTEM
	
NICHIHA WOOD LOOK SYSTEM VINTAGEWOOD CEDAR	



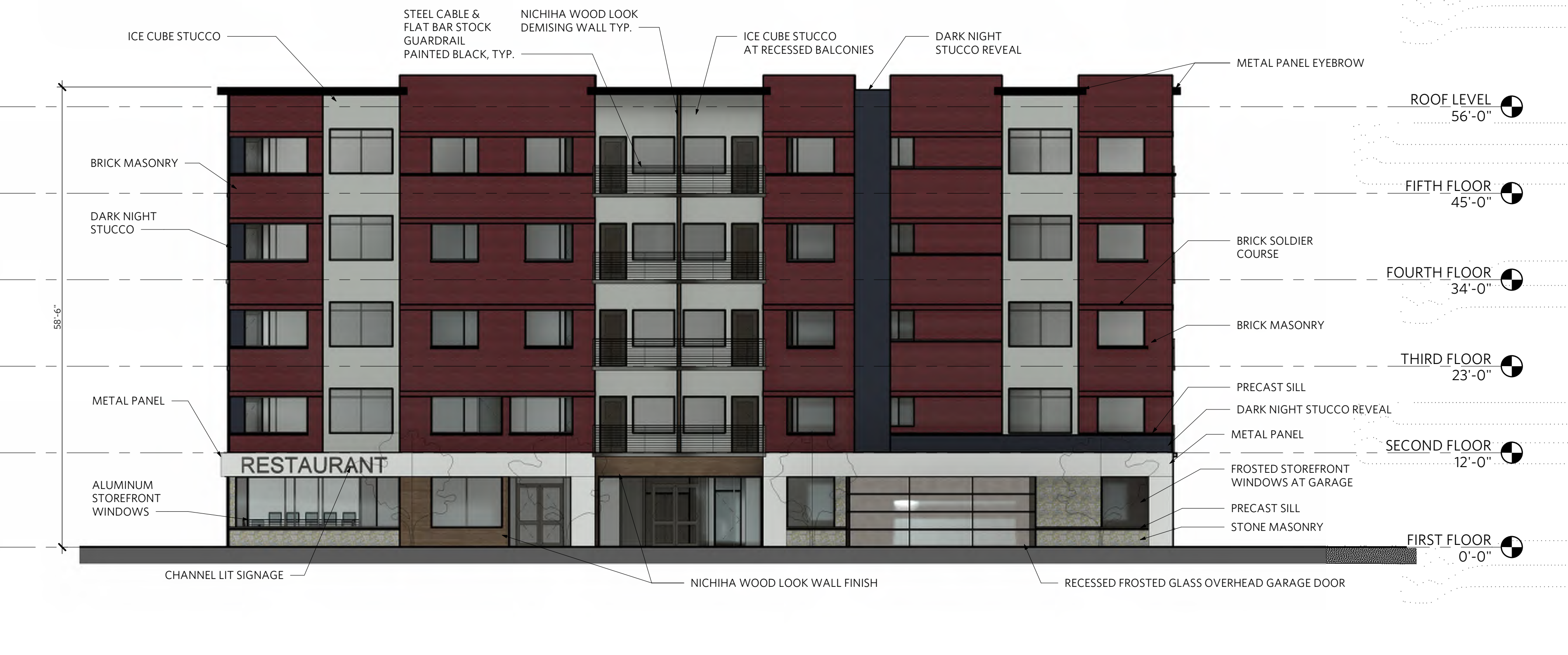
04 | WEST ELEVATION
3/32" = 1'-0"



03 | NORTH COURTYARD ELEVATION
3/32" = 1'-0"

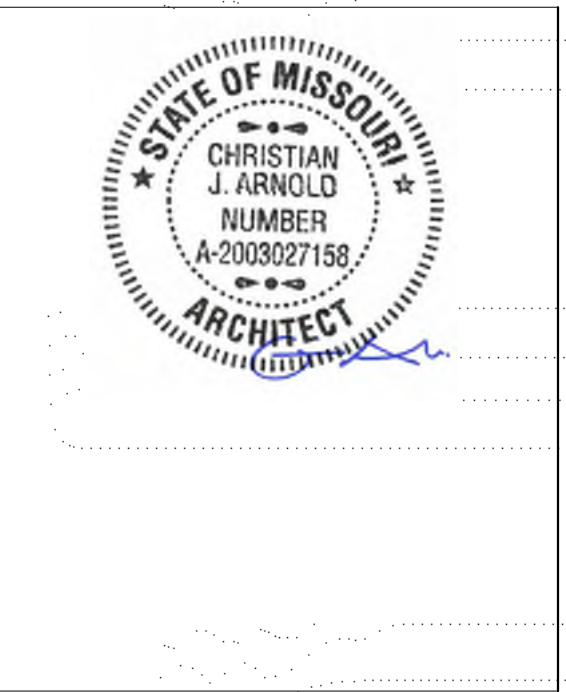


02 | SOUTH COURTYARD ELEVATION
3/32" = 1'-0"



01 | SOUTH ELEVATION
3/32" = 1'-0"

LEVY AT MARTINI CORNER
500 E 31ST STREET
KANSAS CITY, MO, 64108




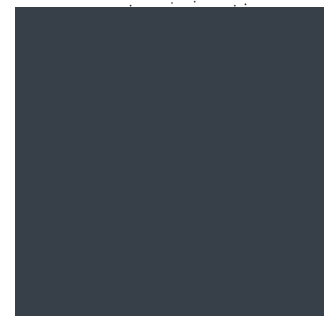


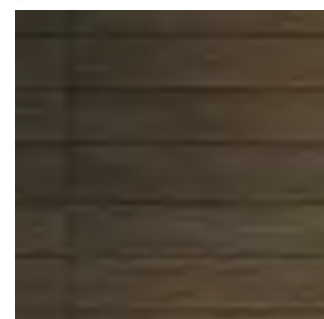


REV	ISSUE	DATE
A	SD PLANNING REV. 01	08-21-2020 10-05-2020

EXTERIOR ELEVATIONS

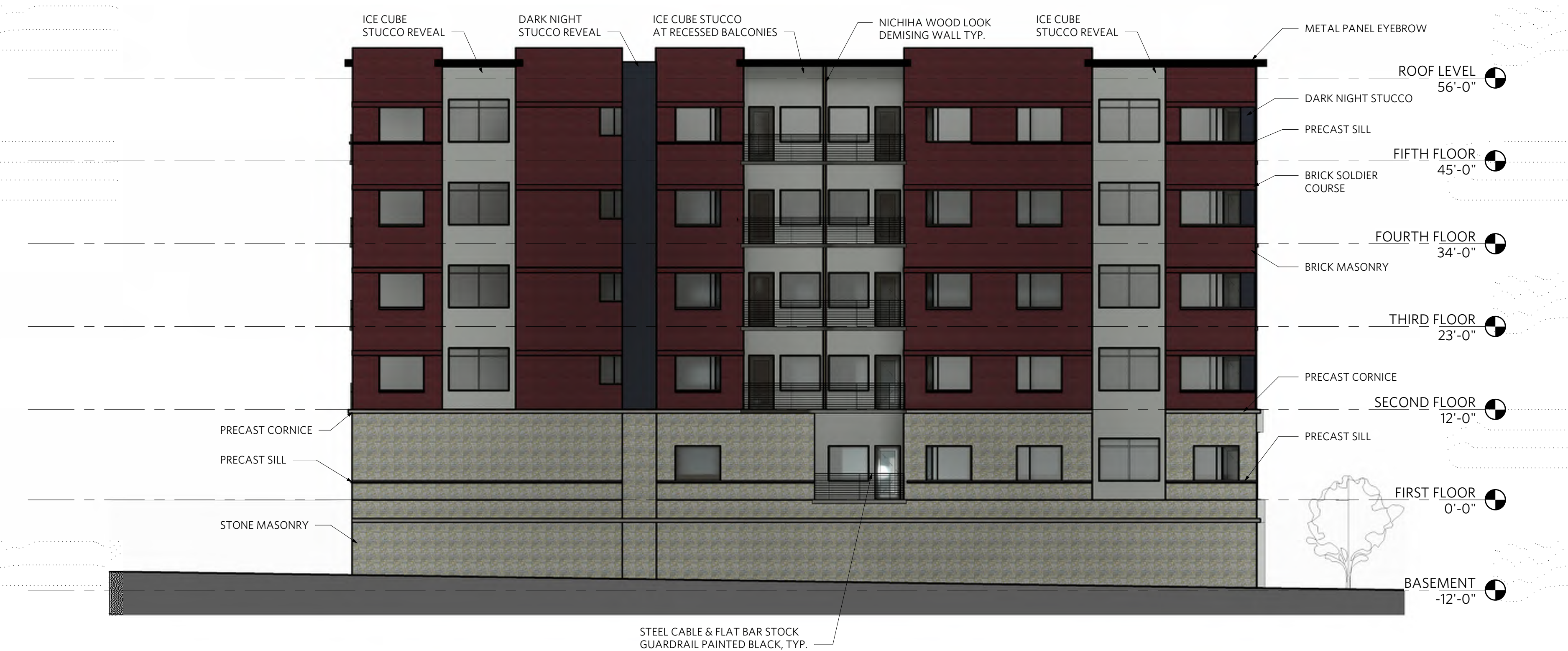
A200

EXTERIOR MATERIAL LEGEND

	
STONE MASONRY	SW 6252 ICE CUBE STUCCO
	
BRICK MASONRY	SW 6237 DARK NIGHT STUCCO
	
MATTE BLACK METAL PANEL EYEBROW	METAL PANEL SYSTEM
	
NICHIHA WOOD LOOK SYSTEM VINTAGEWOOD CEDAR	

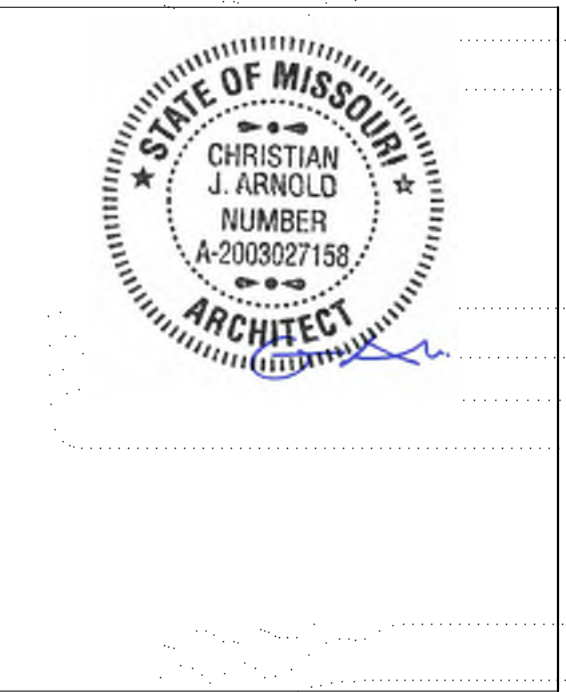


02 | EAST ELEVATION
3/32" = 1'-0"



01 | NORTH ELEVATION
3/32" = 1'-0"

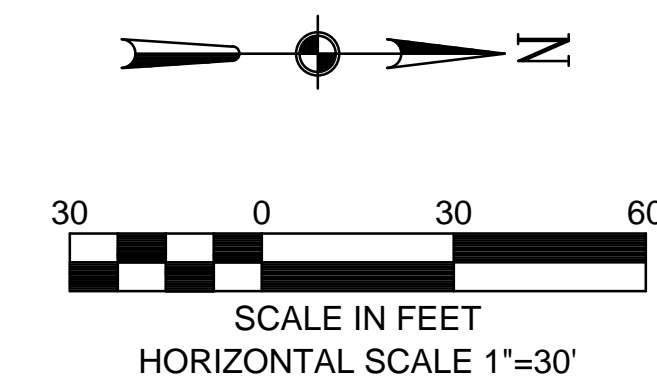
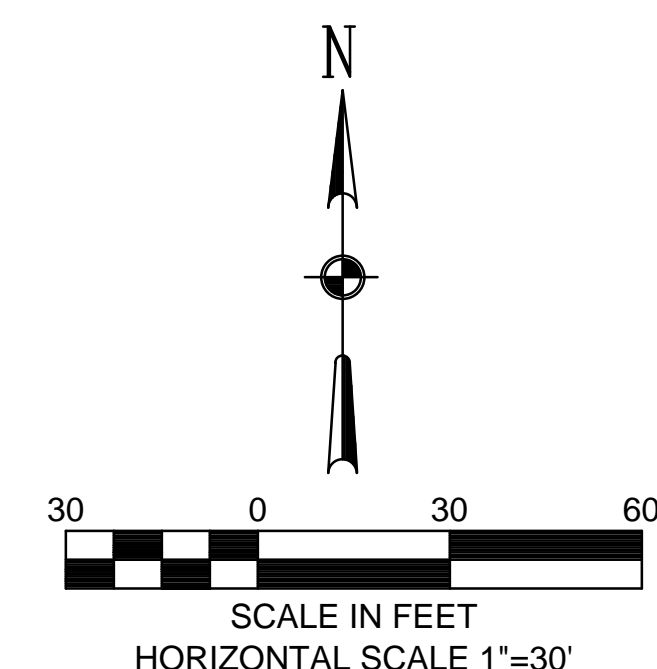
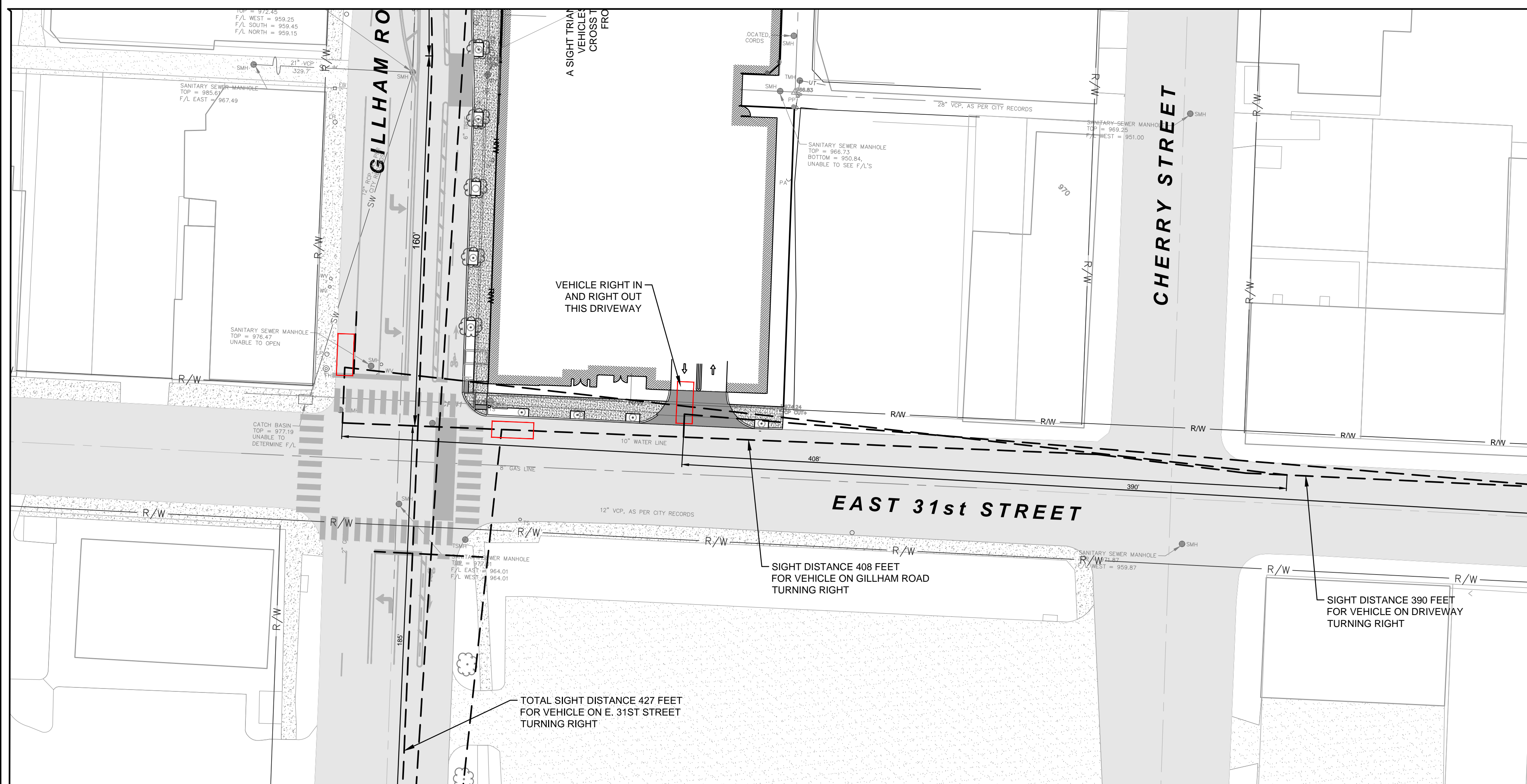
LEVY AT MARTINI CORNER
500 E 31ST STREET
KANSAS CITY, MO, 64108



REV	ISSUE	DATE
A	SD	08-21-2020
A	PLANNING REV. 01	10-05-2020

EXTERIOR ELEVATIONS

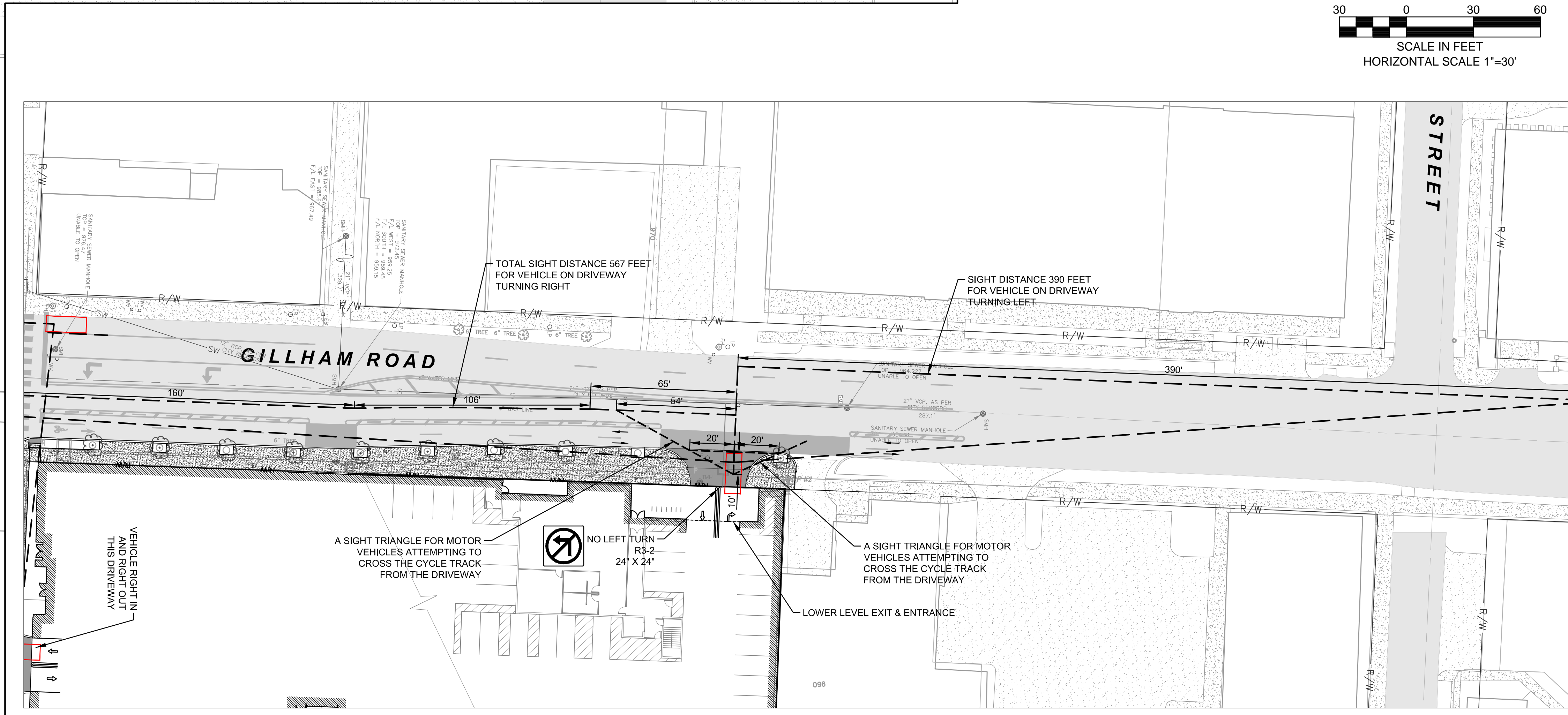
A201



NOTES

1. 31ST STREET POSTED SPEED LIMIT IS 35 MPH
2. GILLHAM ROAD POSTED SPEED LIMIT IS 35 MPH
3. APPROACH GRADE AT THIS INTERSECTION IS -3% TO 3%. NO ADJUSTMENT IS NEEDED FOR SIGHT DISTANCE SHOWN ON THE AASHTO TABLES
4. PER AASHTO GUIDELINES, INTERSECTION SIGHT DISTANCE FOR STOP CONTROL APPROACH ARE LISTED AS FOLLOWS:

35MPH	LEFT TURN	RIGHT TURN	CROSSING
	390 FEET	335 FEET	335 FEET
5. TRIANGLE SIGHT DISTANCES FOR VEHICLES ON GILLHAM ROAD TURNING RIGHT, VEHICLES ON 31ST STREET TURNING RIGHT AND VEHICLES ON BOTH DRIVEWAYS TURNING MOVEMENT MEETS AASHTO INTERSECTION SIGHT DISTANCE REQUIREMENTS.
6. A SIGHT TRIANGLE FOR GARAGE ENTRANCE ALONG GILLHAM ROAD SHOWN ON THE PLAN MEETS NATIONAL ASSOCIATION OF CITY TRANSPORTATION OFFICIALS (NACTO) URBAN BIKEWAY DESIGN GUIDE. NACTO GUIDELINES INDICATE A 20' SIGHT TRIANGLE AT INTERSECTIONS AND 10' SIGHT TRIANGLE AT DRIVEWAYS.



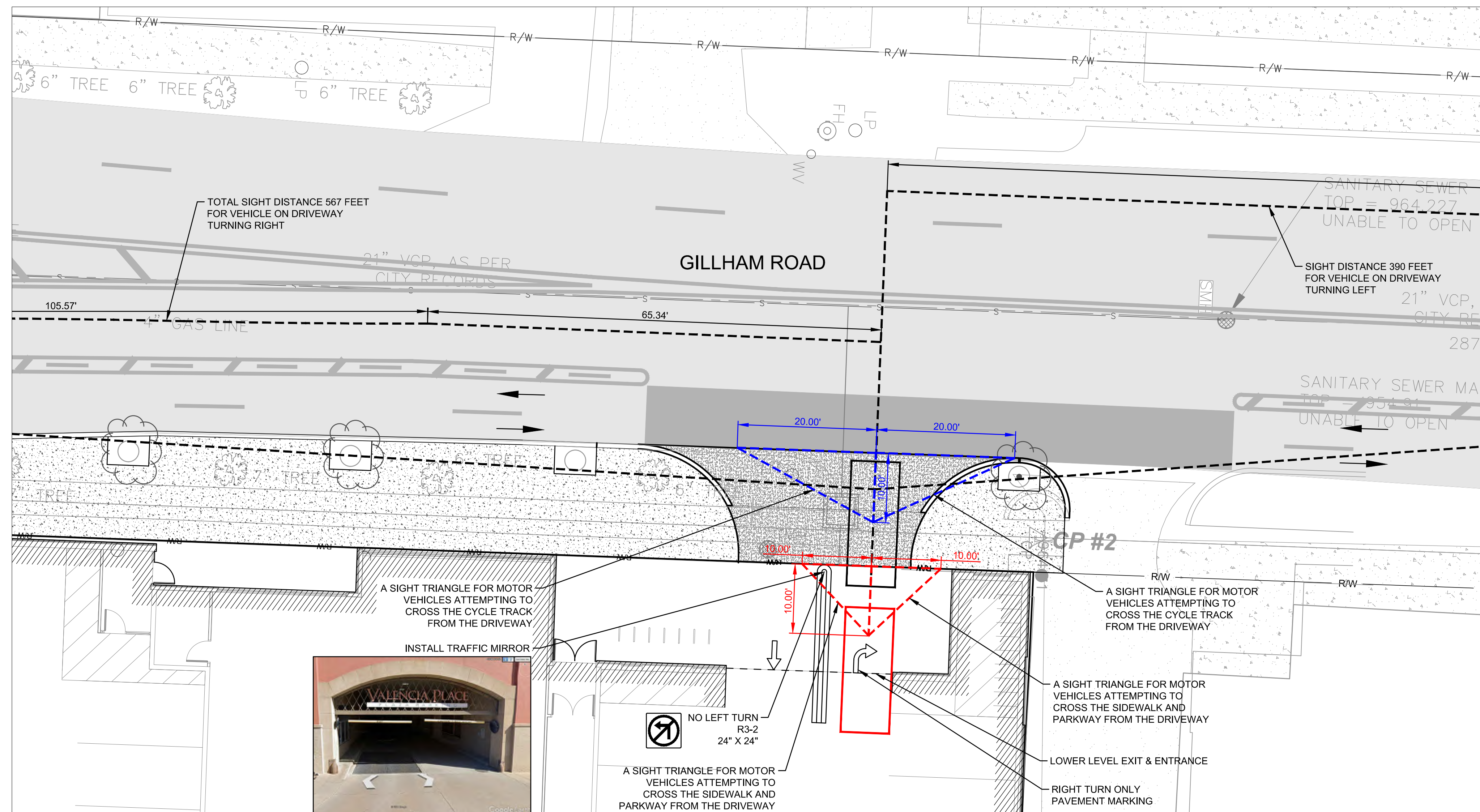
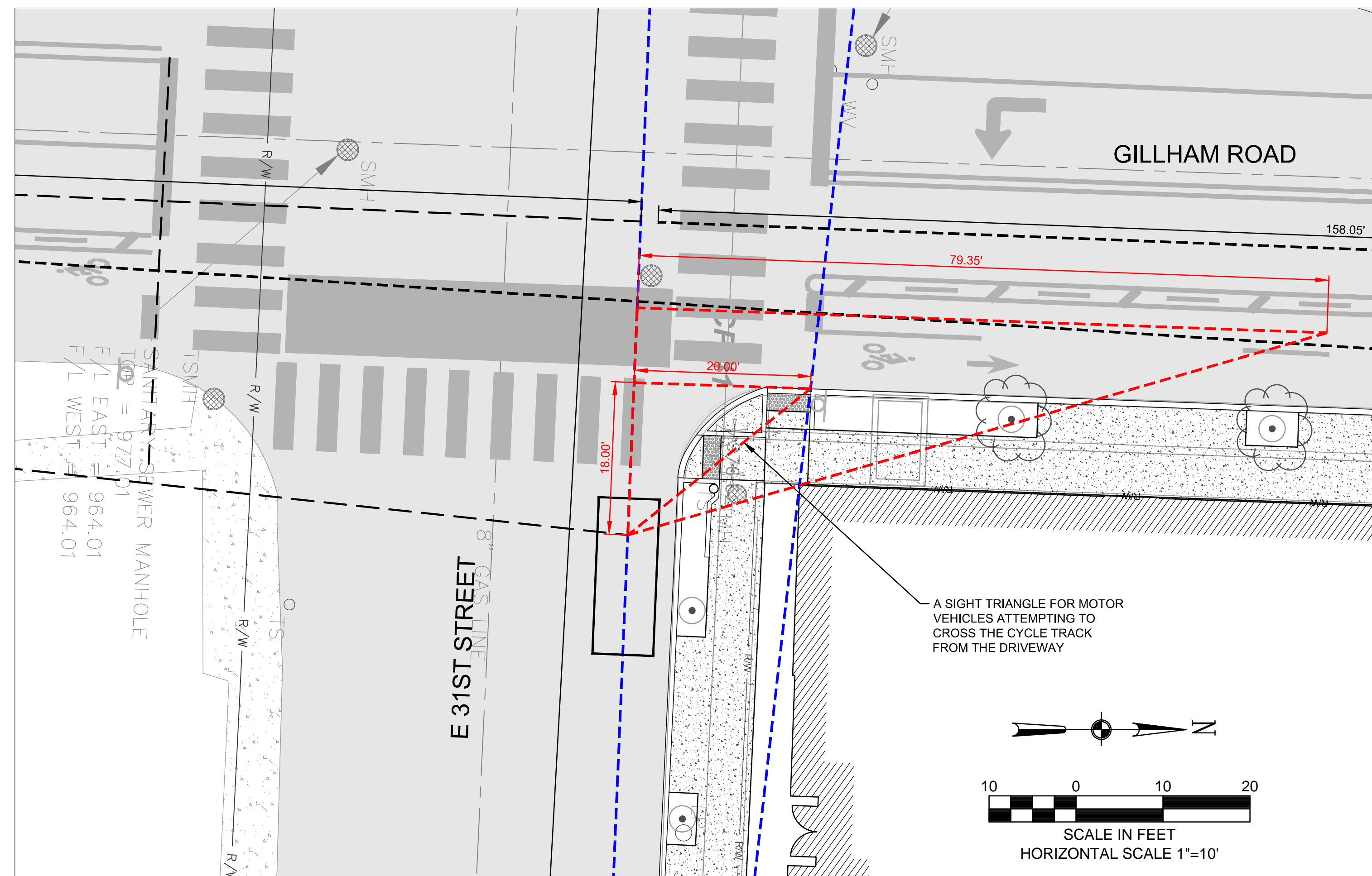
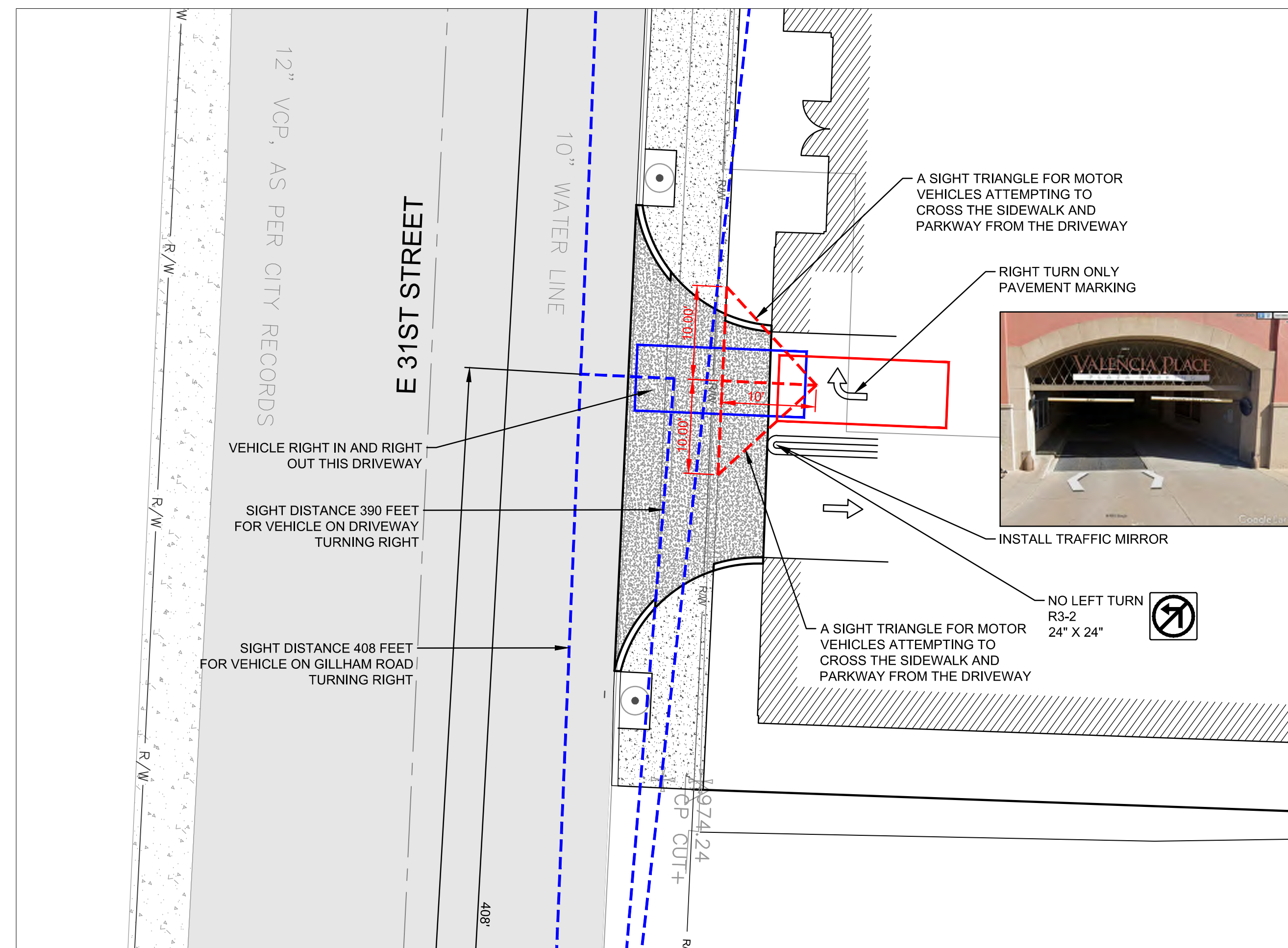
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	Development Plan	08.21.2020

19.05.Levy at Martini Corner

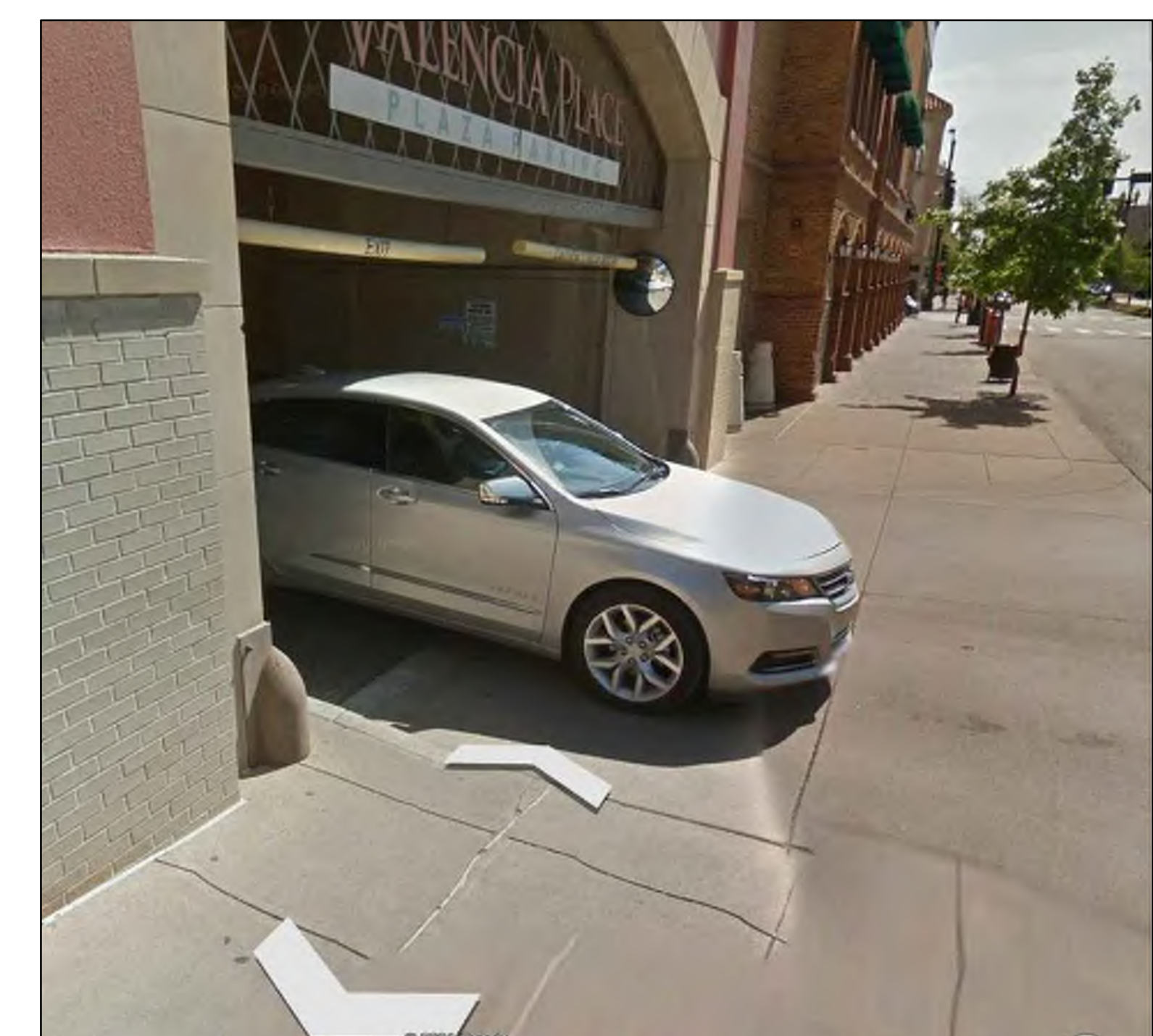
INTERSECTION SIGHT DISTANCE LAYOUT
SHEET C-A



NOTES

- 31ST STREET POSTED SPEED LIMIT IS 35 MPH
- GILLHAM ROAD POSTED SPEED LIMIT IS 35 MPH
- APPROACH GRADE AT THIS INTERSECTION IS -3% TO 3%, NO ADJUSTMENT IS NEEDED FOR SIGHT DISTANCE SHOWN ON THE AASHTO TABLES
- PER AASHTO GUIDELINES, INTERSECTION SIGHT DISTANCE FOR STOP CONTROL APPROACH ARE LISTED AS FOLLOWS:

	LEFT TURN	RIGHT TURN	CROSSING
35MPH	390 FEET	335 FEET	335 FEET
- TRIANGLE SIGHT DISTANCES FOR VEHICLES ON GILLHAM ROAD TURNING RIGHT, VEHICLES ON 31ST STREET TURNING RIGHT AND VEHICLES ON BOTH DRIVEWAYS TURNING MOVEMENT MEETS AASHTO INTERSECTION SIGHT DISTANCE REQUIREMENTS
- A SIGHT TRIANGLE FOR GARAGE ENTRANCE ALONG GILLHAM ROAD SHOWN ON THE PLAN MEETS NATIONAL ASSOCIATION OF CITY TRANSPORTATION OFFICIALS (NACTO) URBAN BIKEWAY DESIGN GUIDE. NACTO GUIDELINES INDICATE A 20' SIGHT TRIANGLE AT INTERSECTIONS AND 10' SIGHT TRIANGLE AT DRIVEWAYS.



Levy at Martini Corner
Development Plan

500 E. 31st Street
Kansas City, MO 64108

rev	issue	date
	Development Plan	08.21.2020

19.05.Levy at Martini Corner

INTERSECTION SIGHT DISTANCE LAYOUT
SHEET C-B

November 16, 2020

To whom it may concern,

As member of the Longfellow Community, I am writing to express my disappointment that demolition of the Levy Building, also known as the Velvet Freeze Building is being considered under CASE # CD-CPC-2020-00137. We have lost so much of the history of Kansas City already and losing this building would be another unfortunate blow. Once these architecturally beautiful and unique buildings are gone, they don't get built back. What takes their place usually leaves much to be desired in quality and visual appeal. This historic building has the wonderful terra cotta accents on the roof line as well as the awnings that could be recreated. Also, the Velvet Freeze Building just fits in with the buildings that surround it creating a cohesive and historic part of our neighborhood that I enjoy seeing on walks. I am really puzzled as to why demolition would even be considered when I've seen many buildings in the downtown and crossroads area be taken down to the shell and rehabbed into a useful spaces for the community. It really has the feel of a developer who thinks they can destroy the history of the Longfellow neighborhood without consequence so they can maximize their profits.

In reviewing the proposed design, I don't believe the new building fits the neighborhood in construction or community values. The proposed structure does not tie into the buildings around it. It shoe horns a large and gaudy structure that dwarfs the historic buildings on Cherry St and on the other side of Gillham, completely changing the character of the 31st and Gillham corner. And not for the better. Also, the Longfellow neighborhood is one where different walks of life and backgrounds come together in welcoming public spaces to better their community. This gated community design where a luxury pool is fenced off in front along the public sidewalk creates an image of haves and have nots and does not reflect the values we want this community to adopt.

I really hope that saving the Velvet Freeze Building can be reconsidered and I am not alone in this sentiment. There is a model for incorporating a historic building into a development at 20th & Main. It can be done and again, I'm puzzled as to why it would not be considered here other than a developer wanting to maximize their profits at the expense of the Longfellow Neighborhood history and character.

Sincerely,

Brett Creason

27th & Charlotte St

November 16, 2020

Ms. Noll,

I am a resident of the Longfellow neighborhood writing to express concern about the project at the northeast corner of 31st Street and Gillham Road (CD-CPC-2020-00137). The development was presented at a Longfellow Community Association meeting on November 2 and many neighbors had questions or concerns about several aspects of the project. Personally, I oppose the project for the following reasons:

- There are no affordable units included in the development. According to the developer's website, Mr. Hassenflu specializes in building affordable and mixed income units. I love that this neighborhood values the diverse mix of income levels throughout the neighborhood and hope that Mr. Hassenflu and his team will use their expertise to make an affordable project feasible at this location. Creating a clear policy for developers to provide an adequate supply of affordable housing units is a clear priority in the Greater Downtown Area Plan.
- I oppose the use of public funds or tax incentives for luxury apartments unless affordable units are included as part of the project.
- The intersection of 31st & Gillham is known for high speed accidents. I am concerned that access to the parking from both 31st Street and Gillham Road will be dangerous for both pedestrian traffic and vehicle traffic, particularly along 31st Street. I would advocate that access only be on Gillham Road. With walkability a primary concern of the Greater Downtown Area Plan, I think the current design of this project does not align with that goal.
- I am concerned about the growing number of vacant storefronts in the neighborhood. Within a half-mile radius of this project, mixed use buildings with retail on the first floor continue to sit vacant or lose businesses - Union Hill's buildings along Gillham Road, the new buildings at 27th & Gillham and 27th & Troost are just a few examples, as well as the retail space on the southwest corner of 31st & Gillham. It seems that these mixed use projects are not desirable retail spaces for our neighborhood, and I hate to see more of the same going up.
- A prior development plan for this property included renovation of the Velvet Freeze building, rather than demolishing it. I strongly advocate for preserving the unique historic architecture of our neighborhood rather than tearing it down, which is another value expressed in the Greater Downtown Area Plan.

If these concerns were to be addressed with the neighborhood and solutions were agreed upon, I would be happy to reconsider support for this proposal.

Sincerely,
Ami Freeberg
30th & Campbell