

F & C Berkley Park KC, LLC



Kansas City, MO

**APPLICATION FOR
SITE PLAN REVIEW**

November 12, 2014



INTRODUCTION

On behalf of F&C Berkley Park KC, LLC, Landform is pleased to submit this application for site plan review of “The Union at Berkley Park, a mixed use apartment and commercial development at East Riverfront Drive, Kansas City. The 6.25-acre site is owned by the Kansas City Port Authority, and is being leased by F&C Berkley Park KC, LLC. We are excited about the project and anticipate that it will be an asset to the greater downtown neighborhood.

FINAL MPD SITE PLAN

The Union at Berkley Park is the first phase of a two-phase project that was approved as a Master Planned Development district (MPD) on July 31, 2014 (Ordinance #140583). Two mixed use buildings will be constructed on Parcels 1 and 2 as shown on the approved MPD. These parcels will be combined as part of the Final Platting process to facilitate the development of the project, and will remain consistent with the intent of the MPD.

The design team has worked closely with city staff to ensure that plans are consistent with the “Complete Corridor” standards of the Greater Downtown Area Plan, and that the features and amenities of the building and site maintains high quality urban design. The proposed mixed-use development will help the city achieve its goals of increasing density, creating a dynamic urban experience, increasing employment and promoting infill that is compatible with its surroundings. The plan incorporates a mix of retail and residential space that serves the growing demand for amenity-rich dwellings in a connected urban setting. Retail and office spaces will promote economic opportunities for business owners.

The property is designed to be integrated into the fabric of the downtown, increase walkability, and to provide an urban environment to existing and future downtown residents. This urban infill project will activate an underutilized space and the Berkley Park edge space by increasing pedestrian activity and retail opportunities in the area. The design promotes sustainable development by making efficient use of public facilities and services, and providing a compact layout that connects future inhabitants to the City’s downtown core.

The MPD requires that all development comply with the Charles B. Wheeler Downtown Area Plan and the standards of Chapter 88-400. With this in mind, the design team has prepared a site plan that remains consistent with the spirit and intent of these guidelines.

MPD Standards

The proposed development is consistent with the MPD that was approved on July 31, 2014. Building setbacks and building heights are consistent with the 0-foot setbacks and 5-story heights that were approved as part of the MPD. There will be a total of 410 dwelling units and 12,648 square feet of retail and office space constructed. Parking for cars and bicyclists complies with the standards set forth in Kansas City's Zoning and Development Code.

Streets:

The final plan proposes a partially covered parking ramp over what was formerly Gillis Street on the originally approved MPD. This change reduces the overall amount of public right-of-way approved in the MPD. Kansas City staff confirmed that because this is an overall change of less than 2% to the public realm, an amendment to the MPD as defined by Section 88-520-04-B is not required. Landform is working with the City Water Services Department to respond to the revised public right-of-way. Street names were approved by the City on May 2, 2014.

Architecture:

While the City of Kansas City does not have architectural standards, the Greater Downtown Area Plan emphasizes high quality urban design. The proposed buildings were designed to capture the historic industrial feel of the surrounding neighborhood. Building architectural elements reflect the industrial nature of surrounding infrastructure by using steely greys with autumn accents. Buildings will be constructed of metal, brick masonry, stucco, and other high quality materials as described in the Greater Downtown Area Plan. A mural that captures the spirit of the district is planned for the northeast corner of the building, which is highly visible from the highway.

The buildings have been placed to define the street edge, create interior courtyards, and to encourage street level pedestrian activity. In addition to the parking garages, there are multiple exterior entrances to the building that connect to the surrounding amenities. Service and delivery vehicle entrances are designed to be serviced in the parking garage, which limits impacts on the pedestrian realm.

Signage

A sign plan for the development has been prepared according to the standards of the Greater Downtown Area Plan and meets the standards of Section 88-445 of the Zoning and Development Code. Concepts for the signs have been designed to reinforce the character of the development and to complement the architectural style of the buildings. A monument sign at the western edge of the development will be crafted from corten steel, which complements the architectural elements of the buildings. Additional signage directing users to the entryways of the building are stylistically consistent with the architecture and branding of the project.

Lighting:

A site plan has not been provided with this submittal. Because the standards of the MPD require a 0-foot setback for the building, opportunities for providing on-site lighting are limited by the requirement that site lighting cannot exceed 2 lux at the property line. Therefore, lighting elements will be incorporated into building exteriors. It is the developer's intent to provide building lighting that will complement lighting elements provided in the public right-of-way, which will be provided by the Port Authority. At this time, the City and the Port Authority have not finalized the right-of-way lighting plans. Once the lighting plan is finalized within the right-of-way, we will prepare a lighting plan to complement the Port Authority's plans.

Landscaping and screening:

Ample landscaping has been designed to create an inviting urban environment. Each apartment complex encloses an interior courtyard which will be landscaped to reduce urban heat island effects and to provide an attractive area for residents to gather and relax. Perimeter tree plantings meet the design standards of the Greater Downtown Area Plan. Additional planting on the exterior and interior courtyard will meet or exceed the planting requirements of the Zoning and Development Code. Plant and shrub materials are designed to effectively screen mechanical and utility equipment. Dumpsters and waste collection will be screened by parking infrastructure.

The landscaping plans also incorporates street furniture that helps activate the streetscape and enhances the pedestrian experience by providing places to relax, rest, or wait for friends. Planters act as architectural elements, providing focal points and identifying entryways.

Transportation Infrastructure:

The parking infrastructure on site meets the standards of Section 88-420 for car parking and bicycle parking. Ample bicycle parking is provided for residents and visitors, and exceeds the amount required by code. Exterior bicycle parking is near the public realm and helps activate spaces. Outdoor bicycle parking is provided at all perimeter entrances and covered bicycle parking is provided in the parking ramp.

The parking garage has been designed to provide parking and act as a bridge between the west and east building while not being the focal point of the development. The parking garage is open in the center and connects the west and east buildings by ramps. Apartment units enclose parking garage, which screen the parking ramp from the public realm. These features create a courtyard-like atmosphere and allowing enough light to grow trees along the pedestrian walkway. The open courtyard maximizes natural light, limiting the need for inefficient interior lighting, and allowing for interior vegetation. The entrances to the ramp are marked by signage that is consistent with the design and feel of the site.

SUMMARY

We respectfully request approval of the site plan for the construction of Union, a mixed use residential and commercial development. We look forward to meeting the DRC on December 3, 2014 and the City Plan Commission on December 16, 2014.

CONTACT INFORMATION

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