

COMMUNITY PROJECT/REZONING

150664

Ordinance Number

Ordinance Fact Sheet

Case No. 12130-P-2

Brief Title

Approval of a development plan in District DX-15 allowing the construction of a new Hilton Home2 Suites hotel.

Details

Location: Southeast corner of 20th & Main St.

Reason for Legislation: Approval of a development plan requires City Council action.

EXISTING CONDITIONS:
 The subject property is a 1.2-acre site located south of 20th Street between Main and Walnut Streets and located on the streetcar line. The property is currently developed as a surface parking lot with no structures, landscaping or other notable site features other than an outdoor advertising sign (billboard) adjacent to Main St. The Main-Walnut Viaduct formerly crossed along the southeast portion of the site. This viaduct was demolished last year and a final plat approved by the City Council on March 26, 2015 vacated the right-of-way. The City also engaged in condemnation of the off-site advertising sign (billboard). As a result of this action, the billboard will be removed from this location. These actions taken by the City have created a more developable property. Additionally, the streetcar construction is nearing completion and work either has begun or is imminent on the 20th St streetscape improvements (recommended by the 20th Street Streetscape Plan) at this location, representing substantial investment by the City at this location.

PLAN REVIEW:
 The owner is proposing development of a three-story, 114-room Hilton Home2 Suites hotel with a 99-space surface parking lot. The parking lot will occupy the ground-level of most of the site, including the length of both the 20th and Main St frontages, with the exception of a small portion of the northwest corner of the site which will consist of an 896 sq. ft. commercial tenant space, water service/pool equipment room, and the elevator lobby. The remainder of the building, including hotel lobby, indoor pool and guest rooms are all located above the parking lot in an L shape above both the 20th and Main St frontages. The building will be accessible from the elevator lobby at the ground level.

The plan proposes two vehicular entrances; one from 20th St about halfway between Main and Walnut, and a second from Walnut St, south of the hotel building. A total of 5 long-term and 11 short-term bicycle parking spaces are proposed, both of which comply with the minimum number of spaces required by the zoning and development code.

The landscape plan shows street trees along 20th St and Walnut St with shrubs located in planters along both streets. Trees and shrubs are also shown within the parking lot. The plan shows a small amount of landscaping along Main St.

Positions/Recommendations

Sponsors	Jeffrey Williams, AICP, Director Department of City Planning & Development
Programs, Departments or Groups Affected	4 th District (Shields, Justus)
Applicants / Proponents	Applicant Jason Swords 2001 Main Lodging Partners, LLC, 1529 Grand Blvd, Floor 2, Kansas City, MO 64108 City Department City Planning & Development Other
Opponents	Groups or Individuals Basis of Opposition
Staff Recommendation	<input checked="" type="checkbox"/> For <input type="checkbox"/> Against Reason Against
Board or Commission Recommendation	City Plan Commission (7-0) 06-16-2015 By <input type="checkbox"/> For <input type="checkbox"/> Against <input type="checkbox"/> No Action Taken <input checked="" type="checkbox"/> For, with revisions or conditions (see details column for conditions)
Council Committee Actions	<input type="checkbox"/> Do Pass <input type="checkbox"/> Do Pass (as amended) <input type="checkbox"/> Committee Sub. <input type="checkbox"/> Without Recommendation <input type="checkbox"/> Hold <input type="checkbox"/> Do not pass

Continued from Page 1

The building elevations consist mainly of red brick and brown aluminum panels with light color masonry at the ground level between the corners of the building. Storefront windows are shown along the proposed commercial tenant space and the elevator lobby. The majority of the ground level street frontage along 20th St will be designed as a low wall constructed of the light color masonry atop which “decorative metal screen artwork” is proposed in an effort to comply with screening requirements of GDAP, the zoning and development code, and in response to requests from the City Plan Commission to activate the street frontage and provide a better pedestrian experience than original plans which did not show such screening. The building frontage along Walnut is similar (but much shorter) than along 20th St. Along Main St the ground level consists of the same materials, but the masonry wall is much taller than along 20th St such that the railing on top extends to the bottom of the building above.

The lighting plan submitted shows no building mounted lighting along the adjacent streets, but shows parking lot light poles throughout the parking area south of the building. The lighting results in illumination levels exceeding the maximum set by the zoning and development code (0.18 footcandles or fc) in three locations: at the drive entrance from Walnut St (max. of 6.6 fc shown), along the south property line (max. of 5 fc shown), and along Main St south of the building (max. of 3.4 fc shown). The developer believes that the increased illumination is needed at the drive entrance from Walnut to increase its visibility. Staff is supportive of the increased levels given the urban location and the surrounding land uses. The elevations also indicate that proposed signage will consist of two wall signs identifying the tenant at the northwest corner of the building and one awning sign mounted to the awning above the elevator lobby entrance. Other signs shown are directional in nature. Details regarding this signage are not provided with this plan, but the plans have been revised to note that all signage will comply with the zoning and development code.

ANALYSIS:

The subject property is a highly visible property, located at an important intersection in the community, immediately adjacent to two substantial public improvement projects: the 20th St Streetscape Improvements, and the streetcar. Development which occurs in such locations should be designed with these improvements in mind and thus should be pedestrian friendly and transit supportive. With that in mind and given the recommendations of the Greater Downtown Area Plan (see below), the City Plan Commission recommended that that the developer work with staff following City Plan Commission and prior to City Council consideration to identify modifications to the ground-level of the building and parking areas in order to active the street frontage of the building and ensure a better pedestrian experience at this important location.

Greater Downtown Area Plan

The property is subject to the recommendations of the Greater Downtown Area Plan. The plan recommends appropriate land uses as well as densities, site planning and

Policy or Program Change	<input type="checkbox"/> Yes <input type="checkbox"/> No
Operational Impact Assessment	

Finances

Cost & Revenue Projections – Including Indirect Costs	
Financial Impact	
Funding Source(s) and Appropriation Account Codes	

Continued from Page 2

design recommendations. The following recommendations are relevant to the proposed project:

1. Structured parking garages should be located on the interior or rear of the block surrounded by buildings whenever possible or at the zero lot line.
2. When located along a street frontage, and where feasible, developments are encouraged to include first floor pedestrian active uses such as retail and services.
3. In mixed use areas buildings should maintain and reinforce street level pedestrian activity regardless of size or use. This might include a design that:
 - a. Provides street-level, pedestrian-oriented uses.
 - b. Maintains a continuous, transparent, highly permeable and active street wall.
 - c. No more than 25% of any primary street frontage should be occupied by uses with no need for pedestrian traffic. Drive-through uses are discouraged.
4. The exterior finish and architectural articulation should enhance the facade design, complement surrounding buildings and screen the parking area. Blank walls on parking structures are discouraged, particularly on Corridor Streets (Main and 20th are both Corridor Streets).
5. Openings should be screened to obscure parked vehicles. Ramps and sloping floors should not be expressed on the outside of the building, particularly on a facade with frontage on a primary street.
6. Buildings should have a primary entrance facing and directly accessible from the public street, rather than oriented towards side or rear parking areas. For corner lots in mixed use areas, building entrances are encouraged on both streets.
7. Large blank walls along streets should be avoided whenever possible. Where blank walls are unavoidable they should receive design treatment to increase pedestrian comfort and interest. Some possible methods for treating blank walls include:
 - a. Installing vertical trellis in front of the wall with climbing vines or plant materials.
 - b. Setting the wall back and providing a landscaped or raised planter in front of the wall.
 - c. Providing art over a substantial portion of the blank wall surface.
 - d. Dividing the mass of the wall to create a visual impression of a series of smaller buildings or sections.
8. Create buildings with human scale.
 - a. Buildings should be designed with a variety of scales, creating a scale and level of detail at the street level appropriate to the pedestrian.
 - b. Clearly articulating different uses at lower building levels will aid in creating a sense of human scale in mid- and high-rise buildings.

Staff believes the revised plan generally meets these recommendations. The applicant has provided a retail tenant space on the ground level and worked with staff to relocate and enlarge the space to make it more visible and marketable to potential tenants. The plans presented to City Plan Commission showed potential artwork locations on the individual masonry columns at the ground level along 20th St but the area between the columns was open. The plans have since been revised to show a metal artwork screen. The intent of the metal screen is provide a "canvas" or backdrop upon which art will be applied (the artistic graphics depicted are conceptual, but the metal screen or similar with art applied or integrated will be required if the proposed plan is approved). Pedestrian scaled lighting at the ground level of the building has also been provided. In lieu of requiring the entire ground level of the building (along 20th St in particular) to consist of retail tenant space, staff believes the revised design is a reasonable compromise which complies with the general intent of the guidelines noted above.

RECOMMENDATION:

At its June 16, 2015 meeting, the City Plan Commission voted 7-0 to recommend approval subject to the following conditions:

1. That the developer constructs streetscape improvements required of the 20th St Streetscape Plan and the zoning and development code along 20th St and Main St.

The remaining conditions are recommended by the Land Development Division of City Planning and Development. Please contact Brett Cox at 513-2509 or brett.cox@kcmo.org for more information.

2. 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 secure permits to construct any improvements required by the Land Development Division prior to approval and issuance of any building permits.
3. The developer shall verify vertical and horizontal sight distance for the drive connection to Walnut Street and make improvements to ensure local jurisdiction and/or minimum AASHTO adequate sight distance standards are met.
4. The developer 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, to identifying sidewalks, curbs, and gutters in disrepair as defined by

Public Works Department's "OUT OF REPAIR CRITERIA FOR SIDEWALK, DRIVEWAY AND CURB revised 4/8/09" and base 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.

5. 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.
6. 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.

Fact Sheet Prepared By: **Date:** August 13, 2015
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Staff Planner

Reviewed By: **Date:** August 13, 2015
Diane Binckley, AICP
Division Manager
Development Management

Initial Application Filed: April 17, 2015
City Plan Commission: June 2, 2015, continued
June 16, 2015
Revised Plans Filed: August 7, 2015

Reference Numbers:
Case No. 12130-P-2