



City Planning & Development Department

Development Management Division

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

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STAFF REPORT

October 16, 2018

RE: Case No. CD-CPC-2018-00153

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 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: None.

EXISTING CONDITIONS: The subject property is located at the southwest corner of 18th and Walnut. It is currently used as a parking lot and has no existing structures. The area mainly consists of low-rise (2-3 stories max, with the exception of the Corrigan Building) mixed use buildings and surface parking lots.

PLAN REVIEW & ANALYSIS:

This is a request to approve a development plan for a 14-story, 132 unit residential building on a property zoned DX-15 (Downtown Mixed Use). The building is designed to be a notable addition to the skyline in the Crossroads neighborhood, providing ground-level retail space, as well as a potential restaurant tenant, intended for public use, on the top level of the building.



Figure 1. Proposed building as viewed from the northeast. Intersection of 18th & Walnut is in foreground.

The plans propose a 118-space garage under the building with access from both 18th and Walnut Streets. The site is rectangular, with the greater dimension along Walnut. As a result of this and the garage layout, the garage access point from Walnut will be at the south end of the site which results in a long expanse of garage fronting upon Walnut. The narrow frontage along 18th St will consist entirely of the garage entrance or storefront glass. The majority of the storefront glass will be retail space; however the space right at the corner of 18th and Walnut is the building lobby. The placement of the elevator bank within this lobby adjacent to the east wall of the building prevents the extension of transparency (i.e. storefront windows with active spaces) further south along Walnut. Staff has asked the developer to consider relocating the elevator bank as well as other features which preclude the extension of the storefront further south along Walnut, but for various reasons this has not been seriously explored. This leaves

about ¾ of the façade along Walnut consisting of garage. Staff and the applicant have been in discussions regarding this significant issue. As a means of creating a more interesting pedestrian experience without altering the building's interior to make way for greater storefront along Walnut, the developer is interested in pursuing an alternative within the right-of-way adjacent to their building. The alternative would include 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 applicant has provided a sketch reflecting this idea below.

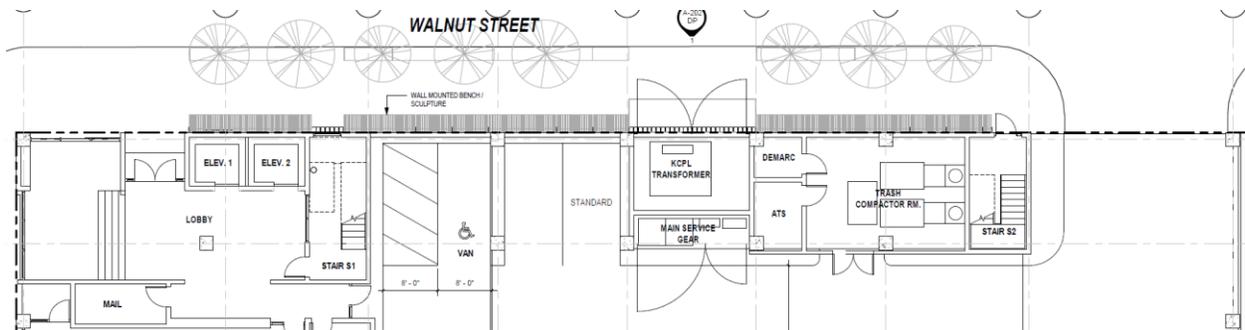


Figure 2. Ground level adjacent to Walnut St. Showing, from left to right, 1) entrance to lobby, 2) elevator bank, 3) stairwell 4) parking, 5) transformer, 6) trash compactor, 7) garage entrance. The presence of these features, unless relocated, prevents activation of the street/sidewalk via building design and/or ground level commercial uses.

Staff is more than willing to consider alternative methods of activating our pedestrian spaces beyond the standard request to add ground-level commercial space. This is an interesting option to consider; however it has not been done before and will require coordination of and approval from Public Works Department. Staff understands the development team has an aggressive timeline, so they will need to pursue this idea as aggressively and concurrent with the remainder of the project with Public Works in coordination with City Planning and Development.

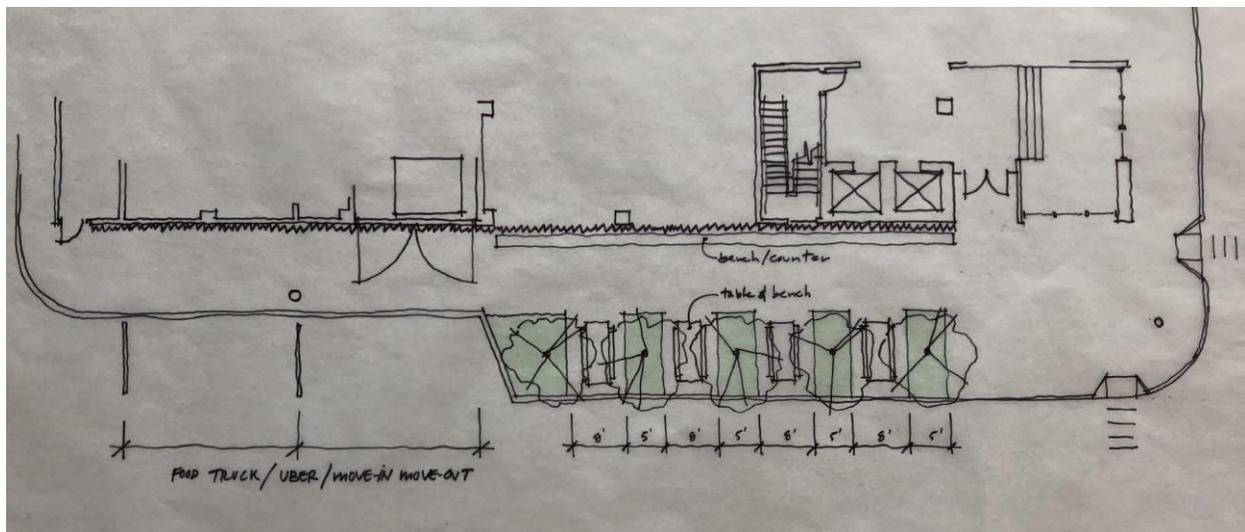


Figure 3. Initial Proposal to Activate Streetscape provided by applicant. It proposes two parking spaces for uber and food truck as well as some table and chair arrangement under street trees for seating (presumably for food truck customers).

If City Plan Commission is supportive of going this route to achieve the goal of activating the street space, staff will assist in coordinating this for the applicant. Staff supports the idea of utilizing at least one of the two spaces as a permanent or semi-permanent space dedicated to food trucks (preferably multiple ones on a rotating basis).

88-516-05 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 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 statement being made by the designers are welcome as a new mixed-use residential building.

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 staff's position on its design, generally, is to allow the architect to take risks and make the statement they desire. Staff's focus is on the pedestrian experience at the ground level, which is why this report emphasizes that. Staff is confident that the proposed alternative can be achieved, but it will require a creative approach from the development team as well as a commitment to following through. Staff desires the City Plan Commission consider this and provide feedback as to your support for this approach. If the Commission does support this

approach, staff recommends the developer provide a project plan for Commission approval detailing this proposal following the coordination with necessary city staff.

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 issuance of building permits.
 - a. That the street-level façade along Walnut Street which is comprised primarily of garage screening is well-lit as possible while providing adequate screening of the interior vehicles in order to create a safe pedestrian experience.
 - b. The applicant agrees to work with City Planning & Development staff, as well as Public Works in order to facilitate active pedestrian experience within the Right Of Way along Walnut Street, or the plans are revised to show additional ground-level commercial space along Walnut St.
 - c. 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