



# Department of Planning + Urban Design

Unified Government of Wyandotte County • Kansas City, Kansas

701 N 7<sup>th</sup> Street, Suite 423  
Kansas City, Kansas 66101  
www.wycokck.org/planning

Phone: (913) 573-5750  
Fax: (913) 573-5796  
Email: [planninginfo@wycokck.org](mailto:planninginfo@wycokck.org)

**To:** Board of Zoning Appeals  
**From:** Planning and Urban Design Staff  
**Date:** November 14, 2022  
**Re:** **Appeal BOZA2022-052**

## GENERAL INFORMATION

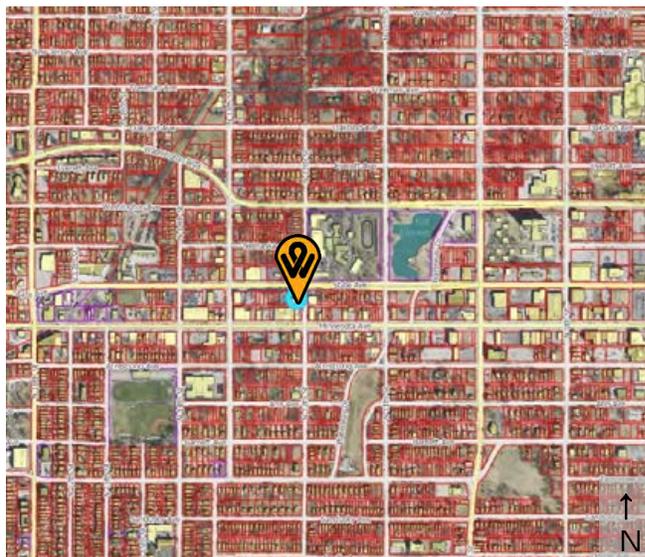
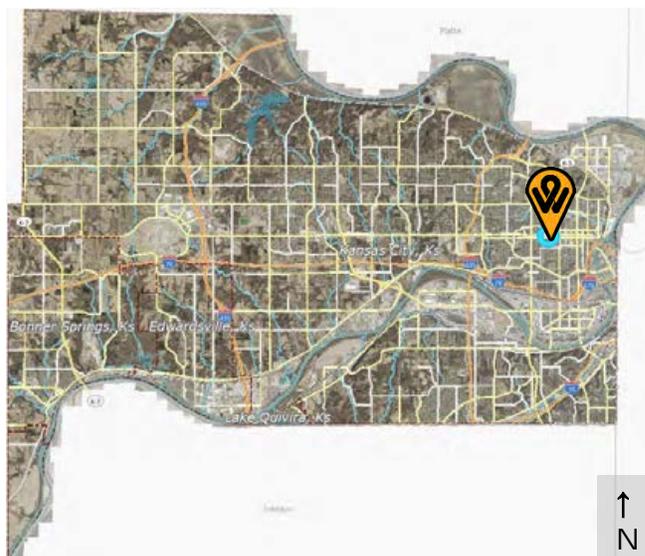
**Applicant:**  
Riad Baghdadi

**Status of Applicant:**  
Representative to the Property Owner  
RB Architecture Engineering  
Construction, LLC  
11661 College Boulevard  
Overland Park, Kansas 66120

**Requested Actions:**  
Approval of a variance request.

**Date of Application:**  
September 30, 2022

**Purpose:**  
Variance 1: This appeal has been filed to grant a variance from the parking minimum requirement. Section 27-467(e) requires paved off-street parking at a ratio of not less than four (4) spaces per 1,000 square feet of floor area in the building in the C-3 District. The total area of the proposed commercial building measures 15,577 square feet, requiring a total of 63 parking spaces. The applicant is requesting 33 parking spaces, a violation of 30 parking spaces.



**Purpose (cont.):** Variance 2: This appeal has been filed to grant a variance from the front yard setback. Section 27-467(d)(2)a states that the front yard setback shall be no less than 25 feet in the C-3 District. The appellant is requesting a front yard setback of one (1) foot and eight (8) inches, a violation of 23 feet and four (4) inches.

**Property Location:** 1201 State Avenue, Kansas City, Kansas 66102

**Commission Districts:** Commissioner At-Large, District #2: Tom Burroughs  
District #2 Commissioner: Brian McKiernan

**Existing Zoning:** C-3 Commercial District

**Adjacent Zoning:**  
**North:** RP-5 Planned Apartment District  
**South:** C-3 Commercial District  
**East:** C-3 Commercial District  
**West:** C-3 Commercial District

**Adjacent Uses:**  
**North:** Vacant multi-tenant commercial building  
**South:** Bakery  
**East:** Used auto dealership  
**West:** Auto storage lot

**Neighborhood Characteristics:** The subject property is within the Riverview Statistical Neighborhood and is not within a neighborhood group. The neighborhood is dominated by the dual commercial corridors of Minnesota and State Avenues. North of State Avenue the parcels are primarily zoned for commercial and multi-family residential districts, while to the south of Minnesota Avenue the parcels are smaller and primarily zoned for single-family residential districts. Located in between Minnesota and State Avenue, the subject property is embedded with a mix of commercial buildings and uses.

**Total Tract Size:** 0.31 Acre

**Master Plan Area:** The subject property is within the Downtown Area Master Plan.

**Master Plan Designation:** The Downtown Area Master Plan designates this property as Urban Residential. The Urban Residential Land Use District allows up to 12 dwelling units per acre (ideally designed as attached units such as townhomes or stacked duplexes). Allowed uses also

include zero- or near-zero lot line single-family residences, residential-commercial live-work units (with commercial uses limited to the first story), and institutions such as schools and places of worship. Buildings and streets within the Urban Residential Land Use District should be designed on a highly walkable pedestrian scale.

- Major Street Plan:** The Major Street Plan classifies State Avenue as a Class C Thoroughfare. The Major Street Plan classifies North 12<sup>th</sup> Street as a Local/Neighborhood Street.
- Required Parking:** Section 27-467(e) requires paved off-street parking at a ratio of not less than four (4) spaces per 1,000 square feet of floor area in the building. The proposed site plan demonstrates a building of 15,577 square feet, requiring a total of 63 parking spaces. The applicant is requesting 33 parking spaces, a violation of 30 parking spaces. Therefore, the subject property fails to meet Section 27-467(e); BOZA2022-052 is being applied for to address this violation.
- Advertisement:** The Wyandotte Echo – October 20, 2022  
Letters to Property Owners – October 21, 2022
- Public Hearing:** November 14, 2022
- Public Support:** None to date.
- Public Opposition:** None to date.

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## **RELATED ENFORCEMENT AND ACTION ITEMS**

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### **Noise or Disturbance Complaints:**

1. The current property owner has not received any noise or disturbance complaints.

### **Building or Code Enforcement Complaints:**

1. The previous property owner received a citation for an abandoned vehicle (09208-01219) in 2009.
2. The current property owner received a citation for multiple violations in 2022 (STR22-0901).

## **Outstanding or Related Permits and Cases:**

1. The current property owner does not have any outstanding Building Permits.
2. The current property owner has an outstanding Property Maintenance Compliance citation for multiple violations (STR22-0901) and a corresponding abatement (ABT22-2914). Property Maintenance Compliance Staff states that an inspection of the subject property found “weeds, junk, poison ivy, inoperable cars, no screened fencing, damaged fencing, storage not adjacent to building, excess storage, trash and grease dumpster on the front of the building without screening/fence, damaged and broken windows. An abatement for weeds and junk, an environmental case for same as well as excess items and inop[erable] vehicles, structural for windows and fencing and a zoning case for the screening”.

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## **STATUTORY REQUIREMENTS/FACTORS TO BE CONSIDERED**

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- 1. The variance requested arises from such condition which is unique to the property in question, and which is not ordinarily found in the same zone or district; and which is not created by an action or actions of the property owner or the applicant.***

Variances 1-2: These variances arise from a proposed site plan that demonstrates fewer parking spaces and a front yard setback less than allowed by district code. The subject property is less than one-third (1/3) of an acre, which limits the number of site designs available. Furthermore, the subject property is designated as an Urban Residential Land Use District by the Downtown Area Master Plan. This land use district places an emphasis on “zero- or near-zero lot line” buildings and greater pedestrian connectivity; the applicant is seeking to comply with the Downtown Area Master Plan and as a result is unable to also comply with the C-3 District parking and setback requirements. This apparent conflict between the Zoning Code and Area Master Plan creates a condition which is unique to the subject property. This conflict is not ordinarily found in the same district, and it was not created by actions of the applicant or property owner.

- 2. The granting of the permit for the variance will not adversely affect the rights of adjacent property owners or residents.***

Variance 1: The applicant is proposing a 15,577-sqaure-foot building that will be used for retail “based on [a] business model of pre-ordering, online ordering, delivery, and quick pick[-]up”, according to the applicant. This quick pick-up model will involve a high turnover of customers and vehicles in a manner that is not typically seen by standard retail stores. Therefore, the concern of parking spillover is lessened, but given the reduced amount of parking that applicant is requesting, there is may still be a possibility that off-site parking will have an effect on adjacent properties. Overall though, granting the variance may adversely affect the rights of adjacent property owners or residents.

Variance 2: The applicant has stated that part of the reason for proposing a front yard setback of 20 inches is to “align the new building to the building on the west”. While there is no building on the adjacent western parcel, this sentiment is also emphasized and promoted by the Downtown Area Master Plan and by planning best practices for downtown development. The location of the proposed building so close to the public sidewalk and the State Avenue right-of-way will not have an adverse effect on the rights of adjacent property owners or residents.

**3. *The strict application of the provisions of the zoning ordinance of which variance is requested will constitute unnecessary hardship upon the property owner represented in the application.***

Variance 1: Strict application of the minimum parking requirement would require a reduction in the footprint of the proposed building. Given the business model, which requires more space for holding inventory at scale and less space for in-store customers, a reduction in floor space would not be feasible. Alternatively, to maintain the existing floor area but spread it out over two (2) or three (3) stories, in order to create additional room for parking. Therefore, strict application of the zoning ordinance requested will constitute unnecessary hardship.

Variance 2: Strict application of the provisions of the zoning ordinance would require a redesign of the building’s floor space and dimensions in order to accommodate for a 25-foot setback and still remain within the boundaries of the parcel. Furthermore, the required setback in the C-3 District is not consistent with the Downtown Area Master Plan, and therefore strict application would create unnecessary conflict in design. Therefore, strict application of the zoning ordinance requested will constitute unnecessary hardship.

**4. *The variance desired will not adversely affect the public health, safety, morals, order, convenience, prosperity, or general welfare.***

Variance 1: The current draft of the revised Zoning Code would designate the proposed building as either “General Business” or “Non-store Retailer”. Regardless of the classification, the minimum parking standards for such businesses is two (2) spaces per 1,000 square feet of floor space. The subject property would meet these minimum parking standards, which take into account the effects that overflow parking have on the surrounding properties, businesses, and streets. Therefore, the variance desired will not adversely affect the public health, safety, morals, order, convenience, prosperity, or general welfare.

Variance 2: The applicant has stated that part of the reason for proposing a front yard setback of 20 inches is to “align the new building to the building on the west”. While there is no building on the adjacent western parcel, this sentiment is also emphasized and promoted by the Downtown Area Master Plan and by planning best practices for downtown development. The location of the proposed building so close to the public sidewalk and the State Avenue right-of-way will not adversely affect the public health, safety, morals, order, convenience, prosperity, or general welfare.

**5. *The granting of the variance desired will not be opposed to the general spirit and intent of the zoning ordinance.***

Variance 1: Section 27-467(e) is to provide sufficient parking for standard retail uses. As previously mentioned, the anticipated business model was quick pick-ups from online orders. This will reduce the number of customers who will be in the building as well as reduce the amount of time each vehicle will be parked on site. As such a business model has not been commonplace until two (2) years ago—and was certainly not anticipated by the Zoning Code when it was initially passed in 1988—it cannot be expected that parking minimums based on building floor area would serve as an accurate determination of the number of parking spaces needed. While the proposed site does not meet the text of Section 27-467(e), it should not have to, but rather the adequate number of parking spaces should be proven by the applicant. Therefore, granting of the requested variance will not be opposed to the general spirit and intent of the zoning ordinance.

Variance 2: The spirit of Section 27-467(d)(2)a is to provide sufficient buffering between commercial uses and the public right-of-way. The C-3 Commercial District requirements exist for properties throughout the Unified Government. Such setbacks are overly broad and may not properly address specific contexts, such as along State Avenue in Downtown Kansas City. The subject property meets this latter scenario, and a near-zero lot line building would better serve that context. This assertion is supported by the Downtown Area Master Plan. Given the specific design and context of the proposed building, granting of the requested variance will not be opposed to the general spirit and intent of the zoning ordinance.

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## **PREVIOUS ACTIONS**

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- N/A

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## **NEIGHBORHOOD MEETING**

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The applicant held a neighborhood meeting via Zoom on October 28, 2022. Attached is the list of persons who attended the meeting, minutes, affidavit and/or submitted comments to the applicant.

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## **KEY ISSUES**

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Commercial Design Guidelines Overlay District  
Downtown Area Master Plan  
Legal Description  
Traffic

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## **STAFF COMMENTS AND SUGGESTIONS**

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## **Planning and Urban Design Comments:**

### **General**

1. The parcel addressed as 1201 State Avenue (Parcel #080853) does not match the dimensions demonstrated in the submitted site plan. The applicant must submit a legal description(s) in compliance with Board of Zoning Appeals application standards for all land involved in the proposed development. This includes submitting the "Affidavit, Property Owner Consent Form" for all parcels that are owned by a party other than the applicant.
2. The location of the proposed building on the site plan (see "Site Plan of 1201 State Avenue Submitted by the Applicant" within the *Attachments* section of this report) does not match the location of the proposed building demonstrated on the site renderings (see "Renderings of the Proposed Building" within the *Attachments* section). Provide a revised site plan and/or rendering in order for them to match with the Development Review Committee (DRC).
3. Has the applicant or property owner issued a traffic study or peer store comparison with the purpose of determining if the proposed commercial use and business model will be able to accommodate a reduction of parking by nearly 50%?

*Applicant Response: Of the 33 proposed parking spaces, 15 spaces will be used for online order pick-ups and 15 spaces will be used for customers coming in the store. The pick-up parking spaces are expected to turn over every 15 minutes, and the in-store order parking spaces are expected to turn over every 45 minutes.*

Staff Response: This predicted turnover rate will result in an average of two and two-thirds ( $2 \frac{2}{3}$ ) customers served per hour. There are three (3) additional parking spaces that are included in the parking lot count, but which were not taken into account in the turnover rates provided by the applicant.

4. Will the applicant maintain the existing retaining wall along State Avenue, or will the retaining wall be repaired if it is damaged in the course of construction?

*Applicant Response: We will replace any portion of the retaining wall and/or sidewalk that is damaged in the construction process with a modified retaining wall and/or sidewalk paving after construction is complete.*

5. The current Zoning Code requires a minimum parking ratio of four (4) spaces per 1,000 square feet of building floor area, which results in 63 required parking spaces. Under the proposed revised Zoning Code, the minimum parking ratio of two (2) space per 1,000 square feet of building floor area would be required, resulting in 32 required parking spaces. Under the proposed revised Zoning Code, the subject property would meet the parking minimum standards.

6. The Urban Residential Land Use District emphasizes characteristics such as highly walkable pedestrian scale streets and buildings and neighborhood mixed-use locations to provide commercial support. While the proposed site offers near-zero lot lines and reduced parking to encourage pedestrian traffic, revisions to the site plan should be made in order to better match the proposed use with the corresponding Land Use District in the Downtown Area Master Plan. The revisions should address the following issues:
  - a. The building should be moved to the northeast corner of the subject property;
  - b. The front door (or a second entrance), should be located at the northeast corner of the building; and,
  - c. The building should have architectural features that both are consistent with mixed-use residential-commercial buildings and allow for an easy future conversion to mixed uses.

Staff Response: The applicant cannot provide a final revised site plan until access to the alley to the rear of the subject property can be assured. Full access to the alley by semi-trailer trucks is inhibited by transformers mounted on a wood pole frame spanning the width of the alley that runs north-south. As of November 7, 2022, Department of Planning & Urban Design Staff have not received guidance from the Board of Public Utilities (BPU) as to the status or options for these transformers. Upon confirmation from the BPU as to which options for the mounted transformers are allowed, the status of alley access will be resolved, and the applicant shall submit a revised site plan that reflects the extent of alley access available.

If an option granted by the BPU will allow for vehicular access to the subject property via the alley, the applicant must submit a revised site plan that (1) demonstrates the availability of such access and incorporates this access into the site design, and (2) positions the proposed building in the northeast corner of the subject property. The revised location of the proposed building must be consistent with both the front yard setback granted by the Board of Zoning Appeals through this variance request—BOZA2022-052—and with the modified corner side yard setback to the greatest extent permitted by Section 27-638(a). This revised site plan must be produced before Development Review Committee (DRC) review of the subject property and the proposed project can be completed.

7. Per Section 27-576(h)(1), for new construction, windows, windows with awnings, and covered pedestrian walkways should total at least 60 percent of the building frontage along public streets or parking lots. The north façade of the proposed building faces State Avenue and has a linear frontage of 169.75 feet. The east façade of the proposed building faces the parking lot and has a linear frontage of 95.25 feet. Therefore, the north and east façades require all windows, windows with awnings, and covered pedestrian walkways must be at least 101 feet and 11 inches, and 57 feet and 3 inches, respectively. The applicant must demonstrate that this requirement has been met.

8. Per Section 27-4679g), trees are required to be provided at not less than one (1) per 7,000 square feet of site area. Per Section 27-577(a)(5), landscaping shall exceed the typical code requirements by at least 75 percent. The subject property has an area of 36,468 square feet, which requires 10 trees ( $36,468 * (1.75/7,000) = 9.12$ , rounded up to 10). Additionally, Section 27-577(b)(3)a requires one (1) tree with a minimum caliper of two (2) inches (ornamental evergreen trees must be at least six (6) feet tall when planted) provided for every 30 feet of street easement or frontage. The subject property has a frontage of 187.5 feet, which requires an additional six (6) trees. Therefore, a total of 16 trees are required to meet the subject property's landscaping requirements.

### **Commercial Development Guidelines Overlay District**

1. The applicant is requesting two (2) variances from the C-3 Commercial District regulations, for a commercial retail building. As this building is a commercial use, the subject property is therefore subject to, and must comply with, all applicable regulations under the Commercial Development Guidelines Overlay District (CDGOD). This subsection addresses the applicant's demonstrated compliance with relevant CDGOD regulations. All listed requirements that are identified as "*have not been met*" in the final staff report must be granted a deviation by the City Planning Commission upon specific request by the applicant during the City Planning Commission meeting.
2. The plan set submitted by the applicant demonstrates that the following requirements of the Commercial Development Guidelines Overlay District have been met:
  - a. Per Section 27-575(c)(1), site drainage patterns shall be designed to prevent surface drainage from collecting on and/or flowing across pedestrian areas;
  - b. Per Section 27-575(d)(2), curb-cuts should be minimized and concentrated at mid-block;
  - c. Per Section 27-575(d)(10), sidewalks in front of buildings must be designed to accommodate pedestrian activity both for that use and for movement between uses. This may include cafe seating and outdoor sales pursuant to the chapter 32, article III;
  - d. Per Section 27-575(d)(11), internal pedestrian walkways within parking lot or drive area must be distinguished from other surfaces;
  - e. Per Section 27-575(e)(3), parking located between front of building and street right-of-way must provide an additional 20 feet of landscaped area in addition to the required setback;
  - f. Per Section 27-575(e)(4), parking must be screened from adjacent streets by walls, shrubs, trees, or other design elements;
  - g. Per Section 27-575(e)(6), accessible parking must be provided according to unified government requirements;
  - h. Per Section 27-575(f)(4), retail shops at street level should have direct access to and from the sidewalk;
  - i. Per Section 27-575(f)(5), entrances should be easily identifiable as primary points of access to buildings;

- j. Per Section 27-575(f)(8), buildings, walls, trees, topography, and other site features shall be oriented and arranged to define circulation areas and lend a human scale to the development;
- k. Per Section 27-575(g)(2), service areas and docking facilities should be located to the side or rear of the building away from public streets and main circulation and drives when possible;
- l. Per Section 27-575(g)(3), all trash receptacles shall be enclosed with a screening wall or fence constructed of the same materials as the primary structure. The screen must be a minimum of six feet in height on all sides and designed with the gate facing away from streets or adjacent land uses. All screening materials must be well maintained at all times;
- m. Per Section 27-576(b)(2), building elevation design determinations must consider the character of the surrounding architecture and neighborhood and incorporated design elements that further reflect or enhance community character. Where community character is difficult to determine, planning staff will work with the applicant to identify any relevant features;
- n. Per Section 27-576(c)(1), commercial development should take into account the architectural design of all building elevations, 360 degrees. Quality design should be expressed on all elevations of a building;
- o. Per Section 27-576(c)(2), in order to break up the monotonous appearance of long facades, a building wall no more than 45 feet in length should be divided into increments of no more than 45 feet through articulation of the facade. This can be achieved through combinations of at least three of the following techniques: divisions or breaks in materials, building offsets (projections, recesses, niches), window bays, separate entrances and entry treatment, or variation in rooflines;
- p. Per Section 27-576(c)(3), the scale of individual building facade components should relate to one another and the human scale, particularly at street level;
- q. Per Section 27-576(d)(5), a single, large dominant building mass shall be avoided. Changes in mass should be related to entrances, the integral structure, and/or the organization of spaces and activities;
- r. Per Section 27-576(e)(2), exterior building materials shall not include the following: split shakes, rough sawn, or board and batten wood, vinyl siding, smooth-faced grey concrete block, painted or stained concrete block, tilt-up concrete panels; field-painted or prefinished corrugated metal siding; standard single-tee or double-tee concrete systems, or EIFS at the ground level or comprising more than 15 percent of any façade;
- s. Per Section 27-576(e)(3), exterior building material must be continued down to within nine inches of finished grade on any elevation. Exterior masonry materials must be continued to the top of grade;
- t. Per Section 27-576(e)(4), all building facades shall be at least 50 percent masonry. Cementitious siding may be used to meet 50 percent of the total masonry requirement;
- u. Per Section 27-577(b)(2), landscape berms and/or continuous rows of shrubs are required to screen parking from adjacent development or public streets. Shrubs used in this area must not exceed a maximum height of 30 inches at maturity;

- v. Per Section 27-577(c)(5), landscape and streetscape design should be used to enhance the frontage of primary roadways;
  - w. Per Section 27-577(d)(1), at least 75 percent of the length of building foundations facing public streets, the exterior of the development, or common spaces must be planted with ornamental plant material such as ornamental trees, flowering shrubs, perennials, and groundcovers;
  - x. Per Section 27-577(d)(2), planting must be massed and scaled as appropriate for the entryway size and space;
  - y. Per Section 27-577(e)(1), parking lot landscaping must be used to minimize the expansive appearance of parking lots, provide shaded parking areas, and mitigate any negative acoustic impacts of motor vehicles;
  - z. Per Section 27-577(e)(2), parking lot landscaping should reinforce pedestrian and vehicular circulation, especially parking lot entrances, end of driving aisles, and pedestrian walkways leading through parking lots;
  - aa. Per Section 27-577(g)(3), in general, formal, stand-alone trees are encouraged to be planted in landscape zones along major streets and medians. These trees should be planted as follows: one tree with a minimum caliper of two inches (ornamental) evergreen trees must be at least six feet tall when planted) provided for every 30 feet of street easement or frontage, and street trees should be planted no closer than 55 feet and no more than 65 feet apart. Groupings of ornamental trees and shrubs should be placed in between the street trees;
  - bb. Per Section 27-577(g)(5), the primary landscaping material used in parking lots must be trees that provide shade or are capable of providing shade at maturity. Shrubbery, hedges and other planting materials may be used to complement the tree landscaping, but shall not be the sole means of landscaping;
  - cc. Per Section 27-577(f)(1), all new development landscaping must be irrigated with an automatic system approved by the planning department. Rehabilitation development must either have an irrigation system or a watering plan;
  - dd. Per Section 27-577(f)(2), plants that die must be replaced as quickly as possible, but in no event longer than four months; and,
  - ee. Per Section 27-578(a)(1); the enhanced feeling of legitimate ownership by reinforcing existing natural surveillance and natural access control strategies with additional symbolic or social ones.
9. The following requirements of the Commercial Development Guidelines Overlay District have not been met:
- a. Per Section 27-575(d)(8), internal vehicular, bicycle and pedestrian circulation must connect in a manner obvious to users;
  - b. Per Section 27-575(d)(12), pedestrian connections must be clearly defined in a combination of two or more of the following ways: six-inch vertical curb, trellis, special railing, bollards, special paving, low seat wall or other architectural features, pedestrian scale lighting, and traffic calming devices;

- c. Per Section 27-575(e)(1), the majority of all surface parking and all drive through facilities should be located to the maximum extent possible behind buildings or in the interior of a block;
- d. Per Section 27-576(g)(1), buildings should have a defined top. This can be accomplished with cornices, caps, parapets, or roofs;
- e. Per Section 27-576(g)(2), three-dimensional rooftops are encouraged. Variation in roofline is suggested to reduce the scale of large buildings;
- f. Per Section 27-578(a)(1); the enhanced feeling of legitimate ownership by reinforcing existing natural surveillance and natural access control strategies with additional symbolic or social ones;
- g. Per Section 27-578(a)(3), the use of pavement treatments, landscaping, art, signage, screening and fences define and outline ownership of space; and,
- h. Per Section 27-578(b), natural surveillance is a design concept directed primarily at keeping intruders under observation. Provision of natural surveillance helps to create environments where there is plenty of opportunity for people engaged in their normal behavior to observe the space around them. Areas can be designed so they are more easily observed through:... (2) Placement of persons or activities to maximize surveillance possibilities, and (3) Minimum maintained lighting standards that provide for nighttime illumination of parking lots, walkways, entrances, exits and related areas to promote a safe environment.

10. It is unclear if the following requirements of the Commercial Development Guidelines Overlay District have been met or not. In the Final Plan Review and/or Development Review Committee approval process, the applicant should provide further explanation or demonstration for the following unless the applicant has been granted a deviation by the City Planning Commission from specific CDGOD subsections:

- a. Per Section 27-575(d)(1), projects must be designed to minimize any increased traffic use of neighborhood streets;
- b. Per Section 27-575(e)(2), pedestrian walkways through the parking area to building entrances should be clearly marked pursuant to this subdivision;
- c. Per Section 27-575(e)(5), parking lot curb cuts must be designed and minimized to reduce conflicts between pedestrians and automobiles;
- d. Per Section 27-575(f)(1), there should be a designated walkway or clear pathway to the main entrance of a building so that pedestrians are not required to walk through parking lots;
- e. Per Section 27-575(f)(2), buildings should be located in such a manner as to minimize conflicts between pedestrians and automobiles;
- f. Per Section 27-575(f)(3), buildings should be oriented primarily to the street;
- g. Per Section 27-575(g)(1), masonry screen walls are required to provide 100 percent opaque screening to public views of loading and service areas from other properties or public streets;
- h. Per Section 27-576(e)(1), building materials must be durable, economically maintained, and of a quality that will retain its appearance

over time, including but not limited to: natural or synthetic stone, brick, stucco, integrally-colored, textured, or glazed concrete masonry units, high quality prestressed concrete systems, cementitious siding (hardy board), or glass. The director may approve other high-quality materials: building design should avoid large expanses of highly reflective surfaces and mirror glass exterior walls, and highly tinted glass or glass tinted in unnatural colors should be avoided;

- i. Per Section 27-576(h)(1), for new construction, windows, windows with awnings, and covered pedestrian walkways should total at least 60 percent of the building frontage along public streets or parking lots. Windows should be for display purposes or to allow viewing both into and out of the interior. Exceptions may be made for individual tenants in excess of 20,000 square feet gross floor area or the rear elevation of a building that backs up to a public street, where the window percentage should be 25 percent of the linear building frontage; and,
- j. Per Section 27-577(a)(5), landscaping shall exceed the typical code requirements by at least 75 percent.

#### **Planning Engineering Comments:**

1. Items that require plan revision or additional documentation before engineering can recommend approval:
  - a. None
2. Items that are conditions of approval:
  - a. None
3. Comments that are not critical to engineering's recommendations for this specific submittal, but may be helpful in preparing future documents:
  - a. None

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#### **STAFF RECOMMENDATION**

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Staff recommends that the Board of Zoning Appeals **APPROVE** Appeal **BOZA2022-052** subject to all comments and suggestions outlined in this staff report, and summarized by the following conditions:

1. **Upon guidance from BPU, the applicant must submit a revised site plan that reflects the Staff comments contained in this report. This revised site plan must be produced before Development Review Committee (DRC) review of the subject property and the proposed project can be completed;**
2. **Windows, windows with awnings, and covered pedestrian walkways should total at least 101 feet and 11 inches on the north façade, and at least 57 feet and 3 inches on the east façade;**
3. **A total of 16 trees are required to meet the subject property's landscaping requirements;**
4. **A building permit is required for the construction of a permanent structure greater than 120 square feet, for the expansion of or addition to an existing structure, and/or a change in the use of (i.e., change of occupancy) an existing structure. The applicant is required to contact the Building Inspections Division at (913) 573-8620 or by**

- [buildinginspection@wycokck.org](mailto:buildinginspection@wycokck.org) to confirm if they need a building permit, and if so, must take it upon themselves to initiate the building permit process accordingly;
5. All exterior lighting on the building must be hooded or controlled to direct light 90 degrees downward. No light may cast light or glare off the property or onto the public street;
  6. Per Section 27-723(a), no sign (including the structure or sign surface) shall be erected, installed, altered, relocated, rebuilt, or refaced until the unified government issues a sign permit. Only those signs permitted in this division shall be granted a sign permit. Contact the Department of Planning and Urban Design at (913) 573-5750 or [signpermits@wycokck.org](mailto:signpermits@wycokck.org) to begin this process;
  7. If approved, the applicant must file and maintain a current business occupation tax application with this office;
  8. All existing and future driveways must feature curb cuts that are constructed to UG standards;
  9. A Right-of-Way Permit is Required. The applicant is required to contact the Public Works Department at (913) 573-5311 or by [info@wycokck.org](mailto:info@wycokck.org) to confirm if they need a right-of-way permit, and if so, must take it upon themselves to initiate the permit process accordingly;
  10. Section 27-467(g) requires that trees are required at not less than one (1) per 7,000 square feet of site area. The subject property has 36,468 square feet, requiring six (6) trees be provided on the site plan;
  11. Section 27-467(g) requires that a six (6) foot high architectural screening is to be provided along all side and rear property lines common to or across an alley from residentially zoned property. Additional screening or buffering may be required to soften the visual impact of parking or unsightly areas;
  12. Section 27-699(a)(4) states that at least one-half of the trees planted to fulfill the tree planting requirements shall be shade trees;
  13. Section 27-699(a)(6) states that non-industrial and non-structural parking lots that have a paved area wider than a double-loaded aisle and more than 20,000 square feet in area shall provide one shade tree for each 20 parking spaces on the interior of the parking lot. Interior tree plantings are in addition to other landscaping requirements;
  14. Section 27-702(1)(a-d) states that shade trees shall be at least two (2) inch caliper when planted as measured 12 inches above the ground. All ornamental deciduous trees shall be at least two (2) inch caliper when planted as measured 12 inches above the ground. All evergreens shall be 5 to 6 feet in height when planted as measured 12 inches above the ground. Ornamental deciduous trees shall be 6 to 8 feet when planted as measured 12 inches above the ground;
  15. Issuance of a certificate of occupancy for any project or property associated with an entitlement from the City Planning Commission or UG Board of Commissioners, shall not be issued prior to the completion of all landscape elements for the project to the standards and requirements for a Final Certificate of Occupancy and the successful review by departmental inspection. As an alternative to completely meeting all standards and

requirements for a Final Certificate of Occupancy, to allow for cases of weather delays, plant seasonality, or shortages of labor or materials, the applicant may request to submit a landscape performance bond or surety. Requests to submit a landscape performance bond or surety for a particular project must receive eligibility approval from the Department of Planning and Urban Design prior to submission. Submissions must meet all requirements of the Bonding Procedure Policy and pass the review process. Bond applications shall only be approved by the Zoning Enforcement Officer, Lead Planner, or Director of Planning + Urban Design. Bond applications shall receive final approval before the applicant may request any inspection or re-inspection of a project or property for a Bonded Final Certificate of Occupancy; and,

16. Approval of this case by the Board of Zoning Appeals, and the conditions of approval contained herein, has been granted independent of any and all covenants, conditions, and restrictions (CC&R) of the plat or subdivision within which the subject property is located. It is the responsibility and duty of the applicant and/or landowner to ensure that the exercise of variance(s) approved, or any portion thereof, do(es) not violate the applicable and enforceable CC&R of the plat or subdivision within which the subject property is located.

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## ATTACHMENTS

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Aerial Map  
Zoning Map  
Land Use Map  
Five Statutory Requirements Answered by the Applicant  
Neighborhood Meeting Materials  
Site Plan of 1201 State Avenue Submitted by the Applicant  
Renderings of the Proposed Building  
Building Elevations for the Proposed Building at 1201 State Avenue  
Downtown Area Master Plan, Urban Residential Land Use District  
Site Visit Photographs by Staff, Dated October 18, 2022

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## REVIEW OF INFORMATION AND SCHEDULE

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<u>Action</u>	<u>Board of Zoning Appeals</u>
Public Hearing	
Variance	November 14, 2022

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**STAFF CONTACT:** Michael Farley  
[mfarley@wycokck.org](mailto:mfarley@wycokck.org)

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## MOTIONS

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I move the Kansas City, Kansas Board of Zoning Appeals **APPROVE** Appeal **BOZA2022-052** as meeting all the requirements of the City code and being in the interest of the public health, safety and general welfare, subject to such modifications as are necessary to resolve to the satisfaction of City Staff all comments contained in the Staff Report; and the following additional requirements of the Kansas City, Kansas Board of Zoning Appeals:

1. \_\_\_\_\_
2. \_\_\_\_\_; AND
3. \_\_\_\_\_

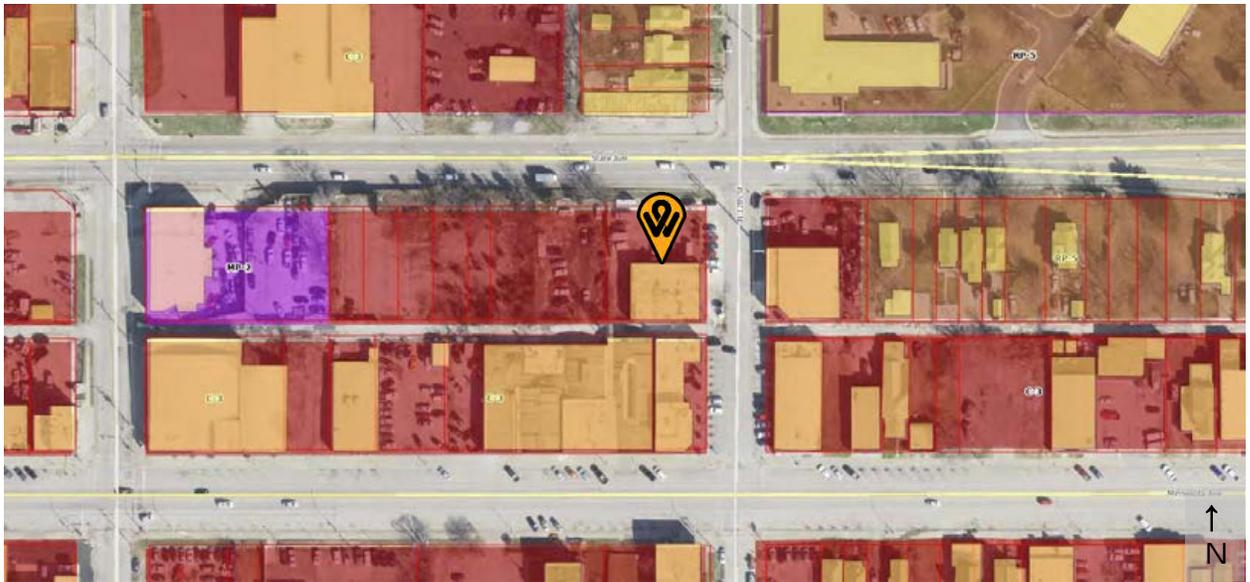
**OR**

I move the Kansas City, Kansas Board of Zoning Appeals **DENY** Appeal **BOZA2022-052**, as it is not in compliance with the City Code, as it will not promote the public health, safety and general welfare of the City of Kansas City, Kansas; and other such reasons that have been mentioned.

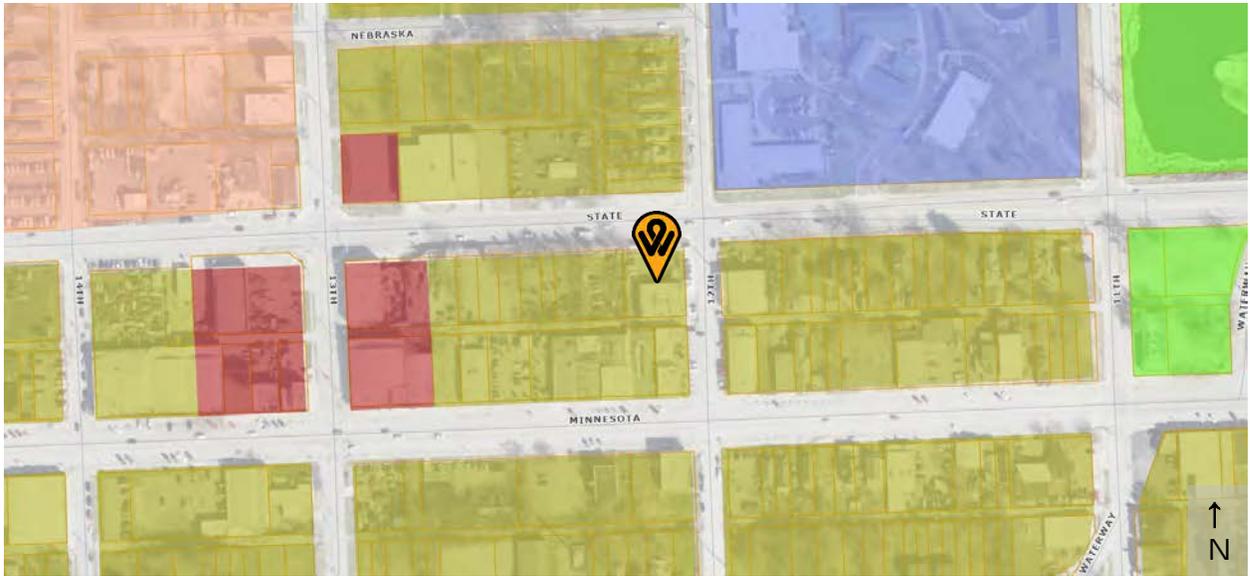
# AERIAL MAP



# ZONING MAP



# LAND USE MAP



## Downtown Area Master Plan Land Uses

-  Catalyst Block
-  Downtown Mixed-Use
-  Neighborhood Mixed-Use
-  Neighborhood Residential
-  Planned Open space
-  Public / Semi-Public
-  Urban Residential

FIVE STATUTORY REQUIREMENTS ANSWERED BY THE APPLICANT

1. *The variance requested arises from such condition which is unique to the property in question and which is not ordinarily found in the same zone or district; and which is not created by an action or actions of the property owner or the applicant.*

---

BUILDING IS SET TO HAVE 1'-8" FRONT SET BACK. THIS WILL  
ALIGN THE NEW BUILDING TO THE BUILDING ON THE WEST.  
REDUCTION IN PARKING SPACES IS DUE TO BUSINESS MODEL  
THAT IS ONLINE ORDERING PICK-UP AND DELIVERY.

---

2. *The granting of the permit for the variance will not adversely affect the rights of adjacent property owners or residents.*

---

NO ADVERSE EFFECT ON ADJACENT PROPERTY

---

3. *The strict application of the provisions of the zoning ordinance of which variance is requested will constitute unnecessary hardship upon the property owner represented in the application.*

---

SETBACK REDUCTION WILL ALIGN BUILDING TO DESIRED  
LOCATION ALONG STATE AVE.  
REDUCED NUMBER OF PARKING IS JUSTIFIED BY THE BUSINESS  
MODEL AND CONTRIBUTE TO MORE ENVIRONMENTALLY FRIENDLY  
DESIGN.

---

4. *The variance desired will not adversely affect the public health, safety, morals, order, convenience, prosperity, or general welfare.*

---

NO ADVERSE EFFECT

---

5. *The granting of the variance desired will not be opposed to the general spirit and intent of the zoning ordinance.*

---

NO VIOLATION OF THE GENERAL SPIRIT AND INTENT OF ZONING ORDINANCE

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# NEIGHBORHOOD MEETING MATERIALS



Architecture Engineering Construction

OCTOBER 17, 2022

ADRIANNE SHOWALTER MATLOCK  
PO BOX 172403  
KANSAS CITY, KS 66117

SUBJECT: BOZA2022-052 - 1201 State Avenue.  
Members Warehouse.

We have filed application BOZA2022-052 with Kansas City Kansas Department of Urban Planning and Land Use for a Board of Zoning Appeals regarding the construction of a Members Warehouse at the subject address. This application will be heard on Monday November 14, 2022, at 6:00 pm by the Board of Zoning Appeals located THE COMMISSION CHAMBER at 701 N. 7th Street, Kansas City, KS 66101. Meeting can be attended in person or via Zoom.

In addition, we are having a neighborhood virtual ZOOM information meeting on Monday October 28, 2022 at 7:00 p.m. See attached page for this meeting information. The purpose of this meeting is to explain the project and to answer any questions or concerns.

We look forward to seeing you at the virtual information meeting. If you are unable to attend and have any questions please contact me at [wasseem.rbarchitects@gmail.com](mailto:wasseem.rbarchitects@gmail.com) or call me at (913) 368-9581.

Sincerely,

Riad Baghdadi

## Virtual Public Meeting Notice

RB ARCHITECTURE ENGINEERING CONSTRUCTION

Please join

for a meeting about BOZA2022-052 - 1201 State Avenue - Members Warehouse

case number BOZA2022-052

proposed for the following address: 1201 State Avenue, Kansas City KS 66106

**Meeting Date:** Oct 28, 2022

**Meeting Time:** 7:00 PM CST

**Meeting Location:** ZOOM ID: 819 7165 4946

PASSWORD: 8NdrV7

Project Description:

If you have any questions, please contact:

Name: Mohamad Wasseem Ez Eddin

Phone: (913) 368-9581

Email: [wasseem.rbarchitects@gmail.com](mailto:wasseem.rbarchitects@gmail.com)

You are receiving this notice in accordance with city code that requires a public meeting with neighborhoods for certain types of development projects. You can read more about the process requirements at [kcmo.gov/publicengagement](http://kcmo.gov/publicengagement)

If you would like further information on this proposed project, please visit the city's planning and permitting system, Compass KC, at [Compasskc.kcmo.org](http://Compasskc.kcmo.org). You may search by project type and address/case number to find project details.

Sincerely,

RIAD BAGHDADI

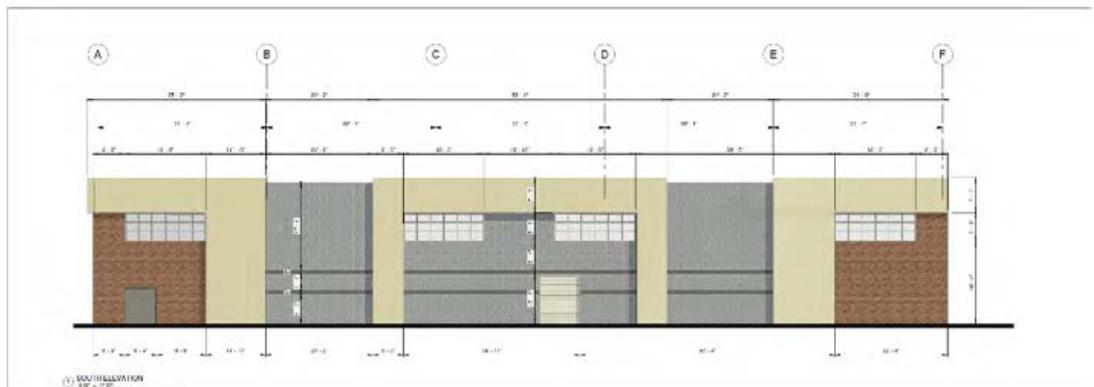
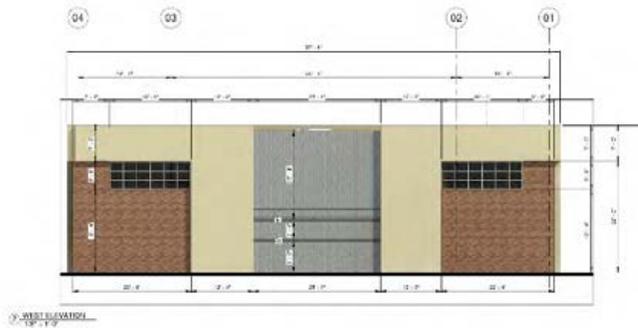
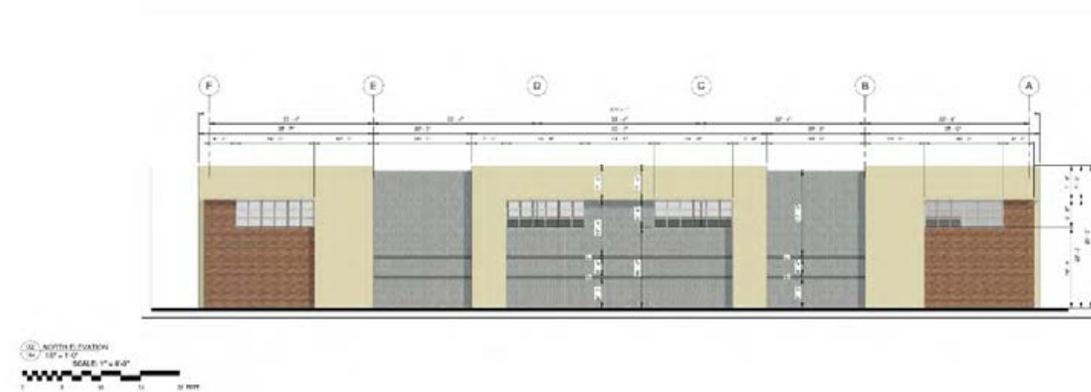
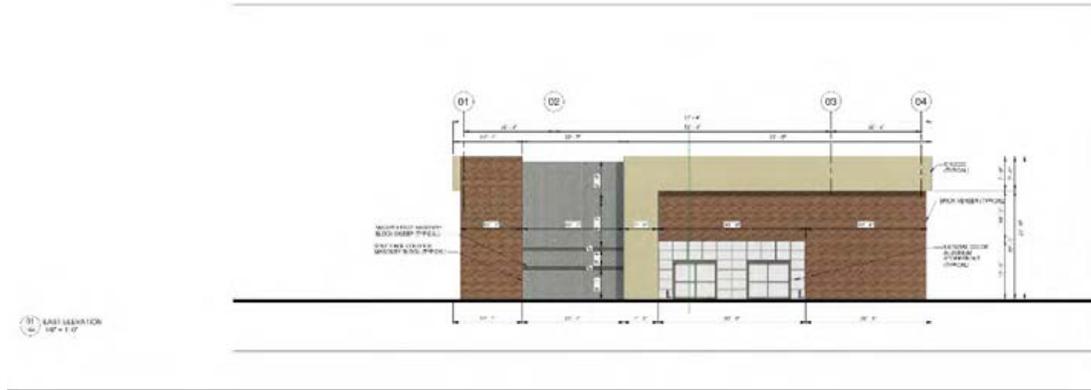




## RENDERINGS OF THE PROPOSED BUILDING



# BUILDING ELEVATIONS FOR THE PROPOSED BUILDING AT 1201 STATE AVENUE



# DOWNTOWN AREA MASTER PLAN: URBAN RESIDENTIAL LAND USE DISTRICT

## URBAN RESIDENTIAL



### Use Definition:

Higher density residential, 12 units per acre or greater, in an urban format (typically attached units – townhomes/stacked flats). Detached patio homes/zero lot line or single family homes may be acceptable based upon density, design and location. Live/work units with commercial/retail/office on the first floor and residential above are allowed at the corners of blocks and if they do not deter from the residential character of the neighborhood. Institutions including schools and churches would be allowed within the urban residential land use designation.



### Character:

- Front setbacks to accommodate stoops, porches and small yard spaces
- On-street parking available
- Alley access for dedicated parking integrated with building design
- Neighborhood scale civic uses encouraged
- Highly walkable pedestrian scale streets and buildings
- Neighborhood mixed-use locations provide commercial support
- Small park, open spaces and courtyards created for use by residents



# DOWNTOWN AREA MASTER PLAN: MOBILITY FRAMEWORK – PARKING

## **e. Parking**

The amount, location and design of parking are integral components of the overall experience and perception of Downtown. As an urban space, it is important to note that much of the land in Downtown is too valuable to use as surface parking, especially along street frontages. A few simple principles for parking provision are represented in this master plan.

- The provision of on-street parking is maximized throughout Downtown, except to make accommodation for transit and pedestrian enhancements.
- Minimal curb cuts are made for surface or structured parking – shared access (ingress and egress) points and alley access to parking is preferred
- Surface parking in the East Bluff and Downtown Core Districts is discouraged

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DOWNTOWN MASTER PLAN

THE PLAN

I-24

- Surface parking must meet design guidelines that reinforce an urban street front in the West End District and it is encouraged that it be located behind buildings or secondary frontages
- Structured parking should be located in mixed-use formats to maintain active street fronts
- Urban parking standards should be applied to on-site parking provisions with credits provided for on-street parking and participation in a parking district to create shared use facilities for public parking
- Residential development must have dedicated parking provided

# DOWNTOWN AREA MASTER PLAN: DESIGN FRAMEWORK

## 3. DESIGN FRAMEWORK

The third framework, design, provides an organizing structure for addressing critical elements associated with the perceived character and identity of the area. A primary component of any redevelopment effort is the recognition of the context and urban environment in which the development occurs. This framework sets the stage for addressing design through guidelines (*see Appendix A*).

To address design throughout Downtown Kansas City, Kansas, three framework elements of design - *building envelope*, *street level design* and *character* - have been identified as critical to future development initiatives. These elements are addressed further in the district discussion in *Chapter II Plan Implementation*. Each element includes multiple components that assist in achieving the vision for Downtown. These design elements and features described and depicted apply to both public and private projects.

### a. Building Envelope

The building envelope is the area in which structures can be built. In a Downtown or an urban setting, the building envelope is best defined by parameters related to setbacks and height. The character of an attractive and inviting Downtown is significantly shaped through the use of proper and consistent setback and height requirements.

**Setback** – defines the buildable area on the site using the front, rear and side setbacks and should encourage a continuous street front of buildings, except for plaza, courtyard, entry or other desired areas.

**Height** – defines the buildable volume on the site through a maximum or minimum number of stories or feet that is consistent with the surrounding development context. It should encourage full utilization of land by establishing minimum building heights.

### b. Street Level Design

The character of a place is impacted by how structures and spaces are perceived and function in relationship to the street. Most people experience the place from the street; their perceptions and experiences are formed by what they see and experience while walking and driving in the place. Useable and welcoming outdoor spaces, pedestrian friendly façade qualities and well designed parking facilities promote comfort and safety within a successful urban place.

**Outdoor Spaces** – define outdoor activity spaces for residents and patrons by encouraging well designed:

- Public gathering places including plazas or courtyards
- Building entries
- Outdoor business activity areas including dining areas and outdoor cafes
- Use of public areas including parks, open space and rights-of-way

**Façade Qualities** – define the character of the primary and secondary frontage (i.e. corner buildings) of a building to reinforce a pleasant experience along public pathways (i.e. streets, alleys, sidewalks, trails, etc.). Features that influence this experience include:



- Windows that provide transparency to buildings
- Design details such as moldings and accents that provide articulation in the building form
- Façade widths that break up block lengths
- Awnings and canopies that can bring the scale of the building to street levels
  - Architectural embellishments that add design character to the building



**Parking Facilities** – define functional and design characteristics that interface with the street level experience. Both surface and structured parking facilities should be integrated into the urban context.

**Surface lots** should be designed to encourage appropriate:

- Edge treatments – screening/buffering/landscaping or building façade continuation
- Surface treatment – appropriate surface materials and maintenance for the area
- Ingress/egress locations – in light of automobiles impact on pedestrian and traffic flow at the sidewalk and street
- Internal layout – addressing automobile and pedestrian flow as well as landscaping/softening within the parking area



**Structured parking** should be designed in an integrated manner with other structures to encourage a continuous street-front of active uses:

- Façade treatment – to blend visually with other buildings and structures
- Mixed-use structures - other uses on the ground level along public streets to minimize dead space along the street
- Function – providing a mixture of uses as part of the garage structure including retail, office or residential
- Building materials – in context with surrounding structures
- Ingress/egress locations – in light of automobile impact on pedestrian and traffic flow

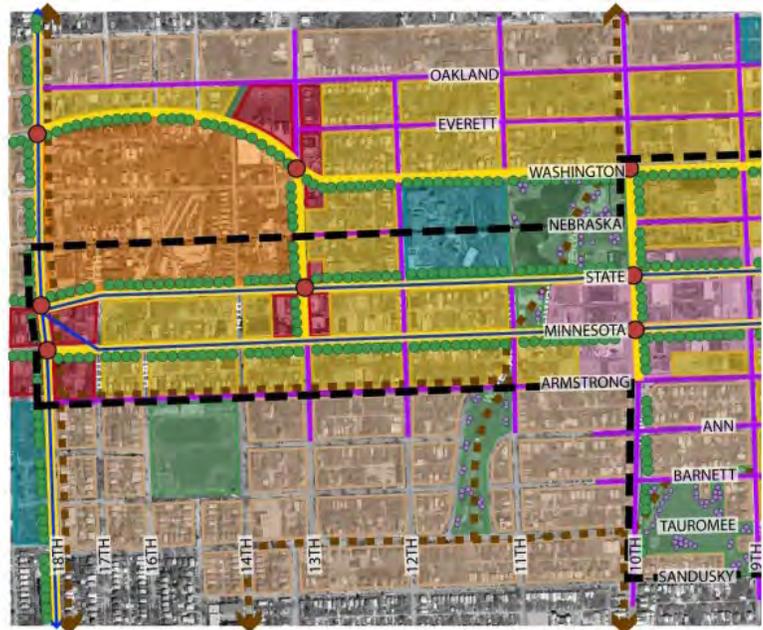
# DOWNTOWN AREA MASTER PLAN: WEST END DISTRICT PLAN IMPLEMENTATION

## 1. WEST END DISTRICT

The West End District (*Figure II-2*) represents an opportunity to create a dynamic neighborhood center and residential area that is connected to destinations throughout the community and metropolitan area via the roadway network, trails and transit availability. The West End is bounded by Washington Boulevard on the north, 10<sup>th</sup> Street on the east, Armstrong Avenue on the south and 18<sup>th</sup> Street on the west.

This location is close to the geographic center of the area of Kansas City, Kansas that is east of I-635. Currently, this area is a mix of land uses and development types including commercial, light industrial, residential, open space and civic uses. To successfully re-establish this district as a premiere urban neighborhood it needs a defined development pattern, mobility network and visual enhancements.

Originally, Big Eleven Lake/Waterway Park denoted the west end of downtown. Today those facilities and others such as the School for the Blind and the Granada Theater provide anchors for future development of the West End. And, accessibility to other public areas as well as adjacencies to well established urban neighborhoods and the recently rehabilitated Granada Theater provide an excellent context in which to develop a strong and active living environment.



**Figure II-2: West End District**  
Source: Gould Evans Associates

# DOWNTOWN AREA MASTER PLAN: WEST END DISTRICT PLAN IMPLEMENTATION, CONT.

## **a. Land Use Framework**

The land use designations in the West End District will provide a development framework for the establishment of new housing opportunities in an urban neighborhood. The future land use pattern in the West End District is developed around several recommendations:

- *Develop the State and Minnesota Avenue Corridors as urban residential neighborhood.*
  - Consolidate commercial uses to the Downtown Core, West End neighborhood center and primary intersections along Minnesota and State Avenue
    - Encourage and incent private market redevelopment of commercial and light industrial uses to residential uses.
    - Discourage redevelopment of existing use patterns in the corridors.
  - Support the proposed neighborhood center and transit spines along State and Minnesota Avenues with higher density development
  - Take advantage of visibility and neighborhood revitalization with mixed-use nodes for smaller commercial and office uses at major intersections
    - Along State and Minnesota at 10<sup>th</sup> Street, 13<sup>th</sup> Street and 18<sup>th</sup> Street
    - At 13<sup>th</sup> and Washington
- *Create the West End Neighborhood Center (between Washington and State, and 13<sup>th</sup> and 18<sup>th</sup>).*
  - Create large, long-term incremental public/private partnership project
  - Create neighborhood/community scale mixed-use commercial center with at least 2 support anchors (grocery, hardware, drug store, etc.)
  - Include a mixture of housing types including patio homes, town homes, senior facilities, single family detached and attached of both ownership and rental formats
  - Create greenspace, utilizing railroad right-of-way that is incorporated to provide open space and recreational opportunities for residents
  - Design a street pattern that encourages connectivity within the area, as well as to adjacent areas
  - Maintain historic structures and provide design guidelines to new development along 18<sup>th</sup> Street that respects the historic Westheight Manor neighborhood and historic district.
    - Provide guidance to development, through design, in the neighborhood center that is within the Westheight Manor Historic District Environs.
- *Expand Big 11 Lake Park and improve connections between park lands via the Riverfront Heritage Trail*
- *Strengthen and enhance the surrounding neighborhoods south of Armstrong (Waterway Neighborhood) and north of Washington (Strugglers Hill – Roots and Boulevard Neighborhoods)*
  - Provide financial and regulatory assistance to encourage neighborhood reinvestment and home improvement
  - Encourage neighborhood infill that is design sensitive to the context of the neighborhood

## **b. Mobility Framework**

The mobility framework within the West End District will foster connectivity throughout the district and to Downtown and adjacent neighborhoods. This framework also supports the land use pattern proposed for the district. Implementation recommendations related to mobility address streets, pedestrian connections and transit in order to achieve the vision.

- *Redesign and build Minnesota and State Avenues to balanced street standards*
  - Support residential development through the provision of on-street parking
  - Improve streets with balanced street streetscape standards to create an effective interface with adjacent land uses
  - Enhance intersections at mixed-use nodes to foster pedestrian activity and provide district and neighborhood signage.
  - As allowable within the established right-of-way, provide for shared road lanes that can safely accommodate bicycling (primarily along Minnesota)

# DOWNTOWN AREA MASTER PLAN: WEST END DISTRICT PLAN IMPLEMENTATION, CONT.

- Design for transit accommodations along Minnesota and State Avenues to serve the mixed-use nodes, as well as the residential uses and surrounding neighborhoods
- *Investigate and possibly vacate 11<sup>th</sup> Street between Washington and State to integrate the School of the Blind Campus with Big 11 Lake Park*
- *Vacate and reroute the existing Highway 24 route between Washington and State to support the rejoining of Waterway Park (Big 11 Lake) and the creation of a segment of the Riverfront Heritage Trail*
  - Work with the State Department of Transportation to re-designate the route for Highway 24 and achieve local control of right-of-way design through the Downtown
- *Improve pedestrian streets to foster walking connections throughout the district and to foster connections to other districts and surrounding neighborhoods*
  - Improve streets to pedestrian streetscape standards
  - Make pedestrian oriented enhancements at key intersections to reinforce key crossing points
    - Washington at 18<sup>th</sup>, 13<sup>th</sup>, 10<sup>th</sup>
    - State at 18<sup>th</sup>, 13<sup>th</sup>, 10<sup>th</sup>
    - Minnesota at 18<sup>th</sup> and 10<sup>th</sup>
- *Provide transit accommodations for bus rapid transit/light rail/other emerging transit technologies along State and Minnesota Avenues to encourage connections to the east (Downtown Kansas City, Kansas and KCMO) and to the west (Village West)*
  - Provide transit transfer point at 18<sup>th</sup> Street, as well as possible stops at 13<sup>th</sup> and 10<sup>th</sup> Streets
  - Explore the feasibility of a mixed-use transit center/station at 18<sup>th</sup> and Minnesota/State to support transfers related to bus, bus rapid transit, light rail or other transit technologies
  - Identify areas in which transit improvements will impact street design and preserve locations for future transit right-of-way and stops
- *Explore feasibility of a Downtown circulator transit route on State and Minnesota between 5<sup>th</sup> and 18<sup>th</sup> Streets as reinvestment occurs.*
  - *Develop the Riverfront Heritage Trail system to provide a pedestrian trail to the West End District*
    - Ensure connection to adjacent districts and neighborhoods, Downtown, and the riverfront
    - Provide off-street connections through Waterway Park to connect points north and south via the trail
      - Implement off-street trail design standard
    - Develop on-street trail routes along 18<sup>th</sup> Street, Armstrong Avenue and Taoumee (the old Grandview Boulevard route). Trail design and location will depend upon width of right-of-way.

### **c. Design Framework**

To support the envisioned development of the West End District as outlined by the Land Use and Mobility Frameworks, the Design Framework for the district becomes important (See **Appendix A** regarding other applicable design guidelines). In particular:

- *The Minnesota and State Avenue corridors are viewed as urban neighborhood corridors with community and regional functions. Thus, these corridors must accommodate a pedestrian friendly experience at the street level reinforced by enhanced sidewalk, intersections, furnishings and other amenities. Additionally, they serve as primary and secondary transit corridors and must be developed at a density that supports transit.*
- *Within the Neighborhood and Downtown mixed-use nodes, commercial uses at ground level are encouraged to promote an active street life with other uses, such as office and residential on upper floors.*
- *Residential uses should front the street and create an active street setting that is pedestrian friendly.*

**Height** – ranges from a minimum of 1 story to a maximum of 4 stories.

- 2 to 3 stories on the interior of blocks with 4 stories allowed at major intersections
- 1 story buildings are allowable based on proposed use and consideration of location within the context of the neighborhood (the development of single story buildings should be minimized to certain commercial uses and

# DOWNTOWN AREA MASTER PLAN: WEST END DISTRICT PLAN IMPLEMENTATION, CONT.

residential formats that still meet urban neighborhood densities and urban formats)

**Setbacks** – intention is to create an urban environment

- Commercial and mixed-use buildings should have a zero foot front setback
- Residential buildings should have a front setback no greater than 20 feet depending upon the residential building form and the type of street
- Well designed public gathering places, courtyards and plazas can be used to maintain the street wall
- In locations where surface parking lots exist and remain, screening in the form of fencing, shrubs or a combination of both should be implemented

**Streetscape/Gateways** – should support pedestrian activity following the principles outlined in Chapter I of the plan for the various types of streets within the West End District. At the identified enhanced intersections public art and gateway/wayfinding features should be considered as part of the list of enhancements or improvements.

#### **d. Pattern Pages**

Because the Land Use, Mobility and Design Frameworks must work together to create the desired character and identity for Downtown and the District the following pattern page(s) have been created to provide examples of possible types of development that may occur on an identified catalyst block (*See Figure II-3*) within the context of the district.

This representation should be viewed as a depiction of desired principles and patterns discussed throughout the plan and not as specific development proposals.

SITE VISIT PHOTOGRAPHS BY STAFF, DATED OCTOBER 18, 2022



**Upper Left:** View of the State Avenue roadway and sidewalk, facing west. The subject property can be seen on the left side of the photo.

**Upper Right:** View of the subject property side yard adjacent to North 12<sup>th</sup> Street, facing south.

**Lower Left:** View of the State Avenue roadway and sidewalk, facing east. The subject property can be seen on the right side of the photo.

**Directly Below:** View of the subject property from the southwest corner of the State Avenue-North 12<sup>th</sup> street intersection.



SITE VISIT PHOTOGRAPHS BY STAFF, DATED OCTOBER 18, 2022, CONT.

