



STAFF REPORT

Planning Commission Meeting: June 11, 2018

Application	<u>RZ18-0003</u> : Rezoning from C-2 and M-1 to PD (Planned District), and preliminary development plan for Olathe Gateway II, a mixed-use development	
Location	Located at the southwest corner of 119 th Street and Renner Boulevard	
Owner	Mark Siffin, Maegrace, LLC	
Applicant	John Petersen, Polsinelli	
Engineer	Brad Sonner, Olsson Associates	
Architect	Scott Slaggie, Slaggie Architecture	
Staff Contact	Kim Hollingsworth, Senior Planner	

Site Area:	<u>50.94 ± acres (total)</u>	Proposed Use:	<u>Mixed-Use, Commercial/Multi-family Residential</u>
Lots:	<u>2</u>	Plat:	<u>Unplatted</u>
Units:	<u>370 (Residential Units)</u>	FAR:	<u>0.08 – 0.63</u>
Total Bldg. Area:	<u>360,000 sq. ft. (Commercial)</u>		

	Plan Olathe Land Use Category	Existing Use	Current Zoning	Site Design Category	Building Design Category
Site	Gateway District	Vacant/Undeveloped	C-2/M-1	3	C, D
North	Gateway District	Office (<i>Farmers Insurance, AIG</i>)	BP	-	-
South	Gateway District	Industrial/Retail (<i>Furniture Mall of KS, Allegion</i>)	M-1	-	-
East	Gateway District	Commercial/Retail (<i>Olathe Gateway, Bass Pro Shops</i>)	CP-2	-	-
West	Gateway District	Industrial/Office (DH Pace/Overhead Door)	M-2	-	-

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1. Introduction:

The applicant is requesting a rezoning from C-2 (Community Center) and M-1 (Light Industrial) district to PD (Planned District) and preliminary site development plan for Olathe Gateway II, a mixed-use development. The 50.94 acre undeveloped site is located southwest of 119th Street and Renner Boulevard.

The application was continued to the May 14, 2018 Planning Commission agenda for public hearing; however; the applicant requested a continuance to the June 11th agenda to continue working with Staff on revisions to the preliminary development plan and traffic study.

The proposed mixed-use development consists of the Olathe Gateway Outlets to accommodate retail and restaurant uses along 119th Street and the Olathe Gateway Power Center with larger anchor retailers in the southwest portion of the property. The significant mixed-use portion of the development is proposed to center around a common open space with residential units above retail buildings and additional stand-alone commercial and residential buildings. The development is envisioned to maintain a harmonious theming through the project through the use of a design palette for all buildings, pedestrian amenities, signage and landscaping. The applicant submitted a *Vision Book and Design & Planning Narrative* that will be referenced throughout the staff report and are essential to the establishment of the standards for the planned district.

2. Existing Conditions:



(View from 119th Street, looking southeast at the property)

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(View from Renner Boulevard, looking west)



(View from the Allegion property located south of the property)

3. Neighborhood Meeting/Public Notice:

The property is located greater than 500 feet from a residential property; therefore, no neighborhood meeting was required. The applicant did send notice to property owners within 500 feet per UDO requirements. The applicant also mailed the required public notification letters to surrounding properties within 200 feet and posted signs on the subject property per *Unified Development Ordinance (UDO)* requirements.

4. District Requirements:

Planned Districts are intended to encourage innovative land planning and design in a way that is not possible under the conventional zoning districts. It allows the applicant the ability to *promote quality and environmentally sensitive development by allowing property owners to take advantage of special site characteristics, locations and land uses, and allowing deviations from certain zoning standards that would otherwise apply in conventional districts.*

The Olathe Gateway II development is best suited as a Planned District due to the approach in creating harmonious theming throughout site and the expected development pattern that is planned for the project. The applicant has defined the intent and overall vision for the site in more detail within the *Olathe Gateway II Design & Planning Narrative* (Exhibit B). The development is modeled from a turn of the century warehouse district as a reflection of the surrounding industrial uses and acknowledgement of Olathe's history within the general area such as the Strang Trolley line and historic masonry buildings throughout Downtown Olathe.

- a. **Uses** – The permitted uses for a Planned District are established through the rezoning process. The applicant and staff have agreed on a list of uses as detailed within the attached Exhibit A. While the UDO does specify certain uses that are prohibited within PD Districts, it does allow for the greatest amount of uses that can be requested. While there were additional land uses that the applicant is not requesting, Staff analyzed the uses permitted and the existing built environment along with compatibility to the development proposal and has created a list (Exhibit A) of recommended land uses. Staff added additional prohibited uses that would not be compatible with the surrounding character of the area, the intended uses presented within the development and the vision for the area as presented within *PlanOlathe*. The applicant is amenable to the uses as listed in Exhibit A, however any future modifications to permitted uses are required to follow the zoning amendment process for review by the Planning Commission and approval by City Council.
- b. **Density** – The allowable density for the development is established within the preliminary development plan. The square footage of proposed buildings are distributed by use type within different segments of the development. Generally, the development includes approximately 360,000 square feet of retail, restaurant and hotel space. The proposed plans also show 370 residential units that are dispersed between the mixed-use and stand-alone residential buildings.
- c. **Building Height** – The maximum height for all buildings and structures will be reviewed and approved during final development plan review. The preliminary development plan and provided building elevations generally identify the mixed-use buildings as one-story of retail and four additional stories of residential units. The proposed hotel building and one of the residential buildings are shown as four-story buildings with the remaining residential buildings as three-story structures. The maximum structure heights are expected to be consistent with heights typically permitted for a mixed-use development and similar to uses in multi-family residential and commercial zoning districts.
- d. **Setbacks** – The building and parking/paving setbacks for PD districts are determined at the time of zoning and the minimum standards are based on impacts to surrounding development, existing conditions of the site and proposed design. The building and parking/paving setbacks are identified on the preliminary development plan. Greater

detail regarding the setbacks is also outlined within the *Design & Planning Narrative* as received by staff May 21, 2018 and attached as Exhibit B. The parking/paving setbacks are established as 15 feet along 119th Street and Renner Boulevard. The parking/paving setback increases to 25 feet along the south and west property boundaries. The commercial buildings will be placed in accordance with the preliminary development plan to front and emphasize pedestrian use areas.

- e. **Open Space** – The preliminary development plan identifies 16.44 acres of proposed open space which is approximately 33% of the overall development. The applicant also identified 3.13 acres of outdoor amenity space which will primarily serve as the common space for the mixed-use portion of the development.
- f. **Site Design** – The site design standards are established within the adoption of the planned district and preliminary development plan. The applicant has provided a detailed narrative describing the compliance with standards typically found within **Site Design Category 3 (UDO 18.15.115)**. The following provides a summary of the composite site design requirements.

Site Design Standard	Proposed Design Features
<i>Outdoor Amenity Space</i>	The central common area will serve as the primary amenity space and additional amenities are expected to be dispersed throughout the site including public art
<i>Pedestrian Connectivity</i>	An abundance of pedestrian connections will be utilized throughout the site and to adjacent properties
<i>Landscape Buffers Adjacent to Other Uses</i>	Landscaped buffers will be provided along arterial streets and adjacent to surrounding industrial properties
<i>Maximum Parking Pod Size</i>	Parking areas are separated by landscape islands and pedestrian pathways and will be evaluated for compliance with final development plans
<i>Drainage Features</i>	Drainage/detention areas are expected to be developed as natural features or utilized as buffers that provide visual relief
<i>Building Placement</i>	Buildings will be placed to front pedestrian use areas and promote a pedestrian-oriented streetscape environment
<i>Façade Width in Frontage Area</i>	A minimum of 30% of building facades will front onto streets within the development

- g. **Building Design** – The building design standards that will be upheld for subsequent final development plans are established as part of the planned district. The *Design & Planning Narrative* and *Vision Book* provided by the applicant describe the overall design objectives for the development and identifies building design categories from the *UDO* that will be utilized for future buildings. The applicant also provided color

building elevations and renderings depicting each portion of the development to illustrate the desired materials and design features that will be incorporated through the site to establish a harmonious theme.

The use of masonry, large format windows and steel were selected to evoke the industrial warehouse feel while establishing a quality design that can evolve with different uses over time. The building design categories are described below, and staff will evaluate each building within the development at the time of final development plan for compliance with the established standards.

a. Building Design Category C (UDO 18.15.035)

Building Design Category C will be utilized as the base standard for the mixed-use buildings within the central portion of the proposed development. Increased articulation, focal points and pedestrian interest tools must be utilized within this area. High-quality building materials are expected and additional detailing elements such as canopies, arcades, balconies and variations in materials are utilized within this category.

b. Building Design Category D (UDO 18.15.040)

This category will be utilized as the base standard for the outlot and inline retail buildings within the north and west portions of the proposed development. Several articulation, focal point and pedestrian interest tools will be utilized throughout the buildings. Tenant storefronts will contain clear glazing and additional pedestrian design tools are planned through the use of planters and courtyards. Many of the buildings will require four-sided architecture to fulfill the design requirements and the final development plans will meet or exceed the design standards as detailed within the UDO and attached design narrative.

h. Parking – The preliminary development plan provides the distribution of parking within the site by general use type. The anticipated uses including retail, restaurants, apartments, hotel and mixed-uses generates 1,969 minimum required parking spaces. The preliminary development plan includes a total of 2,367 parking spaces which is 398 spaces greater than the *UDO* minimum requirements. The allocation of proposed spaces are generally as follows: 58% for retail uses, 9% restaurants, 23% for apartments, 8% hotel and 2% for additional mixed-uses. The preliminary development plan also indicates the location of the proposed below-grade garage for buildings 2F and 2H, the primary mixed-use buildings.

Staff is supportive of the general layout and distribution of parking within the site with the exception of the larger retail buildings within Phase 3 of the development. Staff is stipulating that additional opportunities for green space and outdoor amenities need to be explored within Phase 3 as a component of the final development plan review to ensure expansive areas of contiguous parking are not overemphasized within the site. The character of the development and pedestrian connectivity should be carried through and strengthened within all areas of the site.

i. Landscaping/Screening/Buffering – The preliminary landscape plan identifies perimeter landscaping, buffer areas, screening requirements and parking lot/internal drive lane landscaping. Buffering requirements are typically associated with districts in the *UDO* and are established with the rezoning for a planned district. Perimeter buffer landscaping including deciduous ornamental, evergreen trees and shrubs will

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be provided within the 25-foot buffer area along the entire south and west property lines. The landscaping will be located to the exterior of retaining walls constructed of modular block which will extend throughout several portions of the site.

A 15-foot landscape and screening area will be provided along 119th Street and Renner Boulevard. The proposed trees will meet the *UDO* requirements for arterial and collector roadways. Additionally, a continuous shrub hedge will be provided to screen parking and paving areas to a minimum 3-foot height along 119th Street and Renner Boulevard.

Internal landscaping will be distributed throughout the site to fulfill the parking lot landscaping requirements. A variety of shade and ornamental trees will also be distributed throughout pedestrian areas in the development. Ornamental grass, perennials and sod will be utilized within pedestrian and parking areas to add further softening and visual interest. Integrated planters are also proposed at the curb line along the streetscapes to allow for pedestrian circulation and increased separation from vehicular parking areas. Additional building foundation landscaping will be provided within other segments of the development as typically seen in other commercial developments throughout the City.

Final development plans will include more detail of proposed species and fulfillment of landscaping requirements.

j. **Tree Preservation-** The site contains mainly open space and underbrush that do not qualify as trees that are typically saved per the City's tree preservation ordinance. Staff is requesting a 20-foot tree preservation buffer along the portions of the property adjacent to the City of Olathe Fire Station located southeast of the site to preserve existing trees within the vicinity of the station. The landscape plan depicts additional landscaping that will be planted within buffer areas along the perimeter of the site including shade, ornamental and evergreen trees.



(View of the southwest property boundary adjacent to Fire Station #2)

k. **Signs** – A comprehensive sign package, showing the details of all signage for this Planned District, will be approved by the Planning Commission prior to approval of a

final development plan. The comprehensive sign package will follow the intent of the UDO and will provide details describing the comprehensive look such as, materials, size, and colors of all signs creating a high quality and harmonious design. The applicant has provided an example of the array of signage that would be requested within the development as shown in the Vision Book (Exhibit C).

- I. **Phasing** – The site will be developed in four phases as depicted within the phasing plan included with the preliminary development plan. The pad sites along 119th Street and northern portion of the mixed-use area including the central common space would be developed first. Phase 2 would consist of the mixed-use buildings with residential above retail. The next portion, Phases 3 and 4, include multi-family residential buildings and the proposed hotel. Phase 3 also includes the larger in-line retail buildings which are more dependent upon market forces and therefore intended as a later phase.

5. Development Requirements:

- a. **Access/Streets** – The proposed development will have five access points from adjacent roadways and properties as detailed below.
 - i. Right turn in/right turn out on 119th Street between Winchester Street and Barney Boulevard
 - ii. Full access at 119th Street and Barney Boulevard
 - iii. Full access at Renner Boulevard and Bass Pro Drive
 - iv. Right turn in/right turn out on Renner Boulevard between the Renner Boulevard/Bass Pro Drive roundabout and the fire station
 - v. Access to the property southwest of the rezoning boundary

A Traffic Impact Study (TIS) was prepared for this development by Olsson Associates. The study reviewed the access points and the intersection of 119th Street and Renner Boulevard, the southern roundabout at Renner and Bass Pro Drive, and Renner Boulevard and Kansas City Road. The TIS identified several improvements for 119th Street and Renner Boulevard including the construction of southbound, northbound and eastbound right turn lanes. Additionally, dual westbound left turn lanes were recommended at 119th Street and Barney Boulevard. Further recommendations include the distance requirements for internal drives in relation to City streets to increase throat distances and spacing from the major intersections.

City Traffic Engineering staff reviewed the TIS report and concur with the recommendations of the report. Additional deficiencies identified by the report may be included in a future 119th Street and I-35 interchange construction project to be addressed by the City. The City retained a consultant to review the operations of the I-35 and 119th Street interchange and develop options for improving capacity. The existing interchange cannot provide the capacity needed to meet the existing traffic demand. It is routinely saturated with vehicles queueing from the intersections onto I-35 mainline. Using 2040 traffic projections, the consultant developed several options. A final study will be presented to the Federal Highway Administration and the Kansas Department of Transportation for review and approval. The City doesn't have a

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construction schedule for the interchange improvements; however, the interchange project is included on the Pending Project List in the Capital Improvement Plan.

Additionally, Public Works staff have identified the need for adequate public access to the property located southwest of the rezoning boundary. The property is currently under the same ownership as the rezoning subject site but adequate access does not currently exist. The applicant has provided a proposed future drive connection on the preliminary development plan but further detail will be necessary prior to the final plat and relevant final development plan to ensure the access adequately follows requirements of *Olathe Municipal Code*.

- b. **Stormwater/Detention** – The project site is subject to all *Olathe Municipal Code Title 17* requirements. The location of stormwater quality features have been included within the plans; however, more detail will be necessary within future review processes to review the development against all regulations. A preliminary stormwater management report will be required with the final development plan submittal.
- c. **Public Utilities** – The site is located within the City of Olathe water service area and the Johnson County Wastewater sewer service area. The proposed development will require water and sewer extensions to serve all areas of the site.
- d. **Fire Department** – The Fire Department has no concerns with the development at this time. Turning templates were provided as part of the preliminary development plan package. The department will review the development in more detail with future final development plans and building permits.

6. **Comprehensive Plan Analysis:**

The *Comprehensive Plan* identifies the subject property and all surrounding adjacent properties as “**Gateway District**”. According to *PlanOlathe*, Districts are intended to be intense areas, each with their own special character. The Gateway District provides the main entry experience into Olathe from Kansas City. This district is a critical component in the overall image of Olathe, and development in this area should protect and enhance the image of the community and create an inviting environment to welcome travelers and visitors. The area is expected to eventually serve as a major transit node for the community. High quality retail, services, offices and housing are the focus of this District. Superior design compatibility within the Gateway District can be achieved through consideration of building scale, design, proportions, site planning, landscaping, materials and colors.

A. *The conformance of the proposed use to the Comprehensive Plan and other adopted planning policies.*

The future land use map of the *Comprehensive Plan* identifies the subject property within the “Gateway District”. The development fulfills the intent to provide a high-quality district with special character to welcome individuals to Olathe. The comprehensive planning of the site and buildings exemplify the superior design expected within this district. *PlanOlathe* describes this district as “intense” which is achieved in the planned development through the greater concentration and scale of buildings cohesively integrated throughout the site with increased attention to outdoor amenities and pedestrian connections.

B. *The character of the neighborhood including but not limited to: land use, zoning, density (residential), architectural style, building materials, height,*

structural mass, siting, open space and floor-to-area ratio (commercial and industrial).

The development is designed to recognize the industrial character within adjacent properties through the creative design of buildings and theming throughout the site. The land uses are consistent with properties developed directly to the east to serve as a regional destination for individuals visiting Olathe. The areas within the periphery of the development are similar to many other commercial centers along 119th Street. The core of the development within the mixed-use center is consistent with the development and uses expected within the district area and more closely aligns with the development patterns that are occurring further north within the Renner corridor in nearby Lenexa.

C. The zoning and uses of nearby properties, and the extent to which the proposed use would be in harmony with such zoning and uses.

The design of the proposed planned district was modeled from the surrounding districts and uses. The applicant paid particular attention to the surrounding industrial uses and created a design palate for the development utilizing elements typically seen within an industrial setting. The project is an extension of the already constructed Olathe Gateway project located to the east and is consistent with the commercial uses existing within that site. Furthermore, the 119th Street thoroughfare serves as a primary commercial corridor within the City and typically incorporates multi-family developments into the commercial setting.

D. The suitability of the property for the uses to which it has been restricted under the applicable zoning district regulations.

The property is not suitable to be developed within the current regulations for the C-2 and M-1 District. The existing districts do not provide the mix of retail, residential and office that are expected within the Gateway District as defined within *PlanOlathe*. The special character and higher quality design standards that are intended for Olathe's welcoming district are not typically found within the C-2/M-2 Districts and are better achieved through a planned district designation.

E. The length of time the property has been vacant as zoned.

The majority of the property was zoned C-2 in 1987 but development did not occur. A rezoning for the Olathe Entertainment District was withdrawn for the property in 2004 and the east portion of the development (Olathe Gateway) was developed beginning in 2006 but the western portion remained undeveloped despite the original vision which is now reinforced in *PlanOlathe*. The market demand for a development of this magnitude takes time and responds to greater economic forces occurring in the Kansas City area and national scale. The rezoning of the property will better facilitate the vision of the property to develop with its intended purpose.

F. The extent to which approval of the application would detrimentally affect nearby properties.

Staff does not anticipate that the development would harm the value or character of any nearby properties. The district is intended to serve as a continuation of the Olathe Gateway entertainment and retail district that currently exists to the east of the subject property. The rezoning and preliminary plan will establish the vision and standards for the property to ensure that a higher quality, cohesive development will be established

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that is reflective of the surrounding industrial uses while generating a welcoming gateway into the community.

G. The extent to which the proposed use would adversely affect the capacity or safety of that portion of the road network influenced by the use, or present parking problems in the vicinity of the property.

The traffic study was generated based on the provided development plan and carefully reviewed by staff for any negative impacts on the capacity and safety of the surrounding road network. The major corridors of 119th Street and Renner Boulevard generate a greater traffic volume than other areas within the City and future roadway improvements are expected within this area. City Engineering staff have reviewed the TIS and the applicant is responding to recommendations of the study by providing many additional turn lanes and vehicle queuing areas within the development. Parking has been provided greater than the required minimum and an increased tendency towards shared parking distribution is typically seen within mixed-use developments.

H. The extent to which the proposed use would create air pollution, water pollution, noise pollution or other environmental harm.

Staff is not aware of any potential for unlawful levels of air, water or noise pollution with the proposed development. The development shall comply with the City's stormwater requirements and provide best management practices for water quality.

I. The economic impact of the proposed use on the community.

A development of this scope is expected to have a significant impact on Olathe's economy. The variation and increased concentration of uses within a mixed-use development generally provides a greater source of revenue and longevity for the retail center. The proposed development is also expected to attract both local and regional visitors as intended for the area per *PlanOlathe*.

7. Staff Recommendation:

A. Staff recommends approval of RZ18-0003 for the following reasons:

- (1) The proposed development complies with the **Comprehensive Plan** for Land Use which calls for a Gateway District with a high-quality concentrated mix of uses. In addition, the proposal adheres to the policies and goals of the **Comprehensive Plan** for Land Use and Housing (Principles LUCC-3, LUCC-4, LUCC-7, HN-5).
- (2) The requested rezoning to PD district meets the *Unified Development Ordinance (UDO)* criteria for considering zoning applications.

B. Staff recommends approval of RZ18-0003 with the following stipulations to be included in the ordinance:

- (1) Permitted and prohibited uses are established within Exhibit A. Any modifications to permitted uses must be requested through the zoning amendment process.
- (2) Overall density will not exceed the maximum density shown on the attached preliminary development plan.

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- (3) The maximum square footage and general allocation of uses will be developed as shown on the attached preliminary development plan.
- (4) Lot size, open space, parking and paving setbacks, and structure setbacks will be as established on the attached preliminary development plan and as described in the Design & Planning Narrative received May 21, 2018 and attached as Exhibit B.
- (5) The maximum height for all structures will be reviewed and approved during final development plan review.
- (6) Parking is established per use category as shown on the attached preliminary development plan. For any development in the area noted within the phasing plan as Phase 3, additional opportunities for green space and outdoor amenities will be explored during final development plan review.
- (7) Landscaping, screening and buffering will be required as shown on the attached preliminary development plan package. Screening details shall be included within final site development plans and maintained to provide 100% screening through the use of shrubs, berms, or walls for parking/paving areas facing public streets per UDO 18.30.130.
- (8) A tree preservation buffer in the amount of 20 feet will be provided extending from the property lines adjacent to the City of Olathe Fire Station at 1725 N Renner Boulevard.
- (9) A comprehensive sign package, showing the details of all signage for this Planned District, will be approved by the Planning Commission prior to approval of a final development plan. The comprehensive sign package will follow the requirements of the UDO and will provide details describing the comprehensive look such as, materials, size, and colors of all signs creating a high quality and harmonious design.

C. Staff recommends approval of the preliminary development plan with the following stipulations:

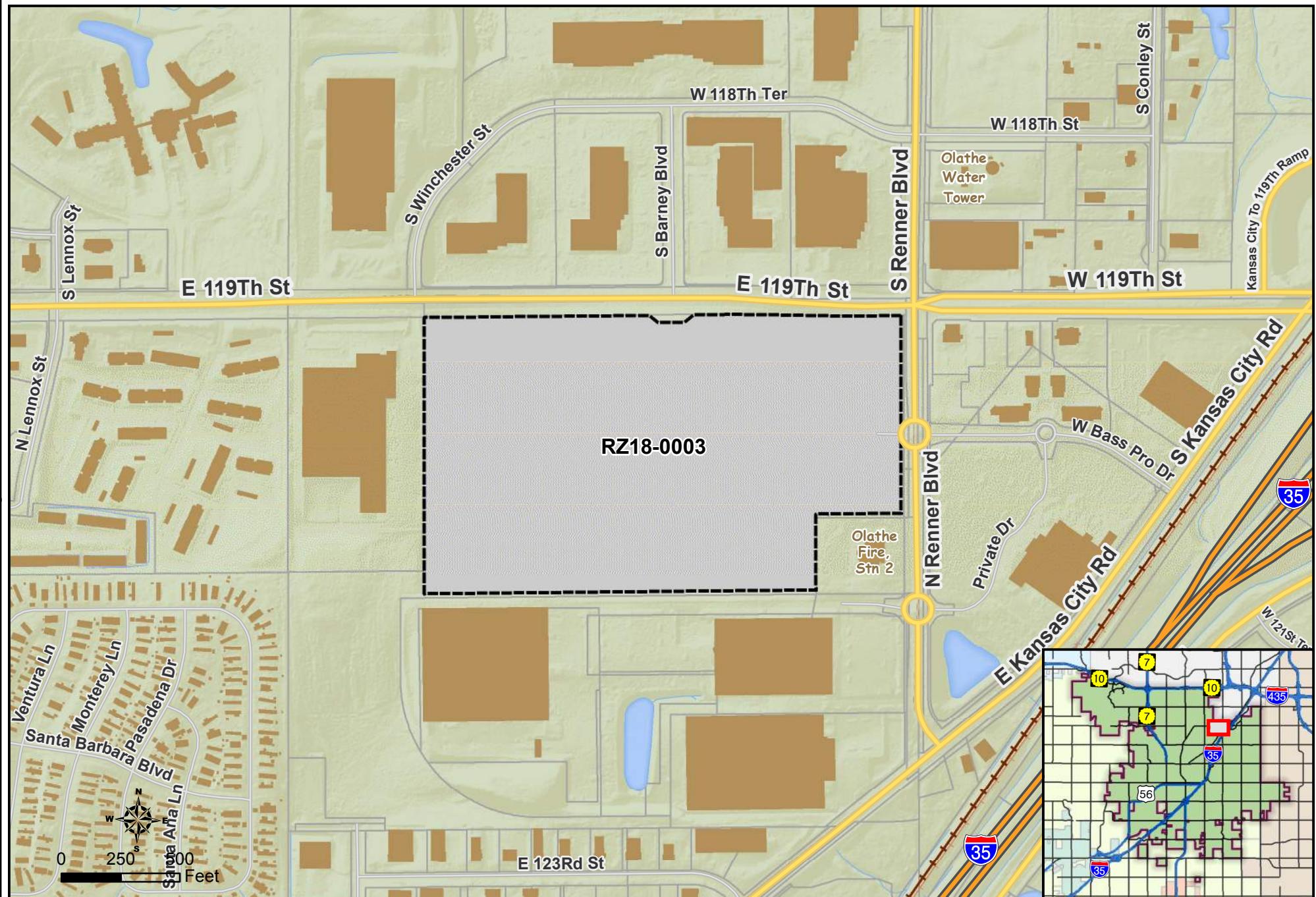
- (1) Final plats shall be approved and recorded prior to building permit.
- (2) Adequate public roadway access in accordance with city standards shall be provided to the portion of the lot located southwest of the rezoning boundary prior to recording any final plats for this development and shown on the relevant final development plan.
- (3) All street improvements shall be in accordance with the traffic impact study and as required by the City Engineer. A revised traffic study shall be submitted if there is a change in land use, as required by the City Engineer.
- (4) All public improvement plans shall be released for construction prior to issuance of a building permit.
- (5) This project site is subject to all *Olathe Municipal Code Title 17* requirements. A preliminary stormwater management report will be required with the final development plan submittal.

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- (6) Sidewalks shall be provided on both sides of all arterial, private and service streets as shown within the attached preliminary development plan.
- (7) Public art, if required pursuant to City of Olathe Municipal Code, will be dispersed throughout the development in multiple, visible locations. The locations will be shown on final development plans.
- (8) The following site details will be reviewed during the final development plan review and adhere to the following sections of the UDO:
 - a) Off-street loading areas will comply with UDO 18.30.160.
 - b) Details for trash enclosures or compactors will comply with UDO 18.30.130.
 - c) Photometric plans for parking lot lighting will comply with UDO 18.30.135.
 - d) All rooftop mechanical equipment shall be screened from public view. All exterior ground or building mounted equipment, including but not limited to mechanical equipment and utility meter banks shall be screened from public view with landscaping or an architectural treatment compatible with the building architecture in compliance with UDO 18.30.130.



User: jaredmd
Date: 06/05/2018



EXHIBIT A**OLATHE GATEWAY – RZ18-0003**
PD District – Prohibited Uses

All uses found only in the AG, R-1, R-2, R-3, BP, M-1, M-2, M-3 and all D (Downtown) Districts of the Unified Development Ordinance (UDO)*:

1. All uses specifically prohibited for the PD as referenced in UDO 18.20.500*
2. Single-Family, Detached
3. Pawnshops
4. Payday Loan Business or Title Loan Business
5. Tattoo Parlor/Tattoo Studio and/or Body Piercing
6. Vehicle Painting and Body Shops
7. Cemetery
8. Hospitals
9. All uses in the C-4 District except for those categorized as Arts, Recreation and Entertainment Uses in the Use Matrix*
10. Any use category which allows for the renting, leasing, sales, repair or work of any kind for motor vehicles including but not limited to automobiles, boats, RVs, trailers, motorcycles, etc.
11. Wood working shops
12. Laboratories- research and testing

*Ordinance #17-52

OLATHE GATEWAY II

DESIGN AND PLANNING NARRATIVE

APARTMENTS Section 18.15.035**Building Design Category C (Please find supporting elevation/ partial plan exhibits for reference)**

The apartments have been calculated in the enclosed exhibits applying Category C requirements. The following shall further clarify the approach and compliance to the ordinance.

- Both horizontal and vertical articulation have been expressed in the careful use of three primary materials in a tri-partite scheme to provide interest, proportion and balance.
- Brick, terracotta and other masonry materials are found as the dominant, primary material to be used in all proposed apartment structures as shown in the elevation exhibits.
- Rain screens of cement board, stucco, ACM and composite wood and phenolic panels are used sparingly as accents and design moves to create visual interest and harmony in the proposed design aesthetic.
- Level 1-3 are primarily comprised of masonry materials with plane changes, recesses and punched openings to receive balconies to provide depth.
- The 4th level is primarily comprised of metal and composite wood materials to lighten and modernize the warehouse aesthetic. This level's façade is recessed from the primary main façade below to introduce outdoor private terrace and public gathering spaces.
- Varying heights in the apartment massing meets or exceeds Category C standards.
- Changes in material creates a level of sophistication, scale and proportion to the building skin.
- Metal canopies have been introduced in strategic locations at first floor glazed openings and entrances.
- An arcade has been introduced at the ground level in which the level above provides a covered walkway leading to amenities, retail offerings and to the ceremonial front entrance of the building.
- A protruding ornamental cornice is shown at the top level of the apartment building to provide solar/ heat gain control as well as covered outdoor space.
- Both expression lines and reliefs are found in both the vertical and horizontal planes through the use of both plane changes and materials transition.
- "front Porches" in this case are found as recessed and protruding Juliet terraces on the first level as well as other levels throughout the building.

RETAIL Section 18.15.040**Building Design Category D (Please find supporting elevation/ partial plan exhibits for reference)**

The retail buildings have been calculated in the enclosed exhibits applying Category D requirements. The following shall further clarify the approach and compliance to the ordinance.

- Retail buildings have been articulated to exceed the minimum 75' requirements and provide adherence to human scale modules which help to encourage multi-tenant configuration to allow for each tenant to have a sense of place and expression.
- Wall offsets, arcades, projections, hard canopies, and strategic recesses help to define entrances, outdoor dining and points of visual interest to enrich the pedestrian experience.
- Taller towers, and varying parapet heights enhance major moves in the massing
- 'Focal Points' are introduced in myriad ways through cap profiles, large format graphics, art glass decorative clerestory treatments, and blade signs to express building variety.
- All glazing systems at tenant storefronts are clear glazing. Other glazing treatments at BOH, or as transom, clerestory, or special panel glazing (ie: Panelite systems) may be colored, translucent or patterned glass to create interest and promote the overall design aesthetic in the project as described in the introduction and previously submitted vision book.
- Integrated planters are incorporate along the street scape at curb lines rather than in front of storefronts to allow for flexibility in store design and clear pedestrian movement. Other locations may allow pedestrian planters against the building at side yards, BOH, and other areas where there isn't customer interface or access.
- Courtyards have been introduced in strategic locations (See illustrative plan of the Central core of the development). These courtyards, and patios are introduced at each building endcap, in between buildings with no vehicular access, and the central core as shown. Building courtyards and patios allow for site amenities as per 18.15.115 and outdoor bistro seating.
- Exterior materials on primary and secondary facades are shown in the enclosed exhibits to promote 4-sided architecture and a consistent design palette.
- None of these proposed buildings are adjacent to single family neighborhoods
- It is important to note that there is an additional exhibit of elevations and partial plans to show a typical pad or outlot building design following the same compliance standards as expressed in Section 18.15.040

Architectural Narrative

Site Design Category 3 Section 18.15.115

As Requested by City Staff, please find Illustrative images on Sheet I-101 Site Plan Exhibits of the development reference.

Site Amenities Master Plan of the Core Development

Pad Site Study

These enclosed exhibits are expressive of the Development Team's commitment to meet or exceed Site Plan requirements as per ordinance incorporating a comprehensive use of landscape, hardscape, art features, and amenity spaces in Compliance with Category 3 Section 18.15.115 throughout the development. The following shall further clarify the approach and compliance to the ordinance.

- All fronts of buildings provide a minimum of 15'-0" of dedicated space to the curb; allowing for comfortable pedestrian circulation, landscaping, site furniture and hardscape treatments to enhance pedestrian experience.
- Building frontage exceeds the required 30%
- Open drainage and detention areas shall be natural in configuration and shall as buffers and visual relief against the building structures.
- Plazas and courtyards throughout the Master Plan promote and incorporate both passive and active use – bosques of trees, fountain plazas, pergolas, artwork, and etc. shall be unique to each courtyard.
- A common green space is shown
- A water feature and entry monument is shown at the east entrance to the development to the Retail Pavilion, previously described as the Public House.
- Direct pedestrian connections are shown in numerous locations including direct relationships to courtyards and public gathering spaces through the use of speed tables, hardscape treatments, and other traffic calming devices for safe passage.
- Natural drainage features shall be deployed throughout the development to soften the palette – see the Site Master Plan for our cursory study of landscaping features using large stands of monoculture plantings.

Signs Section 18.50.190

As it is the development team's understanding that a comprehensive signage plan shall be submitted at the Final Development Plan stage. This shall not be fully addressed at this time. Please find reference images of creative sign applications in the revised Vision Book that begins to identify the proposed sign vocabulary for this development.

PD (Planned District) Section 18.20.220

The development team shall request certain relief within the spirit of the Planned District as is the discretion of the Planning Staff and the Planning Commission as per 18.40.240. These may include but are not limited to the following:

- Reduced setback requirements, and buffer areas at pad sites and collector roads
- Creative, unique use of signage – including painted graphics, art murals and super graphics found within the development
- Density increases for certain uses through credits received for enhanced landscape and amenity features.



OLATHE GATEWAY II
VISION BOOK

February 2018

OLATHE GATEWAY II VISION BOOK

The intent of this vision book is to assist the Client in setting a tone for the architecture for the development. Enclosed are images of projects that reflect the different uses planned and projected for the project. Images which more closely align with the Client's vision may set the foundation for the project in creating a harmonious, yet dynamic development for the second phase of Olathe Gateway —creating an exciting destination and a great sense of place for this important location in Olathe, KS.

INSPIRATIONAL IMAGES

Multi - Family

Retail

Brewery

The Commons

Art Pieces & Murals

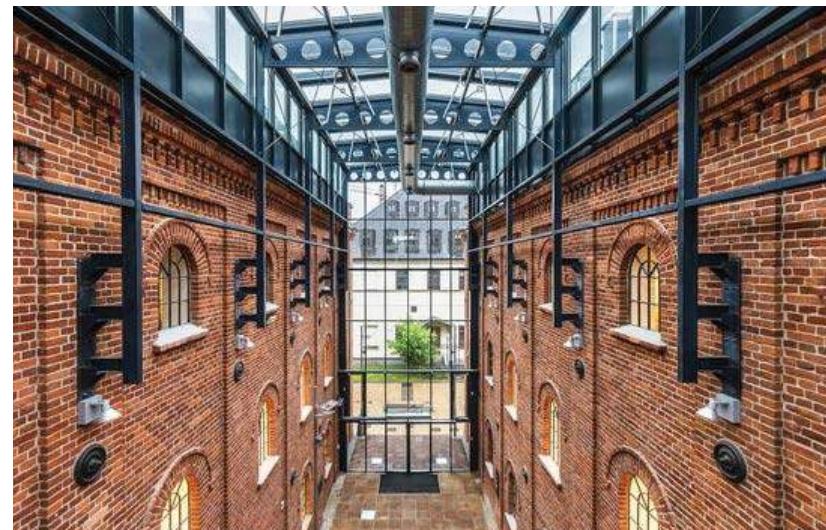
Landscape & Hardscape

MULTI - FAMILY

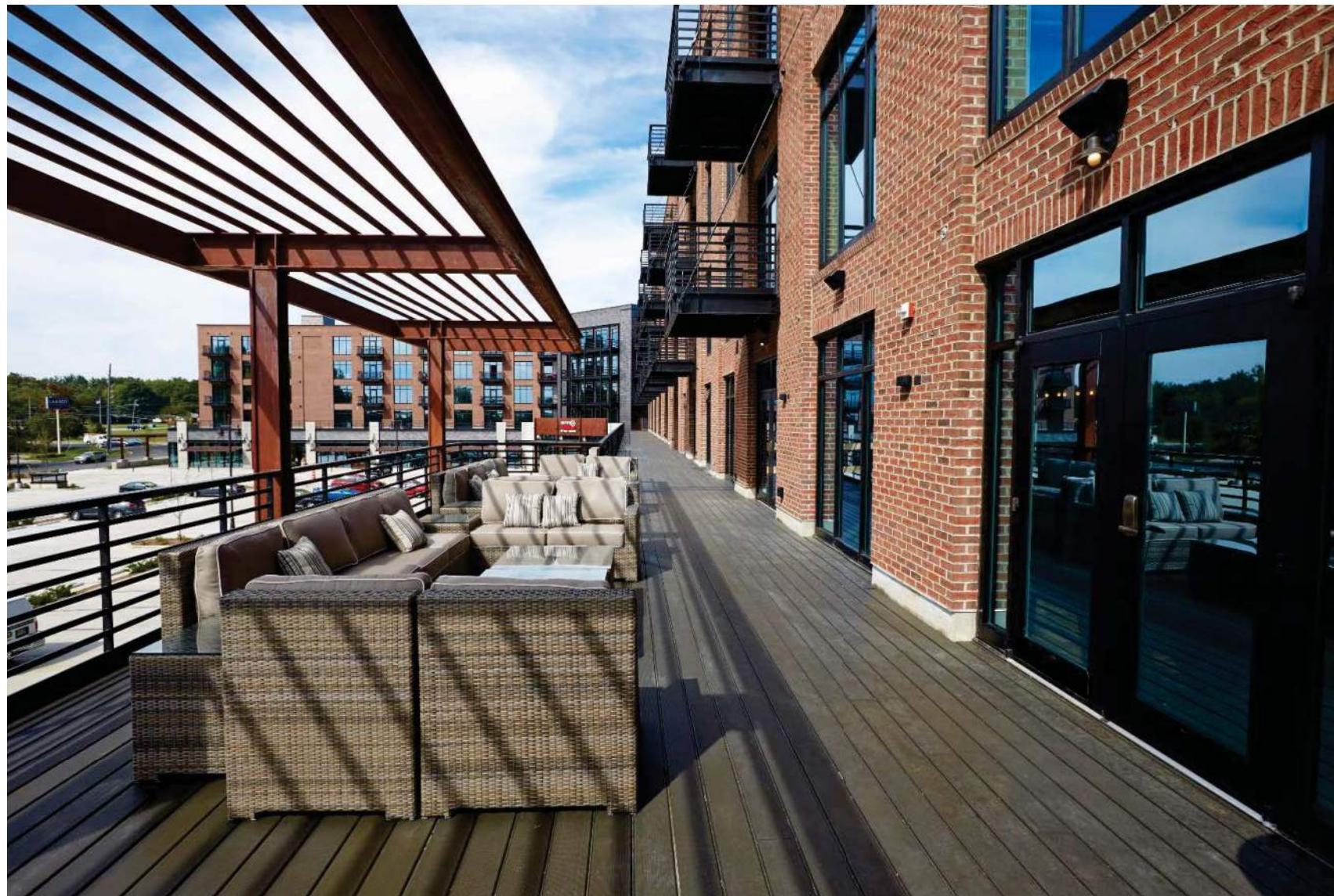














RETAIL













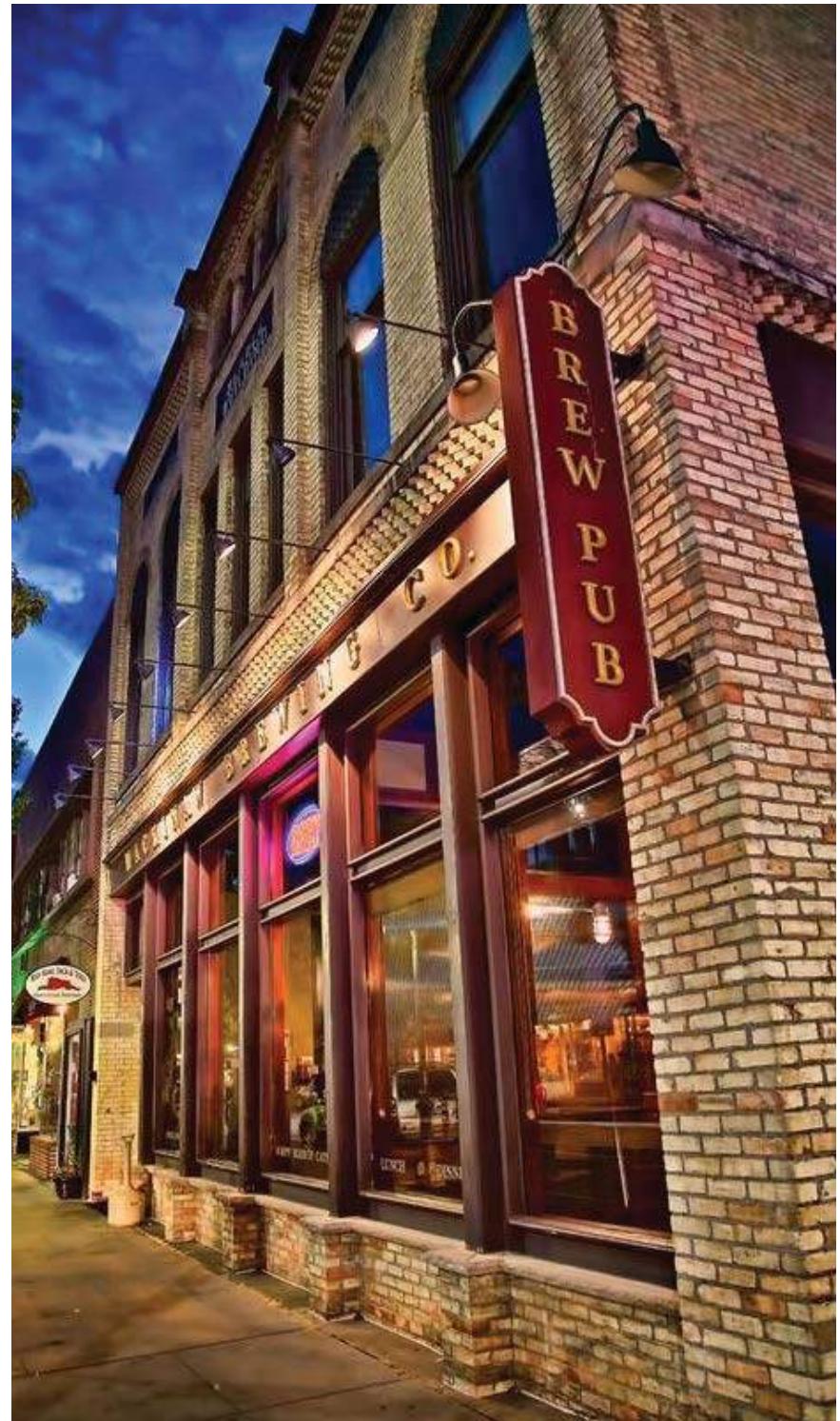


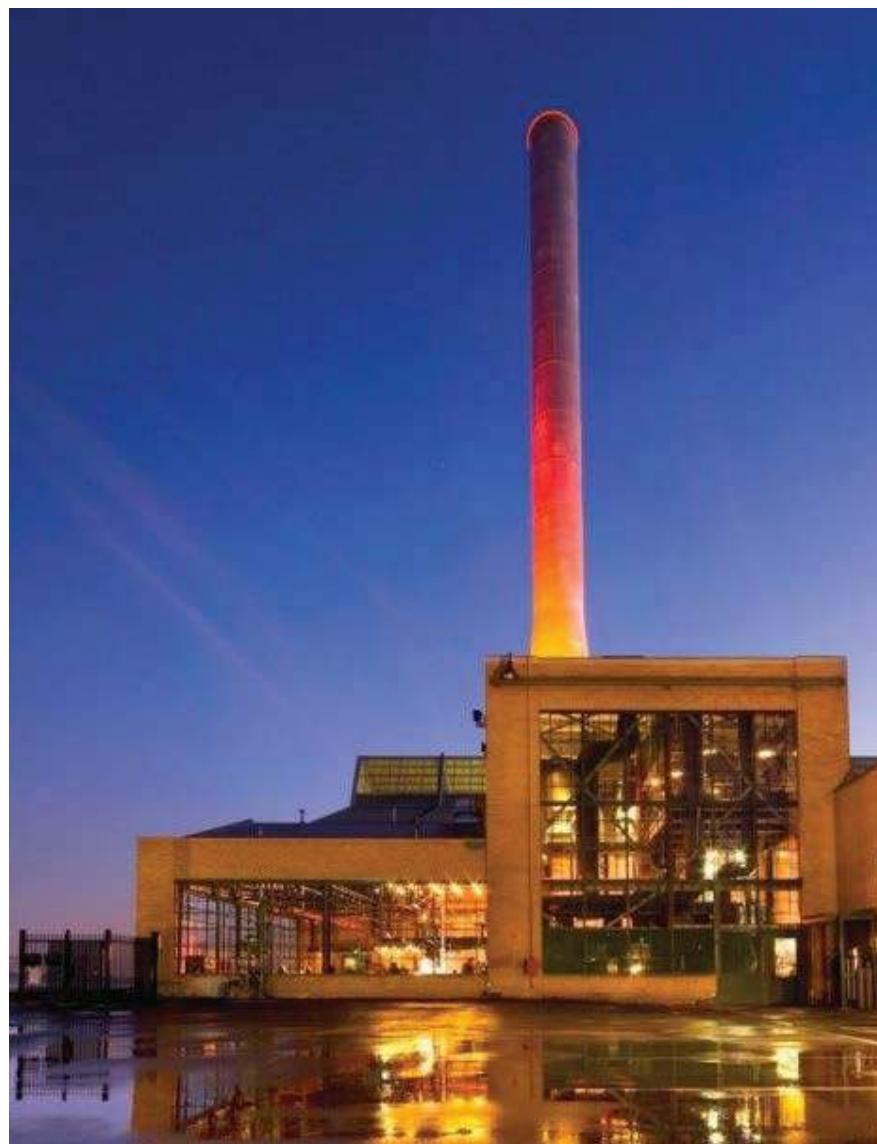


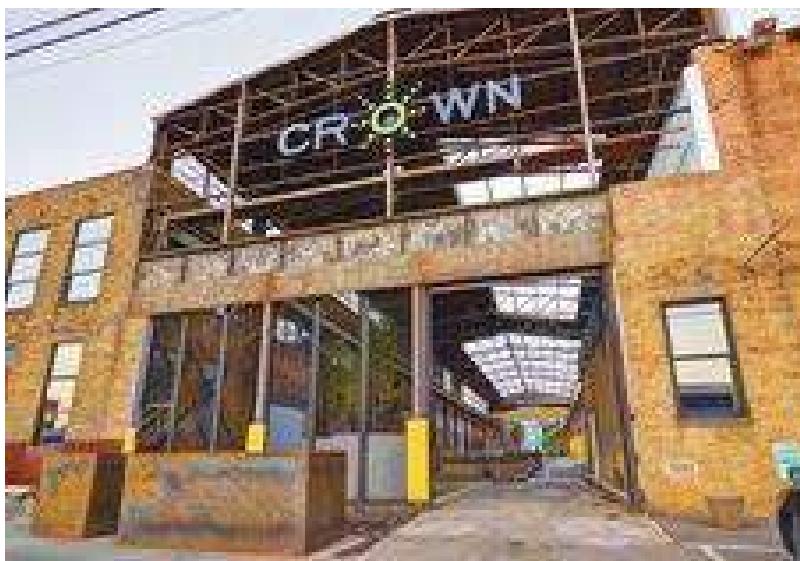




BREWERY

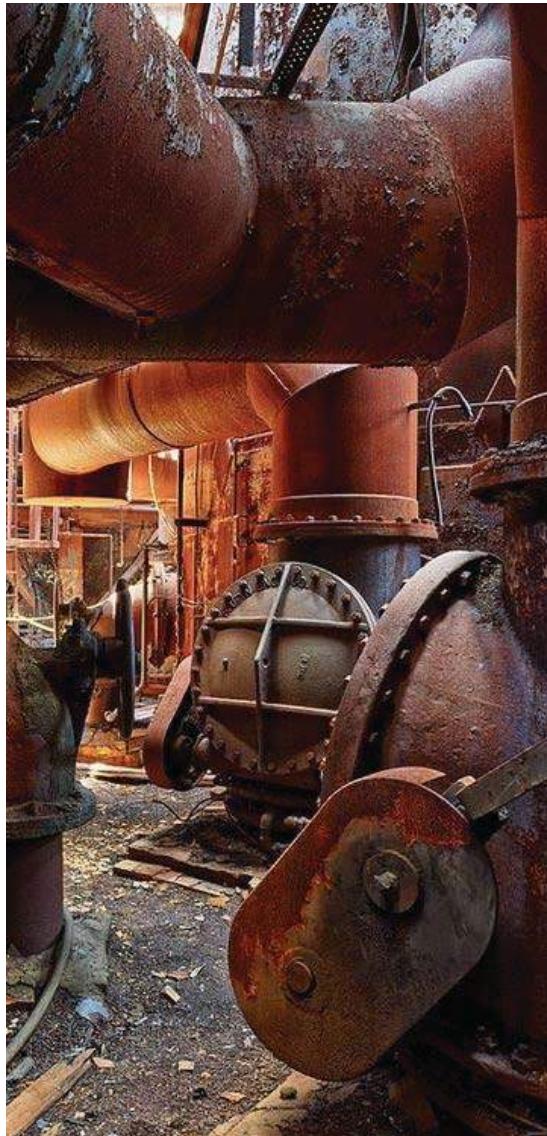


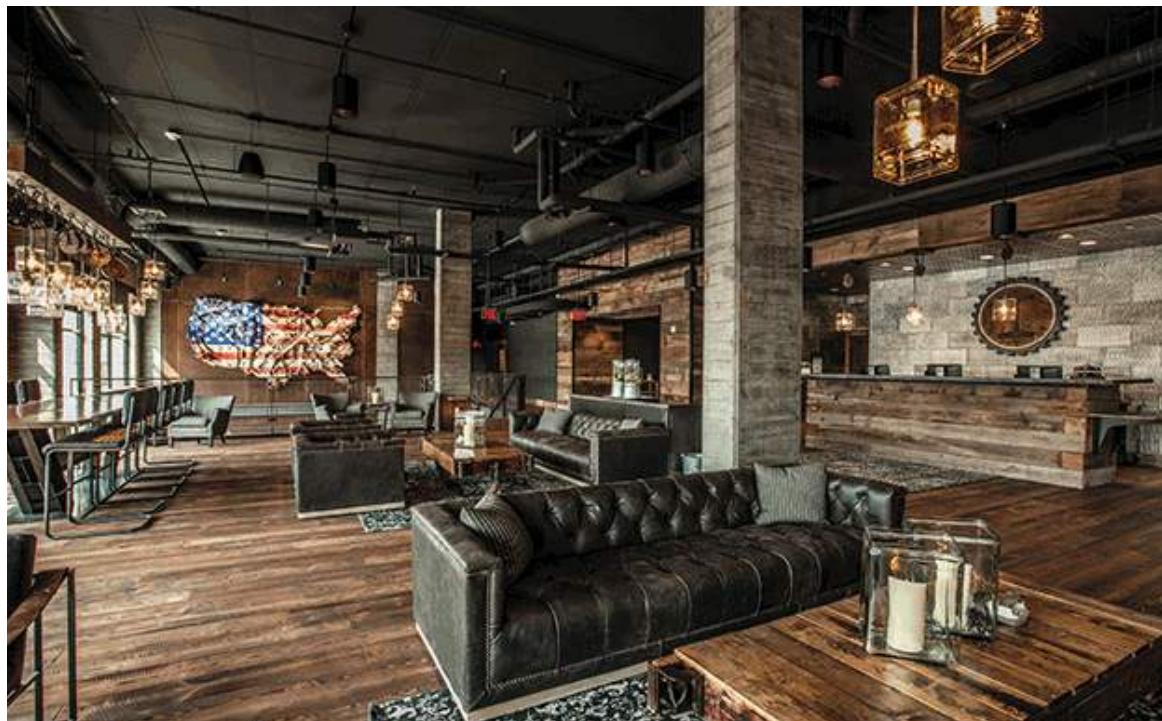




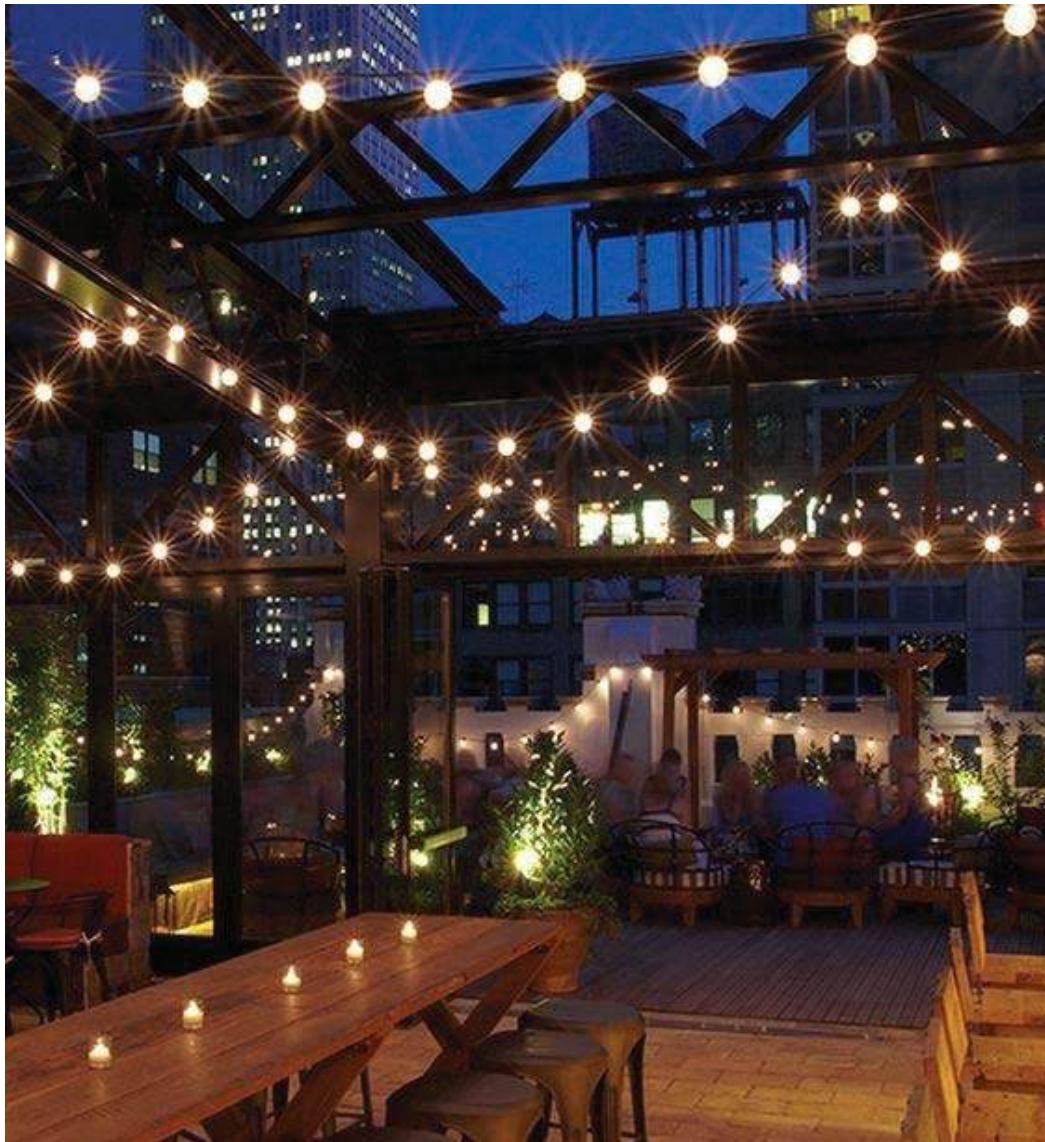




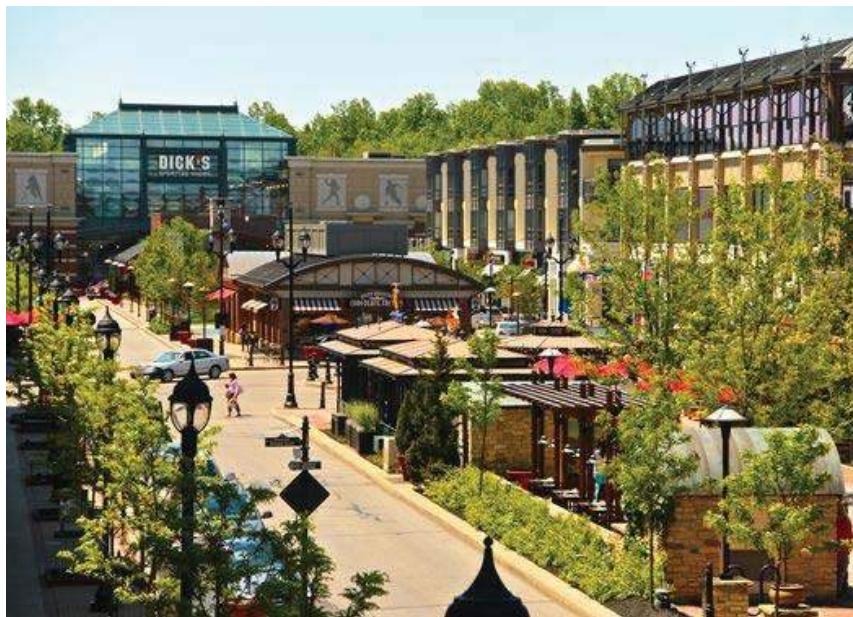








THE COMMONS

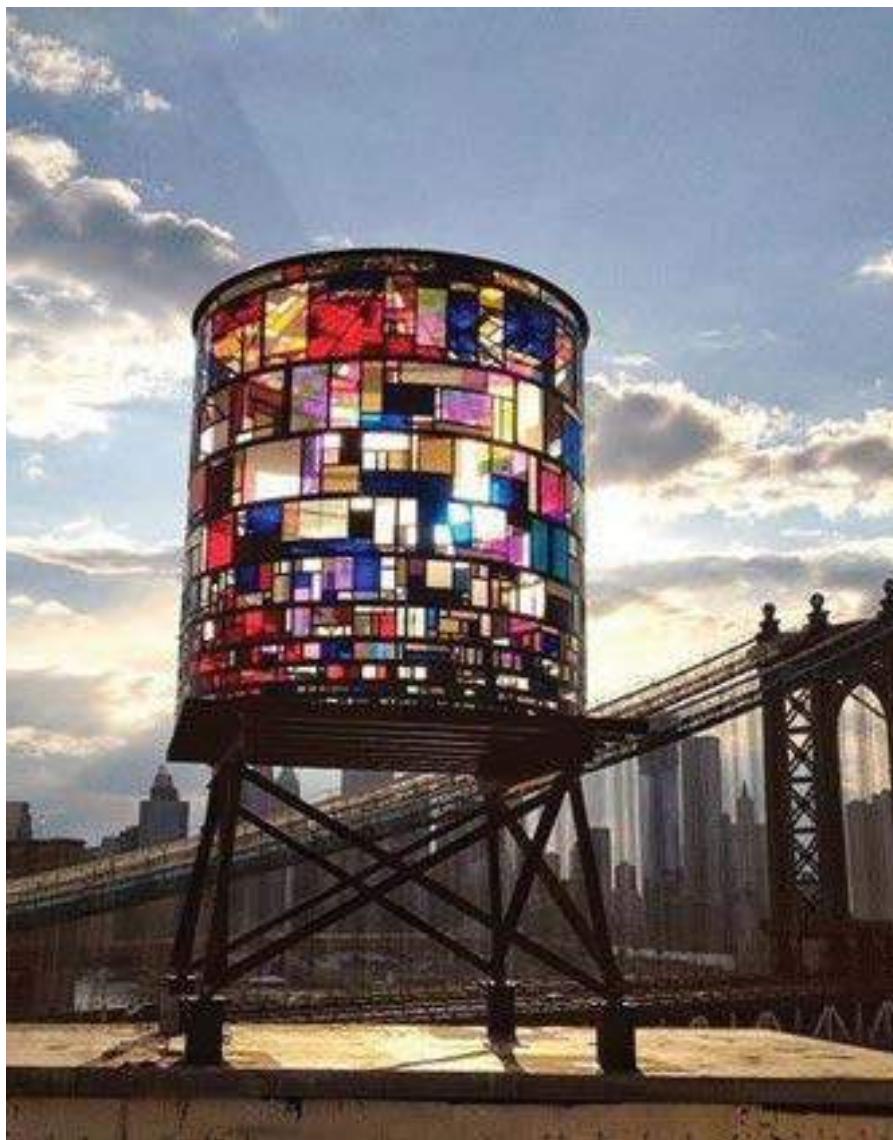




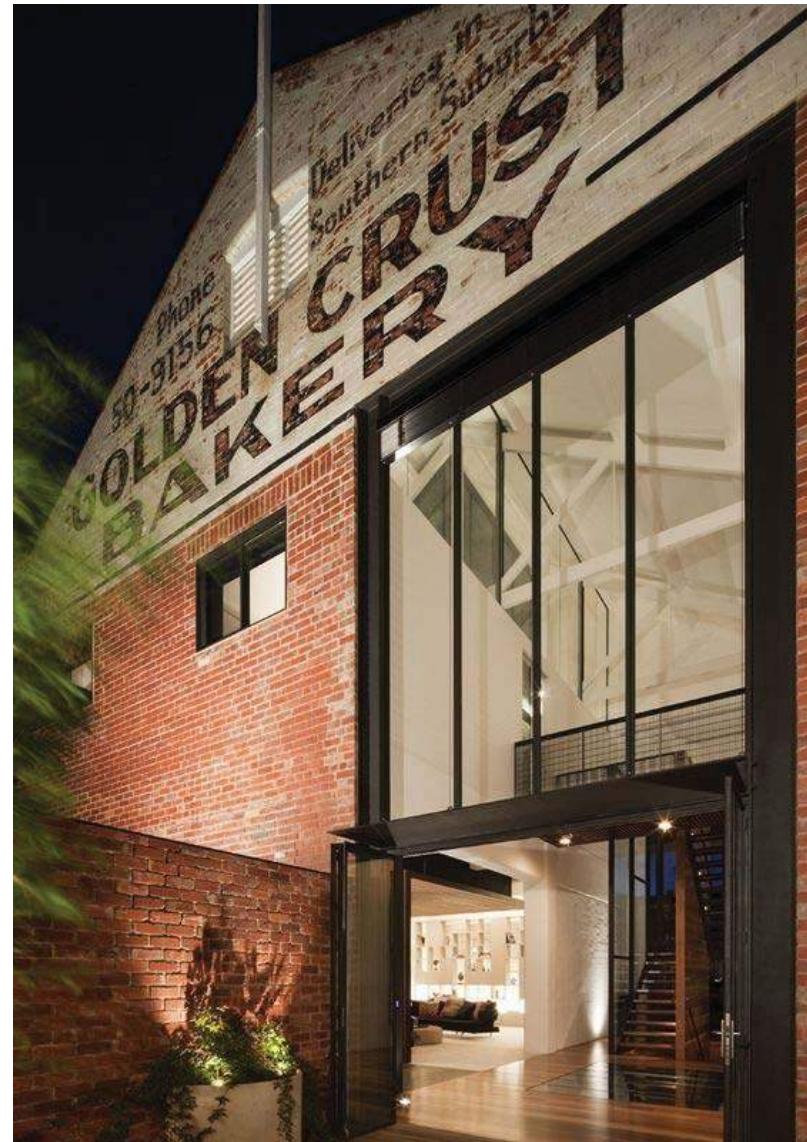
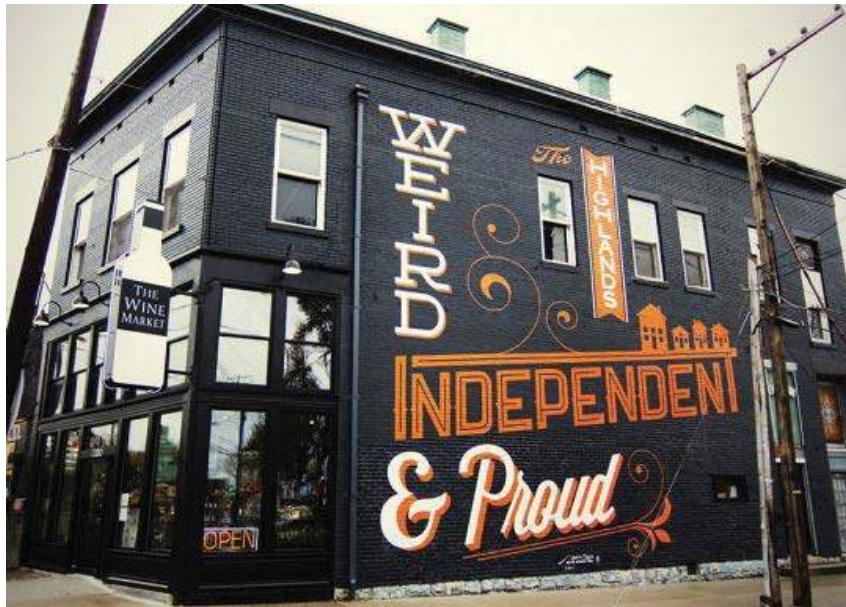


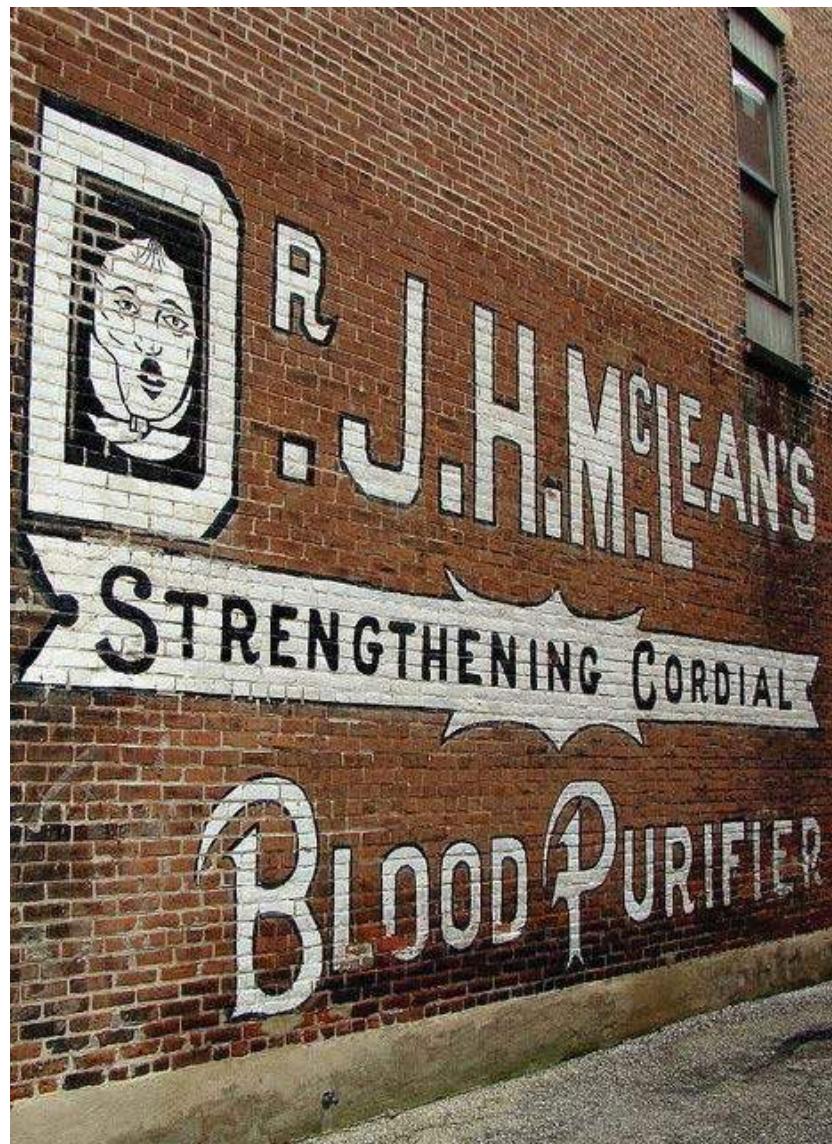


ART PIECES & MURALS







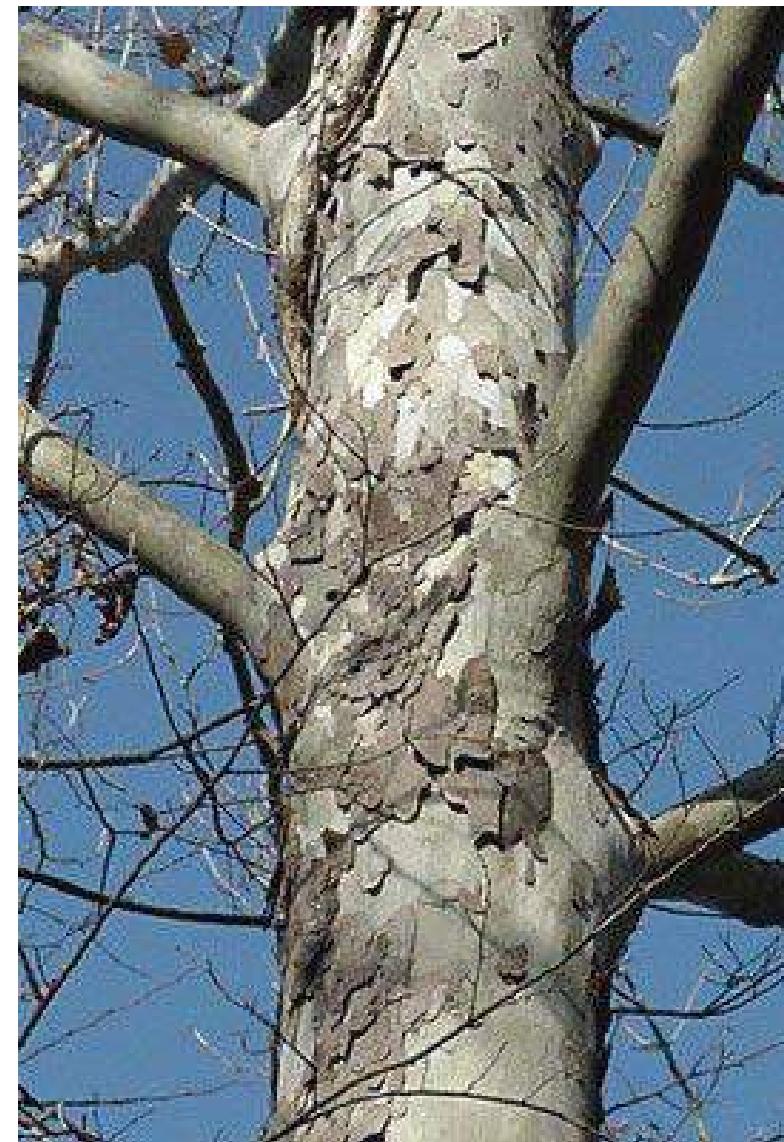






**LANDSCAPE
& HARDSCAPE**









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Traffic Impact Study

OLATHE GATEWAY

**119TH STREET/RENNER BOULEVARD
OLATHE, KS**

REVISION II MAY 2018

Prepared for:
Maefield Development

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APPENDIX B	EXISTING ANALYSIS
APPENDIX C	EXISTING PLUS DEVELOPMENT ANALYSIS

1.0 INTRODUCTION AND OBJECTIVE

This study has been updated to reflect a revision to the site plan.

This study summarizes traffic impacts regarding the proposed Olathe Gateway development located in the southwest quadrant of 119th Street and Renner Boulevard in Olathe, Kansas. The proposed site consists of a shopping center with 300,000 square feet, multifamily housing with 370 dwelling units and a hotel with 110 rooms. The approximate location of the development is shown in the vicinity map in **Figure 1**.

The objective of this study is to evaluate the existing traffic and roadway conditions and the traffic impacts expected from the proposed development at study intersections. The City of Olathe's *Access Management Plan* was used to determine the appropriate intersection geometrics and traffic control improvements necessary to accommodate the increased traffic due to the proposed development on the study area roadways. For this study, two separate traffic conditions were analyzed:

- Existing Conditions
- Existing plus Development Conditions

Specific recommendations are included at the end of this report to address mitigation of the traffic impacts due to the proposed development.

2.0 DATA COLLECTION

The data collection effort included acquiring peak period turning movement counts and documentation of current roadway geometrics and traffic control. Intersection turning movement counts were conducted on Wednesday, December 13, 2017 at the following intersections:

- Barney Boulevard & 119th Street
- Renner Boulevard & 119th Street
- Renner Boulevard & Bass Pro Drive
- Renner Boulevard & Bass Pro West Access
- Renner Boulevard & Kansas City Road

The traffic counts were conducted during the AM and PM peak periods of traffic flow, 7:00-9:00 AM and 4:00-6:00 PM. The peak hours were determined to be from 7:15-8:15 AM and 4:30-5:30 PM. The existing peak hour volumes are illustrated in **Figure 2**. Count data collected from this study can be found in **Appendix A**.

FIGURE 1

Vicinity Map

Olathe Gateway
Olathe, KS



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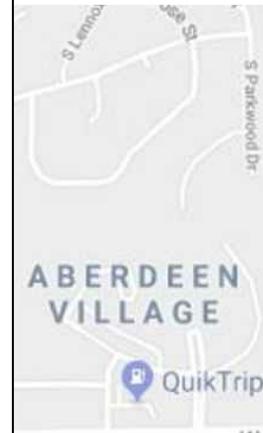
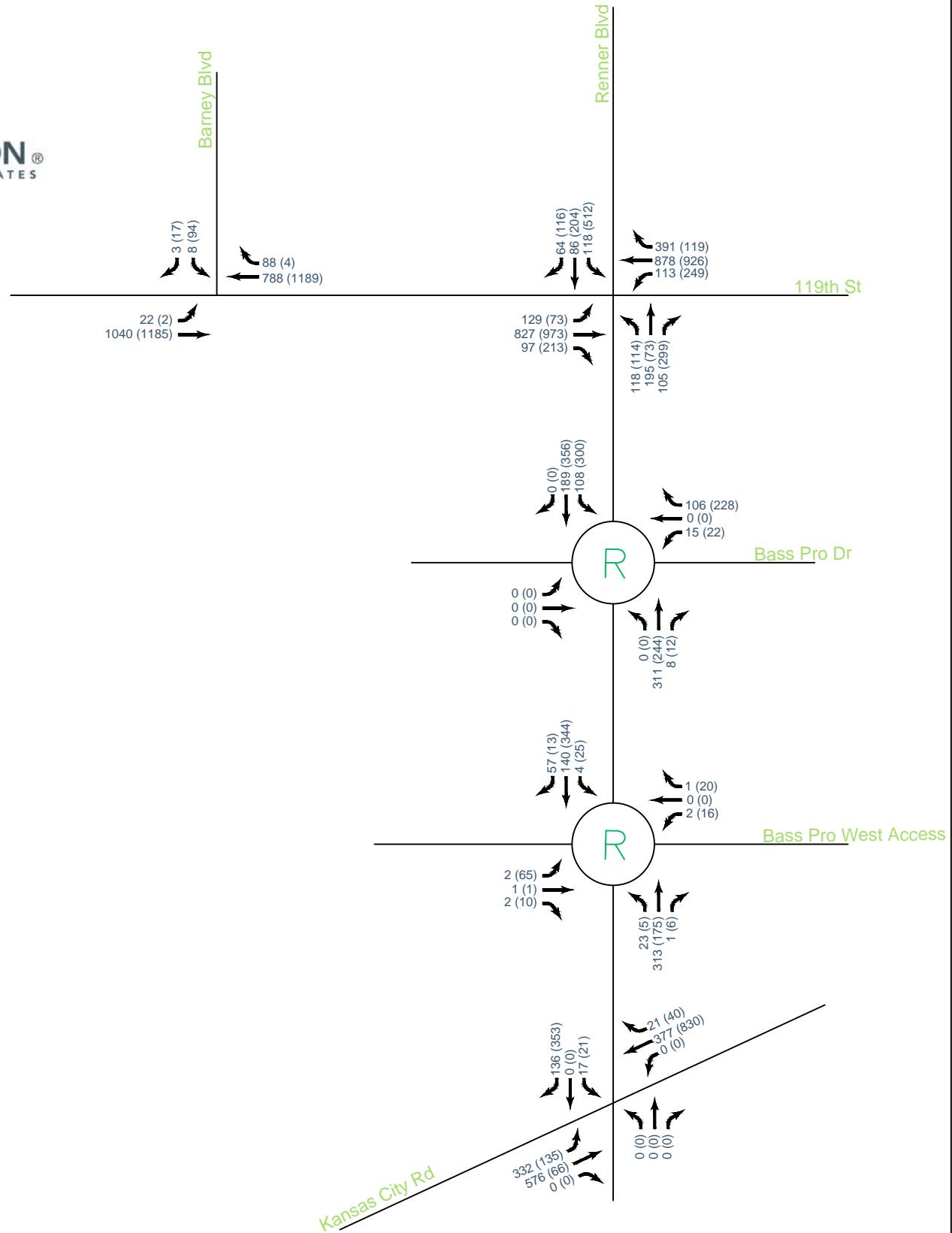


FIGURE 2

Existing Peak Hour Volumes

Olathe Gateway
Olathe, KS



LEGEND

AM (PM) Peak Hour Volume

3.0 EXISTING CONDITIONS

Existing traffic conditions were evaluated to identify any existing deficiencies and to provide a baseline for comparison purposes.

3.1 Network Characteristics

There are five roadways within the study area: 119th Street, Barney Boulevard, Renner Boulevard, Bass Pro Drive, and Kansas City Road. Current network characteristics near the study area are summarized in **Table 1**. The functional classification for each roadway was acquired from Olathe's *Major Street Map*.

The intersections of 119th Street with Barney Boulevard and Renner Boulevard are signalized. The intersection of Renner Boulevard and Kansas City Road is also signalized. Two roundabouts are located within the study area along Renner Boulevard at Bass Pro Drive and the Bass Pro West Access.

TABLE 1: EXISTING NETWORK SUMMARY

Roadway	Functional Classification	Section	Median Type	Posted Speed Limit
119 th Street	Arterial	4-Lane	Raised Barrier	40 mph
Barney Boulevard	Collector	4-Lane	Raised Barrier	40 mph
Renner Boulevard	Arterial	4-Lane	Raised Barrier	40 mph
Bass Pro Drive	Local	4-Lane	Raised Barrier	30 mph
Kansas City Road	Arterial	4-Lane	Raised Barrier	35 mph

3.2 Existing Warrant Analysis

Turn Lane Warrants: Olathe's *Access Management Plan* was utilized to determine whether auxiliary turn lanes are warranted at the study intersections and site drives. Left-turn lanes are required at all intersections and median breaks along arterial and collector roadways. Right-turn lanes are required at all intersections along arterial roadways and intersections along collector roadways with at least 100 vehicles making a right-turn movement in any hour.

Based on existing lane geometry and volumes the study intersection of 119th Street and Renner Boulevard warrants southbound and westbound right-turn lanes. Left-turn lanes are currently provided at all study intersections. It is recommended to install a southbound right-turn lane at the intersection; however, it is not recommended to install a westbound right-turn lane due to right-of-way limitations.

Existing lane configuration and traffic control for the study network are illustrated in **Figure 3**. Turn lane warrant analysis sheets can be found in **Appendix B**.

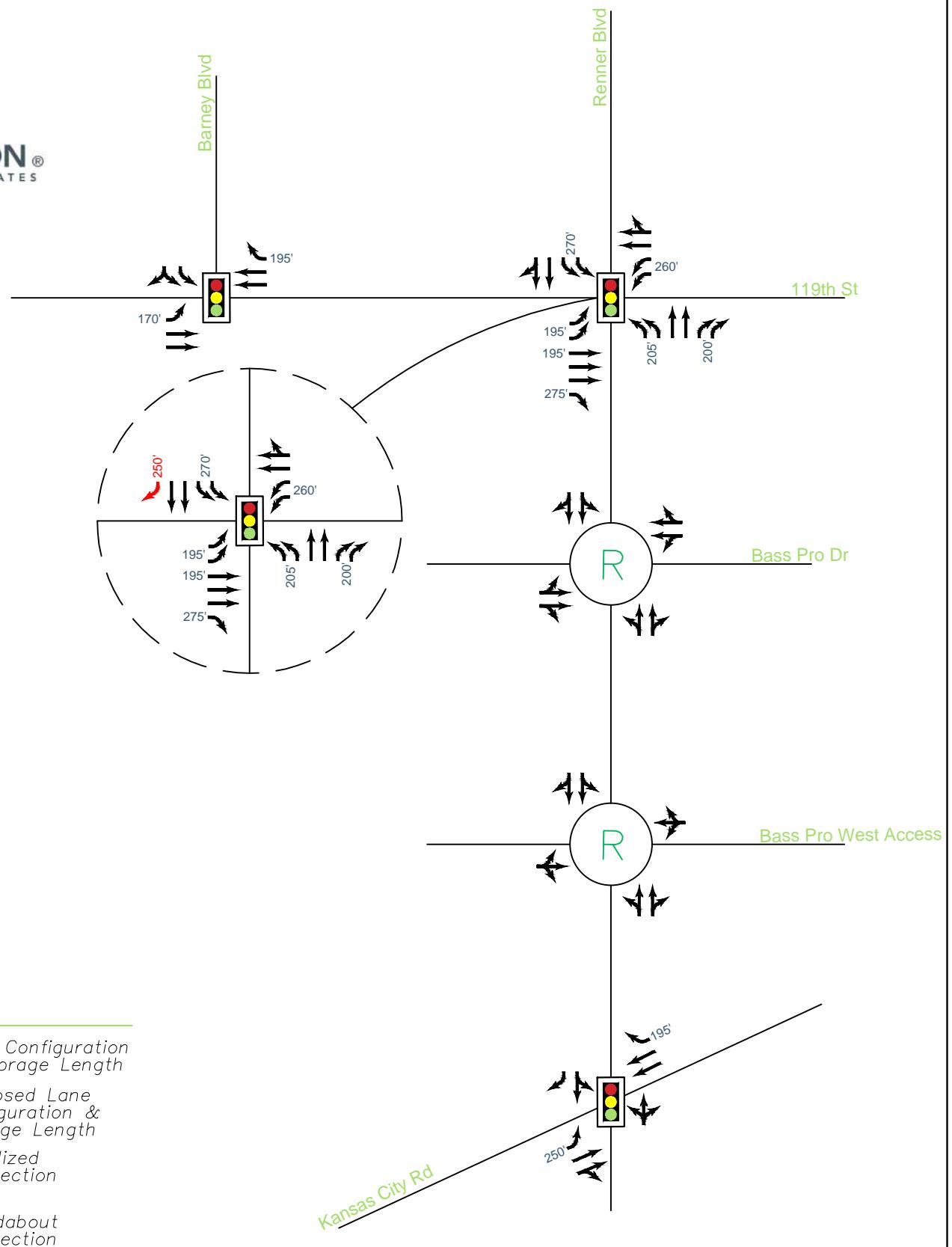
FIGURE 3

Existing Lane Configuration and Traffic Control

Olathe Gateway
Olathe, KS



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3.3 Existing Capacity Analysis

Capacity analysis was performed for the existing study intersections utilizing the existing lane configurations and traffic control. Signalized intersection analysis was conducted using Synchro, Version 10. Based on discussions with the City of Olathe, synchro outputs were used for analysis purposes. The analysis for the roundabout intersections was conducted using Sidra Version 6.1, based on the Highway Capacity Manual delay methodologies. For simplicity, the amount of control delay is equated to a grade of Level of Service (LOS) based on thresholds of driver acceptance. The amount of delay is assigned a letter grade A through F, LOS A representing little or no delay and LOS F representing very high delay. **Table 2** shows the delays associated with each LOS grade for signalized and unsignalized intersections. Queuing is evaluated considering the 95th percentile queue length. The 95th percentile queue represents the queue length that has a 5 percent probability of being exceeded during the peak hour.

TABLE 2: INTERSECTION LOS CRITERIA

Level-of-Service	Average Control Delay (sec/veh)	
	Signalized	Unsignalized
A	≤ 10	≤ 10
B	> 10-20	> 10-15
C	> 20-35	> 15-25
D	> 35-55	> 25-35
E	> 55-80	> 35-50
F	> 80	> 50

Highway Capacity Manual (6th Edition)

Signal timing and phasing information for the signalized study intersections was obtained from the City of Olathe. Capacity analysis was completed with and without the recommended southbound right-turn lane at the intersection of 119th Street and Renner Boulevard, to evaluate the impact the improvement has on intersection's delay. The signalized study intersections operate at a LOS D or better during both the AM and PM peak hour periods. All individual movements at these intersections operate at a LOS D or better, with acceptable queues, with the following exceptions:

119th Street & Renner Boulevard

- The eastbound, westbound, and southbound left-turn movements operate at a LOS E during both the AM and PM peak hours.
 - Based on the 95th percentile queue length, the southbound left-turn movement may exceed the available storage length, extending to the end of the taper. This occurs during the PM peak hour, due to the significant vehicle traffic (>500vph in the PM). Extending the turn lane approximately 100' is expected to accommodate the southbound left-turning vehicles in the storage bay.
- The northbound left-turn movement operates at a LOS F during the AM peak hour and LOS E during the PM peak hour.
- The northbound through movements operate at a LOS E during both the AM and PM peak hours.

The two roundabout intersections have an overall and individual movement operations of LOS A during both the AM and PM peak hours.

The existing conditions capacity analysis summary and proposed improvements at the intersection of 119th Street and Renner Boulevard are illustrated in **Figure 4**. Detailed results are in **Appendix B**.

FIGURE 4

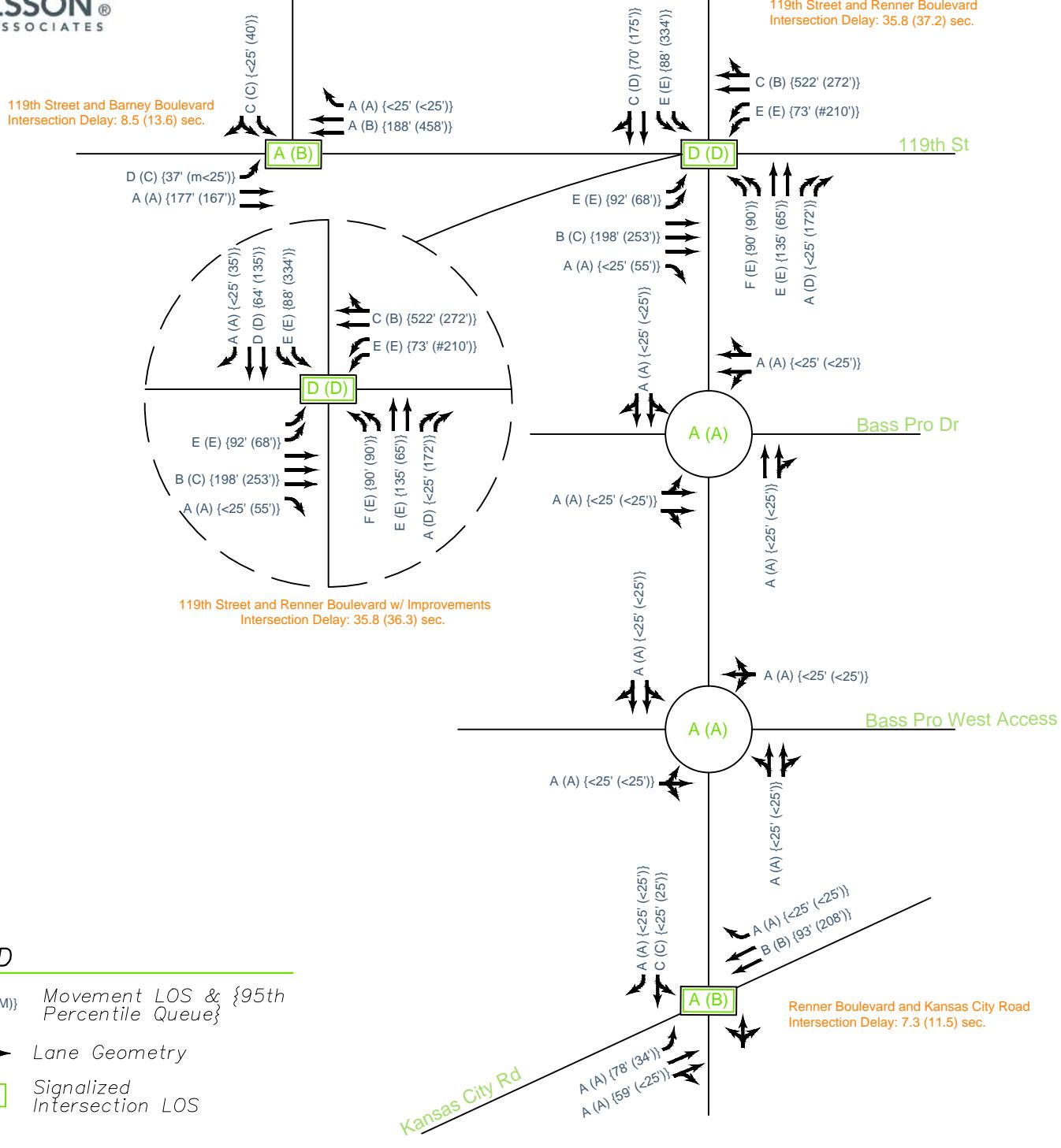
Existing Level of Service

Olathe Gateway
Olathe, KS



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119th Street and Barney Boulevard
Intersection Delay: 8.5 (13.6) sec.



4.0 SITE CHARACTERISTICS

To determine the impact of the potential site traffic on the roadway network, trips expected to be associated with the site were generated and applied to the study network.

The Olathe Gateway site is proposed to consist of a shopping center development totaling 300,000 square feet, multifamily housing with 370 dwelling units, and a hotel with 110 rooms. The proposed site plan is shown in **Figure 5**. Currently, the site area is open and undeveloped in the location of the proposed development; however, there are several commercial developments and a fire station that are contiguous to the proposed site.

Access to the site is proposed via two full access drives aligning with both Barney Boulevard and Bass Pro Drive, and two right-in/right-out access drives, Drives 1 and 2. Barney Boulevard will extend south of 119th Street, providing access along the north side of the site. The west leg of the Renner Boulevard and Bass Pro Drive intersection will be extended and will provide access on the east side of the site. Drive 1 will be located along 119th Street, approximately 545' west of Barney Boulevard. Drive 2 will be located along Renner Boulevard, approximately 285' south of Bass Pro Drive. All driveway spacings were measured from center-to-center of the intersections.

According to Olathe's *Access Management Plan*, a minimum of 500' spacing should be provided between proposed Drives 1 and 2 and any adjacent access drives or intersections. Adequate intersection and driveway spacing is provided at Drive 1. Drive 2 is proposed to be located approximately 285' south of Bass Pro Drive and 180' north of the fire station access driveway. The proposed Drive 2 is located along the southern most point of the site's property line, adjacent to the existing fire station. The fire station access located 180' south of Drive 2 is for emergency vehicle access and is primarily only used during emergencies. Primary vehicle access to the fire station is located approximately 125' south of the emergency vehicle access. Drive 2's proposed location is the most desirable considering alignment along the property line and distance from the Bass Pro Drive intersection.

Olathe's *Access Management Plan* provides throat length criteria for both full access drives and right-in/right-out access drives. Throat distance at the proposed Barney Boulevard and Bass Pro Drive extension roadways should be 250' prior to the first internal curb cut or parking isle. The two right-in/right-out drives, Drives 1 and 2, should have a minimum throat distance of 100'. Based on the site plan, adequate throat distance is provided for all proposed access drives. Based on capacity analysis, vehicular queuing would not be expected to exceed recommended minimum throat lengths.

4.1 Trip Generation

To determine the impact of potential site traffic on the roadway network, expected trips associated with the proposed site were generated and applied to the study network. The Institute of Transportation Engineers (ITE) provides methods for estimating traffic volumes of common land uses in the *Trip Generation Manual (10th Edition)*. The land uses that most resemble that which are planned for this site are land use codes 820 - shopping center, 221 - multifamily housing (mid-rise), and 310 - hotel.

Since the site contains multiple land uses, internal trip capture was determined for both the AM and PM peak hours. When a site consists of multiple land uses, total trips to a development can be reduced due to internal capture on the site. These are trips that stay within the development area and do not leave the site to travel to other developments. The multi-use reduction percentage is determined using various tables included in the *Trip Generation Manual*. Worksheets used to determine the multi-use reduction percentage are included in **Appendix C**. Based on the

worksheet results, the multi-use total trips internal capture percentage was determined to be 2% in the AM peak hour and 11% in the PM peak hour.

Pass-by characteristics were also determined for the shopping center land use using the ITE *Trip Generation Handbook (3rd Edition)*. Pass-by trips were not considered for the multifamily housing. Pass-by trips are made by traffic that is already on the roadway and passing the site, versus making a specific trip to the development (primary trips). According to the ITE *Trip Generation Handbook*, the pass-by trips during the PM peak hour period for a shopping center varies from 8% to 74%. To be conservative 30% pass-by trips during both the AM and PM peak hours was used for this study.

Based on the *ITE Trip Generation Manual* and *Trip Generation Handbook*, trip generation characteristics, internal trip capture, and pass-by trips were developed for the proposed site and are shown in **Table 3**. A full summary of the trip generation can be found in **Appendix C**.

TABLE 3: PROPOSED DEVELOPMENT TRIP GENERATION

Land Use	Size	Typical Weekday	AM Peak Hour			PM Peak Hour		
			Total	Enter	Exit	Total	Enter	Exit
Shopping Center	300,000 SF	12,691	302	188	114	1,226	589	637
Multifamily Housing (Mid-Rise)	370 DU	2,015	124	33	91	156	96	60
Hotel	110 Rooms	815	50	30	20	57	31	26
Total Trips		15,521	476	251	225	1,439	716	723
Internal Trip Capture			10	5	5	159	79	80
30% Pass-by (Shopping Center)			91	56	35	368	177	191
Total External, Non-Pass-by Trips			375	190	185	912	460	452

4.2 Trip Distribution

The trips generated by the proposed developments were assigned to the roadway network based on the existing traffic gravity and surrounding area. It is expected that site trips will primarily originate from I-35 to the east and other nearby arterial roadways such as 119th Street, Renner Boulevard and Kansas City Road.

The expected peak hour trips associated with the proposed site developments, following trip distribution and assignment to the roadway network, are illustrated in **Figure 6**. Information regarding the expected trip distribution and site trips can be found in **Appendix C**.

FIGURE 5

Site Plan

Olathe Gateway
Olathe, KS



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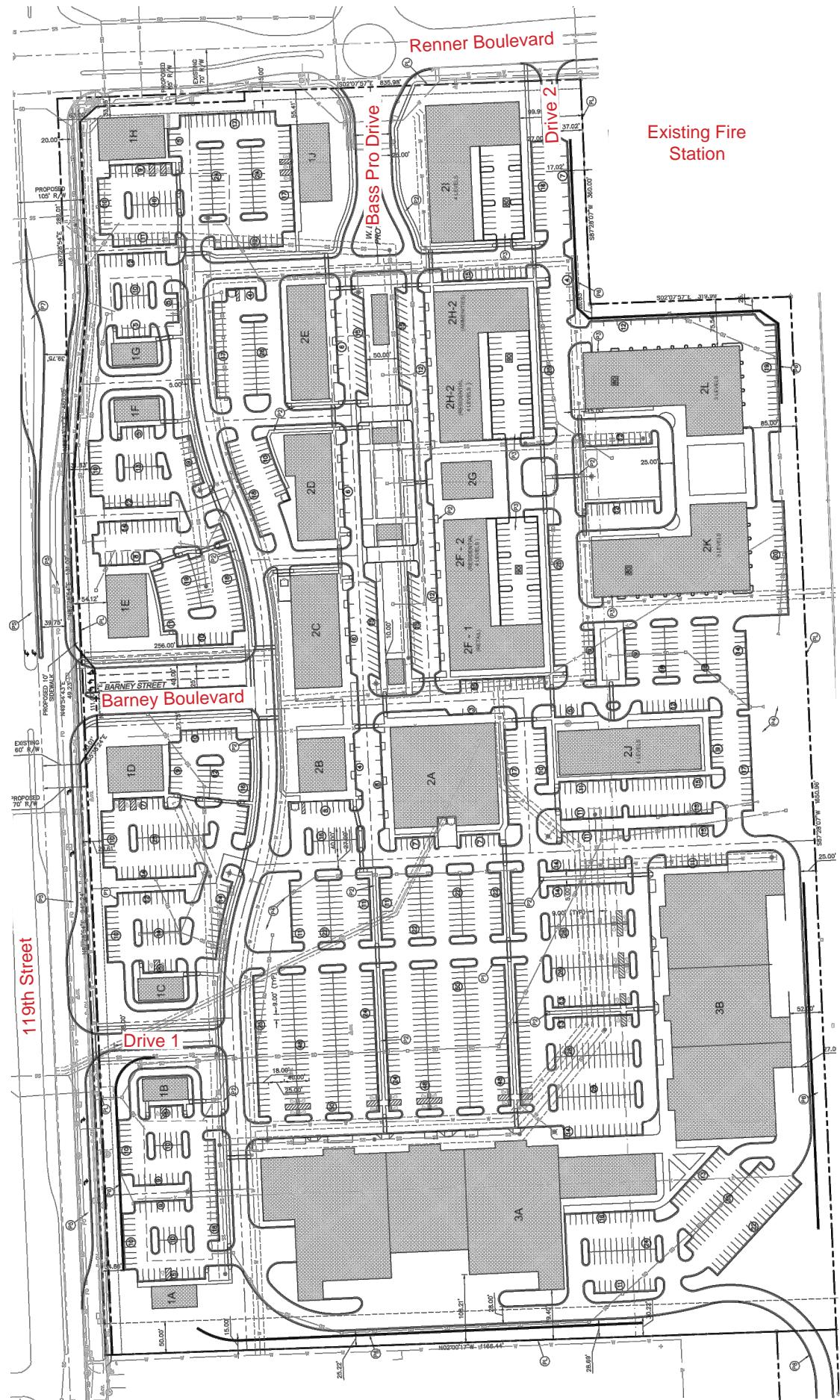
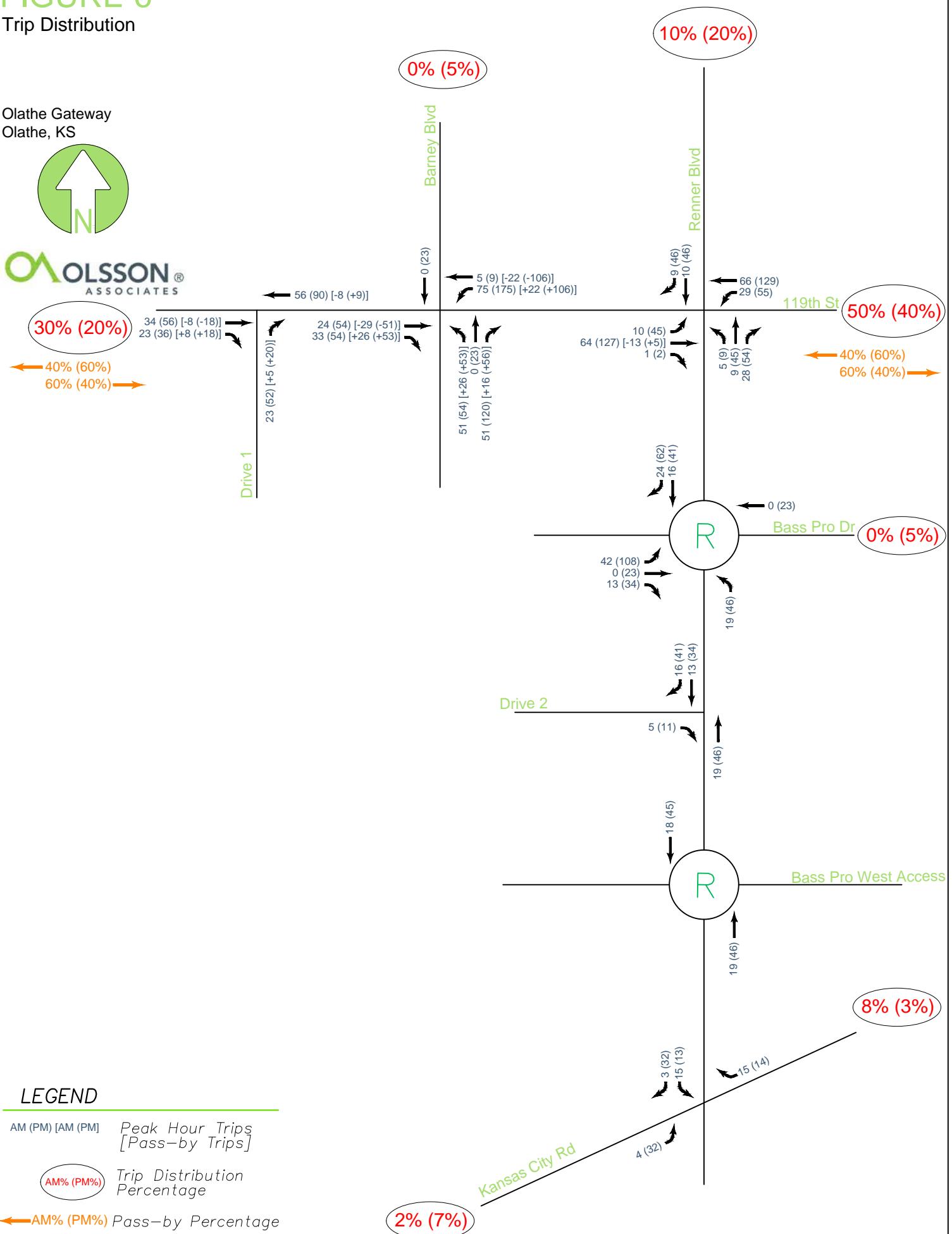
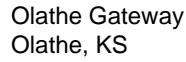


FIGURE 6

Trip Distribution



5.0 EXISTING PLUS DEVELOPMENT CONDITIONS

Existing traffic volumes were combined with the proposed development trips to establish existing plus development volumes for capacity analysis purposes. Existing plus development volumes are shown in **Figure 7**.

5.1 Existing plus Development Warrant Analysis

Turn Lane Warrants: Following the procedures outlined in Olathe's *Access Management Plan*, it was determined that auxiliary right-turn lanes are warranted for the eastbound movement at the intersection of 119th Street and Drive 1, the northbound and eastbound movements at the intersection of 119th Street and Barney Boulevard, and the southbound movement at the intersection of Renner Boulevard and Drive 2. Based on the *Access Management Plan*, all additional turn lanes should provide a minimum of 250' of storage

Based on the *Access Management Plan*, a 250' southbound right-turn lane is warranted at the intersection of Renner Boulevard and Drive 2. Renner Boulevard through this area functions as a collector with lower volumes as Renner Boulevard continues south to terminate at Kansas City Road. To provide a southbound right-turn lane at Drive 2, geometric modifications would be required to the exiting throat of the Bass Pro Drive roundabout. Due to the lower southbound volumes along Renner Road (South of 119th Street) and the impact to the roundabout at Bass Pro Drive, a 250' southbound right-turn lane at the Renner Boulevard and Drive 2 intersection is not recommended.

Auxiliary left-turn lanes are warranted for the northbound and westbound movements at the intersection of 119th Street and Barney Boulevard. Based on the *Access Management Plan*, all additional turn lanes should provide a minimum of 250' of storage. Due to the high volume of westbound left-turning vehicles at the intersection of 119th Street and Barney Boulevard, dual left-turn lanes are recommended at the intersection. If cross-access is provided internal to the site on the west side of the development, which would provide access to the existing intersection of 119th Street and Winchester Street, a single westbound left-turn lane may operate efficiently at the intersection of 119th Street and Barney Boulevard.

Existing plus development lane configuration and traffic control for the study network are illustrated in **Figure 8**. Turn lane warrant analysis sheets can be found in **Appendix C**.

5.2 Existing plus Development Capacity Analysis

For the existing plus development scenario, capacity analysis was performed considering the proposed 119th Street and Renner Boulevard southbound right-turn lane and extension of the dual southbound left-turn lane, as discussed in the existing conditions section.

Based on review of the proposed development, to address traffic impacts associated with the site it is recommended to install a third eastbound through lane. Currently, a third eastbound through lane begins approximately 315' west of the intersection of 119th Street and Renner Boulevard. It is recommended to extend the third eastbound through lane to begin east of Winchester Street. Providing this improvement would be expected to improve the overall LOS and delay at the study intersections along 119th Street.

Capacity analysis results are provided in **Appendix C**. To conduct capacity analysis, the intersection of 119th Street and Renner Boulevard's signal timings (split times, sequencing, and offsets) were modified to account for the development volumes. The intersection of 119th Street and Barney Boulevard's signal timings and phasing were also modified to account for proposed intersection modifications. With the addition of a south leg at the intersection, analysis was completed with the following intersection geometrics: the southbound movement should be

modified to provide a single left-turn lane and a shared through/right-turn lane, the northbound movement was analyzed with a single left-turn lane, through lane, and right-turn lane. The intersection was phased to allow for concurrent north/south movements.

Results of the signalized intersections capacity analysis were minimally affected by the addition of the development trips. All signalized individual movements are expected to operate with a similar LOS as the existing conditions with the following exceptions:

119th Street & Renner Boulevard

- The southbound through movement is expected to operate at a LOS E during the PM peak hour.

119th Street and Barney Boulevard

- The northbound through movement and the northbound and eastbound left-turn movements are expected to operate at LOS E during both the AM and PM peak hours.
 - The 95th percentile queue lengths are expected to be contained within the available storage lengths of the turn lanes or access drive.

Tables 4 and **5** provide signalized intersection movement delay comparisons between the existing conditions scenario and the existing plus development conditions scenario for the AM and PM peak hours, respectively.

TABLE 4: AM SIGNALIZED INTERSECTION MOVEMENT DELAY COMPARISON

Intersection	Scenario	Delay (sec/veh)											
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
119 th St & Renner Blvd	Existing	66.1	16.4	1.3	62.0	30.2	-	114.9	63.2	6.6	67.3	30.6	-
	Exiting + Dev	75.9	14.7	2.0	39.1	12.1	-	78.5	63.1	9.7	67.3	54.0	2.9
119 th St & Barney Blvd	Existing	44.9	7.2	-	-	9.6	2.2	-	-	-	23.2	-	-
	Exiting + Dev	76.1	9.8	1.0	46.1	7.8	3.0	67.1	60.0	4.1	54.8	0.0	-
Renner Blvd & Kansas City Rd	Existing	7.5	4.1	-	-	13.6	0.1	-	-	-	29.1	-	0.8
	Exiting + Dev	8.0	4.4	-	-	14.5	0.2	-	-	-	30.4	-	0.7

TABLE 5: PM SIGNALIZED INTERSECTION MOVEMENT DELAY COMPARISON

Intersection	Scenario	Delay (sec/veh)											
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
119 th St & Renner Blvd	Existing	74.6	24.3	3.1	56.2	19.0	-	74.3	69.2	43.4	68.4	47.0	-
	Exiting + Dev	75.2	13.0	1.2	62.7	21.8	-	58.6	71.7	35.5	67.3	66.0	19.5
119 th St & Barney Blvd	Existing	29.0	5.6	-	-	19.4	3.8	-	-	-	26.4	-	-
	Exiting + Dev	74.5	7.5	0.3	53.7	18.7	0.0	60.2	63.1	12.1	51.8	44.3	-
Renner Blvd & Kansas City Rd	Existing	7.9	3.6	-	-	16.0	0.6	-	-	-	26.6	-	4.8
	Exiting + Dev	11.2	4.0	-	-	18.3	1.8	-	-	-	28.0	-	6.0

Based on the comparison tables, the existing plus development delay for each individual movement at the signalized intersections is expected to primarily remain consistent with the existing conditions delay, with a few exceptions.

Unsignalized capacity analysis was conducted for the intersections of 119th Street and Drive 1 and Renner Boulevard and Drive 2. Based on capacity analysis, all intersections are expected to operate acceptably during the AM and PM peak hours.

The two roundabout intersections have an overall and individual movement operations of LOS A during both the AM and PM peak hours.

The existing plus development conditions capacity analysis summary is illustrated in **Figure 9**. Detailed results are in **Appendix C**.

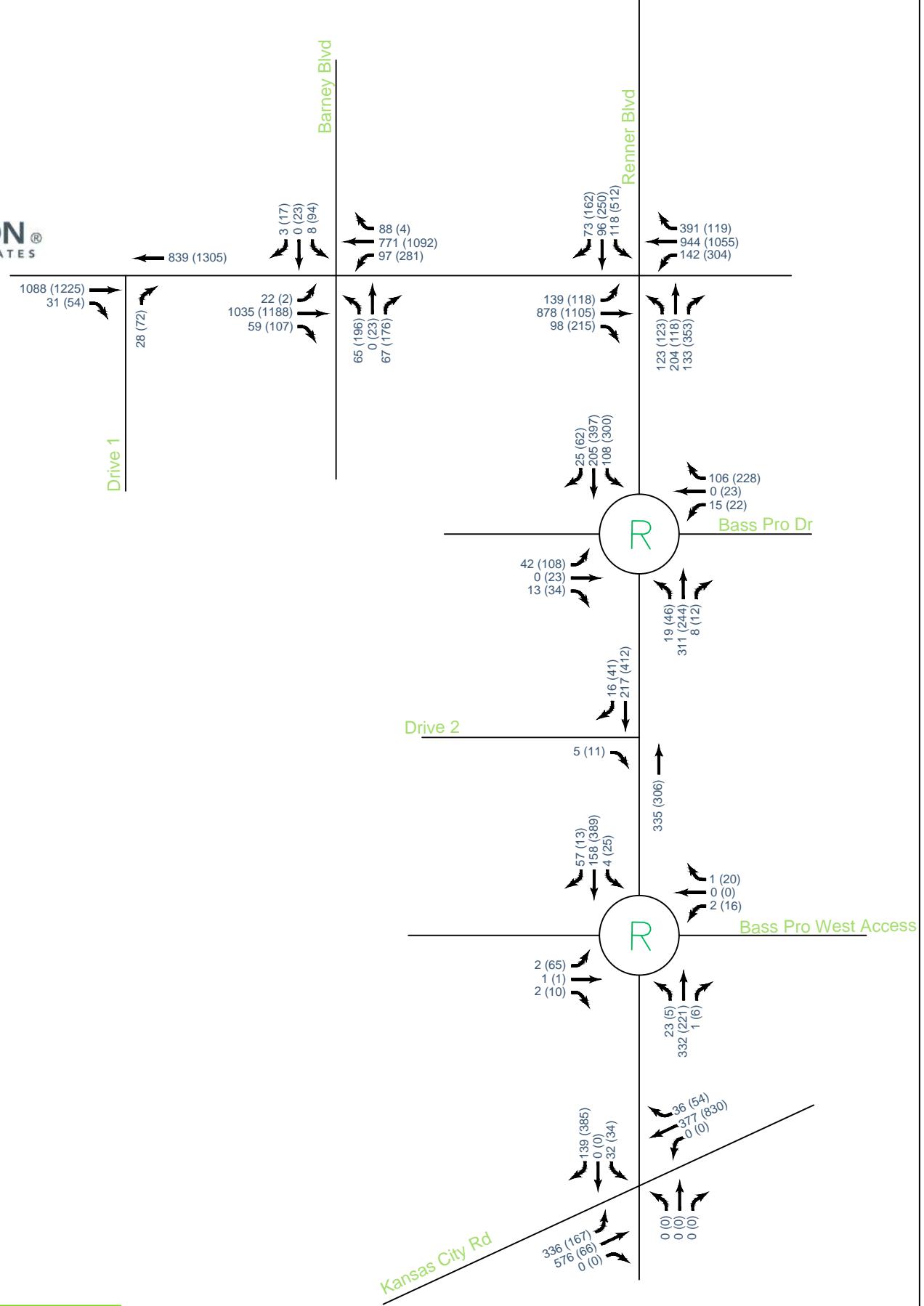
FIGURE 7

Existing + Development Peak Hour Volumes

Olathe Gateway
Olathe, KS



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LEGEND

AM (PM) Peak Hour Volume

FIGURE 8

Existing + Development Lane Configuration and Traffic Control

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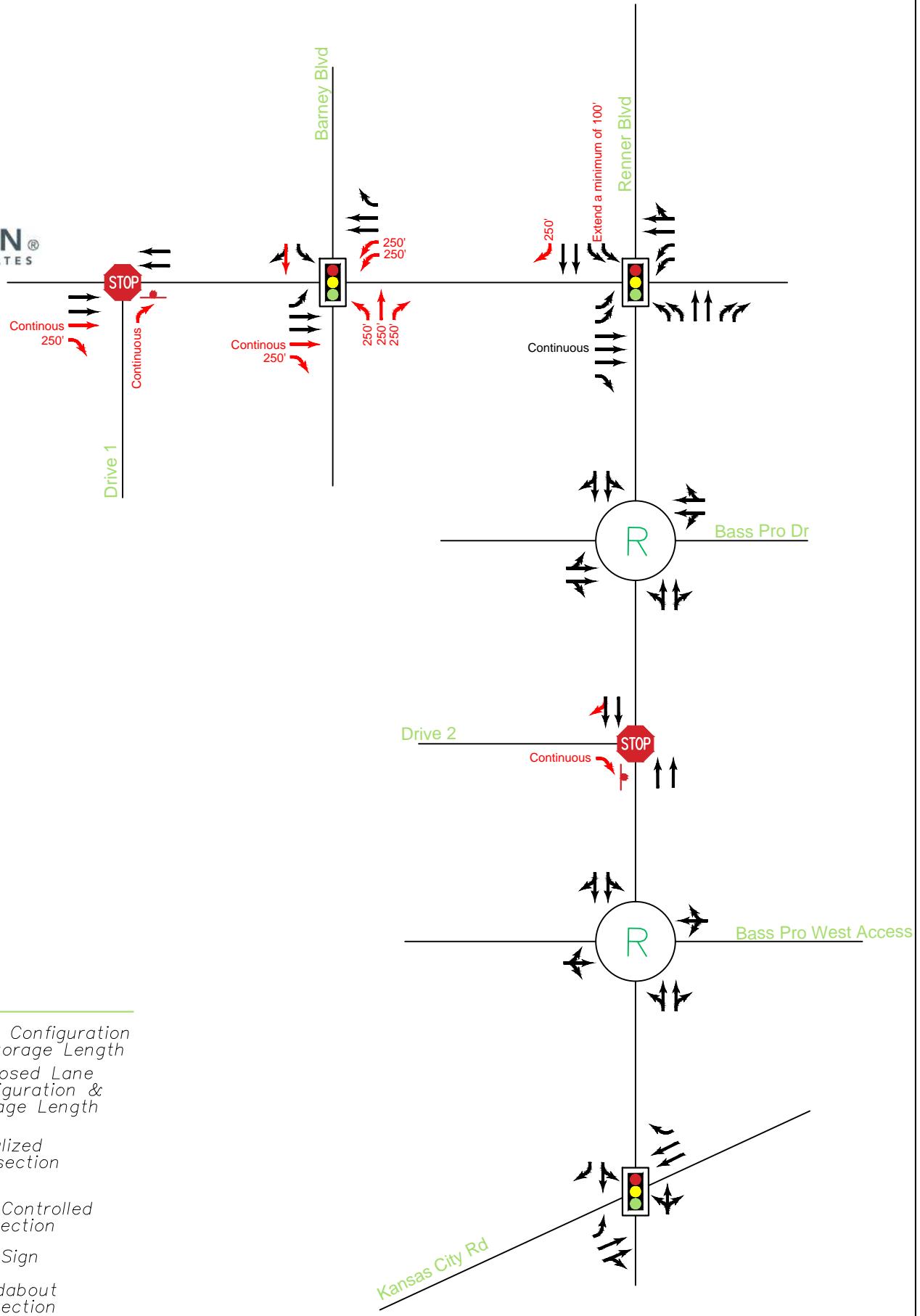


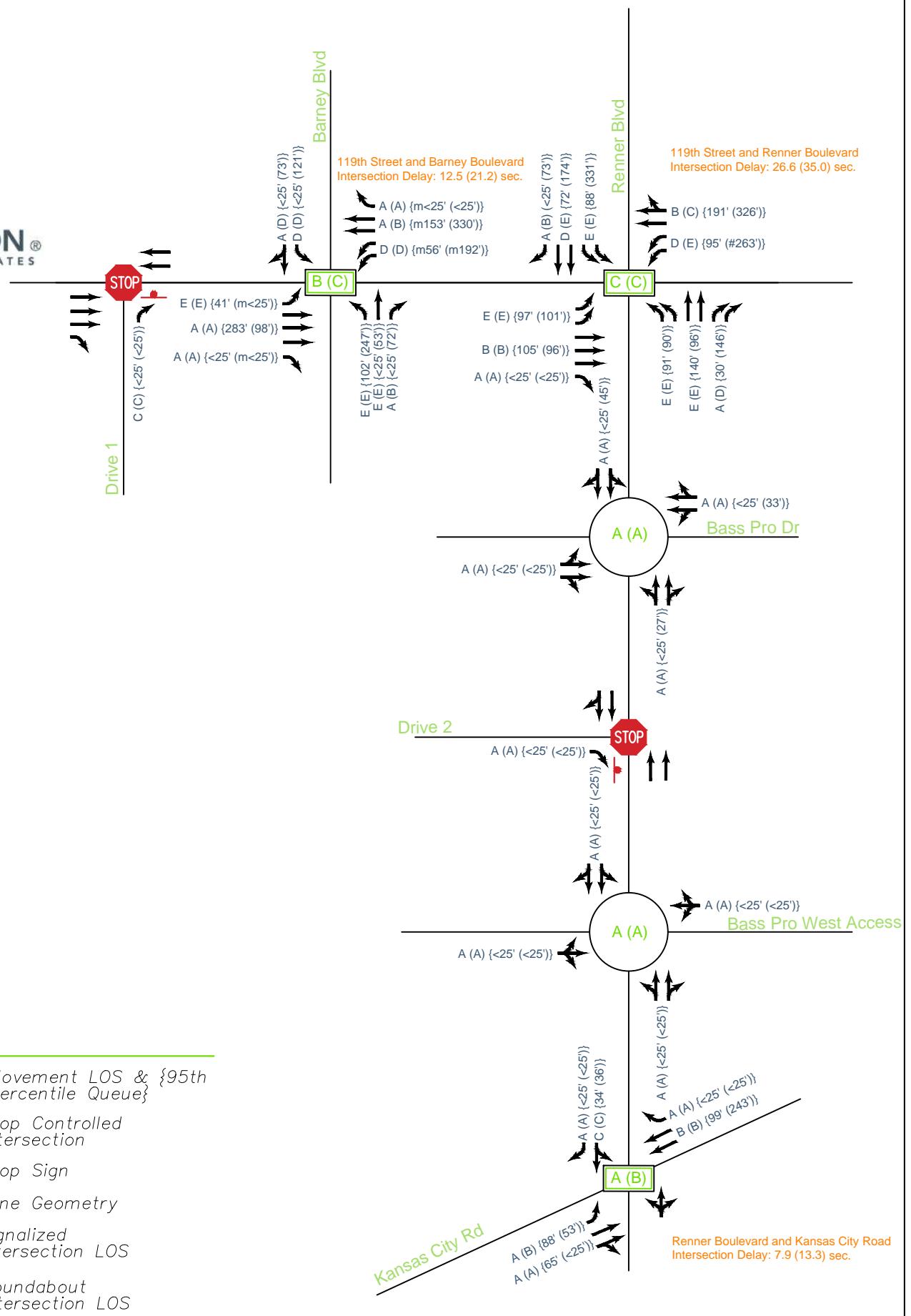
FIGURE 9

Existing + Development Level of Service

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6.0 CONCLUSIONS & RECOMMENDED IMPROVEMENTS

The purpose of this study was to summarize the traffic impacts regarding the proposed construction of the Olathe Gateway development located in the southwest quadrant of 119th Street and Renner Boulevard, in Olathe, Kansas.

6.1 Conclusions

The study process included open communication with the City of Olathe, Kansas regarding approach, goals, background information, and results. The general findings of this traffic impact study can be best summarized by four main points:

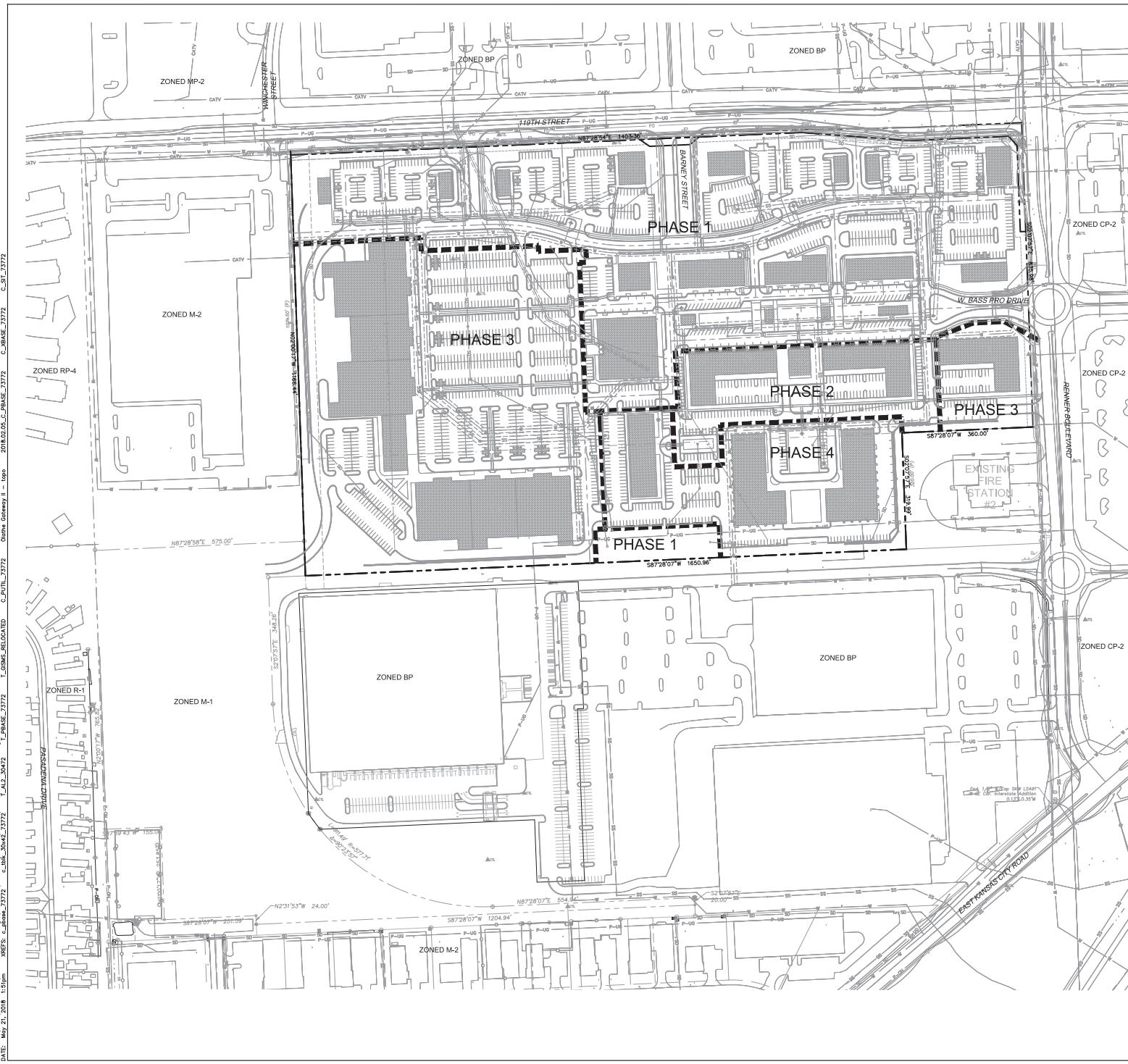
1. Under existing conditions, the intersection of 119th Street and Renner Boulevard warrants an auxiliary right-turn lane for the westbound movement. Due to potential right-of-way and business impacts, the turn lane was not considered for the purposes of this report.
2. Under existing conditions, several of the individual movements operate unacceptably at the intersection of 119th Street and Renner Boulevard. The southbound left-turn movement's 95th percentile queue length extends to the end of the taper lane during the PM peak hour due to very high traffic volumes (>500vph).
3. Drive 2 is proposed to be located approximately 285' south of Bass Pro Drive and 180' north of the fire station access driveway. Based on Olathe's *Access Management Plan*, a minimum of 500' spacing should be provided between intersections. While minimum recommended spacing is not met, Drive 2's proposed location is the most desirable considering the property line of the property and distance from the Bass Pro Drive intersection.
4. A 250' southbound right-turn lane is warranted at the intersection of Renner Boulevard and Drive 2. Renner Boulevard through this area functions as a collector with lower volumes as the roadway continues south to terminate at Kansas City Road. Geometric modifications would be required to the Bass Pro Drive roundabout in order to provide a southbound right-turn lane. Due to the lower southbound through volumes along Renner Boulevard and the geometric impact to the roundabout at Bass Pro Drive, it is not recommended to install a 250' southbound right-turn lane at the Renner Boulevard and Drive 2 intersection.

6.2 Recommendations

Given the review of existing information, list of conclusions, and intersection specific capacity analysis, the following action items are recommended:

1. To address existing operational deficiencies and to accommodate the existing 500 plus southbound left-turning vehicles during the PM peak hour at the intersection of 119th Street and Renner Boulevard, it is recommended to extend the southbound dual left-turn lane storage a minimum of 100' plus taper.
2. Based on existing volumes, it is recommended to install a 250' southbound right-turn lane at the intersection of 119th Street and Renner Boulevard.
3. The following improvements are recommended considering existing plus development conditions:

- a. Throat distance at the proposed Barney Boulevard and Bass Pro Drive extension roadways should be 250' prior to the first internal curb cut or parking isle. The two right-in/right-out drives, Drives 1 and 2, should have a minimum throat distance of 100'. Based on the site plan, adequate throat distance is provided for all proposed access drives.
- b. It is recommended to modify signal timings at the intersection of 119th Street and Renner Boulevard to account for the increase in volumes along 119th Street associated with the Olathe Gateway development.
- c. The intersection of 119th Street and Barney Boulevard is expected to have several individual movements operating unacceptably during the AM and PM peak hour, primarily in the northbound and southbound directions, if the current southbound lane configuration is maintained. It is recommended to restripe the southbound lane configuration to provide a single left-turn lane and a shared through/right-turn lane. With this lane configuration, split phasing can be eliminated, and north/south movements can be phased concurrently. Signal timing and phasing modifications are also recommended to accommodate the geometric changes.
 - i. It is recommended to install eastbound and northbound right-turn lanes, a northbound through lane, and a northbound left-turn lane at the intersection of 119th Street and Barney Boulevard. A minimum throat length of 250' should be provided along Barney Boulevard.
 - ii. It is recommended to install dual westbound 250' plus taper left-turn lanes at the intersection of 119th Street and Barney Boulevard. If cross-access is provided internal to the site along the west side of the development, providing access to the intersection of 119th Street and Winchester Street, a single westbound left-turn lane may operate efficiently at the intersection of 119th Street and Barney Boulevard.
- d. It is recommended to install an additional eastbound through lane beginning east of Winchester Street and tying into the existing outside third eastbound through lane at Renner Boulevard.
- e. It is recommended to install an eastbound 250' right turn lane plus taper at the intersection of 119th Street and Drive 1.

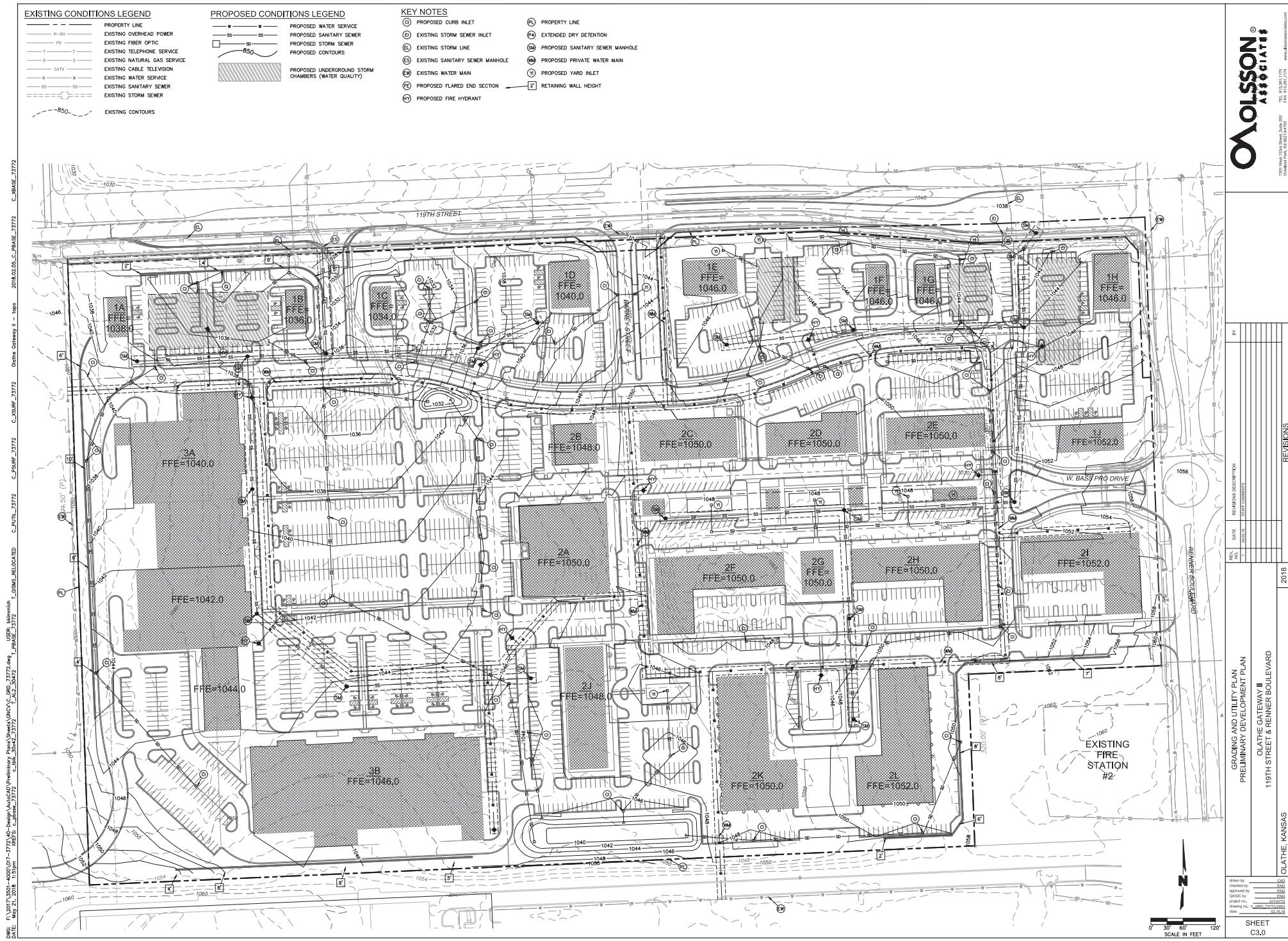


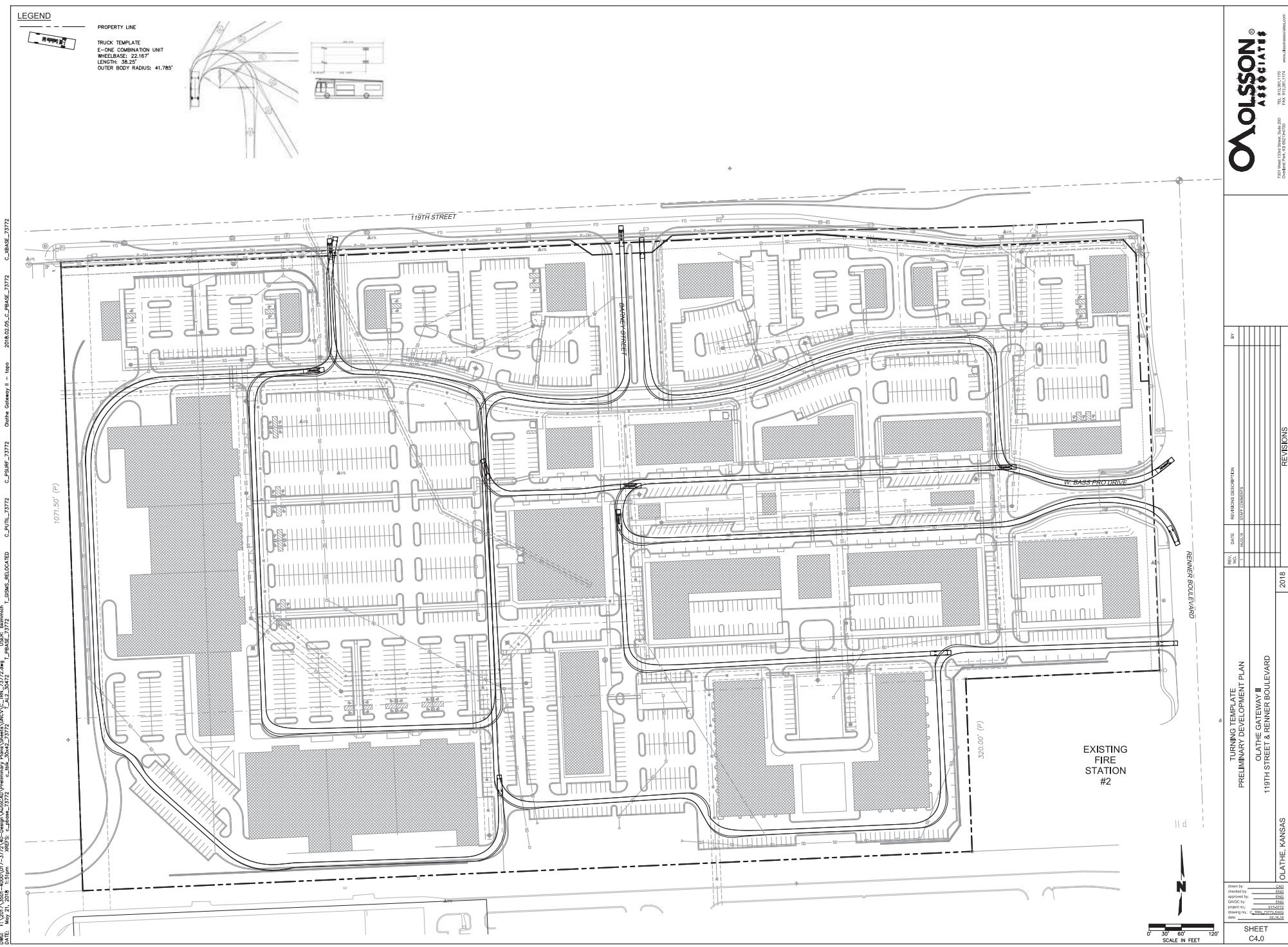
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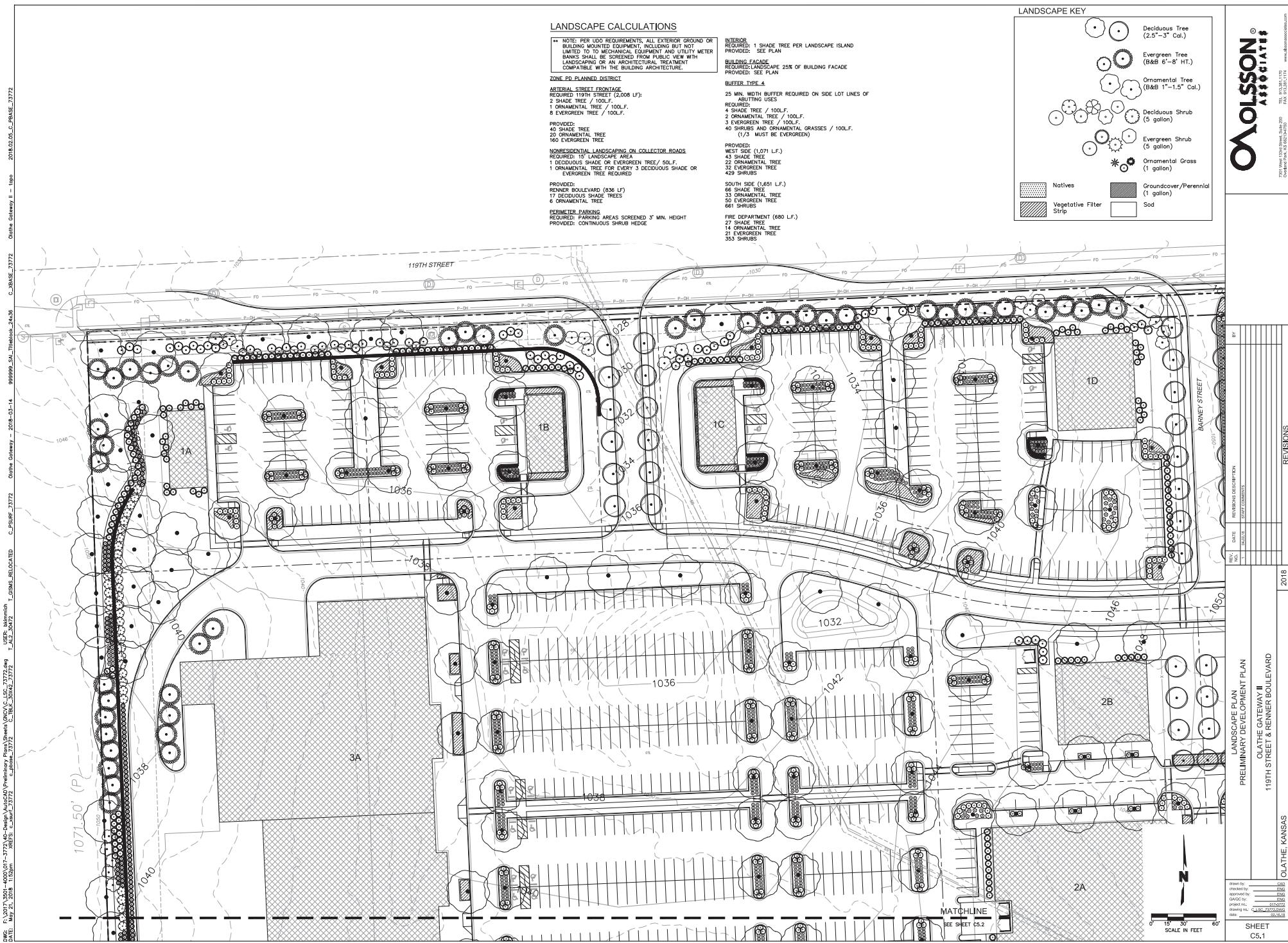
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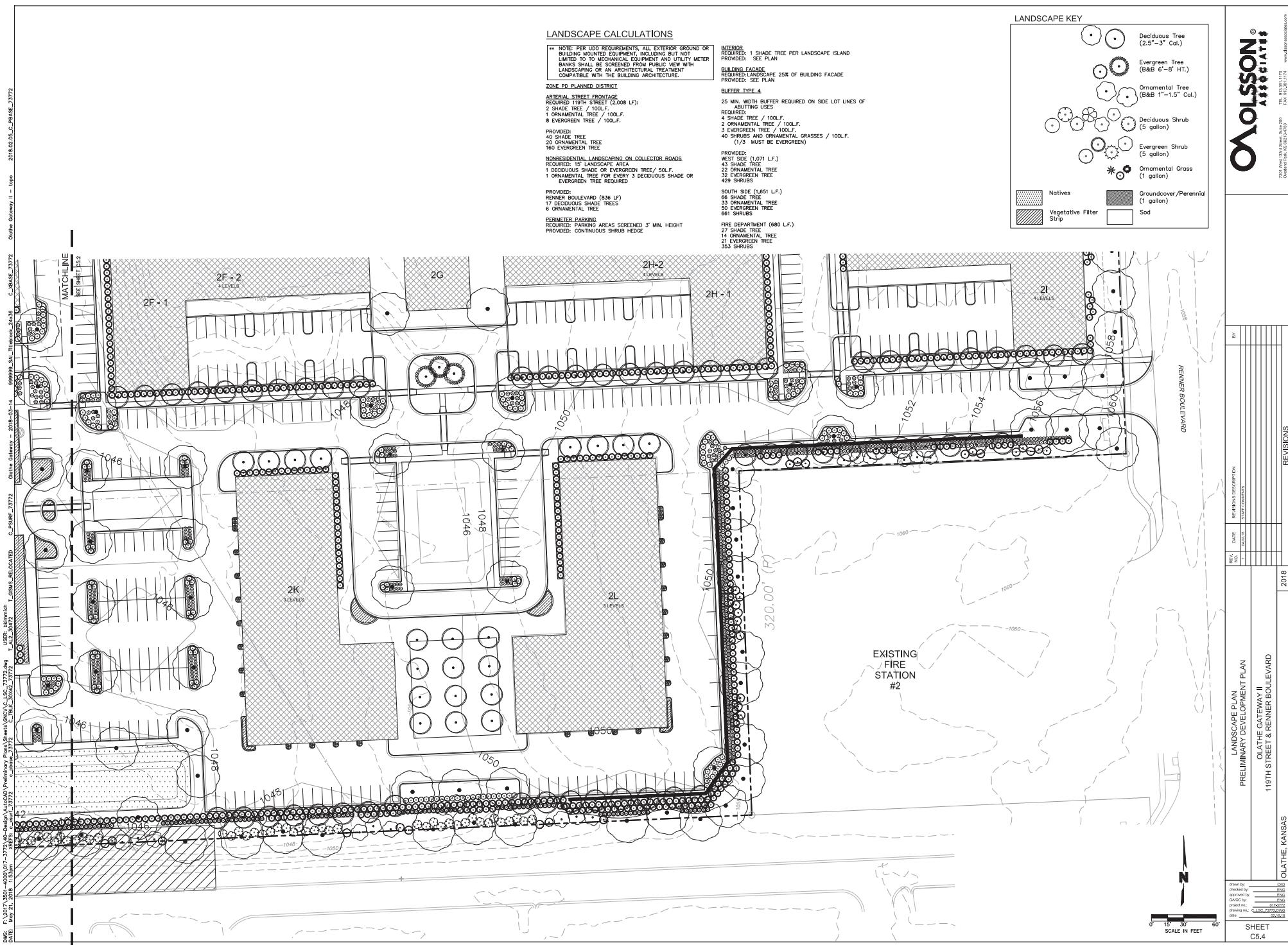
REV.	REVISION DESCRIPTION	DATE
1	Initial Submission	5/21/11

REVISIONS
2018













BUILDING 2B SOUTH ELEVATION



BUILDING 2B EAST ELEVATION

0 16 32 48



KEY PLAN Not at Scale



BUILDING 2C WEST ELEVATION



BUILDING 2C SOUTH ELEVATION



BUILDING 2C EAST ELEVATION



KEY PLAN Not at Scale





BUILDING 2F SOUTH ELEVATION

BUILDING 2G SOUTH ELEVATION

BUILDING 2H SOUTH ELEVATION



Ortis Gateway II

Site Plan

Ortis Gateway II

Site Plan



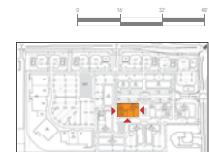
BUILDING 2F WEST ELEVATION



BUILDING 2F SOUTH ELEVATION



BUILDING 2F EAST ELEVATION



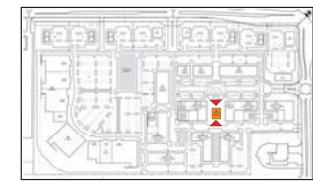
KEY PLAN Not at Scale



BUILDING 2G NORTH ELEVATION



BUILDING 2G SOUTH ELEVATION







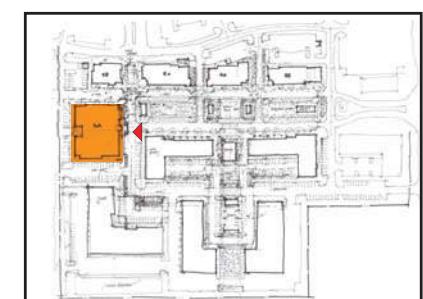
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KEY PLAN Not at Scale



BUILDING 2A EAST ELEVATION



KEY PLAN Not at Scale



TYPICAL PAD ELEVATION







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