

# City of MISSION

City Hall - 6090 Woodson Street - Mission, Kansas 66202  
Community Development Department  
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## PLANNING COMMISSION

### AGENDA

July 25, 2016

7:00 PM

1. Introduction of Nora Tripp and special election of Planning Commission Secretary
2. Approval of Minutes from the April 25, 2016 meeting
3. Case #16-03 Preliminary Site Plan-The Gateway Project-*Public Hearing*  
*Staff Report*  
*Exhibit*  
*Approved Preliminary Site Plan December 2015*  
*Proposed Preliminary Site Plan*
4. Staff Update
  - a. Sign Inventory
  - b. Safe Routes to School
  - c. Comprehensive Plan

## **MINUTES OF THE PLANNING COMMISSION MEETING**

**April 25, 2016**

The regular meeting of the Mission Planning Commission was called to order by Chairman Mike Lee at 7:00 PM Monday, April 25, 2016. Members also present: Scott Babcock, Robin Dukelow, Stuart Braden, Dana Buford, Brad Davidson and Frank Bruce. Also in attendance: Danielle Murray, City Planner.

### **Approval of minutes from the January 25, 2016 meeting**

**Ms. Dukelow moved and Mr. Braden seconded** a motion to approve the minutes of the January 25<sup>th</sup> meeting. The vote was taken (7-0). The **motion carried**.

### **Case #15-13 Final Site Plan – The Bar – 6101 Johnson Drive**

Ms. Murray: This is a final site plan for an addition to The Bar at 6101 Johnson Drive. They came to us in 2015 with a proposal to add a second story on the building. They originally submitted that as an idea, but decided not to go that route. So, before you today is an addition to the west side of the building. When they initially came to us with a proposal for a second floor, we asked them to submit a parking study. We know that this use generates more traffic than what was there before which was a gas station that ceased to provide gas and was simply a service station. It did not have a lot of traffic. So, we were curious if they were going to double their square footage with a second floor addition, what impact that would have on traffic or parking. Even after the scope of the project was changed to a smaller addition, we still said we were interested in having them do a parking study. It was performed by their engineers and reviewed by our engineers, and the memo that is in your packet is from the City's traffic engineer.

The subject property is in the Main Street District 1, which is a downtown zoning district. Included in your packet is a picture of what the use looked like prior to its purchase and renovation by the current property owners in 2014. At the time they renovated the building and opened it as The Bar, they did a very minor renovation to it, basically converting some of the overhead service doors to roll-up doors for their outdoor seating and patio areas. Staff reviewed those changes at that time without bringing them to the Planning Commission since they weren't changing the square footage of the building or the exterior facade in a significant way. They were also using materials that matched an existing building.

Tonight, because the proposed project is an addition, we're bringing it to the Planning Commission for review. The expansion is about 531 square feet interior space, and an outdoor patio that is adjacent, which is another 265 square feet. They are still going to be using materials that match the existing materials on the building, which is brick and metal siding, and a metal roofing component as well.

The City's traffic engineer reviewed their parking generation for the site. Basically, because they're in the MS-1 zoning district, there is no required parking on site. They do have on-site parking of about 29 on-site stalls in their parking lot. They are actually not required to have any of those, but they took the service area where the gas pumps were and converted that to a parking area when they originally opened in 2014. The parking study shows that most of the

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time, those spaces are more than enough to accommodate the parking that they generate. We had them look at nighttime hours, the peak dinner rush, and sports events. We had them look at how much parking those hours of operation generated, and how much demand for additional parking the expansion would add to that. Also, to look at how much the parking along Johnson Drive – which is public parking – is utilized, to see if the MS zoning district was working like we hoped it would work, which is that people would use and share all that parking, and businesses would have different hours of operation, so it could function that way. The study showed that many of the businesses in that neighborhood are not open past three-five o'clock in the evening, so demand for those parking stalls by those businesses goes down at about the same time that the dinner hour and sports hour use for this particular use goes up. The traffic engineer did a count of the parking use in that area every 15 minutes and wrote down license plate numbers to see how long a car was parked in each individual stall. And it looks like there's generally only 30 or 40 percent of the stalls being used along Johnson Drive so, there is plenty of parking available. So, there really is no parking problem in the neighborhood.

We do know that a lot of people park in the vacant parking lot of the adjacent office building. Someday that will redevelop and it's possible that that parking will no longer be available for this user. This was also considered. Even if that office parking lot, which has about 170 stalls in it, if that were someday gated and private and not accessible, there still would be sufficient parking on site and in the immediate block around the establishment.

Also in your packet is an analysis of the building design. The subject property is in the Johnson Drive corridor, so it is subject to the Johnson Drive design guidelines. As usual, I pulled out and highlighted the relevant sections from design review. I thought the most relevant were regarding parking, the building facades, building materials, the roof, display windows, and awnings and canopies. Staff doesn't see anything of concern in the design. Obviously, it's an expansion of an existing architectural style, and they're just continuing that on with the addition.

Included in the staff report are the findings of fact for consideration of final site plans. Since the proposed project builds off of an already an existing development, a lot of these don't really apply. Staff does recommend approval of the final site plan. That concludes staff's report.

Chairman Lee: Thank you. Would the applicant like to step forward?

*Nick Ewing, Sullivan Palmer Architects, appeared before the Planning Commission and made the following comments:*

Mr. Ewing: We are the architects for the addition. Like Danielle said, we're going to match the materials around the building, put in a new overhead door that will match the existing. It's got lots of good glazing on the façade. I brought some sample materials. It's the same brick that's going to match the existing. Same metal shingles. It will all match. Metal siding on the sides and the back. Any questions?

Chairman Lee: Any questions of the applicant?

Ms. Dukelow: I do have a question. When I look at that elevation, where is the walk-in cooler?

Mr. Ewing: It's actually in the back, right there.

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Ms. Dukelow: Is it currently part of the plan to cover part of that walk-in cooler with the standing seam metal siding to match the building? Do you want to change the walk-in cooler's orientation?

Mr. Ewing: It's actually painted the same color to match the siding.

Ms. Dukelow: Regarding the trash enclosure and accessibility, are there any plans to reorient or re-screen the trash and grease receptacles?

Mr. Ewing: The grease receptacle?

Ms. Dukelow: Does it have a grease bin, where they dump the grease at night? For collection? It sits outside the trash enclosure.

Mr. Ewing: Okay. Well, they have the grease interceptors here. I don't know anything about a grease receptacle. But the trash receptacle, the trucks would back up here, [*inaudible*] goes forward. This is the way we discussed with our client, to where the truck can actually lift it up.

Ms. Dukelow: You all have to manually roll it out?

Mr. Ewing: I'm not sure.

Unidentified: Yeah, we have a trash service that will come and manually roll it out. There are no plans to change the orientation of it.

Ms. Dukelow: And current trash enclosure material is a wood fence? Is that accurate?

Mr. Ewing: I believe it is.

Mr. Davidson: I have a question, probably more for Danielle. There's a 13 foot dimension from the west side of the building to – Is that the property line, or is that - ?

Ms. Murray: Probably the property line.

Mr. Davidson: Is that 13 feet or 13 inches? Because I saw – It's 13 inches, I think. And it was to a line that was kind of designated as, I thought it was the property line. I just wanted to make sure that engineering has looked at this, that it follows the proper setbacks.

Ms. Murray: Yes, it definitely meets the zoning requirements for setbacks. The follow-up question would be is there proper fire separation from adjacent buildings - If buildings do eventually get much closer to each other than they are now. That's all handled by the building code when we review the plans for how they're going to actually construct it. .

Mr. Ewing: Yeah, there is 13 inches between the addition and the property line, so we know that there may need to be a fire-rated wall.

Mr. Braden: Not that it's pertinent to our review, but the addition, is it just more table area? I'm not seeing tables in there. Is it more dining area?

Mr. Ewing: Yes, there will be some tables. We just didn't have the furniture layout.

Mr. Braden: It's actually a dining area, and then there's a restroom in the back of it, right?

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Mr. Ewing: Yes. The total square footage is 753 square feet, and [*inaudible*] that's only the restaurant and dining area. There's going to be a storage closet, a closet for the new fire lines when they come into the building, and the restroom back there, as well. They're also going to extend the patio, as well, on the addition there.

Ms. Dukelow: I have a question for staff. What are the requirements for trash enclosures in this district?

Ms. Murray: They do need to be screened. We ask that they be of a material that is harmonious or compatible with the building. I believe at the time that they reopened this as The Bar, it had already been screened with a wood fence. We just asked that they make sure that that was in good shape – replace any boards that might be missing, make sure the doors close and function properly. We did not have them construct a new trash enclosure at that time.

Mr. Babcock: Is that the appropriate materials, or should it be brick like the building?

Ms. Murray: It depends. We would consider a brick or metal as probably higher quality because they ultimately require less maintenance. But, we have other wood screening of trash enclosures elsewhere, and it's really fairly well out of sight from the main streets of Johnson Drive, or even Beverly. It's a quality question.

Mr. Davidson: A question for staff. I can't remember where I heard this, but someone I remember said something about, they wouldn't let their daughter go down to The Bar because of the lighting.

Mr. Babcock: That was me.

Mr. Davidson: Oh, I thought it might have been Scott. Anyway, to Danielle. I guess offsite parking generally funnels down Beverly, probably back to the south, is maybe where a lot of that off site parking is done when Johnson Drive is filled up. So, my question would be: Is the city street lighting adequate for cars parking, in a nighttime parking situation?

Ms. Murray: That's a good question, and I'm not sure we've ever studied the lighting levels from the City's perspective on that street because the only maintenance we've done to it is mill and overlay. We haven't done any kind of full-depth reconstruction projects in the area where we would normally look at other facilities along the street, like street lighting or stormwater drainage, etc. That's a good question.

Mr. Davidson: Correct. What I'm saying is, we have these special adds or additions to development, or whatever, is to look at each one, just to make sure that there's adequate lighting. That was Scott that said that, so, for whatever that is worth.

Chairman Lee: I know we have parking to the south of their lot, but we don't have on-street parking on Beverly, do we?

Ms. Murray: Actually, it is allowed on Beverly, yes. There's not a lot of frontage there, and I think the average allotment for a parallel parking stall is 20 to 25 feet, so you don't get a whole lot of stalls when you count that way. But it is possible, yes. Where there isn't a driveway.

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Mr. Babcock: Once the beauty shop is closed, I think there's parking to the east. There's also a lot of parking across the street to the north. I typically park there.

Mr. Davidson: What time does the facility close down?

Mr. Ewing: I think 1:30 a.m. is the latest. [*Inaudible*] shows some light poles along Beverly. There's actually one by our drive. I'm not sure if [*inaudible*] remove the fence.

Mr. Babcock: The issue is that with these new street lights, they kind of limit the ambient lighting to just down the sidewalk. But the business sits back just enough that, there was actually – It wasn't my daughter, but I had overheard some women talking about not wanting to go there because the light in the parking lot was not good. Especially when you went around the east side of the building, farther away from the street. They felt like it was darker and wasn't real safe.

Mr. Ewing: Obviously, we want [*inaudible*] for patrons, at that time, the morning hours is all, just so we can double check and make sure that that's [*inaudible*].

Mr. Bruce: A question for staff. The parking in front of the beauty shop, across Beverly, are those private parking spots?

Ms. Murray: Those are private parking stalls.

Mr. Bruce: So they can tow those and mark them for beauty shop parking only?

Ms. Murray: Yes. On Beverly, they can.

Mr. Bruce: Okay. Because that was the only business that looked like would be directly impacted by The Bar. Thank you.

Chairman Lee: So, the only thing you would be doing across the south elevation is just the addition on the west side? You're not going to do anything else to the existing?

Mr. Ewing: Right.

Chairman Lee: Since we know that the cooler is not gray and doesn't blend into the building, would you be opposed to doing something to that, to make it less conspicuous?

Mr. Ewing: Absolutely. I appreciate the feedback, also with the lighting. That's an important aspect, and a relatively easy fix, too. So, absolutely we could. We could put some wall patch or something on the building.

Chairman Lee: And I think that's all it needs. As long as it meets the aesthetics. Additional comments or questions?

**Ms. Dukelow moved and Mr. Babcock seconded** a motion to approve the final site plan for Case #15-13, The Bar addition, with the following conditions:

- 1) Work with staff to improve the lighting, as appropriate, and
- 2) Resurface the white walk-in cooler with metal standing seam siding to match the existing.

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The vote on the motion was taken, (7-0). **The motion carried.**

**Staff Update**

Staff provided an update on sign inventory, safe routes to school, and development update.

**ADJOURNMENT**

With no other agenda items, **a motion was made and seconded to adjourn.** (Vote was unanimous). The **motion carried.** The meeting adjourned at 7:47 P.M.

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Mike Lee, Chair

**ATTEST:**

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Danielle Murray, Staff

**STAFF REPORT**  
**Planning Commission Meeting July 25, 2016**

**AGENDA ITEM NO.:** 3

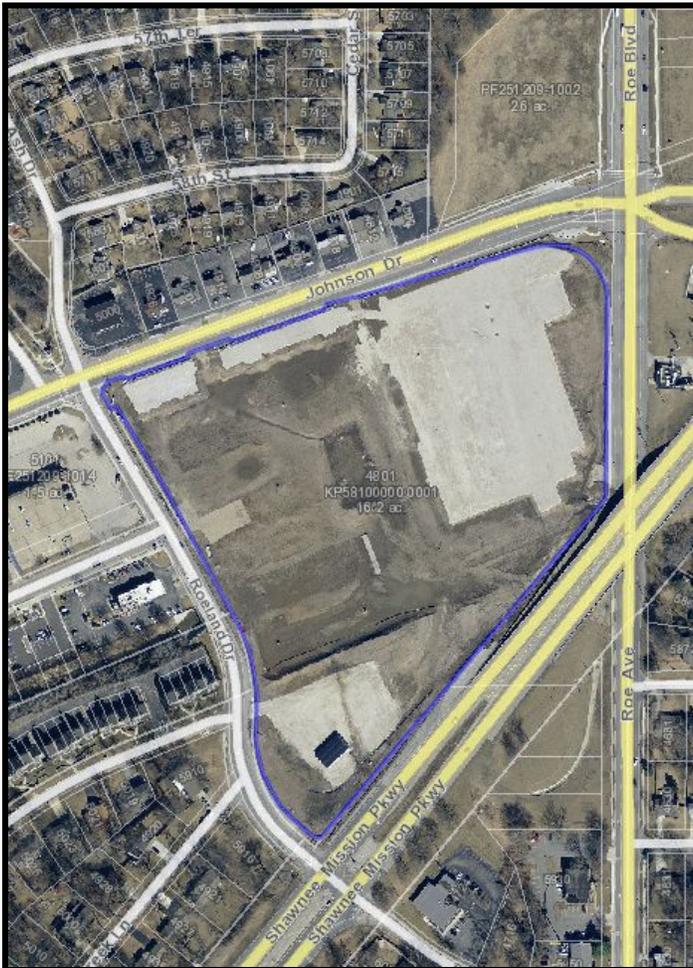
**PROJECT NUMBER / TITLE:** Application # 16-03

**REQUEST:** Revised Preliminary Site Development Plan for The Gateway Development

**LOCATION:** Property located on the south side of Johnson Drive between Roeland Dr, Shawnee Mission Pkwy, and Roe Ave

**APPLICANT:** Korb Maxwell, Polsinelli PC

**PROPERTY OWNER:** Aryeh Realty LLC  
6201 College Blvd, Ste 500  
Overland Park, KS 66211



**STAFF CONTACT:** Danielle Murray

**ADVERTISEMENT:** June 28, 2016-The Legal Record newspaper

**PUBLIC HEARING:** Planning Commission meeting, July 25, 2016

**Property Information:**  
The subject property is the site of the former Mission Mall and is zoned Planned Mixed Use District “MXD”. Per the City’s Municipal Code, “This district is intended to encourage a variety of land uses in closer proximity to one another than would be possible with more conventional zoning districts, and to encourage building configurations that create a distinctive and memorable sense of place. Developments in this district are allowed and expected to have a mixture of residential, office and retail uses, along with public spaces, entertainment uses and other specialty facilities that are compatible in both

character and function. Developments are also expected to utilize shared parking facilities linked to multiple buildings and uses by an attractive and logical pedestrian network that places more emphasis on the quality of the pedestrian experience than is generally found in typical suburban development. Buildings are intended to be primarily multi-story structures with differing uses organized vertically rather than the horizontal separation of uses that commonly results from conventional zoning districts” (Section 410.410). The property is also subject to the Mission, Kansas *Design Guidelines* for the Johnson Drive Corridor.

Surrounding properties are zoned and developed as follows:

North:Roeland Park “OB” Office Building District-small offices, “PUB” Public Services-vacant, and “MXD” Mixed Use District-vacant

West: Mission “RP-3” Planned Townhome District-Roeland Court Townhomes, “MS2” Main Street District 2-vacant, restaurant, “R-1” Single Family Residential District-detached dwelling units,

South: Mission “RP-6” Planned High Rise Apartment District-vacant “C-1” Restricted Business District-bank, “C-O” Office Building District-dentist and other office uses.

East: Fairway ”R-1” Single Family Residential District-detached dwelling units.

Comprehensive Plan Future Land Use Recommendation for this area:

The Comprehensive Plan indicates this area is appropriate for Mixed Use High-Density to be composed of a pedestrian friendly mix of neighborhood and community office uses, retail-commercial and service-commercial uses, institutional, civic, and medium to high density residential.

**Project Background:**

In 2005 The Cameron Group, LLC, a development company from East Syracuse, New York, purchased the Mission Mall property with plans to build a mixed-use development on the site. In 2006 the Planning Commission reviewed and approved the rezoning and preliminary site plan for the redevelopment of the subject property for urban development composed of retail, office, hotel, restaurant, and residential uses (Ordinance #1203). Since the “MXD” zoning and preliminary site plan was first approved the project has evolved through several revisions reflected in revised plans presented to the Planning Commission and City Council in 2007, 2008, 2012 and December 2015. Each of these plan approvals included a range of stipulations for site development issues, and requirements for additional details to be provided with final plan reviews.

At this time the applicant is again requesting a revised preliminary site plan approval for the entire development. The applicant intends to proceed to file a final site development plan and to begin construction of the entire project as a single phase.

The plan approved in 2012 included a linear public plaza, or esplanade, along Roeland Drive and a four story parking structure directly connected to upper level retail and surrounding buildings as well as Shawnee Mission Parkway. These features were removed in 2015, and the parking structure converted to 3 stories with no below grade levels. A hotel was added in 2015 to replace the retail and service uses at the south

side of the site. The 2016 proposed plan retains the features of the 2015 plan and adds an additional two floors of apartments to the north, west, and south perimeter of building “A” and an exterior stairway along Johnson Drive. Building “A” also contains a small amount of green roof or planted roof on these same sides. The development floor area has been increased by 86,691 square feet, and the amount of parking has been reduced by 31 stalls.

**Plan Review**

The applicant is proposing a revised site plan maintaining the same perimeter footprint and character with buildings lining all four surrounding streets. The plan identifies six buildings throughout the site surrounding a partially free-standing three level interior parking garage. Buildings “A,” “B,” “C,” “D” and “E” along Roeland Drive and Johnson Drive will contain a horizontal and vertical mix of users including retail and residential in 4-7 floors. Building “F” is designated for 6 floors of office use. Building “A” remains consistent with previous plans for a large single retailer on the ground floor however, now with two floors of apartments wrapped above its north, west, and south roof perimeter. The total floor area of this version has been increased from 576,124 square feet to 662,815 square feet. In addition, the total number of parking spaces has been reduced slightly.

The preliminary plan submitted for review by the Planning Commission includes the following total planned square footage by use:

<b>Use</b>	<b>2012 (SqFt)</b>	<b>2015 (SqFt)</b>	<b>2016 (SqFt)</b>
Retail	390,866	210,706	209,695
Residential	324,360	175,047	255,360
Office	0	54,540**	58,200**
Hotel	0	138,610	139,560
<b>Total</b>	<b>741,402</b>	<b>576,124</b>	<b>662,815</b>
Parking Provided	2,288	1,533	1,502
Project % SF Above Lvl 1 (w.o. office)		76% (74%)	67% (64%)

\*\*The applicant has stated that an office building would not be constructed unless a tenant has been identified first.

A wide range of review comments and issues were provided to the applicant’s representatives. They were similar to the comments provided upon the review of Case 15-10. While some issues are best addressed at the time of final plan or are construction details in nature, it was important to ensure such issues were considered by the applicant during the current planning stage since it is anticipated that final plans and building permits may be completed by late 2016 or early 2017.

The following is a summary of issues identified by the city that must be addressed with final plans and/or development agreements:

- Sustainable design and construction practices
- Building elevations and details for compliance with the Johnson Drive Design

## Guidelines

- Private Sign Criteria
- Building and site design creating a “gateway” image at the intersection of Johnson Dr. and Roe Ave
- Useable open space and amenities for residential occupants (e.g. location, type, area)
- Screening of rooftop mechanical units and the upper level of the parking garage
- Sidewalk and streetscape design and amenities
- Integration of the Johnson County transit stop along the Johnson Drive frontage
- Safe accommodations for pedestrians and bike riders using the Rock Creek Trail
- On-site traffic controls
- Off-site traffic improvements to surrounding intersections and streets
- Turning movements and loading for trucks and emergency equipment
- Screening of the truck loading areas
- Dedication of right-of-way as needed
- Storm water design information

## Sustainable design and construction practices

The City’s development review team initially suggested the project pursue and demonstrate a commitment to achieve LEED for Neighborhood Development (LEED-ND). This certification by the U.S. Green Building Council addresses a wide range of design and construction practices related to site design and green infrastructure and building components, such as energy and water efficiency, storm water management, civic spaces, and relationship to the surrounding community. The applicant is opposed to certifying the project through this agency due to the increased upfront certification costs; however as indicated with previously approved plans will *“...entertain and implement prudent design principles that follow a ‘green’ protocol in the spirit of a LEED project in the form of a Sustainable Design and Construction Implementation Plan (SDCIP).”*

**Staff Notes-Sustainability-** The Mission Sustainability Commission has developed a rating and certification system for development projects. The proposed revised plans would be reviewed by the Sustainability Commission who would provide their opinion of the plan to the Planning Commission at the time of Final Site Plan review.

## Johnson Drive Design Guidelines

The Johnson Drive Design Guidelines provide a wide range of recommended and required design elements applicable to the development. These include streetscaping and the relationship of buildings and their exterior facades to public streets.

**Staff Notes-Design Guidelines:** The plans submitted for consideration by the Planning Commission (including architectural vignettes and artist sketches) do not clearly demonstrate compliance with key elements of the Design Guidelines, most notably for Building “A” which is the large retail building on the east side of the site. An exterior stairway feature spanning three stories has been added to the Johnson Drive facade in place of any storefront windows. Critical design details not addressed with submitted plans include, but are not limited to, the following:

- a. Building facades should be detailed, provide visual interest and concentrate details at the ground or sidewalk level to enhance the pedestrian environment.
- b. Display windows of all buildings facing Johnson Drive. The Design Guidelines indicate at least 75% of the façade is required to incorporate glass for the first floor of buildings facing Johnson Drive and is encouraged along Roe Avenue. False windows, glass block, dark tinted glass, or windows at a height not allowing visibility into the retail space for pedestrians at street level would not achieve the requirement for display windows for the street frontage of Building “A”. The street level of Building “A” may include display windows as traditionally included with department stores in urban mixed-use environments. These walls should not serve as large sign panels as they otherwise would in a conventional suburban district big box shopping center.
- c. Large buildings fronting multiple streets should provide multiple entrances oriented to engage the primary public street. Building “A” as currently depicted does not achieve the design guidelines outlined in this section.
- d. Building awnings and canopies along street frontages. Final plans should make clear how building frontages along perimeter streets achieve this design requirement.
- e. Signage. Final plans will need to include private sign criteria that clearly identify the proposed sign standards. It is recommended that such signage be consistent with the character of the development and should not reflect the appearance of a suburban big box shopping center.
- f. Screening of truck loading areas. Additional detail will be needed with final plans to identify the treatment of building walls facing Roe Ave. and screening of truck loading areas.

#### Building Design and Material Palette

The proposed building materials and architectural style is reflected in photos submitted on plan sheets PDP-A800. Specific building materials and colors have not been identified. A modern contemporary architectural theme is represented by the images, generally consisting of concrete, glass, and metal finishes.

**Staff Notes-Buildings:** The modern contemporary theme of the submitted plans is consistent with plans approved in 2012 and 2015, and visually sets this development apart from other conventionally designed retail destinations and residential areas in the Kansas City area.

Final plans will need to provide more detail about the relationship of the buildings to the pedestrian realm as required by the Johnson Drive Design Guidelines. Of particular concern on Building “A” is the street level façades and the appearance of the building facing the intersection of Johnson Drive and Roe Avenue.

### Civic Space

The 2015 approved plans replaced the Roeland Drive linear public space or esplanade and plaza area with a boardwalk system that connects to courtyard area between the buildings along Roeland Drive and the parking structure. This space is proposed for the benefit of residents and as an amenity for the ground floor restaurants or retailers. This courtyard does include seating and a small performance area. No changes to this space are proposed with this plan. An area of green roof or planted roof is added to building “A” adjacent to the proposed apartment units.

**Staff Notes-Civic Space:** The proposed plan contains outdoor spaces that are interior to the site and designed to benefit on-site residents and customers. Additional amenities for residents are contemplated in cooperative arrangements with the hotel for the shared use of their facilities such as the pool facilities. The intent of the “MXD” zoning district is to encourage public spaces that are compatible in character and function with the other uses surrounding them. With the primary ground floor focus on retail, a boardwalk and courtyard allow for circulation between stores and restaurant and provides an area of greenspace for residents.

### Parking and Loading

The submitted plan provides 1,502 parking spaces for the mix of retail, residential, office and hotel uses. This includes angled parking spaces along Johnson Drive adjacent to street-level retail in Building “E” and a surface parking lot is adjacent to Roeland Drive for Buildings “C” and “D”.

The submitted plans are consistent with the previous plans with the multi-level parking structure located in the center of the development, and mostly wrapped with buildings. The parking structure is L-shaped with two floors of parking above one slightly larger level of surface parking. A single vehicular circulator to the upper floors is located on the south end of the structure. The lowest level is at grade and is intended for retail visitors. The upper levels will be for hotel guests and the residential units.

The applicant has supplied an analysis of the minimum number of parking spaces based on the submitted mix of uses required by the City Zoning Ordinance. A minimum of 1,372 spaces is required and a maximum of 2,058 is allowed. Also, in compliance with ordinances, no more than 60% of the parking provided is located at grade. In accordance with city ordinances, the Planning Commission and City Council may reduce the required parking after considering documentation and/or a study provided by the applicant (Section 410.440). No such reduction is necessary at this time.

**Staff Notes-Parking:** The zoning district and the Johnson Drive Design Guidelines support structured parking and minimizing the amount of surface parking in redeveloping areas of the city. While some parking may be reserved for specific users (e.g. residential or hotel), it is anticipated that the parking in the ground level of the structure will be shared between various tenants or users. It is desirable to minimize the amount of unnecessary and costly parking that would otherwise not be used due to the ability to share parking. The close proximity of transit services and the Rock Creek

Trail may also help reduce parking demand and improve transportation choices.

The proposed plan includes a 96 stall surface parking lot between Roeland Drive and Buildings “C” and “D”. Significant landscaping, berms, decorative walls or a combination of these things will be required around it’s perimeter to comply with the zoning standards.

Additional details will be necessary with final plans to ensure parking decks are screened from the view of surrounding roadways to the fullest extent possible. Additional details are needed with final plans to ensure rooftops and mechanical areas are also adequately screened from view.

### On and Off Site Public Improvements

The developer is responsible for installation of streetscaping (sidewalk, street trees, benches, bike racks, street lights, etc) around the perimeter of the development and for providing public improvements off-site (crosswalks, modifications to traffic signals, turn lanes, etc).

**Staff Notes-Public Improvements:** A minimum 8-foot wide sidewalk clear zone along Johnson Drive must be provided in addition to adequate space for a streetscape amenity zone (street trees, tree wells, street lights, signage, etc.) and a seating area zone for any proposed outdoor restaurant space. The ideal minimum width for all zones combined is 20-feet from the street curb to the building wall. Additional details are needed with final plans to ensure the Johnson Drive frontage provides adequate sidewalk dimensions to ensure a comfortable pedestrian environment for a successful retail and walking atmosphere. A minimum 5-foot wide sidewalk clear zone along Roeland Drive (except Rock Creek Trail segments) and Roe Avenue is required for the same reasons. Dimensions for the portion of Roeland Drive to accommodate the extension of the Rock Creek Trail is discussed below. Additional street right-of-way dedication may be required with final plans and plats.

### Signs

The City ordinance currently does not specifically regulate signs in the “MXD” Planned Mixed Use District. However, the Sign Code requires shopping centers to establish private sign criteria governing all exterior signs in the development and that the Planning Commission review and approve these criteria as part of a final site plan approval. For purposes of the sign code, the term "shopping center" means a project of one (1) or more buildings that has been planned as an integrated unit or cluster on property under unified control or ownership at the time that zoning was approved by the City. The sale, subdivision or other partition of the site after zoning approval does not exempt the project or portions thereof from complying with these regulations relative to signs to be installed. Approved private criteria are binding upon all subsequent purchasers or lessees within the development.

**Staff Notes-Signs:** The city’s sign code indicates criteria shall be for the purpose of assuring harmony and visual quality throughout the development. The size, colors, materials, styles of lettering, appearance of logos, types of illumination and location of

signs shall be set out in such criteria. Unless addressed by the Planning Commission and City Council with the preliminary plan approvals, signs will be further addressed with final development plans. This will be an opportunity to ensure the signage for large retailers will be aesthetically compatible with the character of the development and the surrounding area. Final development plans shall not be approved until the Planning Commission has approved the sign criteria. After approval, no sign permit will be issued by the City for a sign that does not conform to the approved criteria.

### Public Transportation

A transit stop area has been installed along Johnson Drive near the intersection of Roe Avenue.

**Staff Notes-Transit Stop:** The transit adjacent to the Gateway site is part of the system of newly enhanced bus facilities installed in the Metcalf Ave/Shawnee Mission Parkway corridor as part of a federal TIGER grant. Final plans will need to provide additional detail about the integration of the transit stop with the sidewalk and streetscape designs.

### Rock Creek Trail Extension

The continuation of the Rock Creek Trail from Martway Street to the Roeland Drive Johnson Drive intersection is required. The submitted plans identify a 10-ft wide sidewalk along the east side of Roeland Drive north of the Martway intersection, continuing north across Johnson Drive to Roeland Park.

**Staff Notes-Trail:** Final plans will need to further detail this multi-use path to ensure an unobstructed width and adequate crosswalks for trail users. Additional directional signs may be required to mark the trail continuation.

### Traffic

Access into the site is proposed from five access points, three on Roeland Drive, one on Johnson Drive, and one on Roe Avenue. All intersections surrounding the subject property are currently signalized. In the past, the applicant has proposed improvements to accommodate the expected daily trips the development will generate based on traffic studies analyzing current conditions and proposed conditions after development. At this time, the applicant has not submitted an update to the previous traffic study reflecting the additional apartment units proposed nor addressed the comments previously sent by the City's on-call traffic engineer, George Butler Associates (GBA). Any comments for the applicant to address will be required to be resolved before the study or final site plan are accepted.

The Kansas Department of Transportation (KDOT) will also need to review and accept any changes proposed to the intersection of Shawnee Mission Parkway at Roeland Drive as this is a US Highway under their jurisdiction.

### Stormwater Management

The subject property generally drains to the east-northeast with the main outfall near the northeast corner. A multi-barrel reinforced concrete box (RCB) drainage system was installed across the site for this portion of Rock Creek. The RCB's were designed to

convey the 100 year storm event and a letter of map revision (LOMR) has been approved by FEMA taking the property out of the flood zone. Therefore a floodplain permit is not required.

The City's on-call engineer at GBA is also reviewing the Drainage study and the proposed preliminary site plans for storm water control. Under consideration is the amount of impervious surface in the development scenario, peak water flows after rain storms, and the location of below ground development features in relation to existing storm sewers. In the past, a reduction in the amount of impervious surface has been demonstrated by the addition of green space compared to the existing (pre-demolition) condition. Also, the layout of the piers footings for the new buildings will be reviewed against the pier plan used during the construction of the RCB's. Any comments for the applicant to address will be required to be resolved before the study or final site plan are accepted.

### **Staff Recommendation**

The proposed development conforms with the Comprehensive plan and meets the overall intent of the "MXD" zoning district. The proposed preliminary site development plan demonstrates a mix of three to four distinct uses within an area approximately equal to four city blocks. Those uses are arranged vertically in buildings "A", "B", "C", "D", and "E". All of the floor area of the development is located in multi-story buildings which are a minimum of 3-stories in height. These uses will utilize shared parking which is to be centrally located, screened from view from the public realm, and multi-storied. Pedestrian connections via public sidewalks, and private boardwalks or walkways are designed to make all portions of the development easily accessible on foot. Special attention to streetscape features such as sidewalk widths, shade trees, pedestrian scale street lights, and amenities like seating and landscaping will make the quality of the pedestrian experience inviting and lively. All of these features when combined with a coordinated architectural style contribute to create a distinctive sense of place which is compact, urban, and active.

While the development is generally in conformance with zoning and site planning requirements, several details do remain unresolved. Many of these details are beyond the required scope of a preliminary site plan and therefore not deficiencies in the submitted plans which would necessitate rejection of the application at this point. However, Staff desires to be proactive in its recommendations in preparation for the eventual submittal of a final site plan. The following recommendation contains conditions which are both carry-overs from the original rezoning of the property in 2006 under Ordinance #1203 and specific directions for revisions to be included in a future and separate final site plan submittal. Conditions placed on the rezoning of the property which are still applicable to the development are included below as noted in parenthesis as Rezoning. The sources of all other conditions are noted as such.

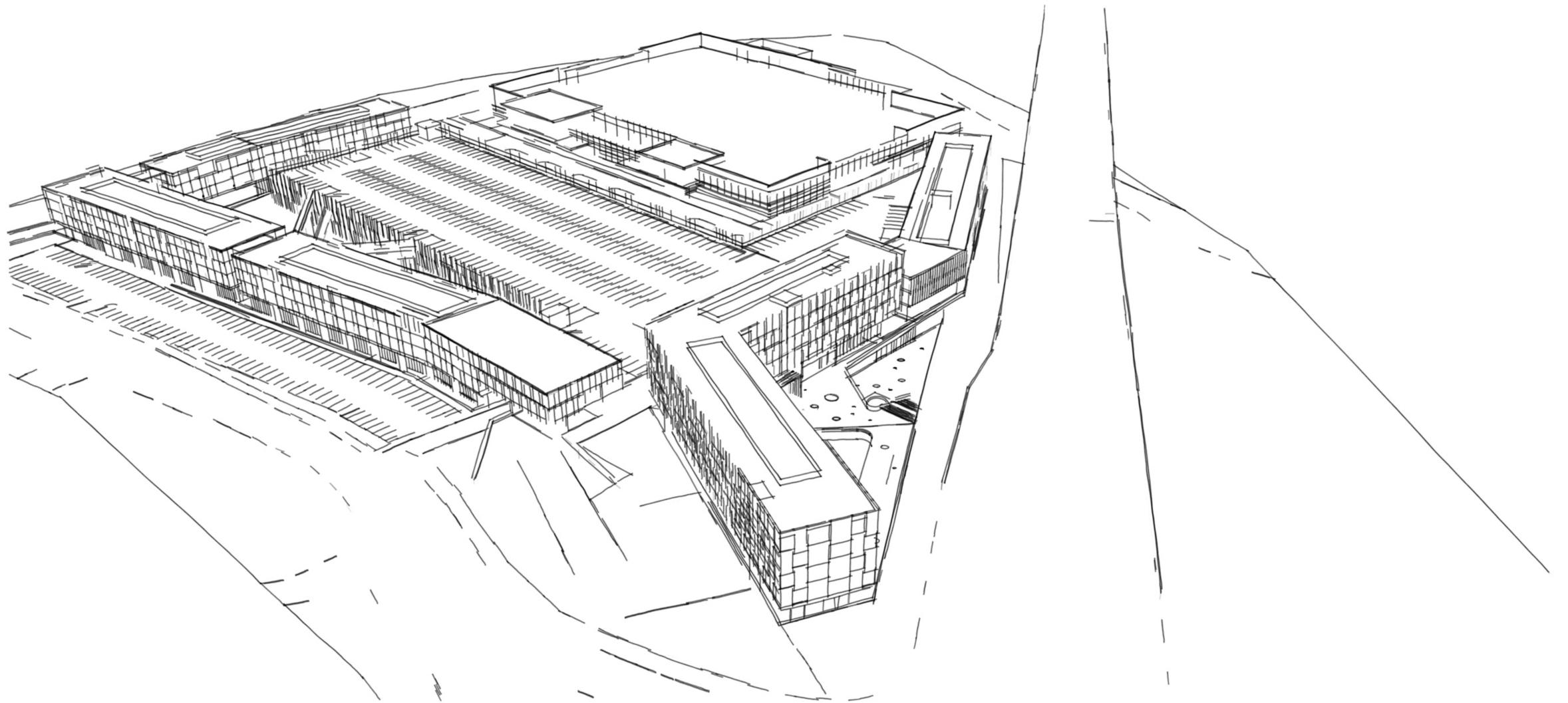
Therefore, Staff recommends the Planning Commission recommend approval of the Preliminary Site Development Plan for Case # 16-03 The Gateway to the City Council with the following conditions:

1. The entire development shall be subject to the recommendations of the Design Guidelines for the Johnson Drive Corridor, including frontages along Johnson Drive, Shawnee Mission Pkwy, Roe Avenue, and Roeland Drive. Plans submitted for Final Plan Review shall comply with said Design Guidelines as well as any more restrictive requirements within the “MXD” zoning regulations or as established by the rezoning stipulations. (Rezoning-1)
2. The street level of all buildings along public right-of-way shall incorporate window glazing consistent with the Design Guidelines for the Johnson Drive Corridor. Flat, blank (windowless and un-modulated) or false windows shall be prohibited along public right-of-way. (Rezoning-2)
3. Entrances should be oriented to engage the primary public street. Large buildings that front multiple streets should provide multiple entrances and provide entrances convenient to parking areas. Provide a public entrance for Building A along Johnson Drive. (Comments 9.22.15 & 7.5.16)
4. The appearance of Building “A” facing the intersection of Roe Ave. and Johnson Drive shall have a signature design and shall be oriented to provide a visual appearance consistent with the remainder of the development. (Rezoning-9)
5. Provide additional massing studies/views to demonstrate how the Building “A” truck loading area will be screened from view from Roe Avenue. Any visible wall elevations along Roe Ave should be finished with the same architectural appearance and detailing as the remainder of the structure visible from Johnson Drive and Shawnee Mission Pkwy. (Comments 9.22.15 & 7.5.16)
6. Provide additional massing studies/views to demonstrate how the development design will create a gateway into the community at the Johnson Drive/Roe Avenue intersection. (Comments 9.22.15 & 7.5.16)
7. The exterior of the parking structure visible from public right-of-way shall be finished with a façade treatment consistent with the architectural character of the entire development. (Rezoning-10)
8. Plans need to demonstrate the visibility of the upper deck of the parking structure from Shawnee Mission Parkway and Roeland Drive. Screening may be required in various locations to reduce views of the parking deck. Unscreened views of the Building “A” rooftop will be acceptable if designed as a green roof. (Comments 9.22.15 & 7.5.16)
9. Plans need to demonstrate how the appearance of the upper deck of the parking structure and the rooftops of surrounding buildings will be enhanced for the views from the residential buildings “C”, “D”, “E”, and “B”. HVAC units, antennas, skylights, exhaust fans/vents or other similar elements should be screened from view of these buildings and the public streets. (Comments 9.22.15 & 7.5.16)

10. A list of special conditions / standards for this development shall be included within an Architectural Standards / Tenant Criteria Booklet. The booklet shall include a list of architectural features, such as awnings, balconies, bay windows etc., that may be permitted to encroach the public sidewalk and also include the maximum distance of encroachment. (Rezoning-13)
11. Unique and creative signage shall be permitted within the development. Sign standards shall be provided in the Architectural Standards / Tenant Criteria Booklet, and shall be reviewed for approval by the Planning Commission with Final Plan Review. (Rezoning-14)
12. Any outdoor seating areas proposed within public right-of-way shall be identified and reviewed with the Final Plan Review. (Rezoning-12)
13. Lighting within the site shall be consistent with the architectural and pedestrian character of the development. Lighting on the site shall be directed away or screened from existing residential properties. (Rezoning-15)
14. Final plans will need to demonstrate safe accommodations for multi-modal Rock Creek Trail traffic from the current terminus of the trail along Roeland Drive to Roeland Park. (Rezoning-18)
15. A continuous public sidewalk shall be provided along Roeland Drive, Johnson Drive, and Roe Avenue. The Roe Avenue sidewalk shall link sidewalks at the intersection of Johnson Drive with a sidewalk extending under Shawnee Mission Pkwy. Sidewalk improvements shall include pedestrian connections/crosswalks across adjacent intersections. These improvements shall be designed to meet ADA and MUTCD criteria and provide functional pedestrian connections to the Rock Creek Trail, transit center, transit stops, and across Shawnee Mission Parkway (Zoning & GBA)
16. Street trees should be planted between the curb and walking path of the sidewalk thus providing a more pleasant pedestrian experience separated from traffic. Minimum sidewalk width along Johnson Drive is an unobstructed walking surface of 8' and 5' unobstructed width along Roeland Drive. Minimum widths may need to be increased to accommodate additional features such as trail connections or building entrances. Sidewalks and on-street parking should be located in the public right-of-way. Dedication of right-of-way should be resolved with the final plat or by separate document. (Comments 9.22.15 & 7.5.2016)
17. Several missing links in pedestrian circulation need to be addressed. Ensure connections from all drives and public sidewalks to adjacent buildings. (Comments 9.22.15 & 7.5.16)
18. Street right-of-way, off-site traffic improvements, permitted points of access, pedestrian connectivity, etc. shall be determined prior to approval of a replat and

final development plan for the subject property and shall be consistent with the Design Guidelines for the Johnson Drive Corridor and the East Gateway Streetscape Standards. (Rezoning-3 & 4)

19. The developer shall be responsible for streetscape improvements along perimeter roadways and intersections.(Rezoning-5)
20. The developer shall be responsible for implementation of recommended storm water and other utility improvements unless otherwise described in a development agreement with the City of Mission. Required easements shall be coordinated with the City and other utility providers and identified with the final plat and final development plan for the property. (Rezoning-6)
21. A utility and infrastructure plan shall be submitted prior to approval of the development plan. (Rezoning-7)
22. Buildings submitted for Final Plan review shall be designed in accordance with the requirements of city staff, city consultants, and other utility providers to maintain adequate clearance from storm water structures and other utilities. (Rezoning-8)
23. The City of Mission reserves the right to impose time limits on large vehicle deliveries to the site. (Rezoning-17)
24. The City of Mission reserves the right to limit access to a right-in /right-out configuration for vehicular entrances along Roe Ave and the southernmost access point along Roeland Drive. (Rezoning-19&20)
25. Provide additional detail at final site plan regarding vehicle turning accommodations, using the appropriate design vehicles previously identified, for the retail dock area along Roe Avenue, emergency access for the Fire District at each access drive and along all primary internal service routes, school bus/tour bus circulation and parking, and other service delivery routes on the interior of the site. (GBA)
26. A final traffic study and final stormwater drainage design plan must be submitted for review with the final site plan. The appropriate text, maps, drawings and tables must be included. (GBA)
27. Staff reserves the right to provide additional comments or stipulations on development plans until all traffic or storm drainage related concerns have been addressed. (GBA)
28. No construction or building permits will be issued until construction phasing is agreed to by the City and the Developer in an approved Development Agreement. (City Council 11-18-15)



# MISSION GATEWAY

A MULTI-USE RETAIL DEVELOPMENT  
JOHNSON DRIVE AND ROE AVENUE, MISSION, KS

PRELIMINARY DEVELOPMENT PLAN  
AUGUST 17, 2015

CONSULTANTS:

CIVIL / LANDSCAPE:  
OLSSON ASSOCIATES  
7301 WEST 133RD ST., SUITE 200  
OVERLAND PARK, KANSAS 66213  
TEL: 913-381-1170  
FAX: 913-381-1174

M/E/P:  
PKMR ENGINEERS  
13300 W. 99TH ST.  
LENEXA, KANSAS 66215  
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FAX: 913-492-2437

STRUCTURAL:  
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4308 BELLEVIEW AVE.  
KANSAS CITY, MISSOURI 64111  
TEL: 816-531-4144  
FAX: 816-531-8572

MISSION GATEWAY

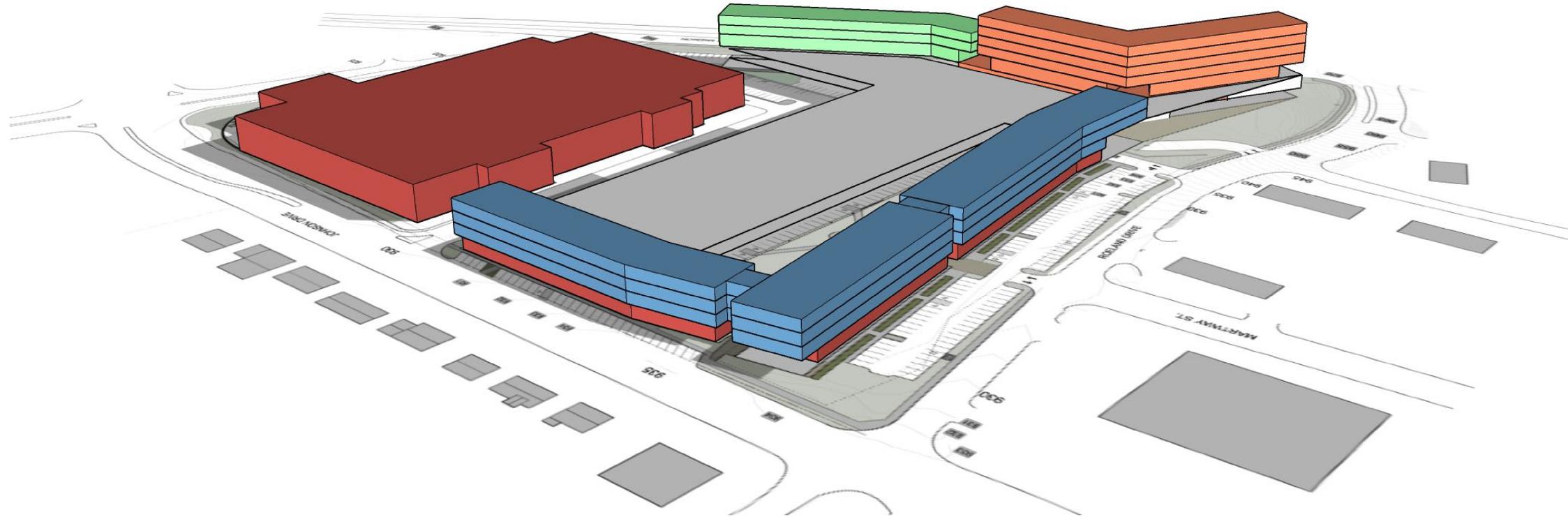
**el dorado**

510 avenida cesar e chavez kansas city missouri 64108 p.816.474.3838 f.816.474.0836 www.eldoradoarchitects.com

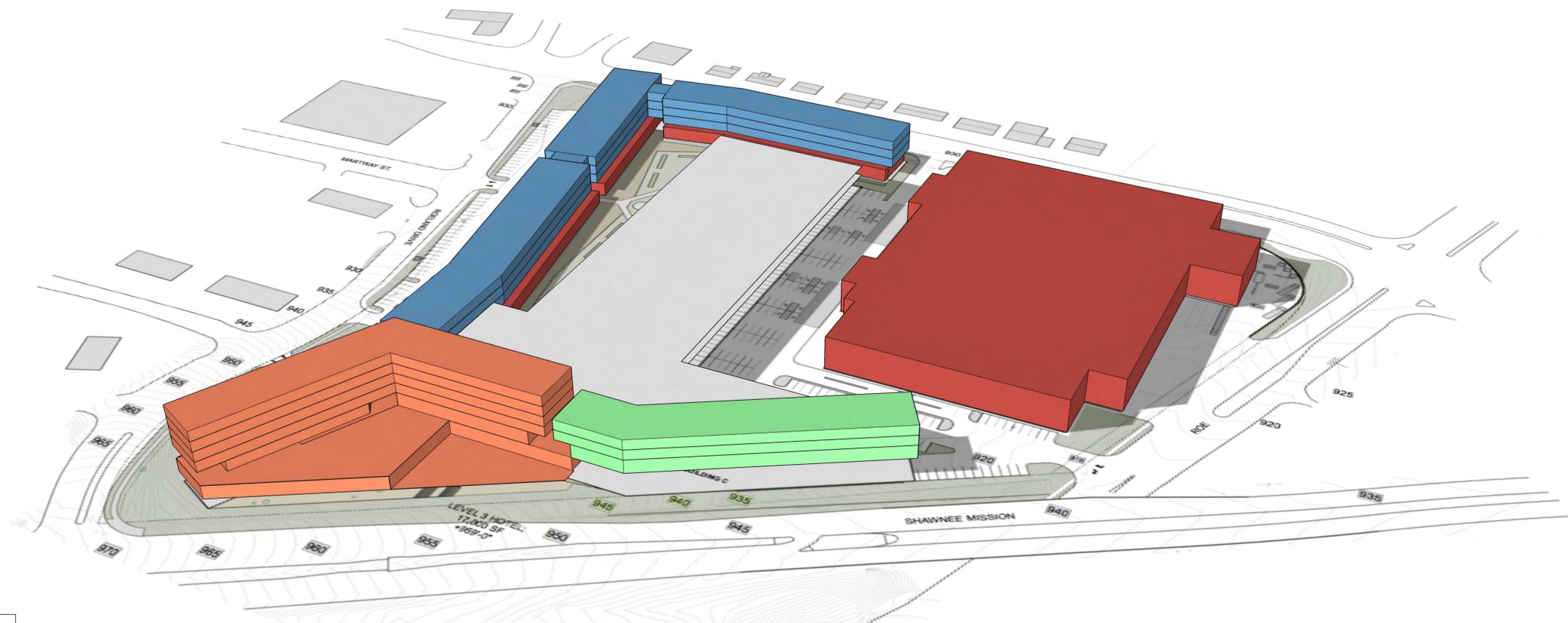
**OLSSON**  
ASSOCIATES

**pkmr**

**BDC**  
BOB D. CAMPBELL & CO., INC.  
Structural Engineers - Since 1987

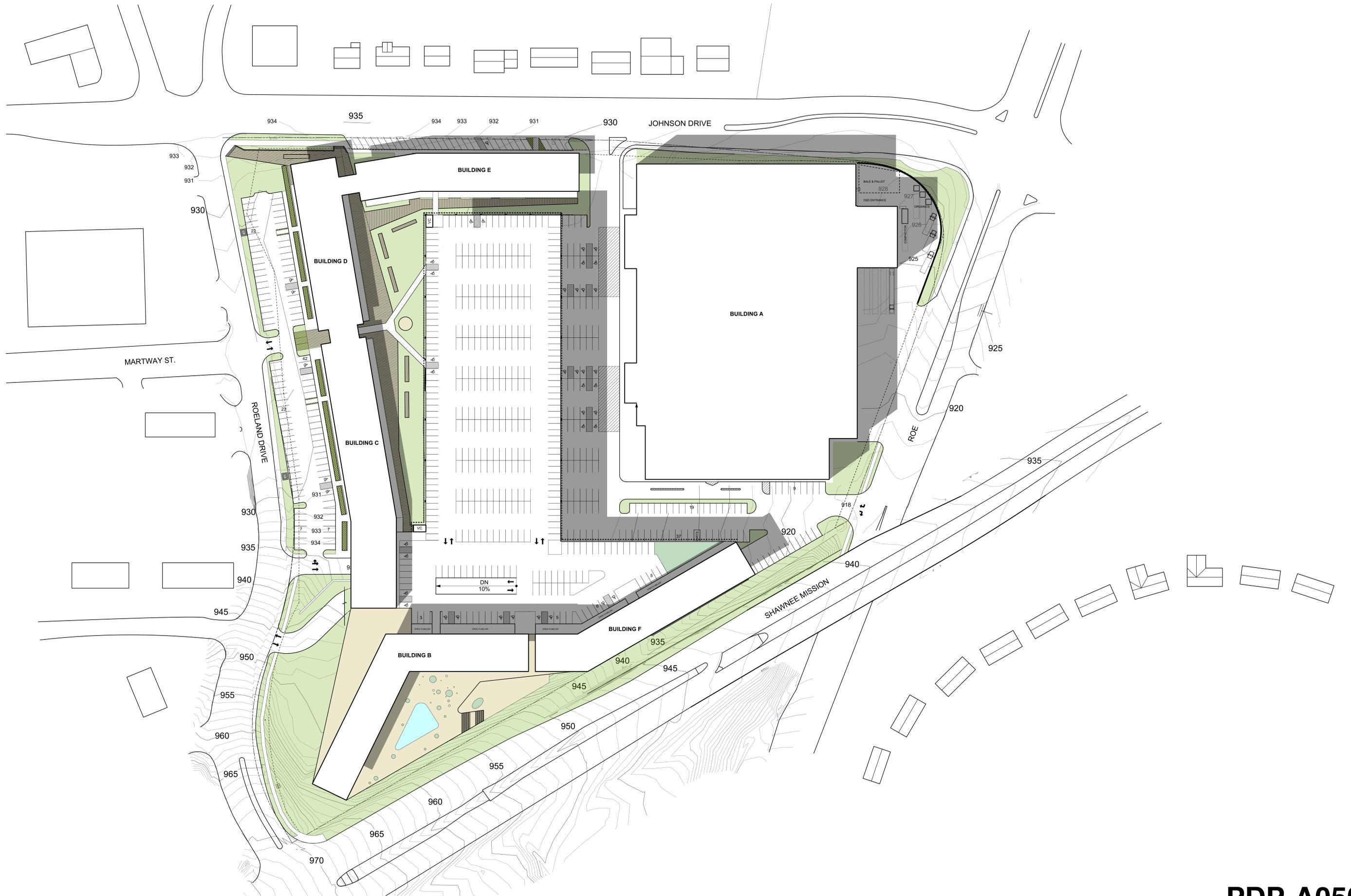


02 STACKING DIAGRAM



- RETAIL
- RESIDENTIAL
- HOTEL
- OFFICE

01 STACKING DIAGRAM



01 SITE PLAN

PRELIMINARY DEVELOPMENT PLAN  
AUGUST 17, 2015

**PDP-A050**  
SITE PLAN

CONSULTANTS:

CIVIL / LANDSCAPE: OLSSON ASSOCIATES 7301 WEST 133RD ST., SUITE 200 OVERLAND PARK, KANSAS 66213 TEL: 913-381-1170 FAX: 913-381-1174	MEP: PKMR ENGINEERS 13300 W. 98TH ST. LENEXIA, KANSAS 66215 TEL: 913-492-2400 FAX: 913-492-2437	STRUCTURAL: BOZD D. CAMPBELL & CO., INC. 4338 BELLEVUE AVE. KANSAS CITY, MISSOURI 64111 TEL: 816-531-4144 FAX: 816-531-8572	04.29.15
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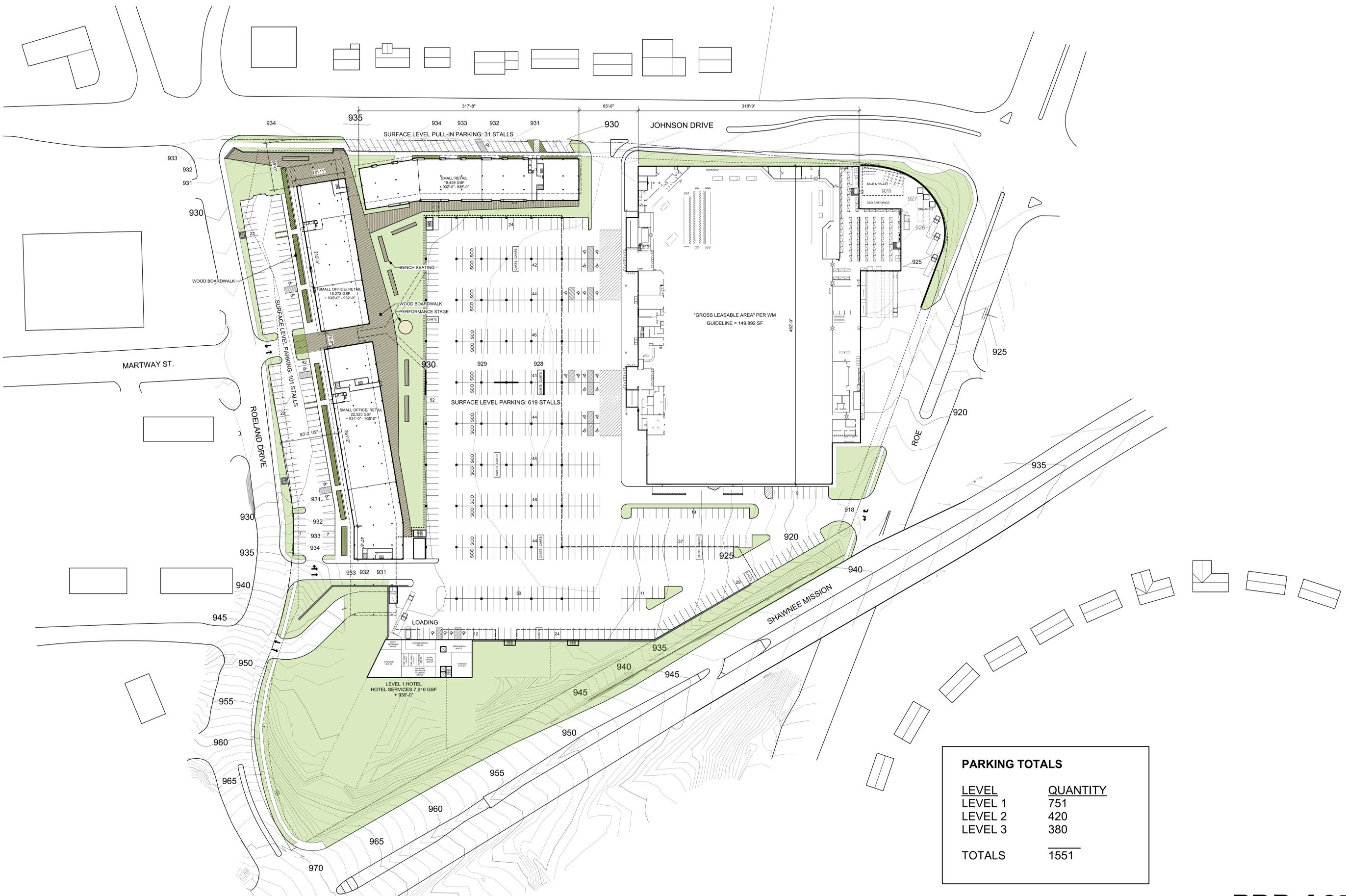
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**OLSSON**  
ASSOCIATES

**pkmr**

**BDC**  
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PARKING TOTALS	
LEVEL	QUANTITY
LEVEL 1	751
LEVEL 2	420
LEVEL 3	380
<b>TOTALS</b>	<b>1551</b>

01 SITE PLAN - LEVEL 1

PRELIMINARY DEVELOPMENT PLAN  
AUGUST 17, 2015

CONSULTANTS:  
 CIVIL / LANDSCAPE: OLSSON ASSOCIATES  
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MISSION GATEWAY

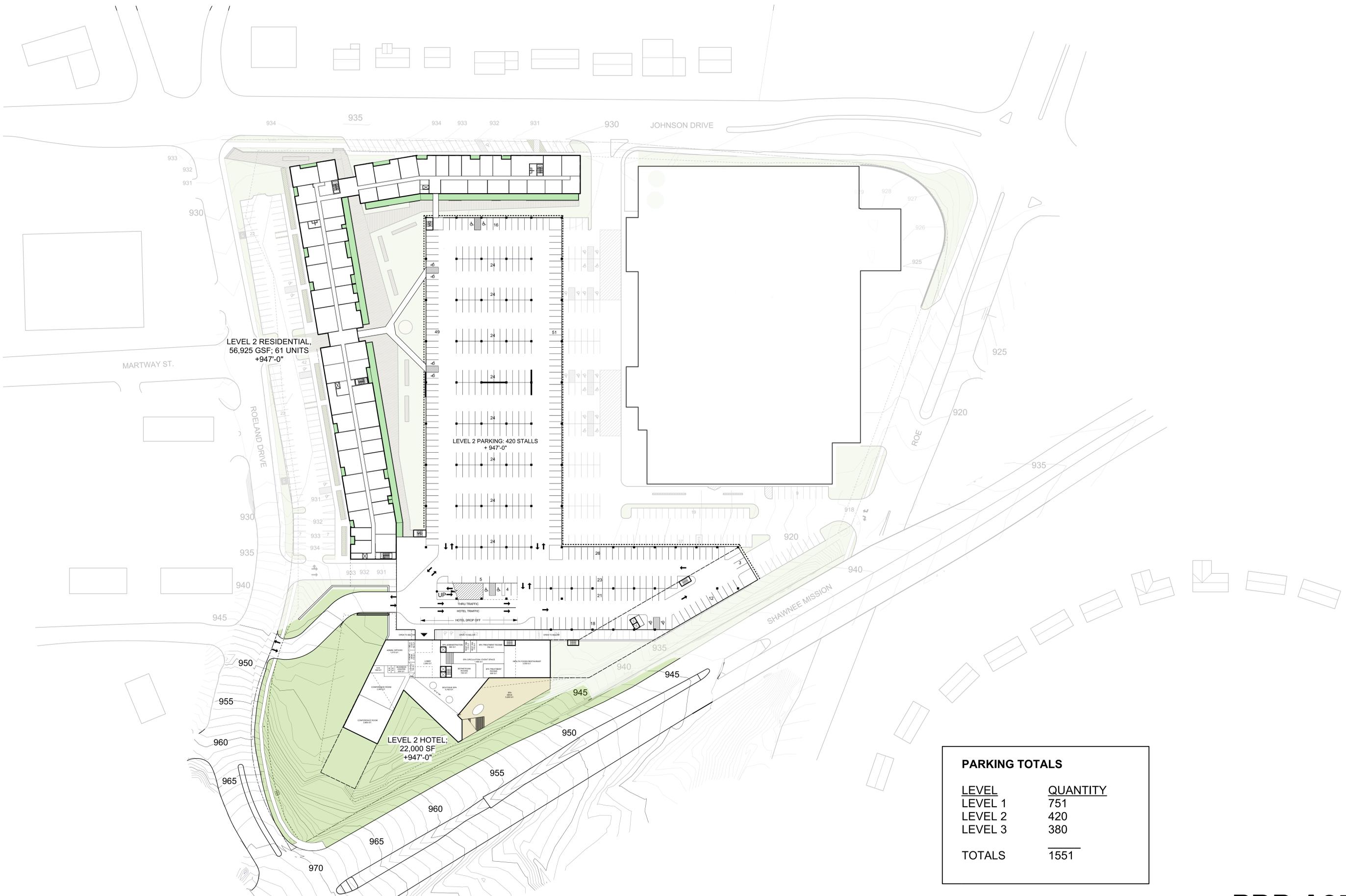


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**PDP-A051**

SITE PLAN (LEVEL 1)



LEVEL 2 RESIDENTIAL,  
56,925 GSF; 61 UNITS  
+947'-0"

LEVEL 2 PARKING: 420 STALLS  
+947'-0"

LEVEL 2 HOTEL:  
22,000 SF  
+947'-0"

PARKING TOTALS	
LEVEL	QUANTITY
LEVEL 1	751
LEVEL 2	420
LEVEL 3	380
<b>TOTALS</b>	<b>1551</b>

01 SITE PLAN - LEVEL 2

PRELIMINARY DEVELOPMENT PLAN  
AUGUST 17, 2015

CONSULTANTS:  
 CIVIL / LANDSCAPE: OLSSON ASSOCIATES  
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MISSION GATEWAY

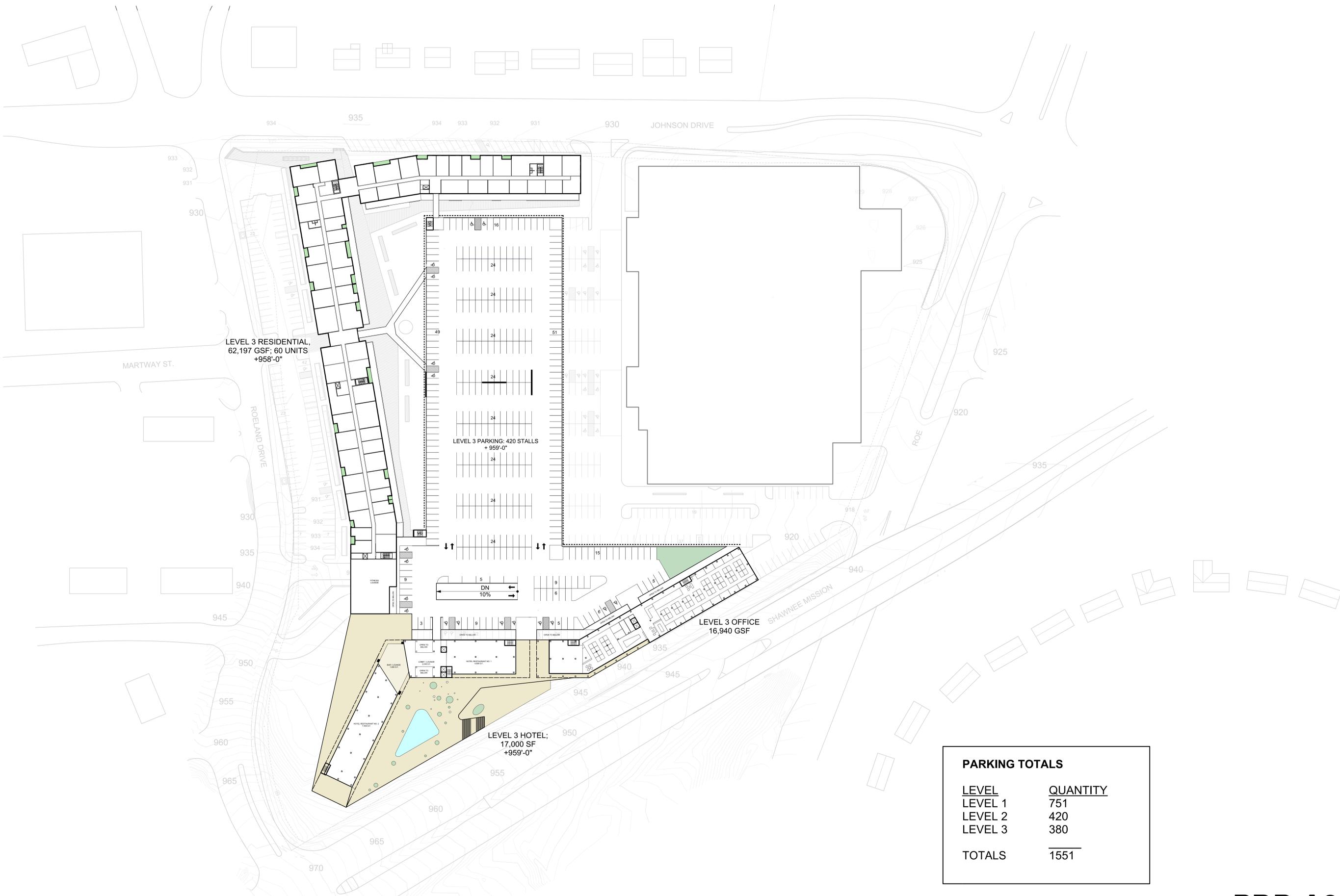


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PDP-A052

SITE PLAN (LEVEL 2)



PARKING TOTALS	
LEVEL	QUANTITY
LEVEL 1	751
LEVEL 2	420
LEVEL 3	380
<b>TOTALS</b>	<b>1551</b>

01 SITE PLAN - LEVEL 3

PRELIMINARY DEVELOPMENT PLAN  
AUGUST 17, 2015

CONSULTANTS:  
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 STRUCTURAL: BOLD & CO., INC.  
 4338 BELLEVUE AVE.  
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 TEL: 816-531-4144  
 FAX: 816-531-8572

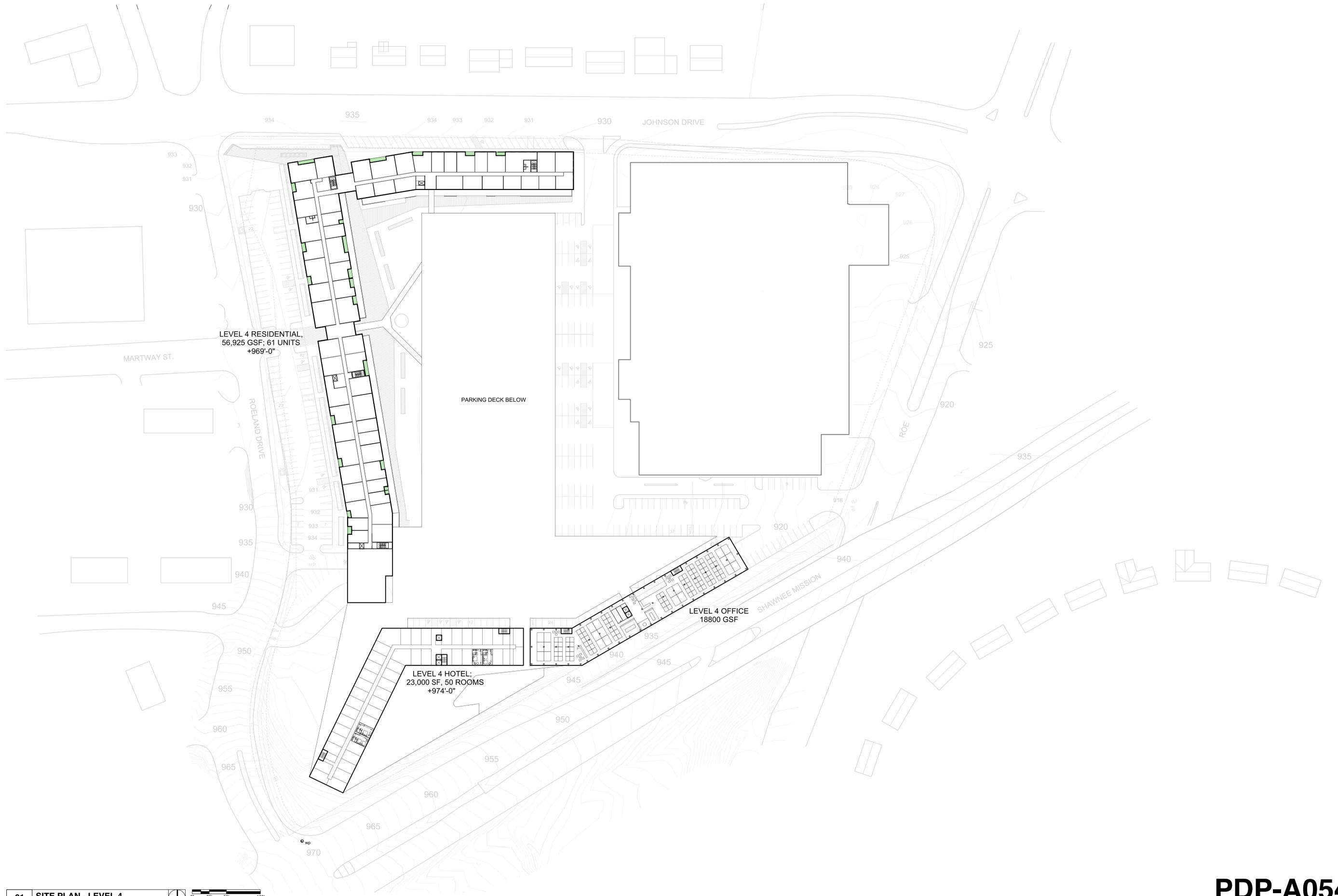
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**PDP-A053**

SITE PLAN (LEVEL 3)



01 SITE PLAN - LEVEL 4



PRELIMINARY DEVELOPMENT PLAN  
AUGUST 17, 2015

CONSULTANTS:

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MISSION GATEWAY  
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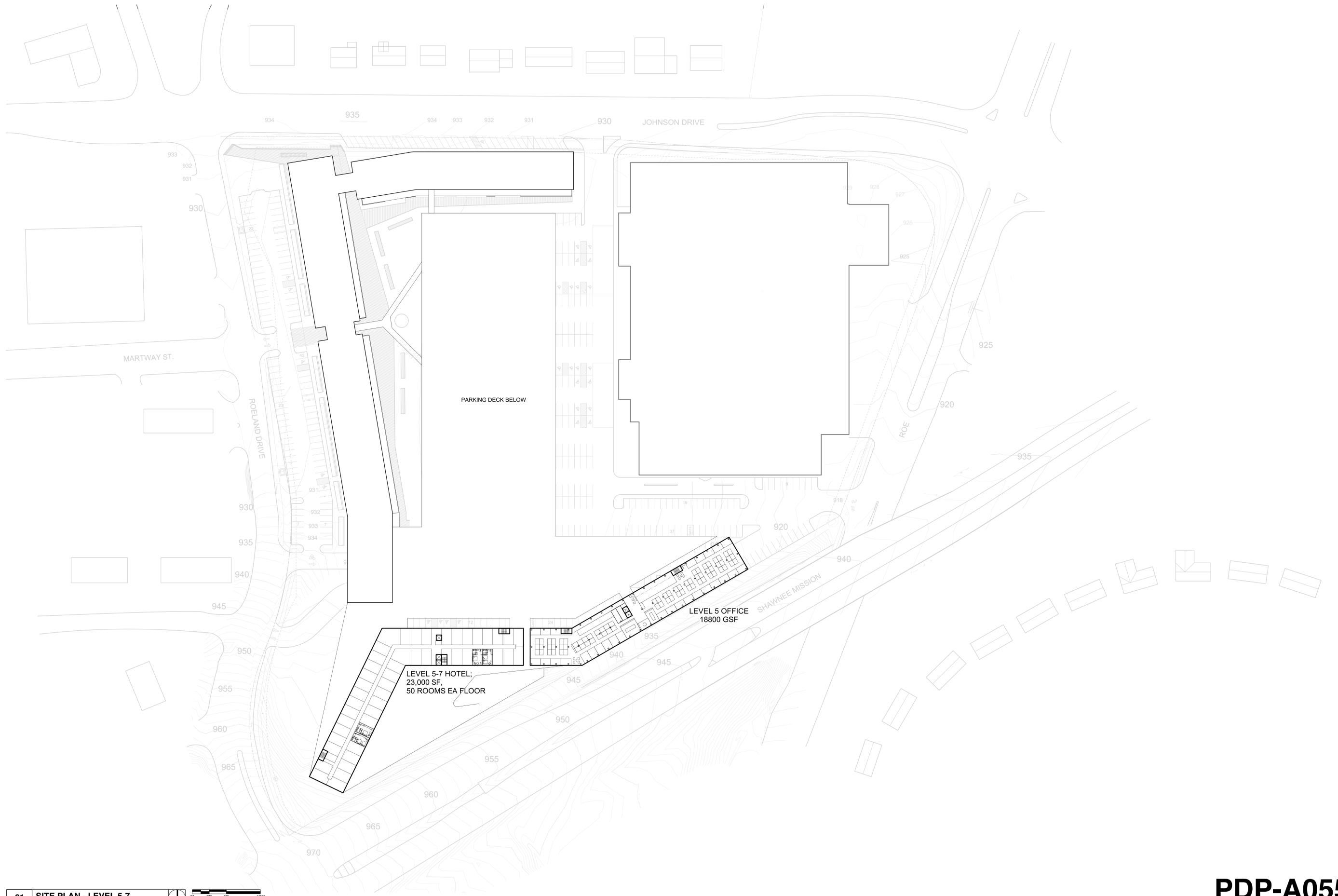
**OLSSON**  
ASSOCIATES

**pkmr**

**BDC**  
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Structural Engineers - Since 1957

**PDP-A054**

SITE PLAN (LEVEL 4)



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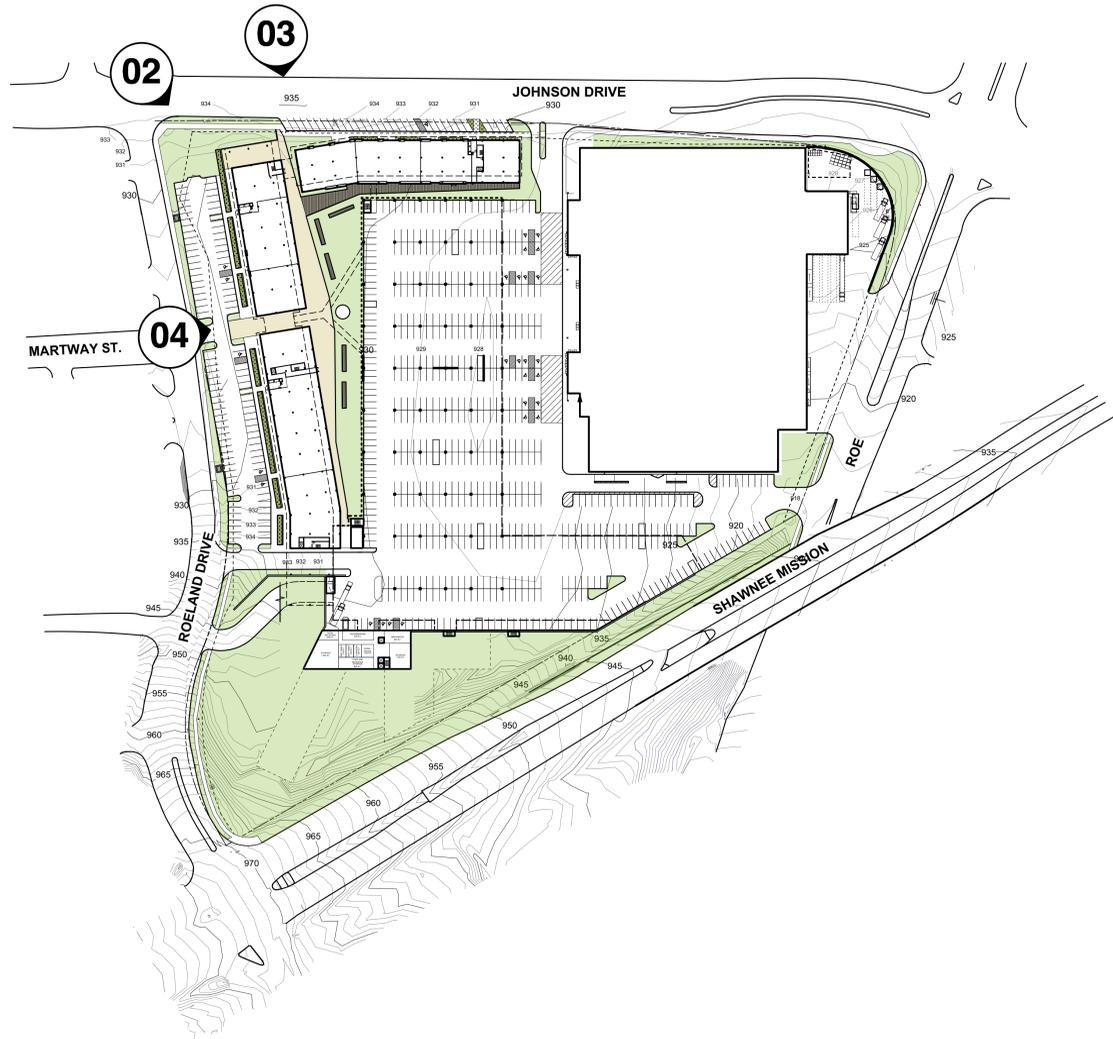
MISSION GATEWAY  
**el dorado**

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**OLSSON**  
ASSOCIATES

**pkmr**

**BDC**  
BOB D. CAMPBELL & CO., INC.  
Structural Engineers - Since 1957



01 SITE PLAN

PRELIMINARY DEVELOPMENT PLAN  
AUGUST 17, 2015



02 ARCHITECTURAL VIGNETTE - RETAIL / RESIDENTIAL



03 ARCHITECTURAL VIGNETTE - RETAIL / RESIDENTIAL



04 ARCHITECTURAL VIGNETTE - RETAIL / RESIDENTIAL

**PDP-A010**

ARCHITECTURAL VIGNETTES

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04.29.15

MISSION GATEWAY

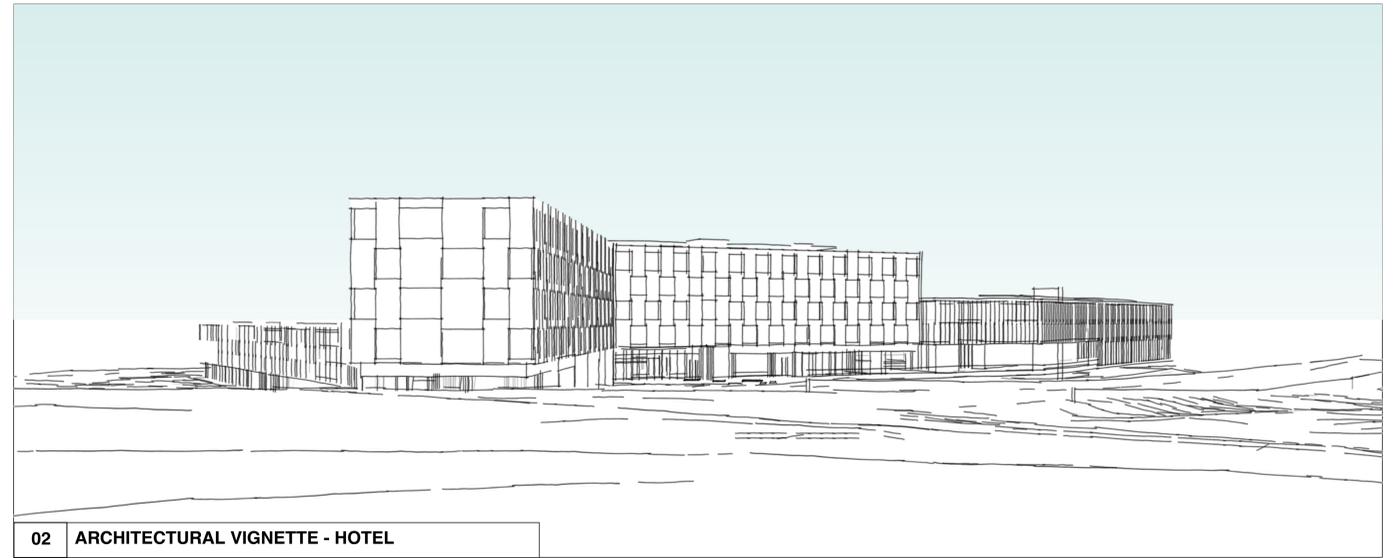
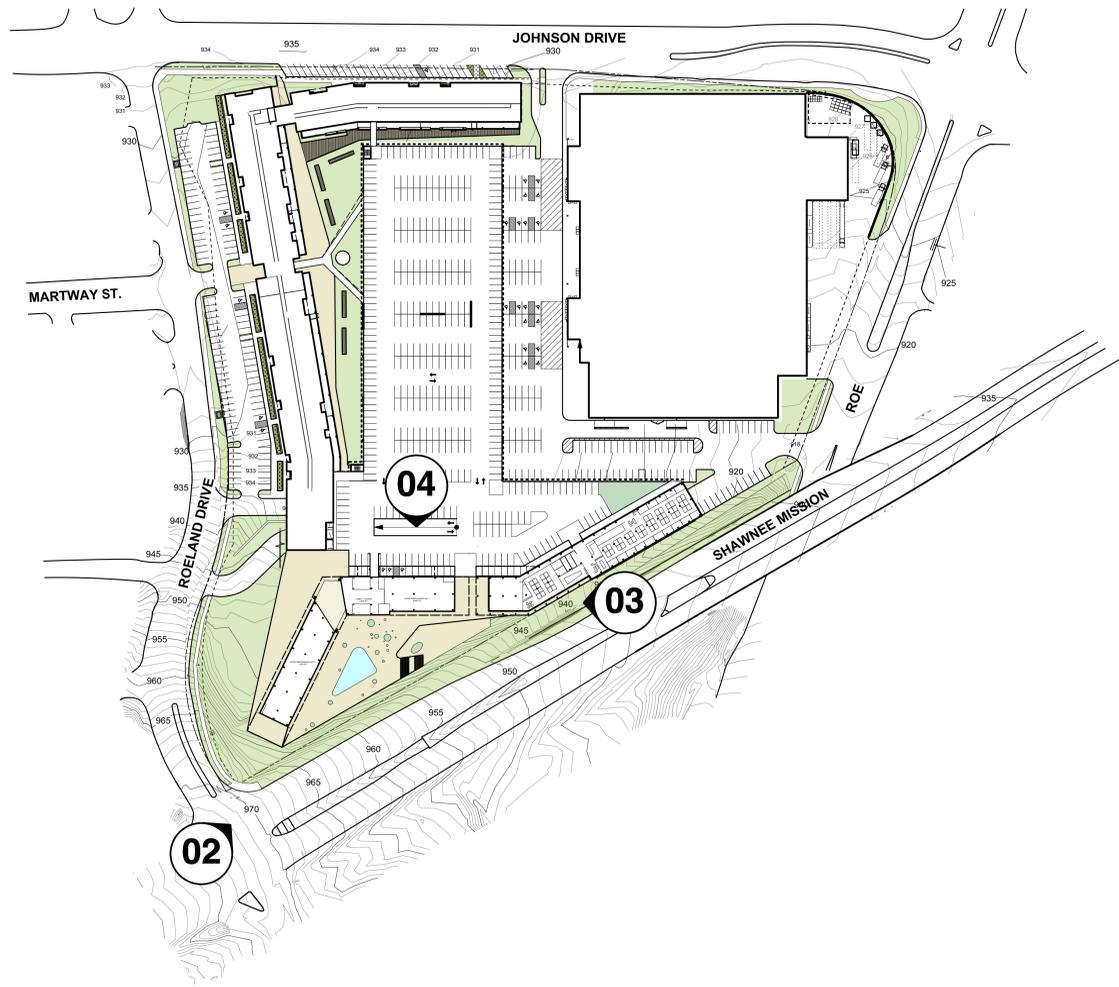
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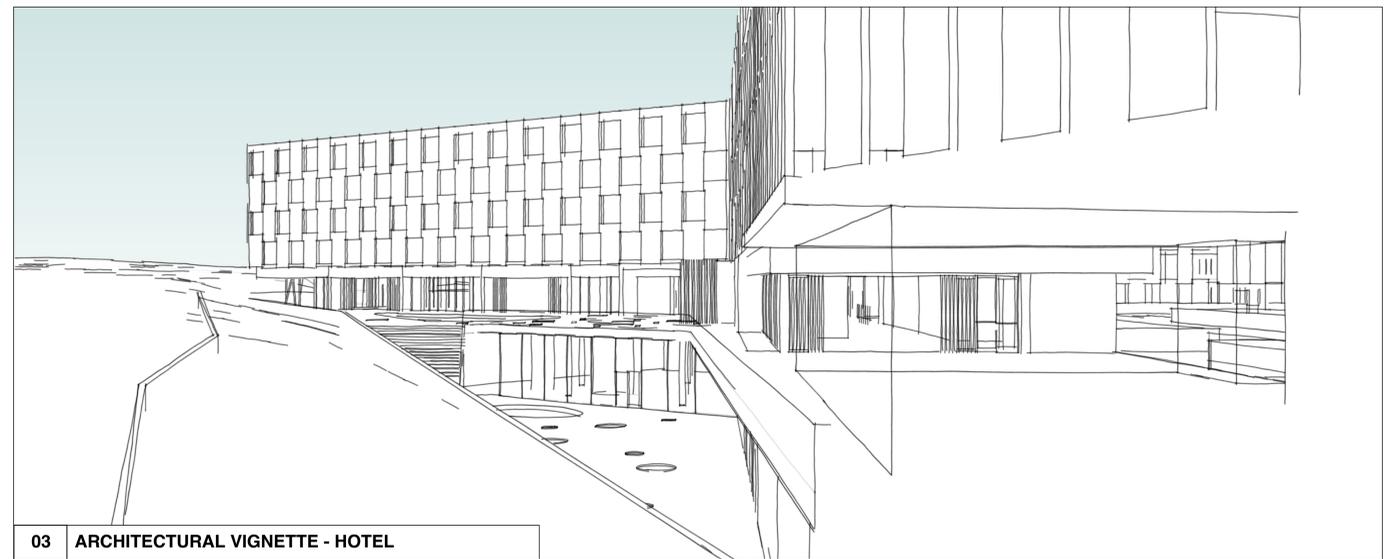
**OLSSON**  
ASSOCIATES

**pkmr**

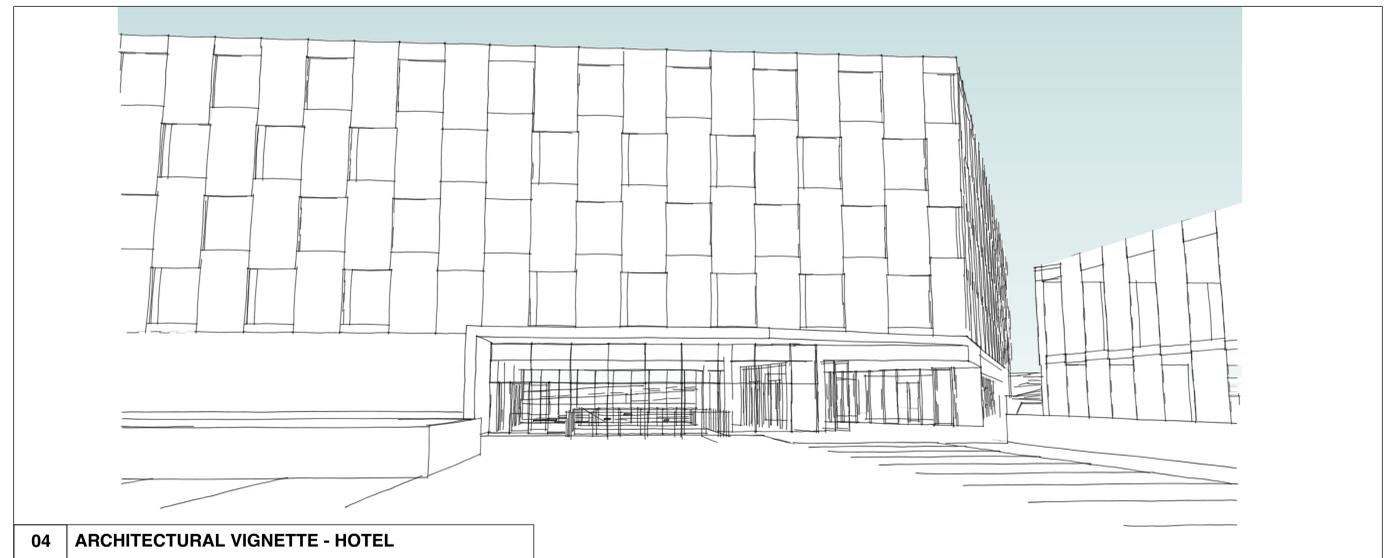
**BDC**  
BOB D. CAMPBELL & CO., INC.  
Structural Engineers - Since 1987



02 ARCHITECTURAL VIGNETTE - HOTEL



03 ARCHITECTURAL VIGNETTE - HOTEL



04 ARCHITECTURAL VIGNETTE - HOTEL

01 SITE PLAN



PRELIMINARY DEVELOPMENT PLAN  
AUGUST 17, 2015

CONSULTANTS:

CIVIL / LANDSCAPE: OLSSON ASSOCIATES 7301 WEST 133RD ST., SUITE 200 OVERLAND PARK, KANSAS 66213 TEL: 913-381-1170 FAX: 913-381-1174	M/E/P: PKMR ENGINEERS 13300 W. 99TH ST. LENEXA, KANSAS 66215 TEL: 913-492-2400 FAX: 913-492-2437	STRUCTURAL: BOB D. CAMPBELL & CO., INC. 4508 BELLEVIEW AVE. KANSAS CITY, MISSOURI 64111 TEL: 816-531-4144 FAX: 816-531-8572	04.29.15
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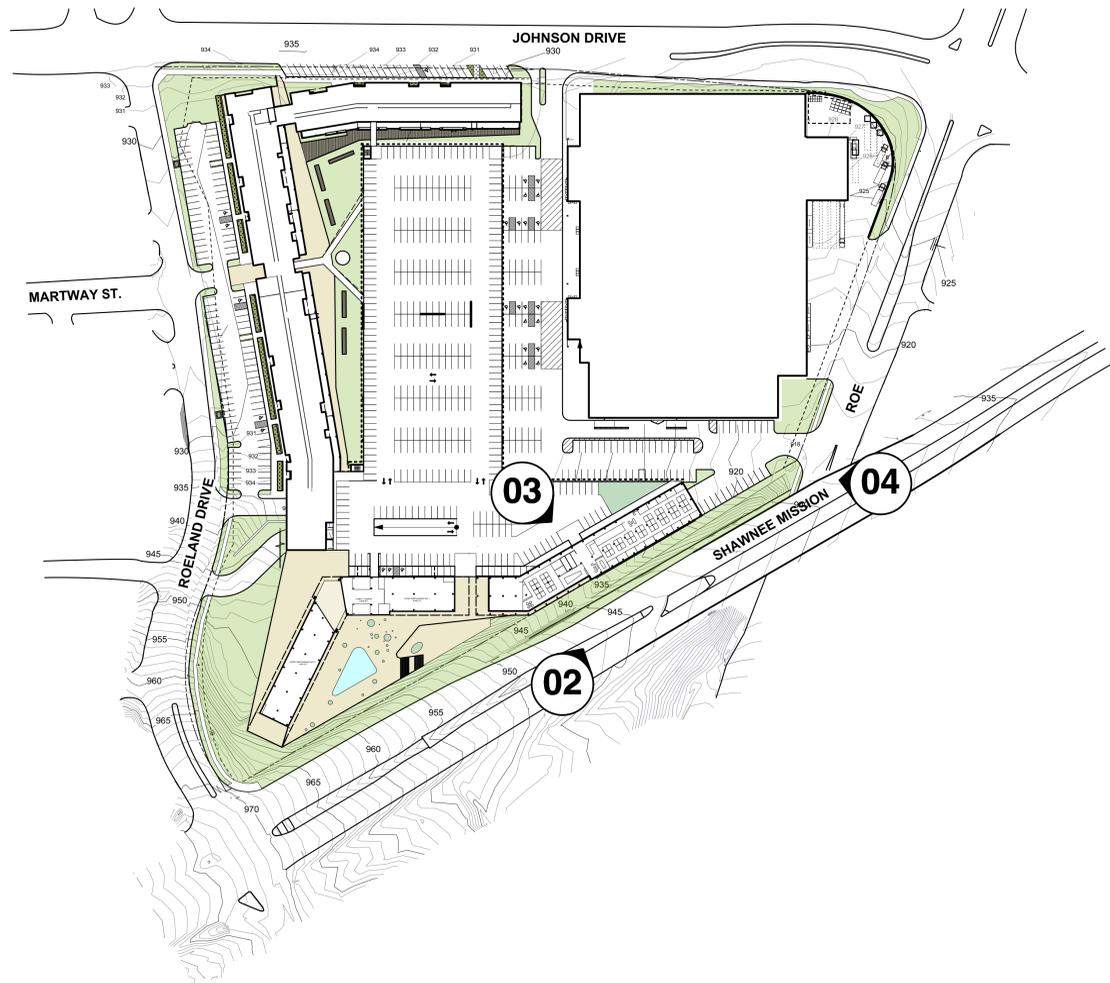
MISSION GATEWAY

**el dorado**

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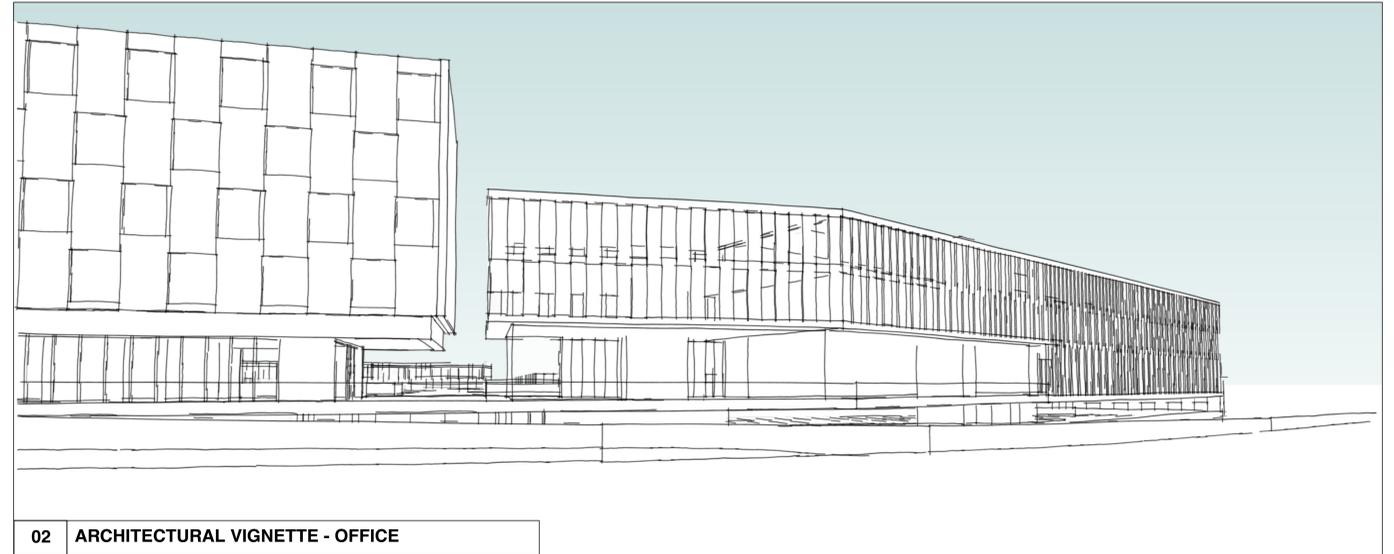
**PDP-A011**  
ARCHITECTURAL VIGNETTES



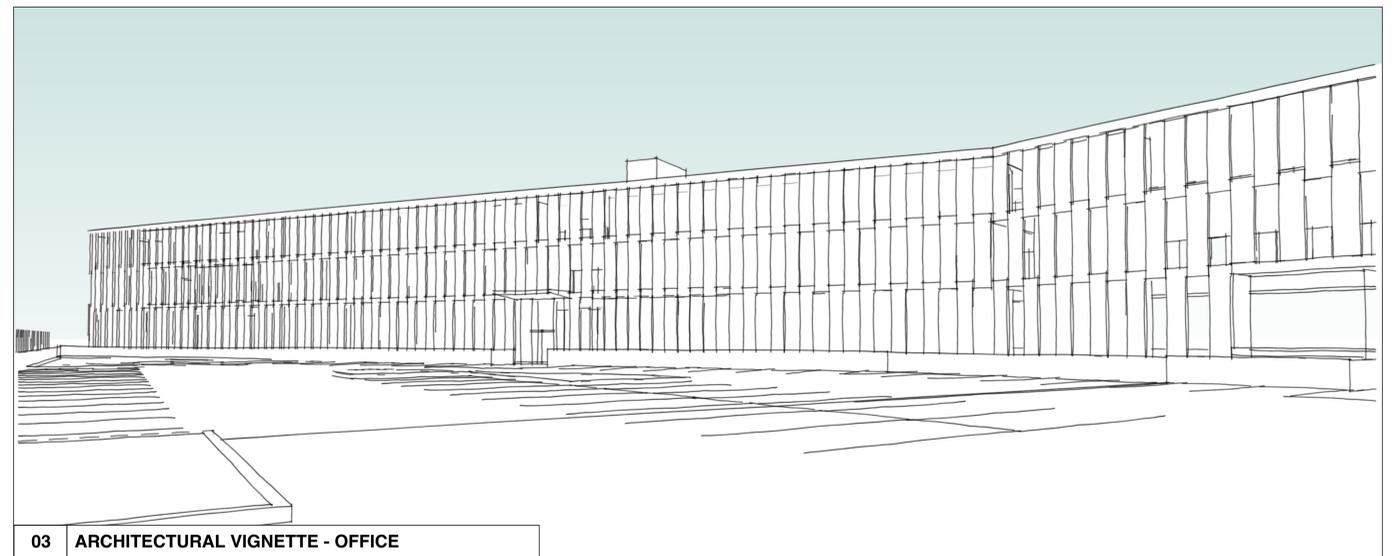
01 SITE PLAN



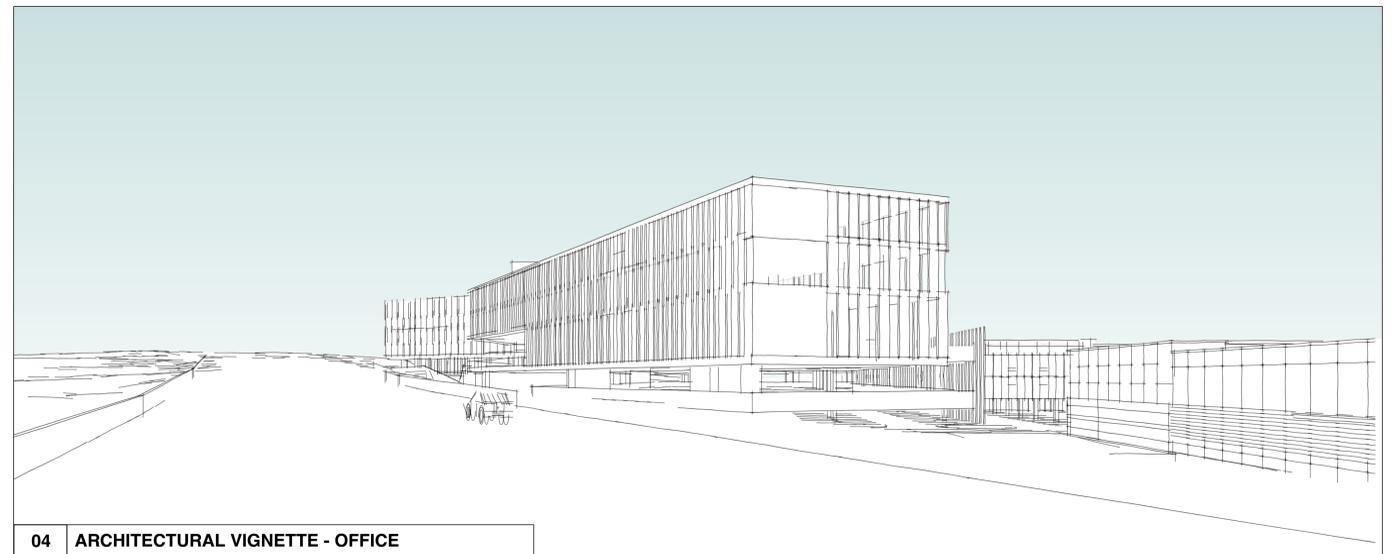
PRELIMINARY DEVELOPMENT PLAN  
AUGUST 17, 2015



02 ARCHITECTURAL VIGNETTE - OFFICE



03 ARCHITECTURAL VIGNETTE - OFFICE



04 ARCHITECTURAL VIGNETTE - OFFICE

# PDP-A012

BUILDING ELEVATIONS

CONSULTANTS:

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STRUCTURAL:  
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04.29.15

MISSION GATEWAY

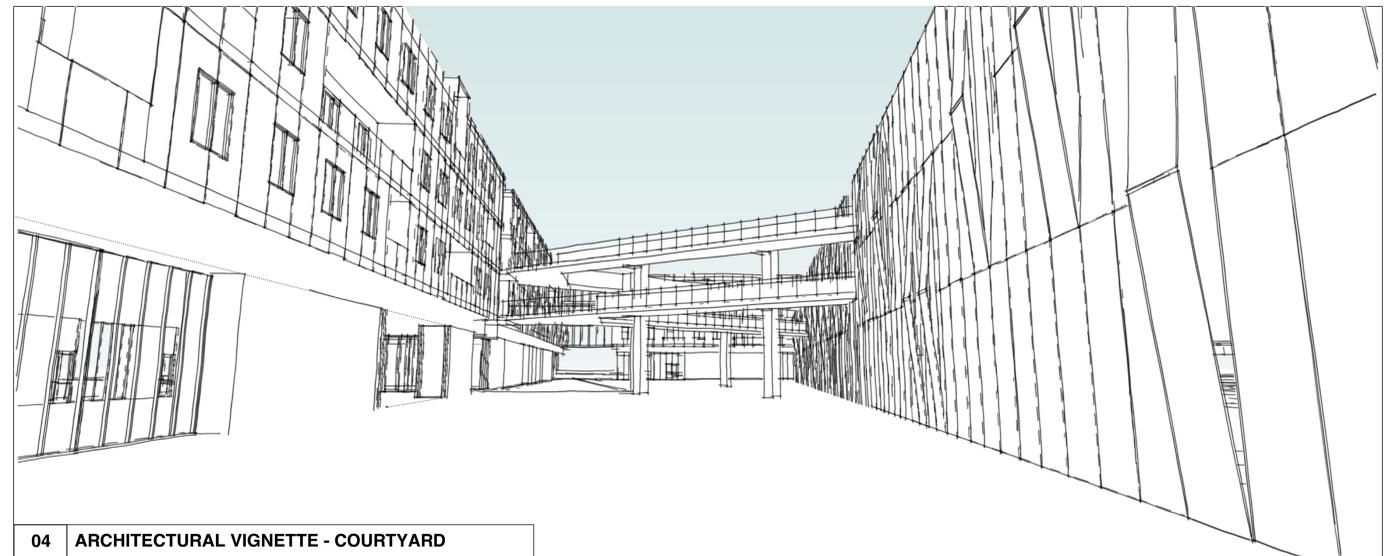
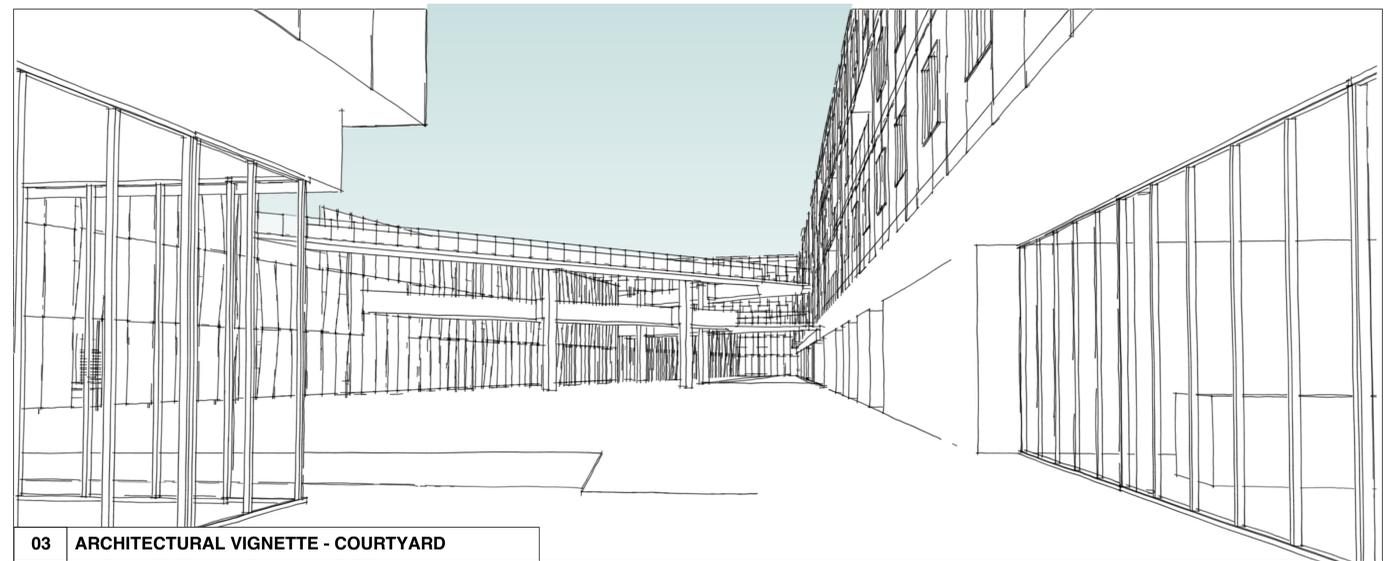
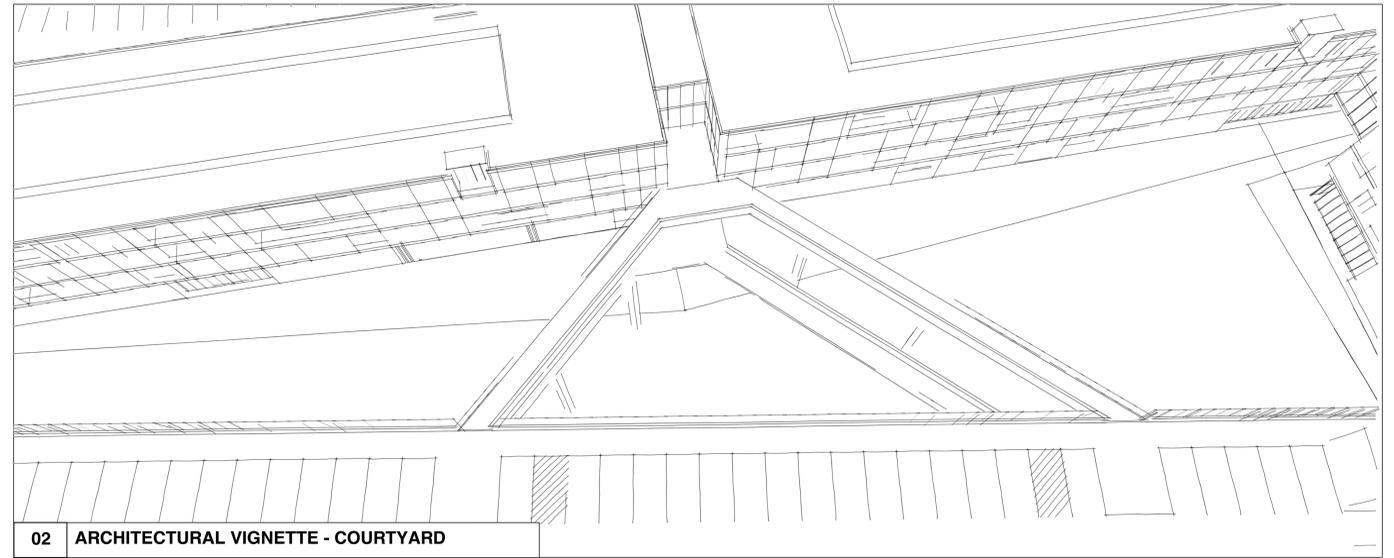
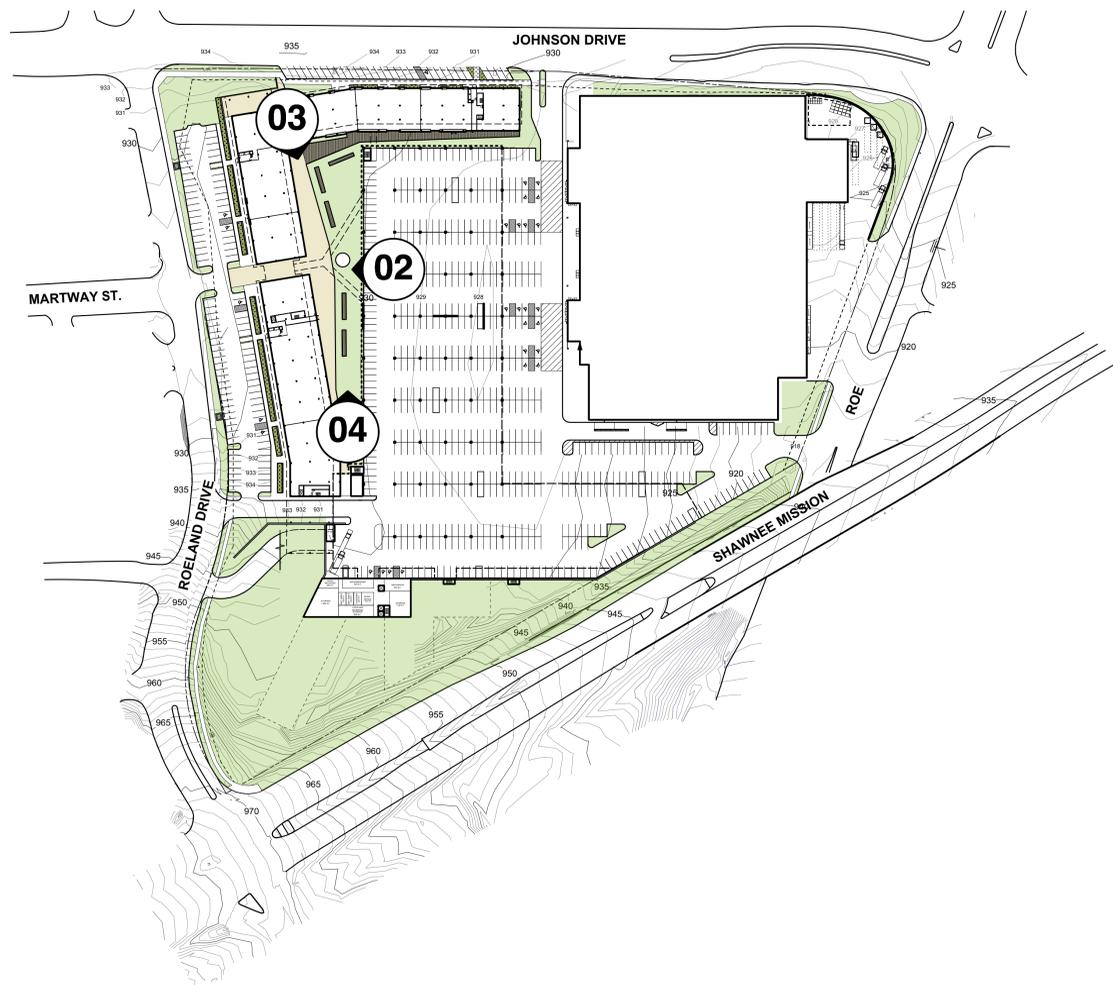
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**OLSSON**  
ASSOCIATES

**pkmr**

**B D C**  
BOB D. CAMPBELL & CO., INC.  
Structural Engineers - Since 1987



01 SITE PLAN

PRELIMINARY DEVELOPMENT PLAN  
AUGUST 17, 2015

CONSULTANTS:

CIVIL / LANDSCAPE:  
OLSSON ASSOCIATES  
7301 WEST 133RD ST., SUITE 200  
OVERLAND PARK, KANSAS 66213  
TEL: 913-381-1170  
FAX: 913-381-1174

M/E/P:  
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LENEXA, KANSAS 66215  
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FAX: 913-492-2437

STRUCTURAL:  
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4508 BELLEVIEW AVE.  
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TEL: 816-531-4144  
FAX: 816-531-8572

04.29.15

MISSION GATEWAY

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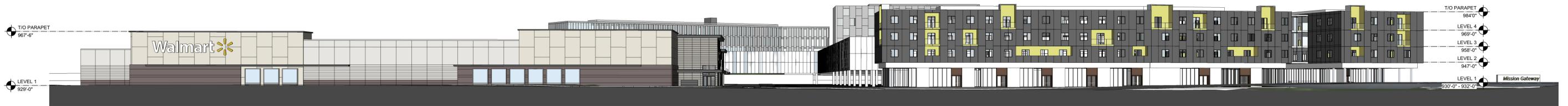
**PDP-A013**

BUILDING ELEVATIONS



FROM SHAWNEE MISSION

**03 SITE ELEVATION**



FROM JOHNSON DRIVE

**02 NORTH SITE ELEVATION**



FROM ROELAND DRIVE

**01 WEST SITE ELEVATION**

PRELIMINARY DEVELOPMENT PLAN  
AUGUST 17, 2015

CONSULTANTS:

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**PDP-A200**  
BUILDING ELEVATIONS



PERFORATED METAL SCREEN

02 MATERIAL STUDIES - PARKING GARAGE



FIBER CEMENT BOARD CLADDING



FIBER CEMENT BOARD CLADDING

01 MATERIAL STUDIES - RESIDENTIAL / HOTEL / OFFICE

PRELIMINARY DEVELOPMENT PLAN  
AUGUST 17, 2015

CONSULTANTS:

CIVIL / LANDSCAPE:  
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7301 WEST 133RD ST., SUITE 200  
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**OLSSON ASSOCIATES**

**pkmr**

**BDC**  
BOB D. CAMPBELL & CO., INC.  
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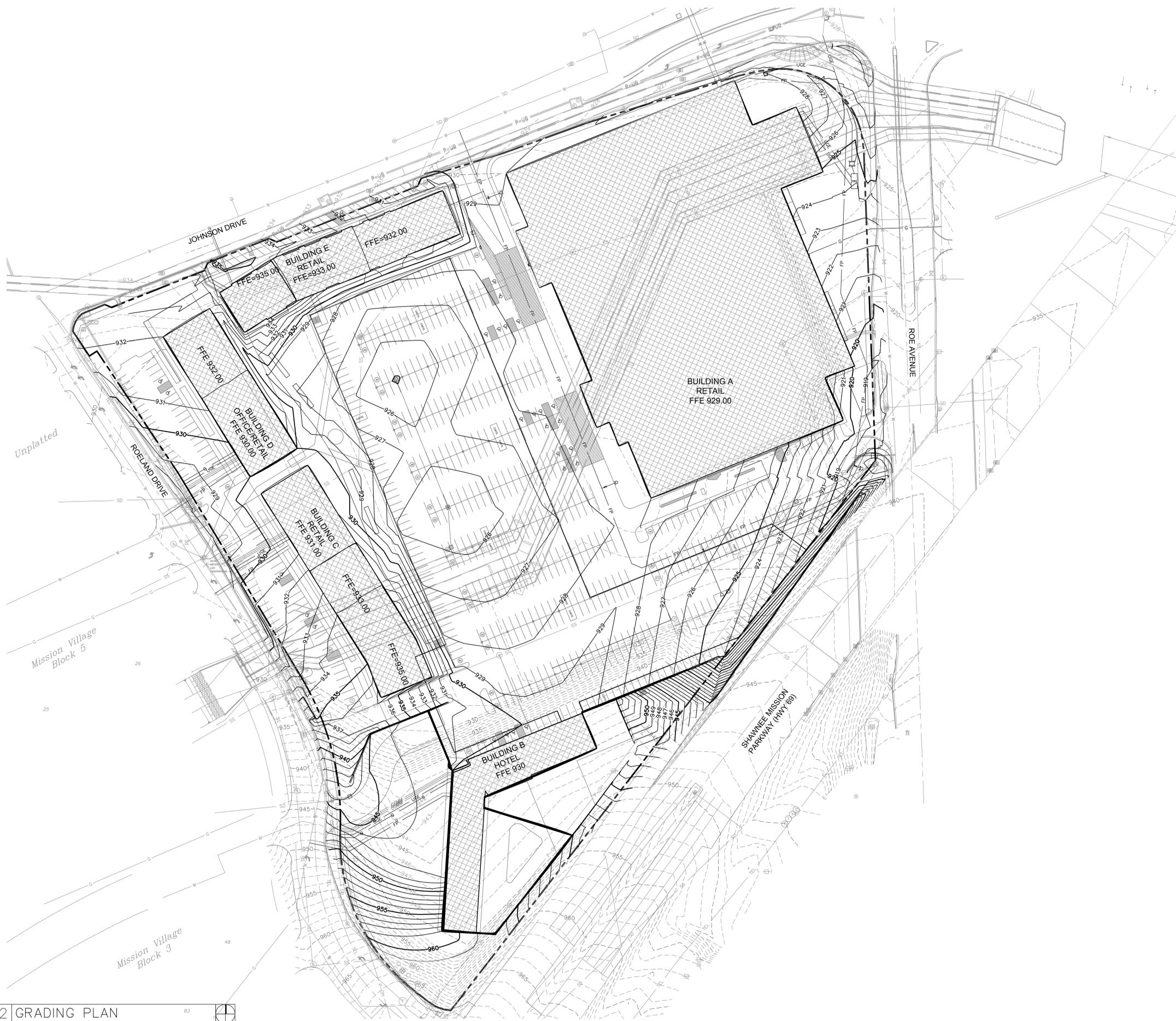
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MATERIAL STUDIES



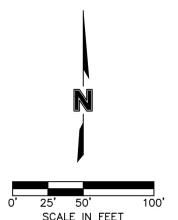
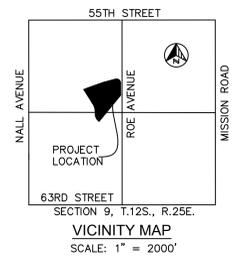
**LEGEND**

- P-OH — OVERHEAD POWER LINE
- P-UG — UNDERGROUND POWER LINE
- E — ELECTRIC LINE
- TEL — TELEPHONE LINE
- COMM — COMMUNICATION LINE
- FO — FIBER OPTIC LINE
- CATV — CABLE TELEVISION SERVICE
- G — GAS LINE
- W — WATER LINE
- SS — EXISTING SANITARY SEWER
- — EXISTING STORM SEWER
- — LOT LINE
- — PROPERTY BOUNDARY
- — EASEMENT LINE
- - - - EXISTING GRADE CONTOUR
- - - - FINISHED GRADE CONTOUR
- - - - DITCH CENTERLINE



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02 GRADING PLAN



PD-C200

PRELIMINARY DEVELOPMENT PLAN  
AUGUST 17, 2015

CONSULTANTS:  
 CIVIL / LANDSCAPE:  
 OLSSON ASSOCIATES  
 7301 WEST 133RD ST., SUITE 200  
 OVERLAND PARK, KANSAS 66213  
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 M/E/P:  
 PKMR ENGINEERS  
 13300 W. 98TH ST.  
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 TEL: 913-492-2400  
 FAX: 913-492-2437  
 STRUCTURAL:  
 BOB D. CAMPBELL & CO., INC.  
 4336 BELLEVUE AVE.  
 KANSAS CITY, MISSOURI 64111  
 TEL: 816-531-4144  
 FAX: 816-531-8572

MISSION GATEWAY  
**el dorado**

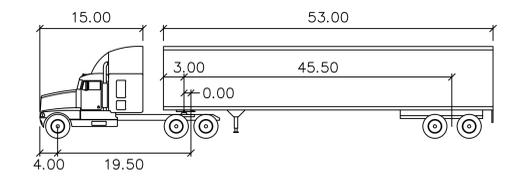
**OLSSON ASSOCIATES**

**pkmr**  
ENGINEERS

**B.D.C.**  
BOB D. CAMPBELL & CO., INC.  
Structural Engineers Since 1957

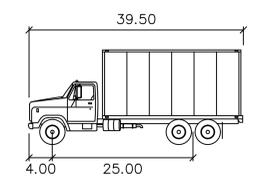
**LEGEND**

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- PROPERTY BOUNDARY
- EASEMENT LINE



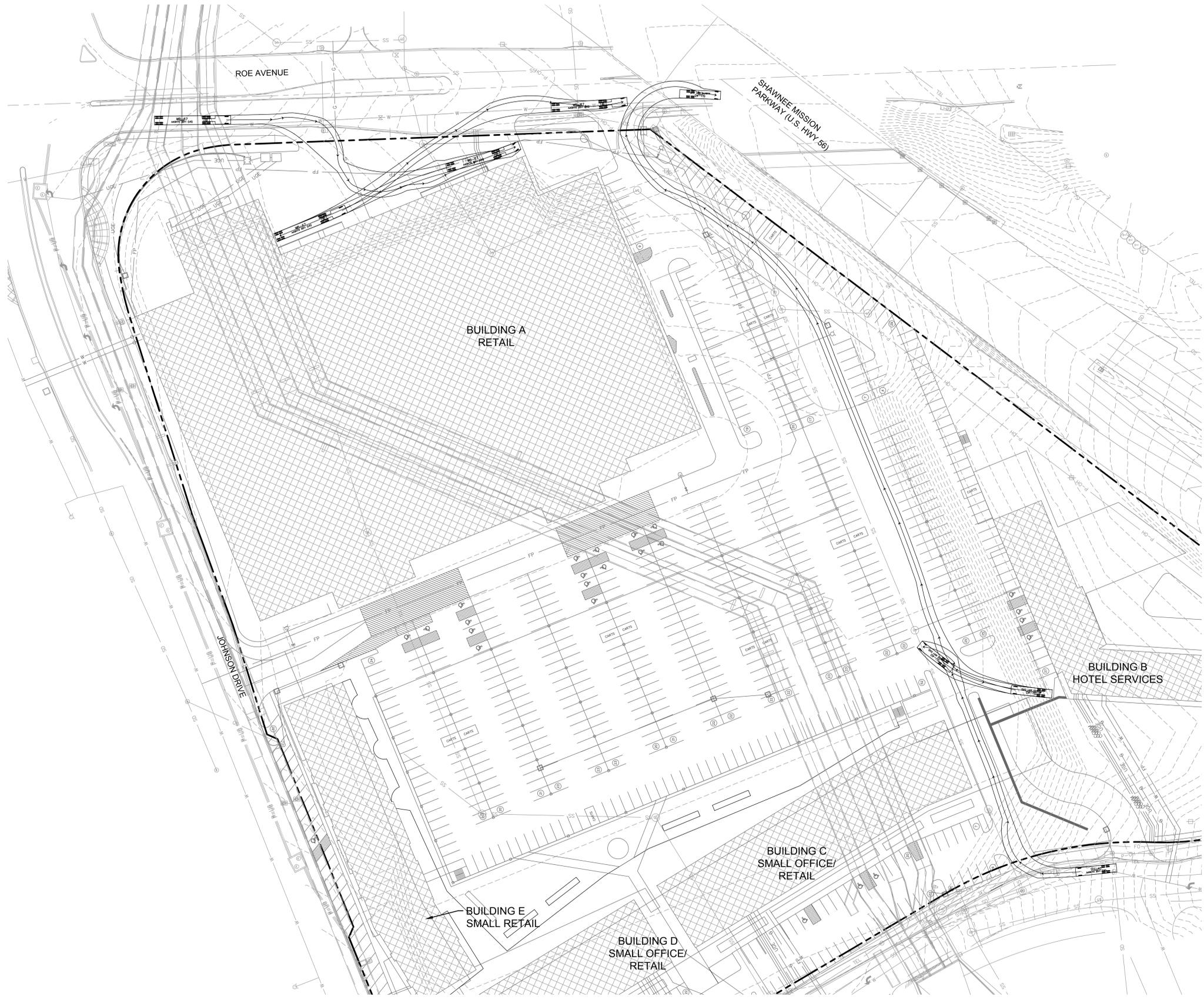
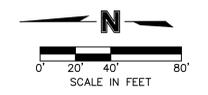
**WB-67**                      feet

Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 28.4
Tractor Track	: 8.00	Articulating Angle	: 75.0
Trailer Track	: 8.50		



**SU-40**                      feet

Width	: 8.00
Track	: 8.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.8



**TRUCK MOVEMENT**

**03 TURNING TEMPLATE**

PRELIMINARY DEVELOPMENT PLAN  
AUGUST 17, 2015

**CONSULTANTS:**  
**CIVIL / LANDSCAPE:**  
 OLSSON ASSOCIATES  
 7301 WEST 133RD ST., SUITE 200  
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**STRUCTURAL:**  
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 FAX: 816-531-8572

MISSION GATEWAY  
**el dorado**

**OLSSON ASSOCIATES**      **pkmr**      **B.D.C.**  
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 Structural Engineers - Since 1967

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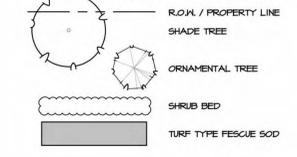
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 L\_REQ-MISSION\_LSC\_52085  
 LAND\_GEN\_NOTES  
 LANDSCAPE\_LEGEND  
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**LANDSCAPE GENERAL NOTES:**

1. THE CONSTRUCTION COVERED BY THESE PLANS SHALL CONFORM TO ALL APPLICABLE STANDARDS AND SPECIFICATIONS OF THE CITY OF MISSION, KANSAS IN CURRENT USAGE. ALL STANDARDS NOT COVERED BY THE CITY SHALL BE APCA STANDARDS IN CURRENT USAGE UNLESS OTHERWISE NOTED.
2. CONTRACTOR SHALL VERIFY EXACT LOCATION OF ALL EXISTING UTILITIES, DRAIN LINES AND IRRIGATION PIPING PRIOR TO COMMENCING WORK AND AGREE TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES, DRAIN LINES AND IRRIGATION PIPING.
3. CONTRACTOR SHALL VERIFY AND COORDINATE ALL FINAL GRADES WITH LANDSCAPE ARCHITECT PRIOR TO COMPLETION.
4. DEBRIS SHALL NOT BE ALLOWED TO ACCUMULATE AND SHALL BE REMOVED AT FREQUENT INTERVALS. AT COMPLETION OF WORK IN EACH AREA, THE CONTRACTOR SHALL GATHER AND REMOVE ALL DEBRIS, EQUIPMENT, AND EXCESS MATERIAL FROM THAT AREA. AT FINAL COMPLETION OF ALL WORK HE SHALL REMOVE ALL SUCH ITEMS FROM THE PREMISES.
5. LOCATION AND PLACEMENT OF ALL PLANT MATERIAL SHALL BE COORDINATED WITH LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
6. THE LANDSCAPE PLANTING PLAN GRAPHICALLY ILLUSTRATES OVERALL PLANT MASSINGS. EACH PLANT SPECIES SHALL BE PLACED IN THE FIELD TO UTILIZE THE GREATEST COVERAGE OF THE GROUND PLANE. THE FOLLOWING APPLIES FOR INDIVIDUAL PLANTINGS:
  - ALL EVERGREEN SHRUBS AND CREEPING GROUNDCOVERS SHALL BE MINIMUM OF 2' FROM ANY PAVING EDGE.
  - ALL PLANTS OF THE SAME SPECIES SHALL BE EQUALLY SPACED AND SITED FOR THE BEST AESTHETIC VIEWING.
  - ALL TREES, EVERGREEN OR DECIDUOUS, SHALL BE A MINIMUM OF 4' FROM ANY PAVING EDGE.
7. ANY SUBSTITUTION OF SPECIFIED PLANT MATERIAL WILL NOT BE ALLOWED WITHOUT WRITTEN AUTHORIZATION FROM LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
8. MULCH ALL PLANTING AREAS TO A DEPTH OF 3" DEPTH ACCORDING TO PLANS AND SPECIFICATIONS. SAMPLES SHALL BE APPROVED BY LANDSCAPE ARCHITECT.
9. ALL PLANT MATERIAL WILL BE HEALTHY, VIGOROUS AND FREE OF DISEASE AND INSECTS PER AAN STANDARDS. LANDSCAPE ARCHITECT RESERVES THE RIGHT TO REJECT ANY INFERIOR OR OTHERWISE UNSUITABLE PLANT MATERIAL PROPOSED FOR USE ON THE PROJECT.
10. ALL PLANTING BEDS NOT FULLY CONTAINED BY CONCRETE CURBS OR WALKS SHALL BE EDGED ACCORDING TO PLANS AND SPECIFICATIONS.
11. PLANTS AND LANDSCAPE MATERIALS SHALL BE INSTALLED AS DETAILED ON PLANS.
12. PLANT BACKFILL FOR TREES AND SHRUBS SHALL BE PER SPECIFICATIONS.
13. ALL PLANTING BEDS SHALL BE TREATED WITH DAGTHAL PRE-EMERGENT HERBICIDE AT MANUFACTURER RECOMMENDED RATES AND SHALL BE COVERED WITH SPECIFIED MULCH APPLICATION. APPLY LIGHTER APPLICATION OF DAGTHAL HERBICIDE TO TOP OF MULCH LAYER.
14. ALL AREAS DISTURBED DURING CONSTRUCTION THAT ARE NOT DESIGNATED AS PLANTING BEDS OR PAVEMENT AREAS SHALL BE SOODED WITH A TURF TYPE TALL FESCUE PER SPECIFICATIONS.
15. ALL PLANT MATERIAL SHALL BE GUARANTEED FOR A PERIOD OF ONE YEAR AFTER OWNER'S FINAL ACCEPTANCE OF FINISHED JOB. ALL DEAD AND DAMAGED PLANT MATERIAL SHALL BE REPLACED BY LANDSCAPE CONTRACTOR AT THEIR EXPENSE. LANDSCAPE CONTRACTOR SHALL MAINTAIN PLANT MATERIAL UNTIL FINAL ACCEPTANCE.
16. ALL LANDSCAPE BEDS SHALL BE MOUND AS SHOWN ON PLANS AND DETAILS.
17. LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING ACTUAL PLANT QUANTITIES REQUIRED TO COMPLETE THE PROJECT, AS SHOWN ON PLANS, AND BASE THEIR BID ACCORDINGLY.
18. PLANT KEY DESCRIPTION:
 

WP	PLANT TYPE
3	QUANTITY

**LANDSCAPE LEGEND:**



**LANDSCAPING REQUIREMENTS:**

CITY OF MISSION, KANSAS  
 ZONING ORDINANCE CHAPTER 415 ARTICLE III  
 CURRENT SITE ZONED: R102  
 TOTAL PROPERTY: 16.2 ACRES (105,672 SQ FT)

**MINIMUM TREE REQUIREMENTS:**

ONE (1) TREE FOR EACH FIFTY (50) FEET OF STREET FRONTAGE.

TOTAL FRONTAGE JOHNSON DRIVE = 1,030 LN FT  
 TREES (1,030 / 50 = 20.6)

TOTAL FRONTAGE ROE AVENUE = 504 LN FT  
 TREES (504 / 50 = 10.1)

TOTAL FRONTAGE SHANNEE MISSION PARKWAY = 405 LN FT  
 TREES (405 / 50 = 8.1)

TOTAL FRONTAGE ROELAND AVENUE = 1,000 LN FT  
 TREES (1,000 / 50 = 20.0)

ONE (1) TREE FOR EVERY THREE THOUSAND (3,000) SQUARE FEET OF LANDSCAPED OPEN SPACE.

TOTAL LANDSCAPED OPEN SPACE = 115,640 SQ FT  
 TREES (115,640 / 3,000 = 38.5)

ONE (1) TREE FOR EACH TWENTY (20) CARS OF PARKING AREA.

TOTAL PARKING SPACES = 147  
 TREES (147 / 20 = 7.35)

REQUIRED PLANTS	SHOWN PLANTS	REQUIRED SQ FT	SHOWN SQ FT
21 TREES	21 TREES		
11 TREES	11 TREES		
16 TREES	16 TREES		
20 TREES	20 TREES		
38 TREES	38 TREES		
38 TREES	38 TREES		

**PLANTING WITHIN PARKING AREAS REQUIREMENTS:**

NOT LESS THAN SIX PERCENT (6%) OF THE INTERIOR OF A PARKING LOT SHALL BE LANDSCAPED.

TOTAL PARKING SPACES - ROELAND DRIVE RETAIL AREA = 100  
 MINIMUM LANDSCAPE AREA (100 \* 210 = 21,000 \* 0.06 = 1,260 SQ FT)

LANDSCAPE TOTALS	REQUIRED PLANTS	SHOWN PLANTS	REQUIRED SQ FT	SHOWN SQ FT
	146 TREES	146 TREES	1,620 SQ FT	1,746 SQ FT



LANDSCAPE PLAN

PRELIMINARY DEVELOPMENT PLAN  
 AUGUST 17, 2015

**CONSULTANTS:**

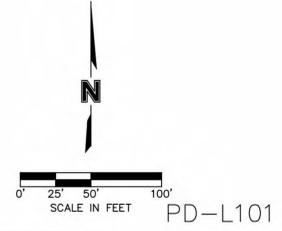
**CIVIL / LANDSCAPE:**  
 OLSSON ASSOCIATES  
 7301 WEST 133RD ST., SUITE 200  
 OVERLAND PARK, KANSAS 66213  
 TEL: 913-381-1170  
 FAX: 913-381-1174

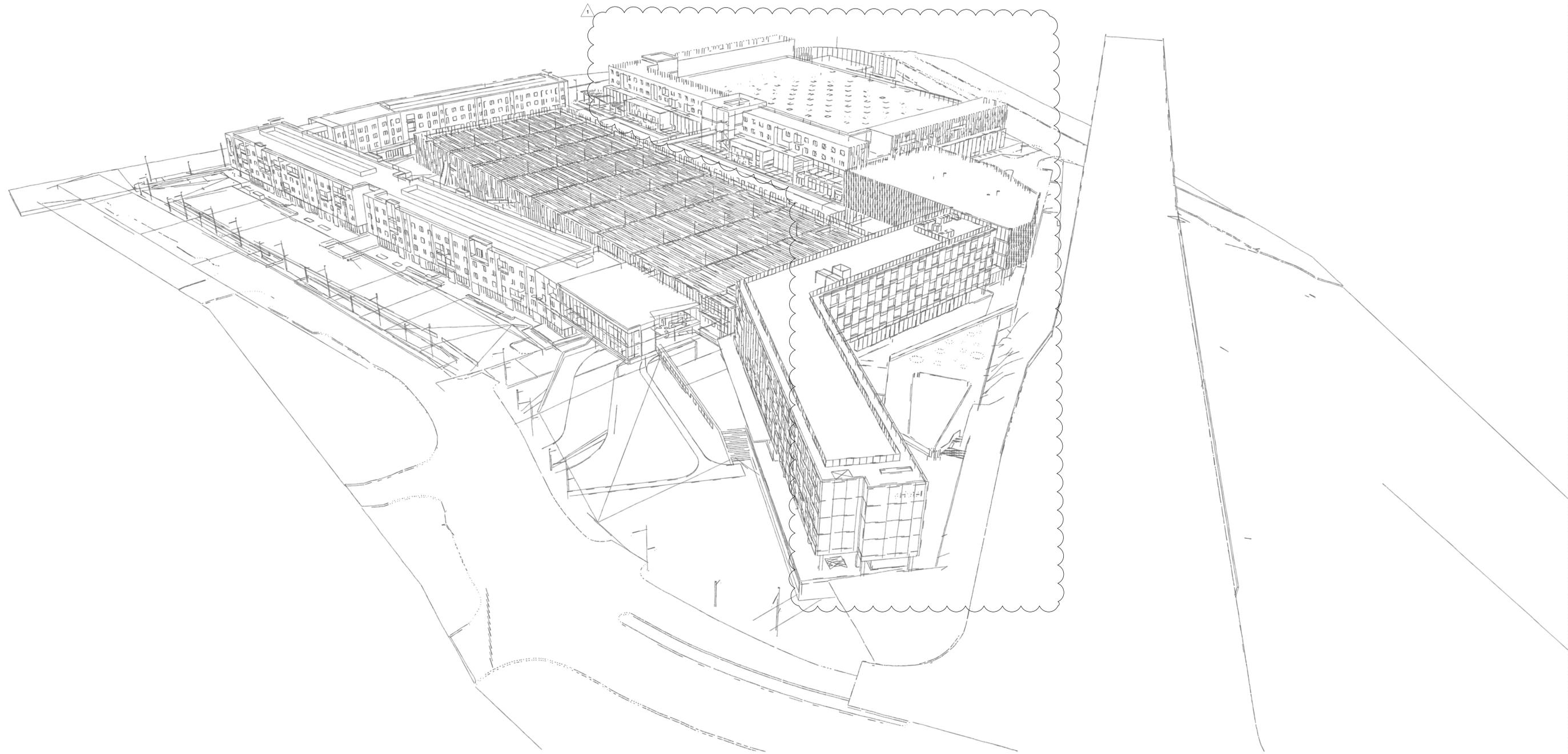
**M/E/P:**  
 PKMR ENGINEERS  
 13300 W. 98TH ST.  
 LENEXA, KANSAS 66215  
 TEL: 913-492-2400  
 FAX: 913-492-2437

**STRUCTURAL:**  
 BOB D. CAMPBELL & CO., INC.  
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 KANSAS CITY, MISSOURI 64111  
 TEL: 816-531-4144  
 FAX: 816-531-8572

MISSION GATEWAY  
**el dorado**

**OLSSON ASSOCIATES**  
**pkmr ENGINEERS**  
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 Structural Engineers - Since 1987





# MISSION GATEWAY

A MULTI-USE RETAIL DEVELOPMENT  
JOHNSON DRIVE AND ROE AVENUE, MISSION, KS

CONSULTANTS:

CIVIL / LANDSCAPE:  
OLSSON ASSOCIATES  
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OVERLAND PARK, KANSAS 66213  
TEL: 913-381-1170  
FAX: 913-381-1174

M/E/P:  
PKMR ENGINEERS  
13300 W. 99TH ST.  
LENEXA, KANSAS 66215  
TEL: 913-492-2400  
FAX: 913-492-2437

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FAX: 816-531-8572



01 SITE PLAN

PRELIMINARY DEVELOPMENT PLAN - RESUBMITTAL  
MAY 16, 2016

**PDP-A050**  
SITE PLAN

CONSULTANTS:

CIVIL / LANDSCAPE: OLSSON ASSOCIATES 7301 WEST 103RD ST., SUITE 200 OVERLAND PARK, KANSAS 66213 TEL: 913-381-1170 FAX: 913-381-1174	M/E/P: PKMR ENGINEERS 13302 W. 98TH ST. LENEXA, KANSAS 66215 TEL: 913-492-2400 FAX: 913-492-2437	STRUCTURAL: BOB D. CAMPBELL & CO., INC. 4208 BELLEVIEW AVE. KANSAS CITY, MISSOURI 64111 TEL: 816-531-4144 FAX: 816-531-8572	04.29.15
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MISSION GATEWAY  
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**OLSSON**  
ASSOCIATES

**pkmr**

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PARKING TOTALS	
LEVEL	QUANTITY
LEVEL 1	744
LEVEL 2	375
LEVEL 3	383
<b>TOTALS</b>	<b>1502</b>

01 SITE PLAN - LEVEL 1

PRELIMINARY DEVELOPMENT PLAN - RESUBMITTAL  
MAY 16, 2016

CONSULTANTS:

CIVIL / LANDSCAPE:  
OLSSON ASSOCIATES  
7301 WEST 103RD ST., SUITE 200  
OVERLAND PARK, KANSAS 66213  
TEL: 913-381-1170  
FAX: 913-381-1174

M/E/P:  
PKMR ENGINEERS  
13302 W. 98TH ST.  
LENEXA, KANSAS 66215  
TEL: 913-492-2400  
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KANSAS CITY, MISSOURI 64111  
TEL: 816-531-4144  
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MISSION GATEWAY  
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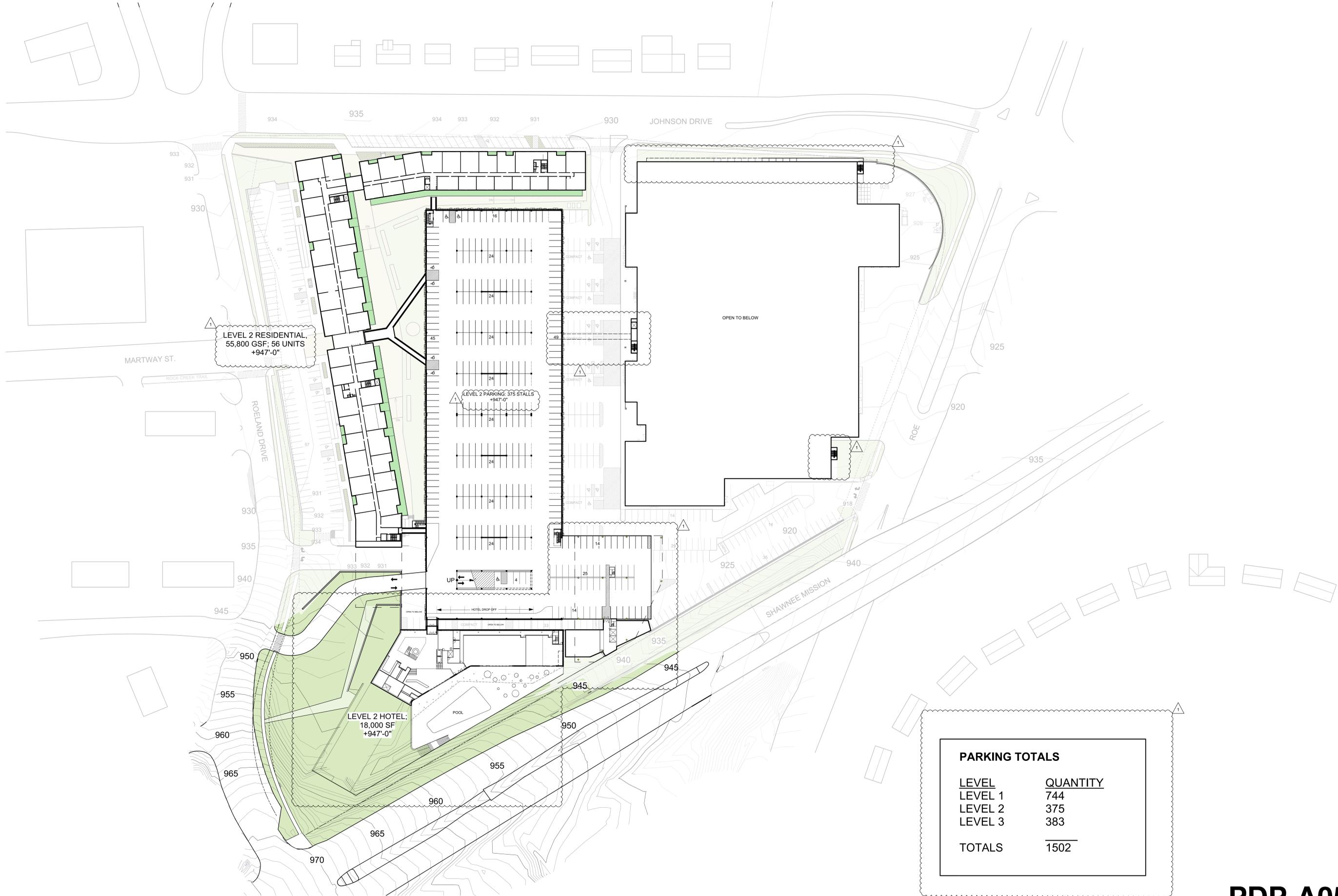
**OLSSON**  
ASSOCIATES

**pkmr**

**BDC**  
BOB D. CAMPBELL & CO., INC.  
Structural Engineers - Since 1987

**PDP-A051**  
SITE PLAN (LEVEL 1)

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PARKING TOTALS	
LEVEL	QUANTITY
LEVEL 1	744
LEVEL 2	375
LEVEL 3	383
<b>TOTALS</b>	<b>1502</b>

01 SITE PLAN - LEVEL 2

PRELIMINARY DEVELOPMENT PLAN - RESUBMITTAL  
MAY 16, 2016

CONSULTANTS:

CIVIL / LANDSCAPE:  
OLSSON ASSOCIATES  
7301 WEST 103RD ST., SUITE 200  
OVERLAND PARK, KANSAS 66213  
TEL: 913-381-1170  
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MISSION GATEWAY

**el dorado**

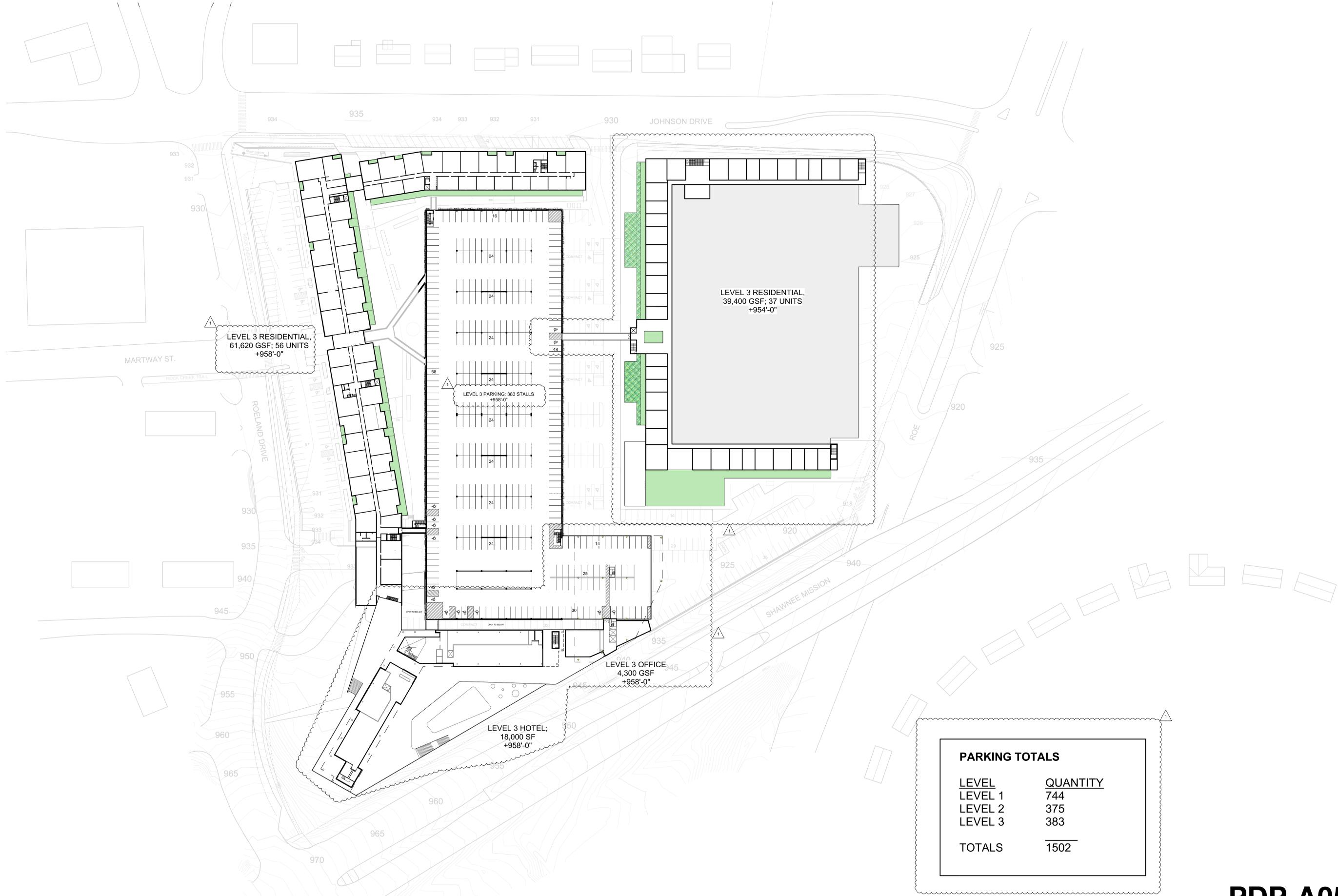
**OLSSON**  
ASSOCIATES

**pkmr**

**BDC**  
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**PDP-A052**  
SITE PLAN (LEVEL 2)



LEVEL 3 RESIDENTIAL,  
61,620 GSF; 56 UNITS  
+958'-0"

LEVEL 3 PARKING: 383 STALLS  
+958'-0"

LEVEL 3 RESIDENTIAL,  
39,400 GSF; 37 UNITS  
+954'-0"

LEVEL 3 OFFICE  
4,300 GSF  
+958'-0"

LEVEL 3 HOTEL;  
18,000 SF  
+958'-0"

PARKING TOTALS	
LEVEL	QUANTITY
LEVEL 1	744
LEVEL 2	375
LEVEL 3	383
TOTALS	1502



01 SITE PLAN - LEVEL 4

PRELIMINARY DEVELOPMENT PLAN - RESUBMITTAL  
MAY 16, 2016

**PDP-A054**  
SITE PLAN (LEVEL 4)

CONSULTANTS:

CIVIL / LANDSCAPE: OLSSON ASSOCIATES 7301 WEST 103RD ST., SUITE 200 OVERLAND PARK, KANSAS 66213 TEL: 913-381-1170 FAX: 913-381-1174	M/E/P: PKMR ENGINEERS 13302 W. 98TH ST. LENEXA, KANSAS 66215 TEL: 913-492-2400 FAX: 913-492-2437	STRUCTURAL: BOB D. CAMPBELL & CO., INC. 4208 BELLEVIEW AVE. KANSAS CITY, MISSOURI 64111 TEL: 816-531-4144 FAX: 816-531-8572
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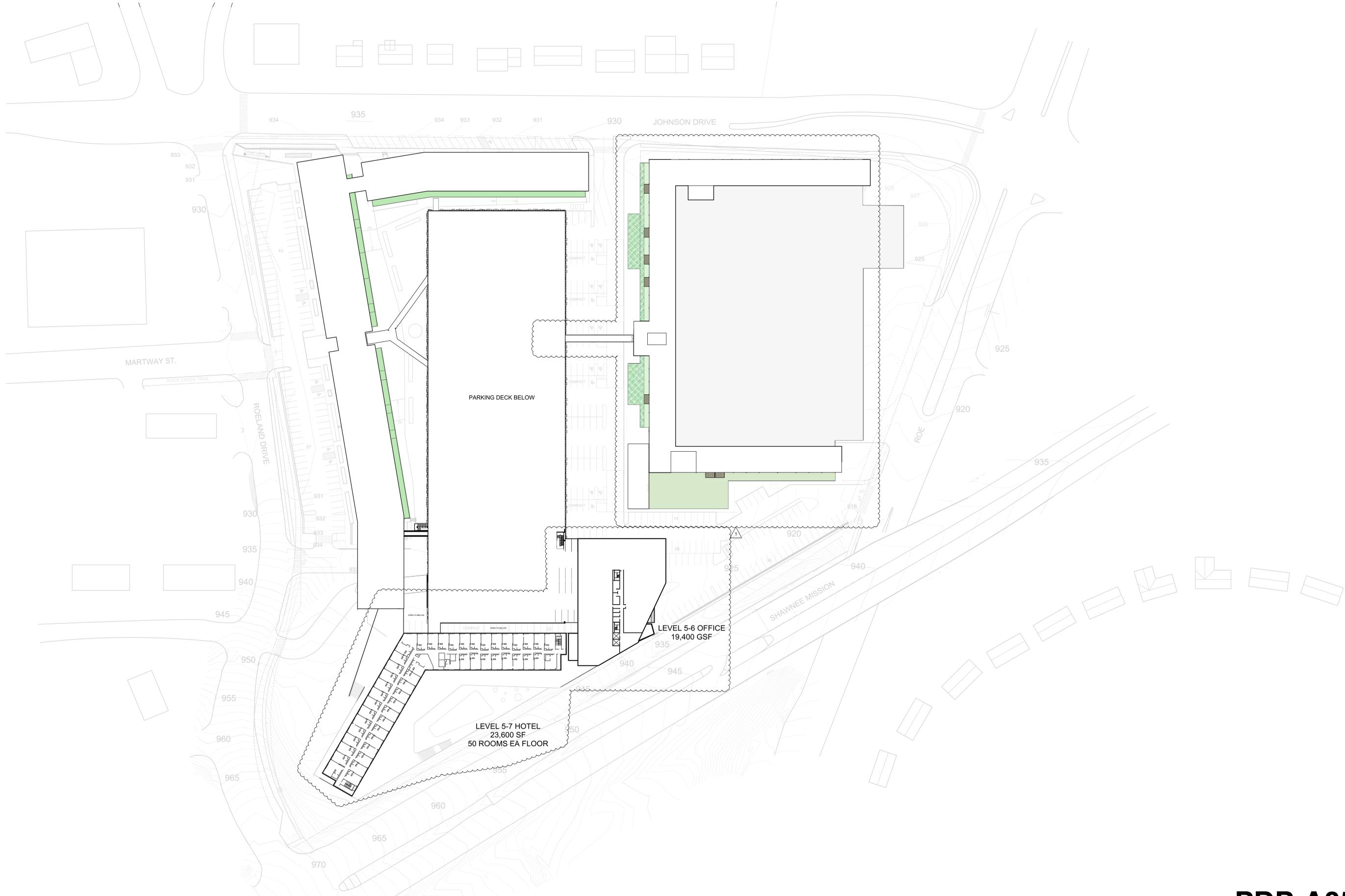
MISSION GATEWAY  
**el dorado**

**OLSSON**  
ASSOCIATES

**pkmr**

**BDC**  
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Structural Engineers - Since 1987

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01 SITE PLAN - LEVEL 5-7

PRELIMINARY DEVELOPMENT PLAN - RESUBMITTAL  
MAY 16, 2016

**PDP-A055**  
SITE PLAN (LEVEL 5-7)

CONSULTANTS:

CIVIL / LANDSCAPE: OLSSON ASSOCIATES 7301 WEST 103RD ST., SUITE 200 OVERLAND PARK, KANSAS 66213 TEL: 913-381-1170 FAX: 913-381-1174	M/E/P: PKMR ENGINEERS 13302 W. 98TH ST. LENEXA, KANSAS 66215 TEL: 913-492-2400 FAX: 913-492-2437	STRUCTURAL: BOB D. CAMPBELL & CO., INC. 4208 BELLEVIEW AVE. KANSAS CITY, MISSOURI 64111 TEL: 816-531-4144 FAX: 816-531-8572
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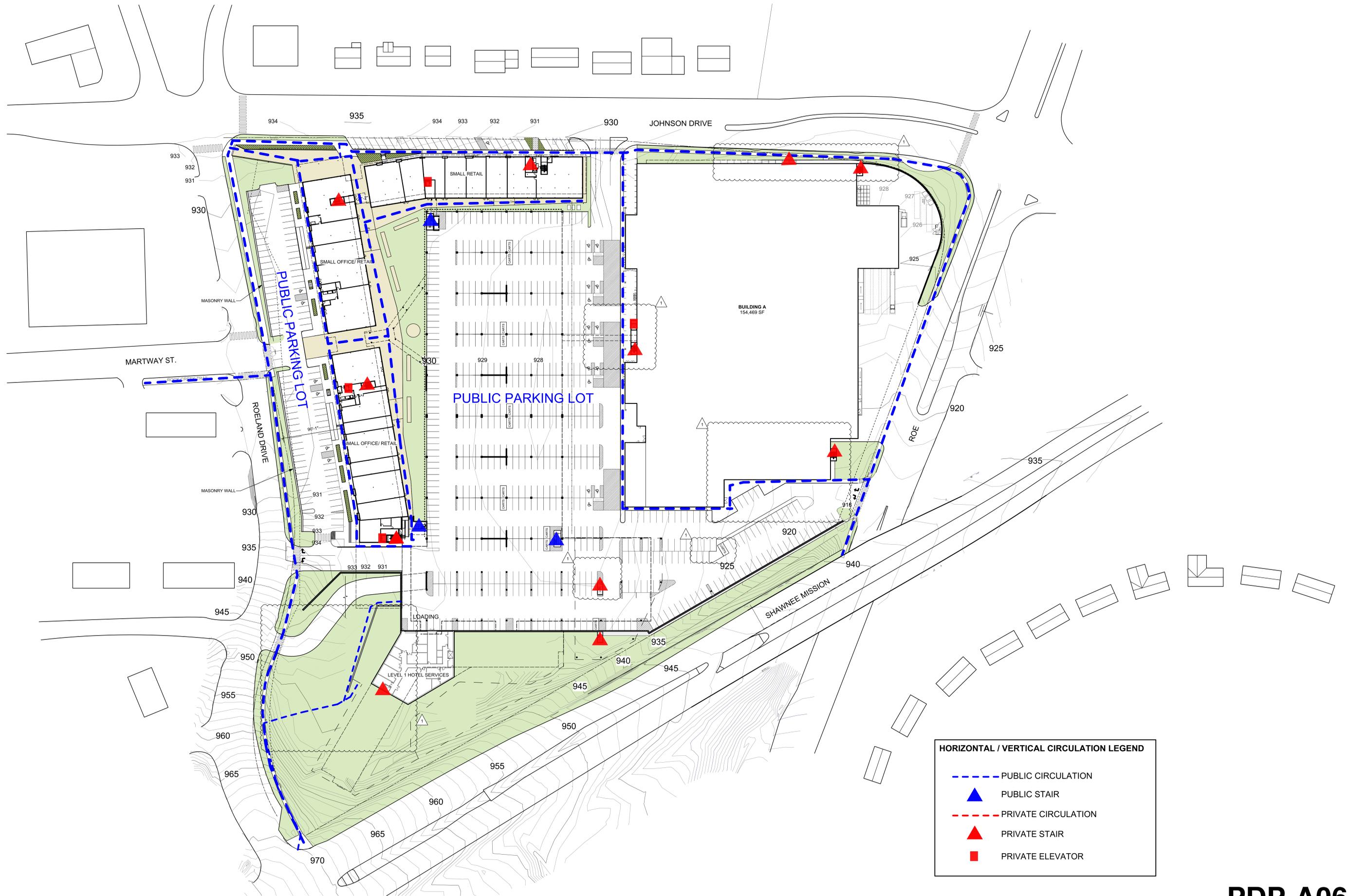
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**el dorado**

**OLSSON**  
ASSOCIATES

**pkmr**

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**HORIZONTAL / VERTICAL CIRCULATION LEGEND**

- PUBLIC CIRCULATION
- ▲ PUBLIC STAIR
- PRIVATE CIRCULATION
- ▲ PRIVATE STAIR
- PRIVATE ELEVATOR

01 SITE PLAN - LEVEL 1

PRELIMINARY DEVELOPMENT PLAN - RESUBMITTAL  
MAY 16, 2016

CONSULTANTS:

CIVIL / LANDSCAPE: OLSSON ASSOCIATES 7501 WEST 133RD ST., SUITE 200 OVERLAND PARK, KANSAS 66213 TEL: 913-381-1170 FAX: 913-381-1174	ME/P: PKMR ENGINEERS 13300 W. 98TH ST. LENEKA, KANSAS 66215 TEL: 913-492-2400 FAX: 913-492-2437	STRUCTURAL: BOB D. CAMPBELL & CO., INC. 4338 BELLEVUE AVE. KANSAS CITY, MISSOURI 64111 TEL: 816-531-1444 FAX: 816-531-8872
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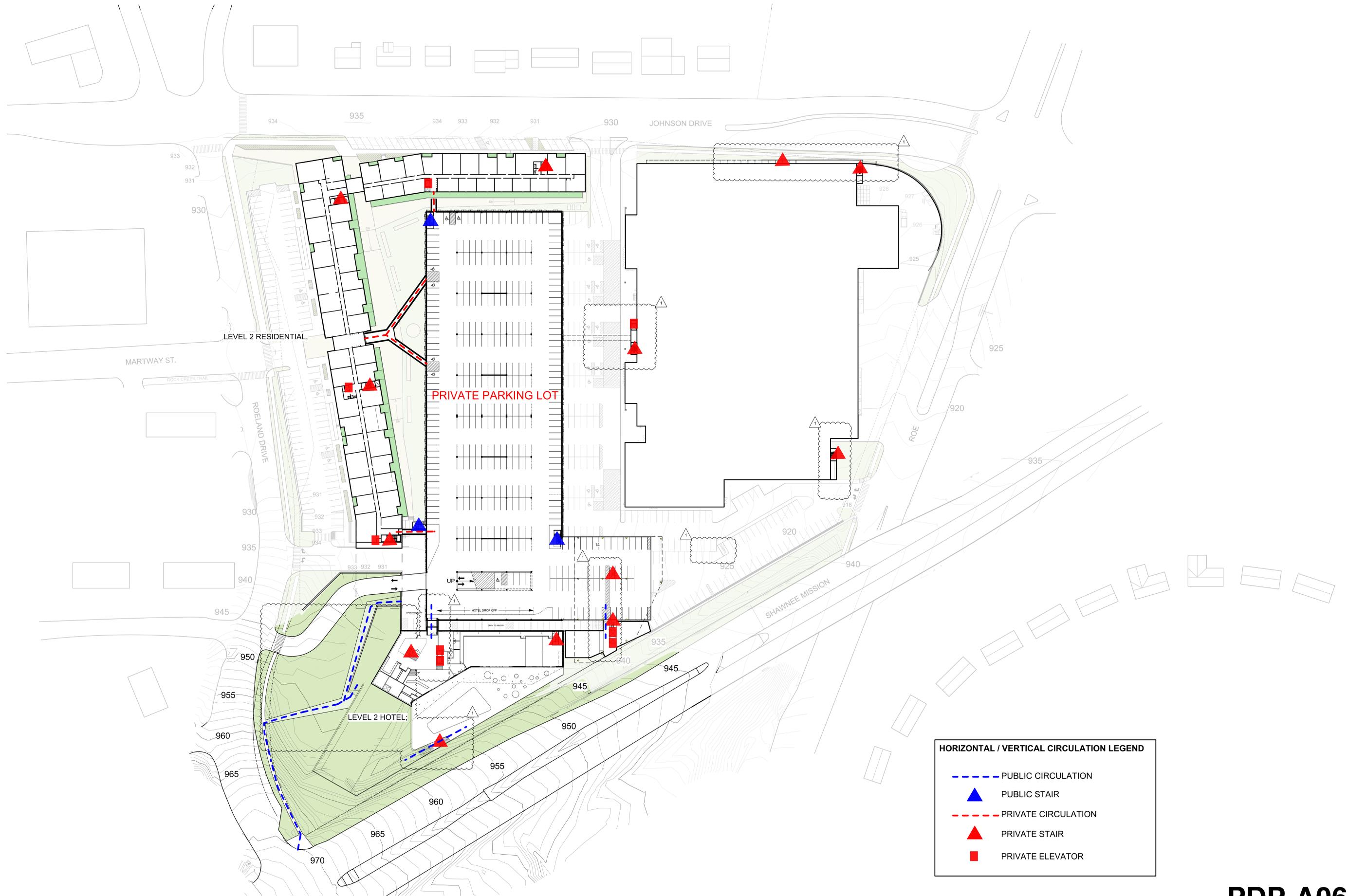
**OLSSON**  
ASSOCIATES

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BOB D. CAMPBELL & CO., INC.  
Structural Engineers - Since 1987

**PDP-A061**

CIRCULATION DIAGRAM (LEVEL 1)



**HORIZONTAL / VERTICAL CIRCULATION LEGEND**

- PUBLIC CIRCULATION
- ▲ PUBLIC STAIR
- PRIVATE CIRCULATION
- ▲ PRIVATE STAIR
- PRIVATE ELEVATOR

01 SITE PLAN - LEVEL 2

PRELIMINARY DEVELOPMENT PLAN - RESUBMITTAL  
MAY 16, 2016

CONSULTANTS:

CIVIL / LANDSCAPE: OLSSON ASSOCIATES 7501 WEST 133RD ST., SUITE 200 OVERLAND PARK, KANSAS 66213 TEL: 913-381-1170 FAX: 913-381-1174	ME/P: PKMR ENGINEERS 13300 W. 98TH ST. LENEKA, KANSAS 66215 TEL: 913-492-2400 FAX: 913-492-2437	STRUCTURAL: BOB D. CAMPBELL & CO., INC. 4338 BELLEVUE AVE. KANSAS CITY, MISSOURI 64111 TEL: 816-531-1444 FAX: 816-531-8872
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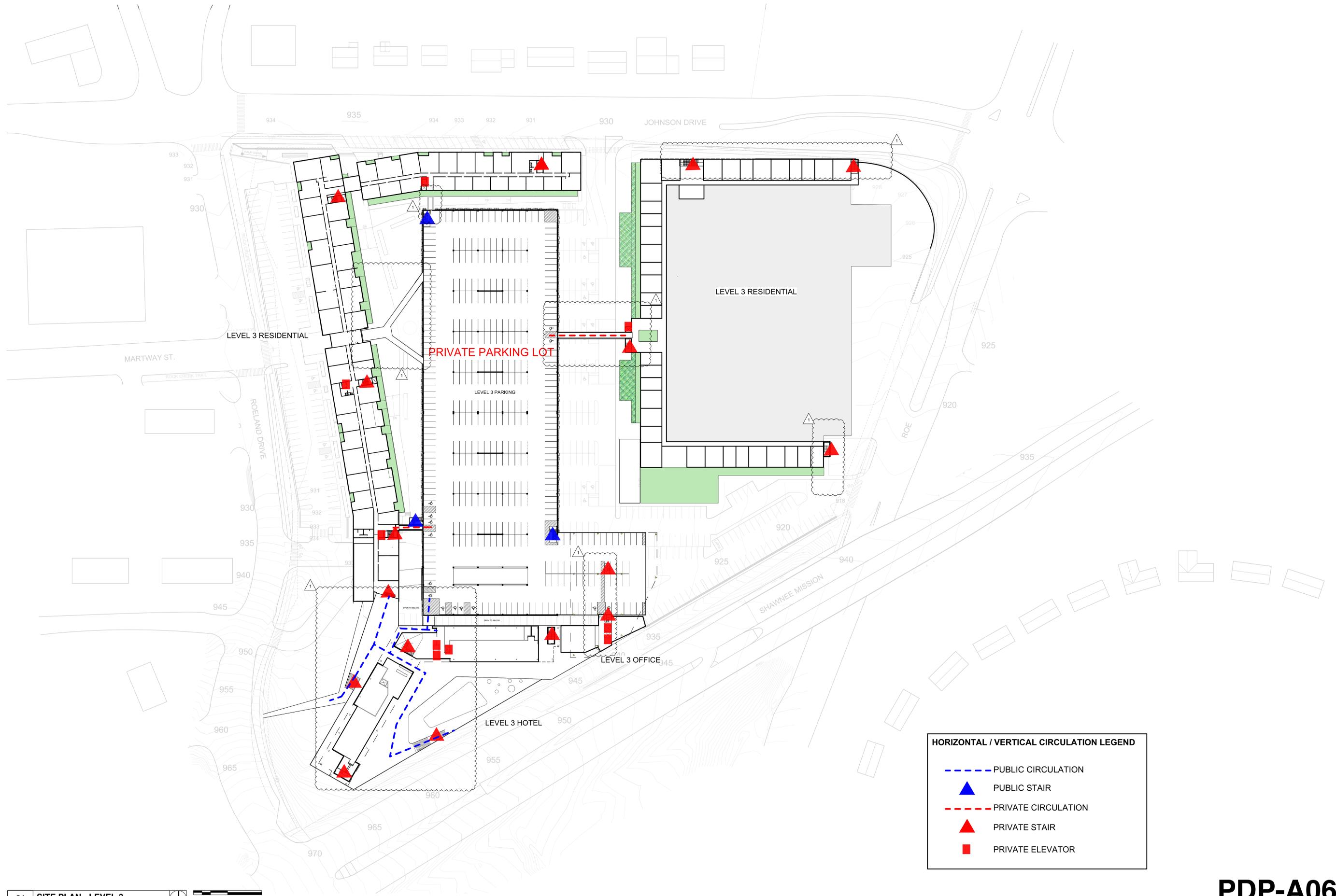
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ASSOCIATES

**pkmr**

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Structural Engineers - Since 1987

**PDP-A062**

CIRCULATION DIAGRAM (LEVEL 2)

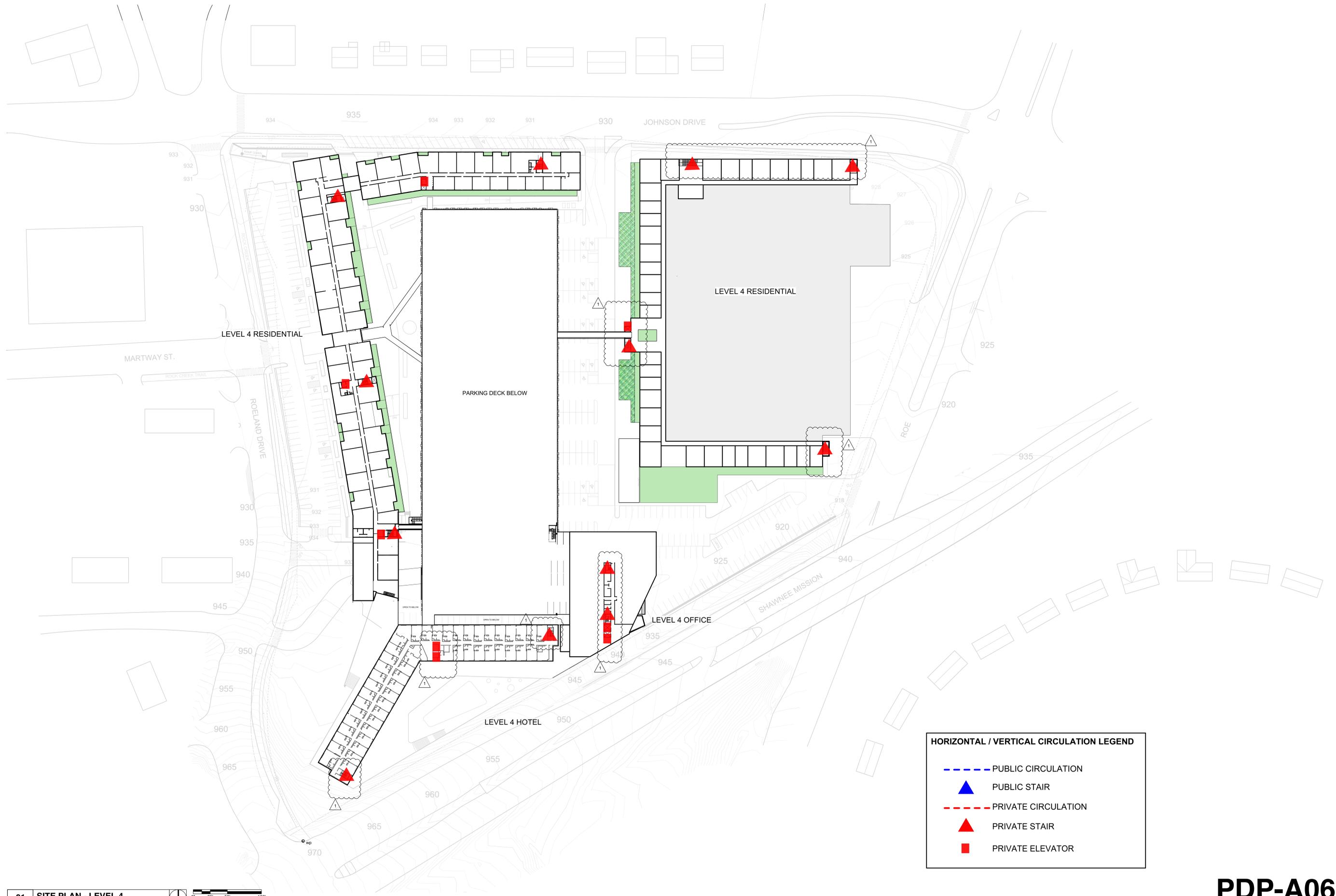


**HORIZONTAL / VERTICAL CIRCULATION LEGEND**

- PUBLIC CIRCULATION
- ▲ PUBLIC STAIR
- PRIVATE CIRCULATION
- ▲ PRIVATE STAIR
- PRIVATE ELEVATOR

CONSULTANTS:

CIVIL / LANDSCAPE: OLSSON ASSOCIATES 7501 WEST 133RD ST., SUITE 200 OVERLAND PARK, KANSAS 66213 TEL: 913-381-1170 FAX: 913-381-1174	ME/P: PKMR ENGINEERS 13300 W. 98TH ST. LENEKA, KANSAS 66215 TEL: 913-492-2400 FAX: 913-492-2437	STRUCTURAL: BOB D. CAMPBELL & CO., INC. 4338 BELLEVUE AVE. KANSAS CITY, MISSOURI 64111 TEL: 816-531-4144 FAX: 816-531-8872
--	--	---



**HORIZONTAL / VERTICAL CIRCULATION LEGEND**

- PUBLIC CIRCULATION
- ▲ PUBLIC STAIR
- PRIVATE CIRCULATION
- ▲ PRIVATE STAIR
- PRIVATE ELEVATOR

01 SITE PLAN - LEVEL 4

PRELIMINARY DEVELOPMENT PLAN - RESUBMITTAL  
MAY 16, 2016

CONSULTANTS:

CIVIL / LANDSCAPE: OLSSON ASSOCIATES 7501 WEST 133RD ST., SUITE 200 OVERLAND PARK, KANSAS 66213 TEL: 913-381-1170 FAX: 913-381-1174	M/E/P: PKMR ENGINEERS 13300 W. 98TH ST. LENEKA, KANSAS 66215 TEL: 913-492-2400 FAX: 913-492-2437	STRUCTURAL: BOB D. CAMPBELL & CO., INC. 4338 BELLEVUE AVE. KANSAS CITY, MISSOURI 64111 TEL: 816-531-4144 FAX: 816-531-8872
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MISSION GATEWAY

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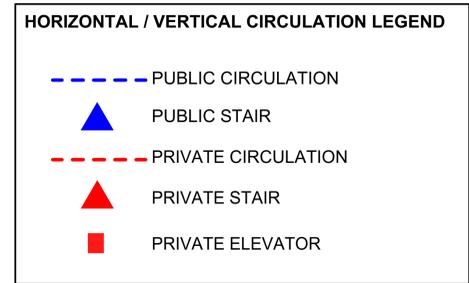
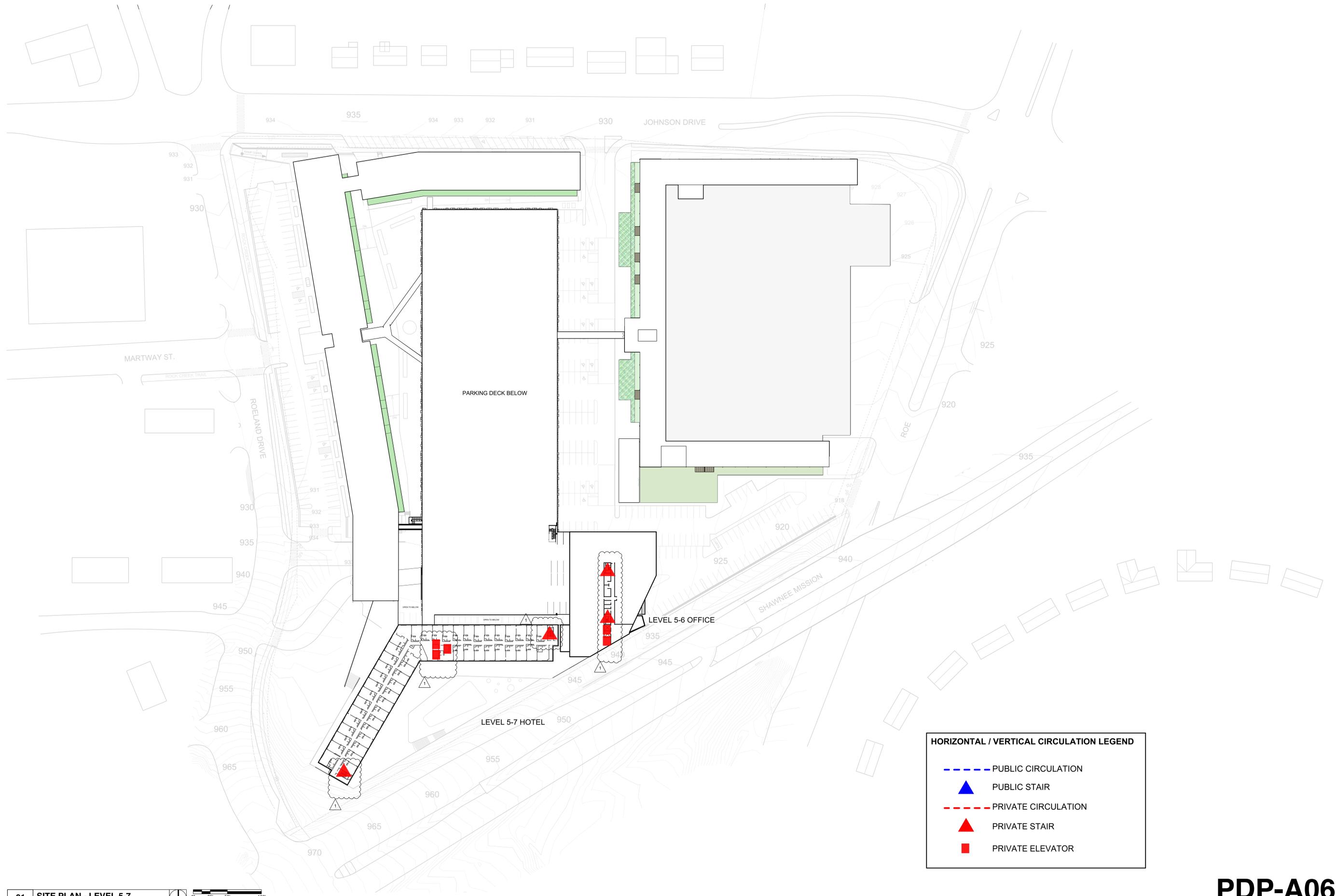
**OLSSON**  
ASSOCIATES

**pkmr**

**BDC**  
BOB D. CAMPBELL & CO., INC.  
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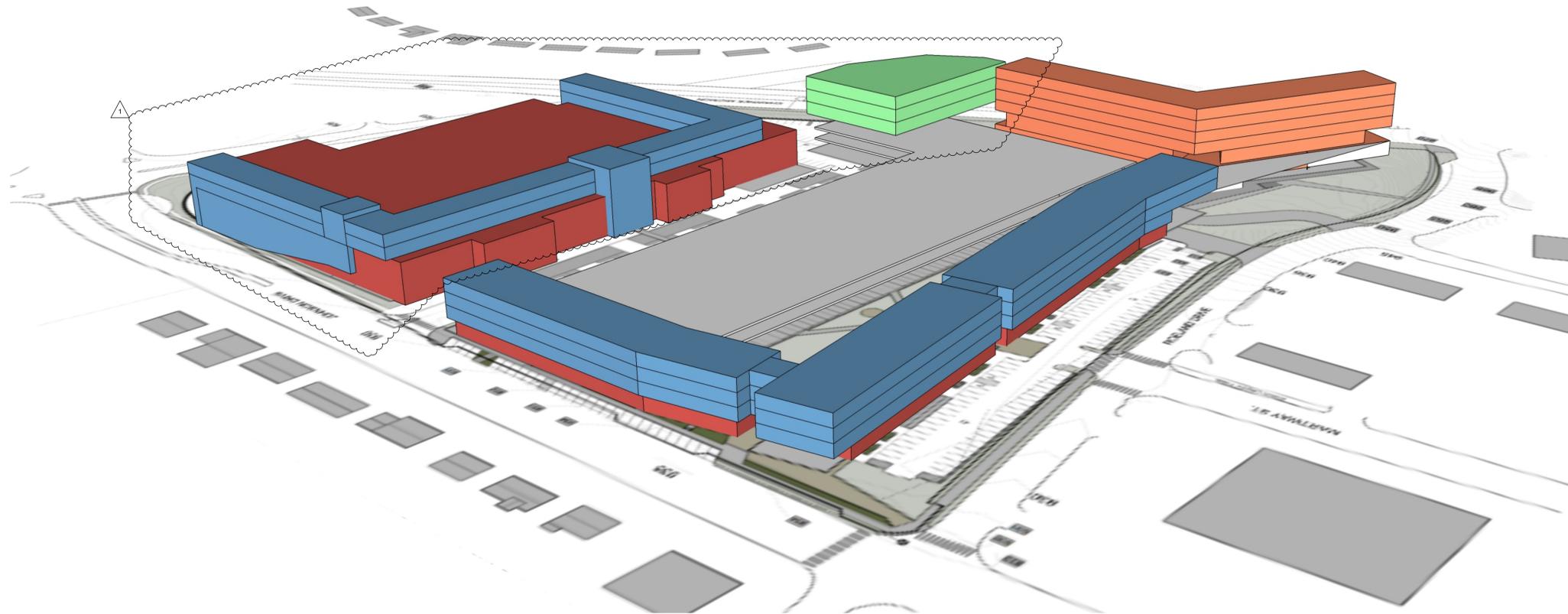
**PDP-A064**

CIRCULATION DIAGRAM (LEVEL 4)

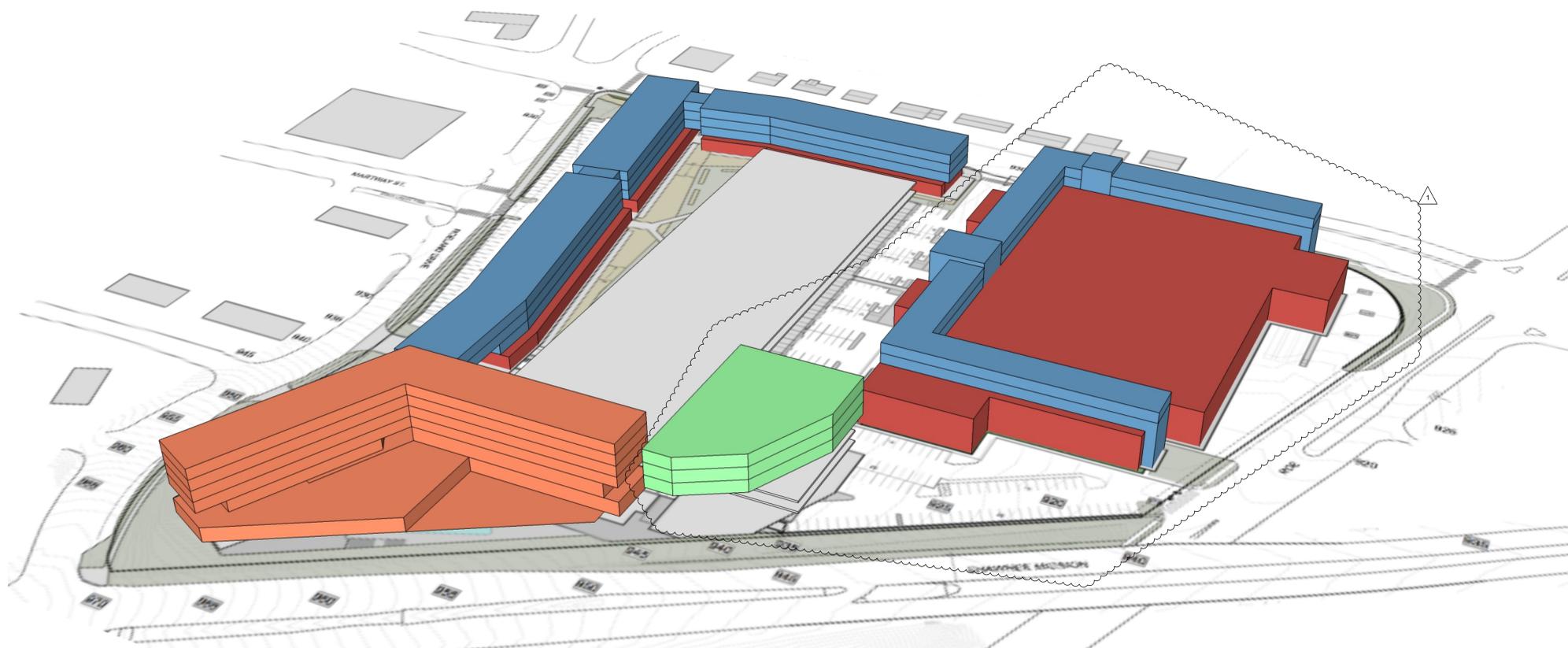


CONSULTANTS:

CIVIL / LANDSCAPE: OLSSON ASSOCIATES 7501 WEST 133RD ST., SUITE 200 OVERLAND PARK, KANSAS 66213 TEL: 913-381-1170 FAX: 913-381-1174	ME/P: PKMR ENGINEERS 13300 W. 98TH ST. LENEKA, KANSAS 66215 TEL: 913-492-2400 FAX: 913-492-2437	STRUCTURAL: BOB D. CAMPBELL & CO., INC. 4338 BELLEVUE AVE. KANSAS CITY, MISSOURI 64111 TEL: 816-531-1444 FAX: 816-531-8872
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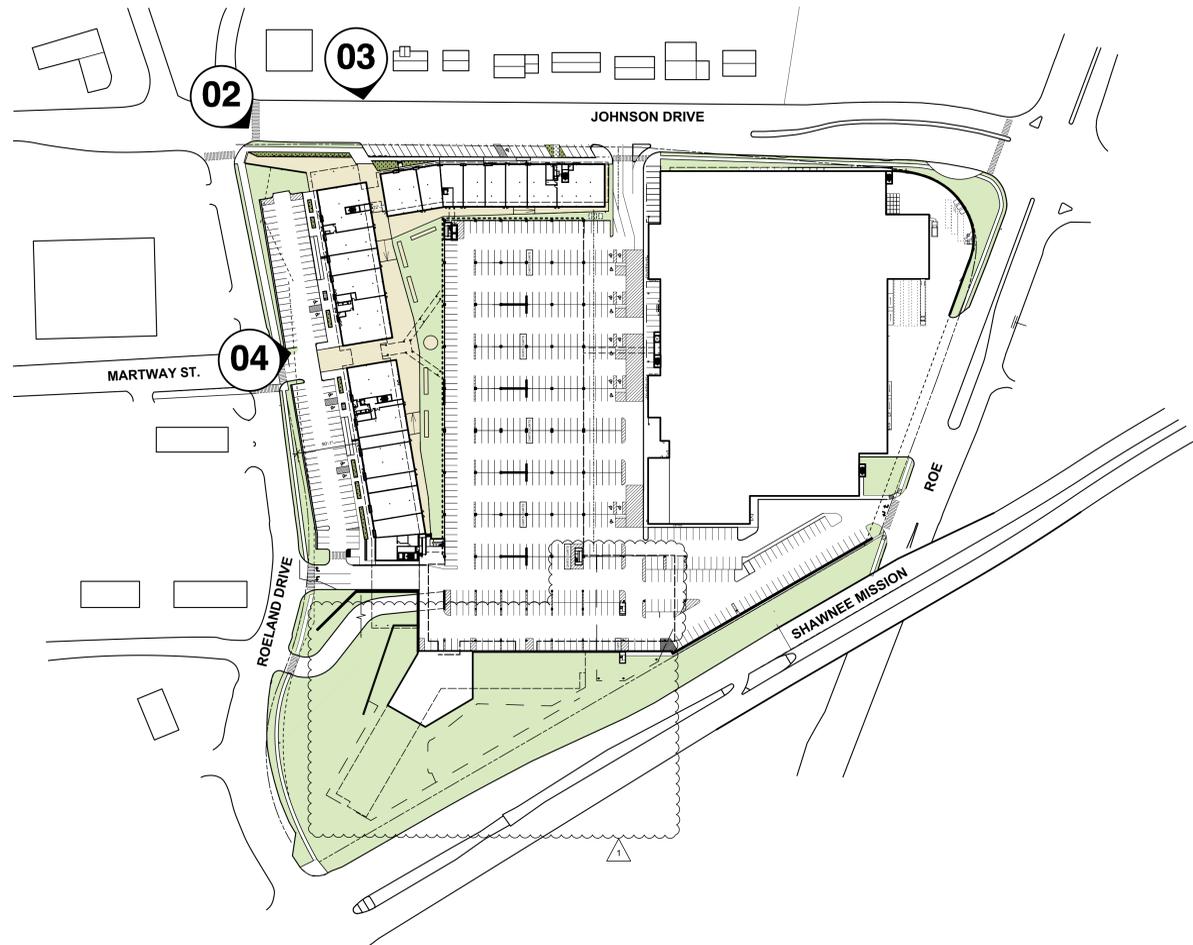


02 STACKING DIAGRAM



- RETAIL
- RESIDENTIAL
- HOTEL
- OFFICE

01 STACKING DIAGRAM



02 ARCHITECTURAL VIGNETTE - RETAIL / RESIDENTIAL



03 ARCHITECTURAL VIGNETTE - RETAIL / RESIDENTIAL



04 ARCHITECTURAL VIGNETTE - RETAIL / RESIDENTIAL

01 SITE PLAN



PRELIMINARY DEVELOPMENT PLAN - RESUBMITTAL  
MAY 16, 2016

# PDP-A010

ARCHITECTURAL VIGNETTES

CONSULTANTS:

CIVIL / LANDSCAPE:  
OLSSON ASSOCIATES  
7301 WEST 133RD ST., SUITE 200  
OVERLAND PARK, KANSAS 66213  
TEL: 913-381-1170  
FAX: 913-381-1174

M/E/P:  
PKMR ENGINEERS  
13300 W. 99TH ST.  
LENEXA, KANSAS 66215  
TEL: 913-492-2400  
FAX: 913-492-2437

STRUCTURAL:  
BOB D. CAMPBELL & CO., INC.  
4508 BELLEVIEW AVE.  
KANSAS CITY, MISSOURI 64111  
TEL: 816-531-4144  
FAX: 816-531-8572

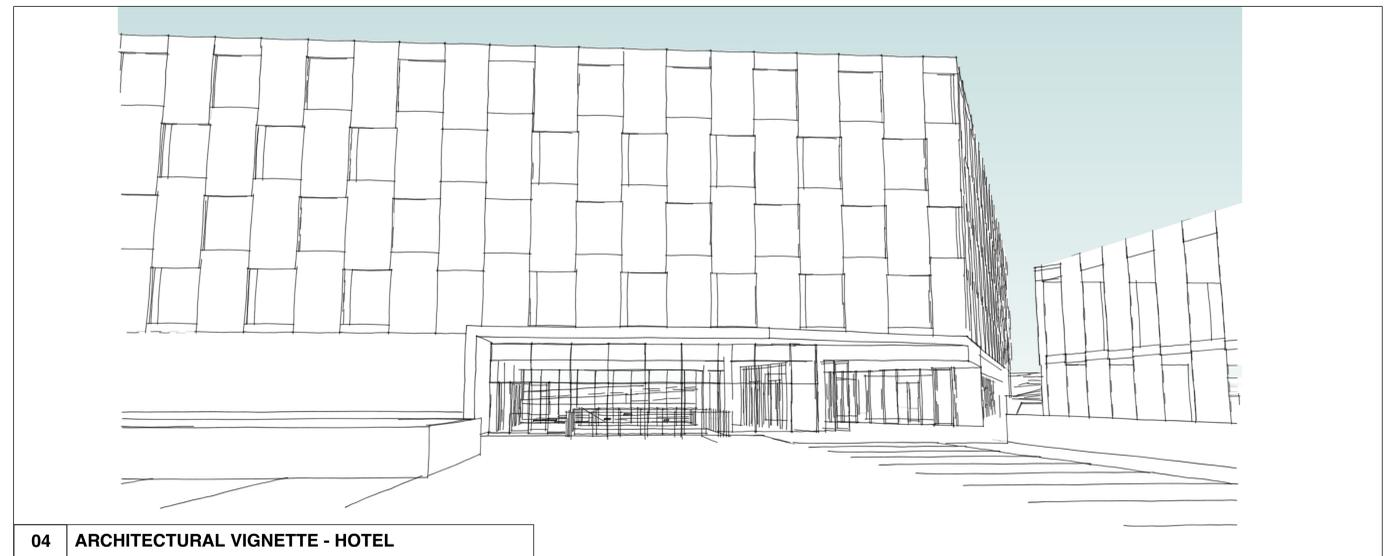
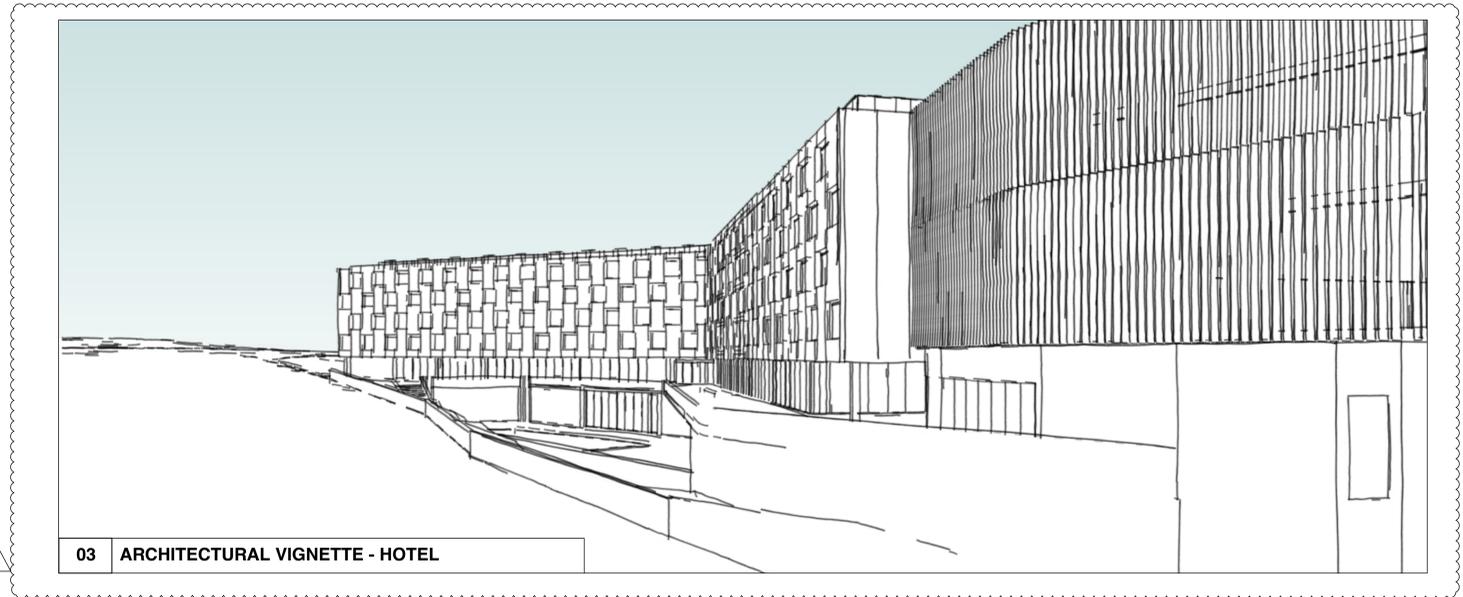
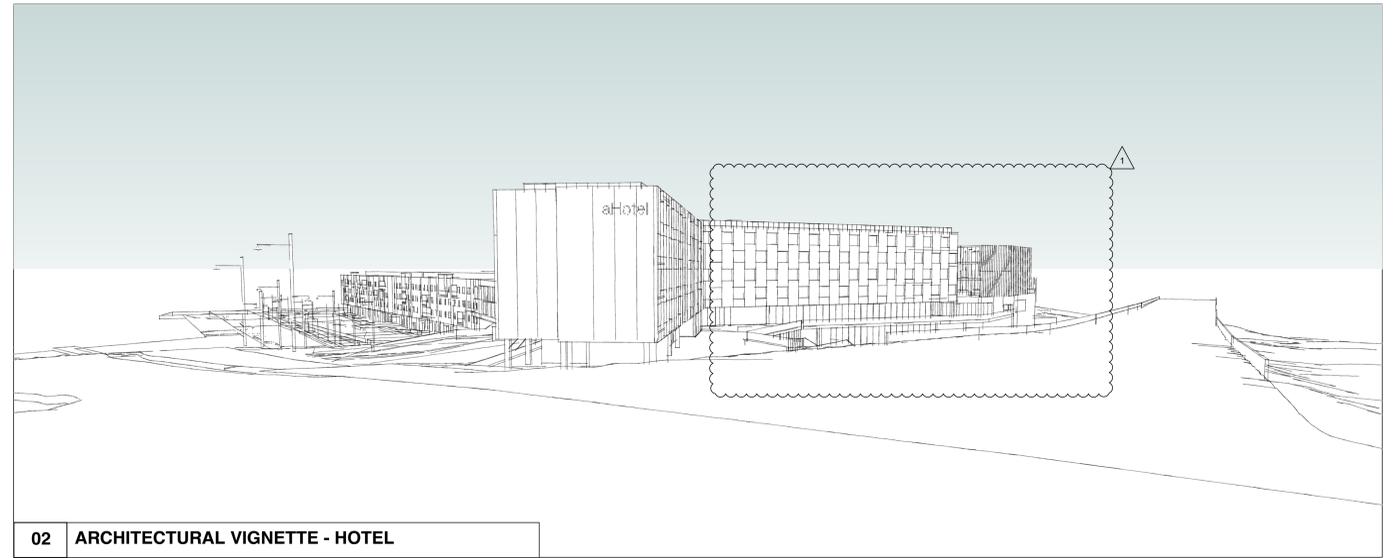
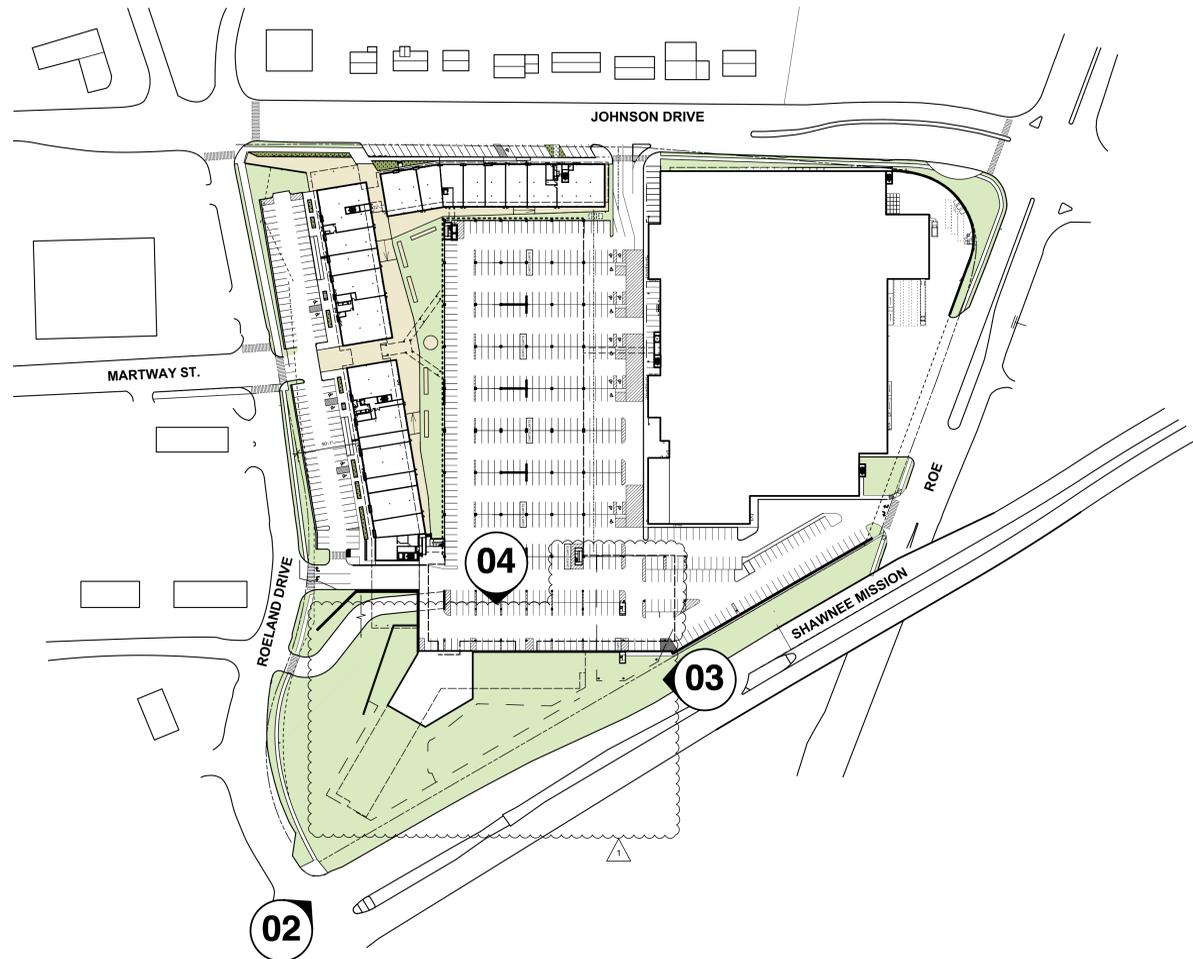
04.29.15

MISSION GATEWAY

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01 SITE PLAN



PRELIMINARY DEVELOPMENT PLAN - RESUBMITTAL

MAY 16, 2016

CONSULTANTS:

CIVIL / LANDSCAPE: OLSSON ASSOCIATES 7301 WEST 133RD ST., SUITE 200 OVERLAND PARK, KANSAS 66213 TEL: 913-381-1170 FAX: 913-381-1174	M/E/P: PKMR ENGINEERS 13300 W. 99TH ST. LENEXA, KANSAS 66215 TEL: 913-492-2400 FAX: 913-492-2437	STRUCTURAL: BOB D. CAMPBELL & CO., INC. 4508 BELLEVIEW AVE. KANSAS CITY, MISSOURI 64111 TEL: 816-531-4144 FAX: 816-531-8572	04.29.15
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MISSION GATEWAY

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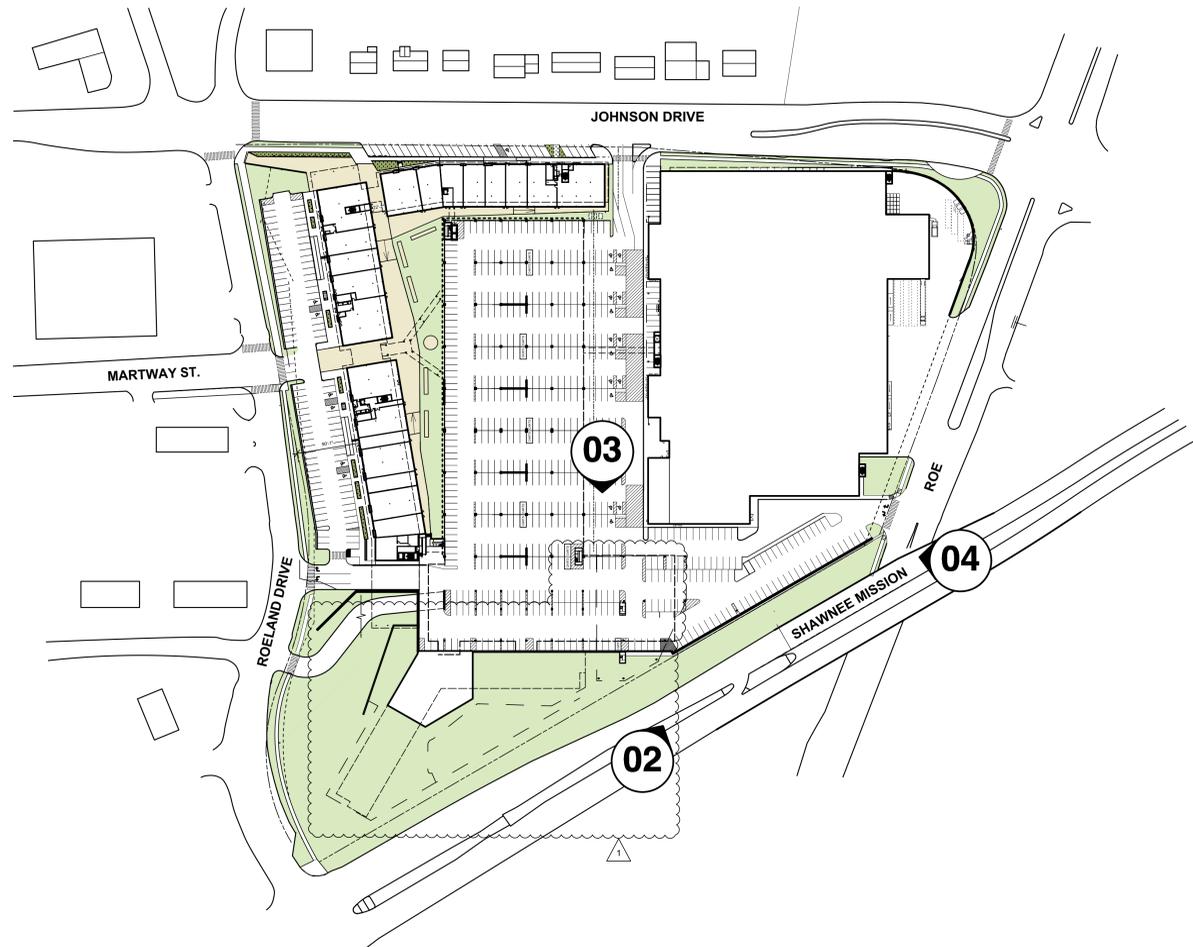
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**OLSSON**  
ASSOCIATES

**pkmr**

**BDC**  
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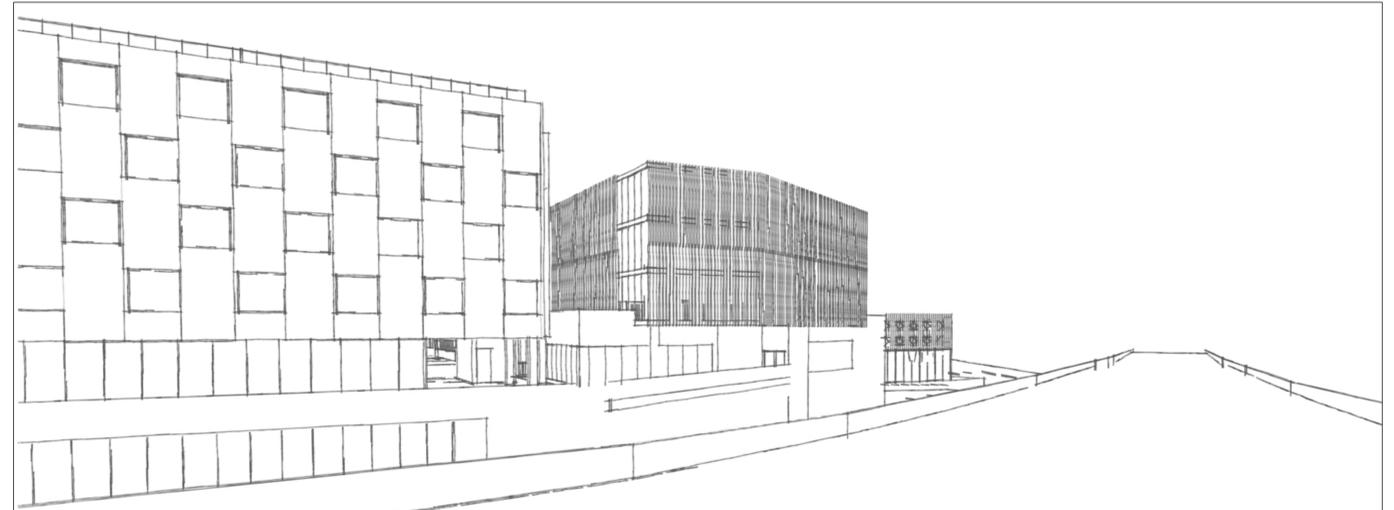
**PDP-A011**  
ARCHITECTURAL VIGNETTES



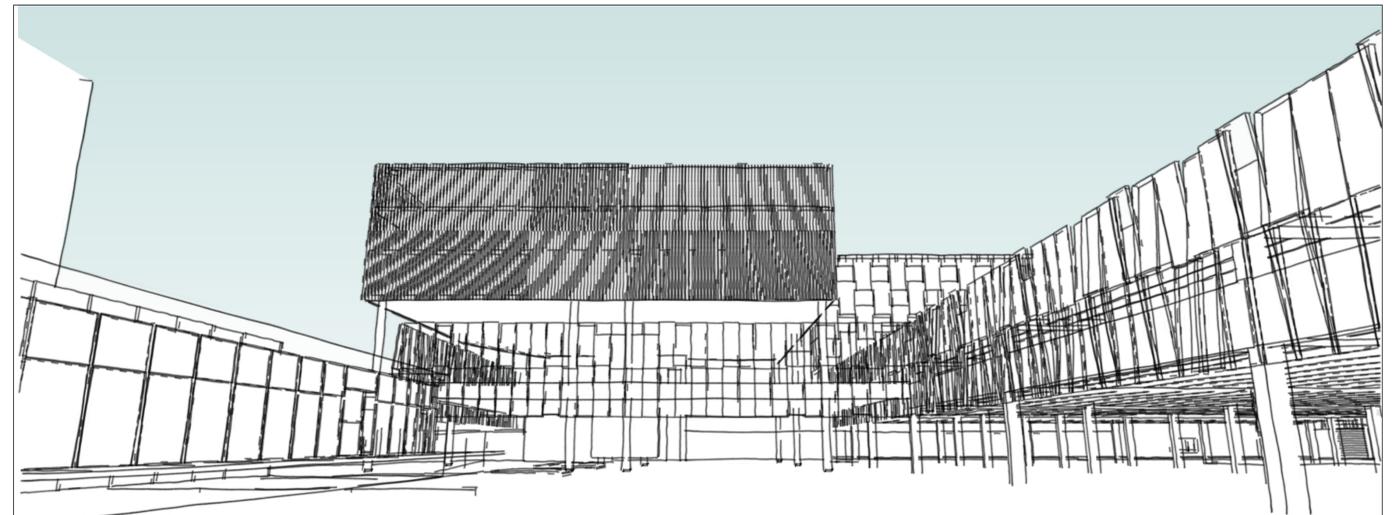
01 SITE PLAN



PRELIMINARY DEVELOPMENT PLAN - RESUBMITTAL  
MAY 16, 2016



02 ARCHITECTURAL VIGNETTE - OFFICE



03 ARCHITECTURAL VIGNETTE - OFFICE



04 ARCHITECTURAL VIGNETTE - OFFICE

**PDP-A012**  
BUILDING ELEVATIONS

CONSULTANTS:

CIVIL / LANDSCAPE:  
OLSSON ASSOCIATES  
7301 WEST 133RD ST., SUITE 200  
OVERLAND PARK, KANSAS 66213  
TEL: 913-381-1170  
FAX: 913-381-1174

M/E/P:  
PKMR ENGINEERS  
13300 W. 99TH ST  
LENEXA, KANSAS 66215  
TEL: 913-492-2400  
FAX: 913-492-2437

STRUCTURAL:  
BOB D. CAMPBELL & CO., INC.  
4508 BELLEVIEW AVE.  
KANSAS CITY, MISSOURI 64111  
TEL: 816-531-4144  
FAX: 816-531-8572

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MISSION GATEWAY

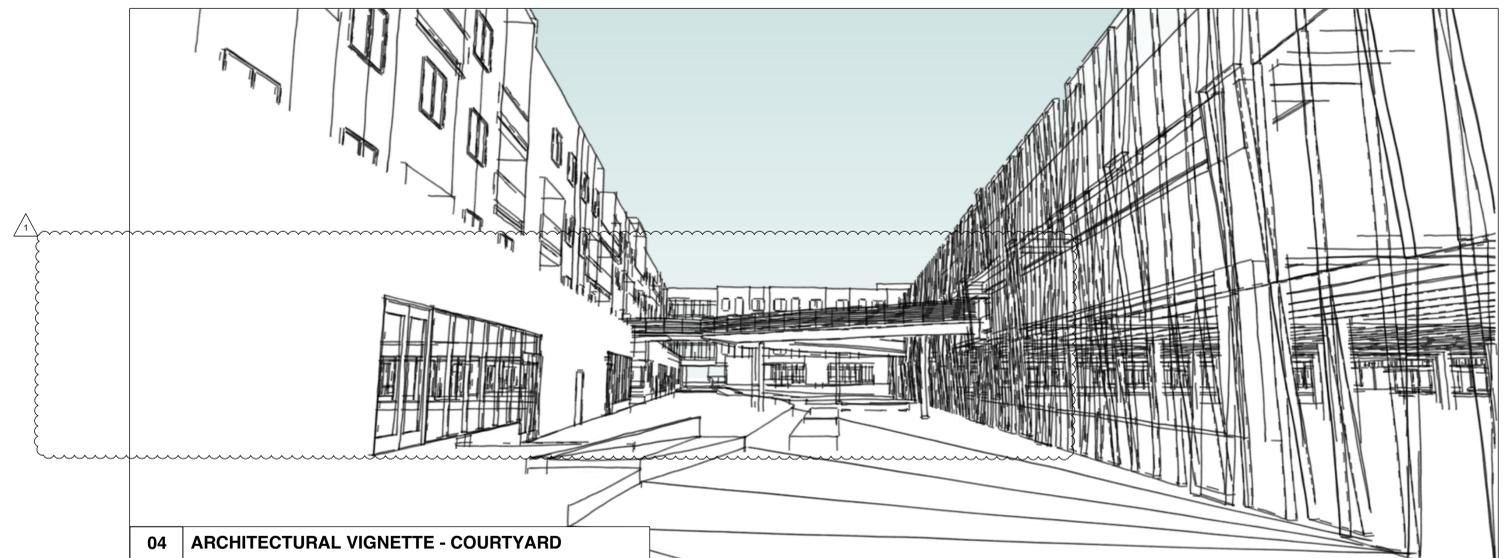
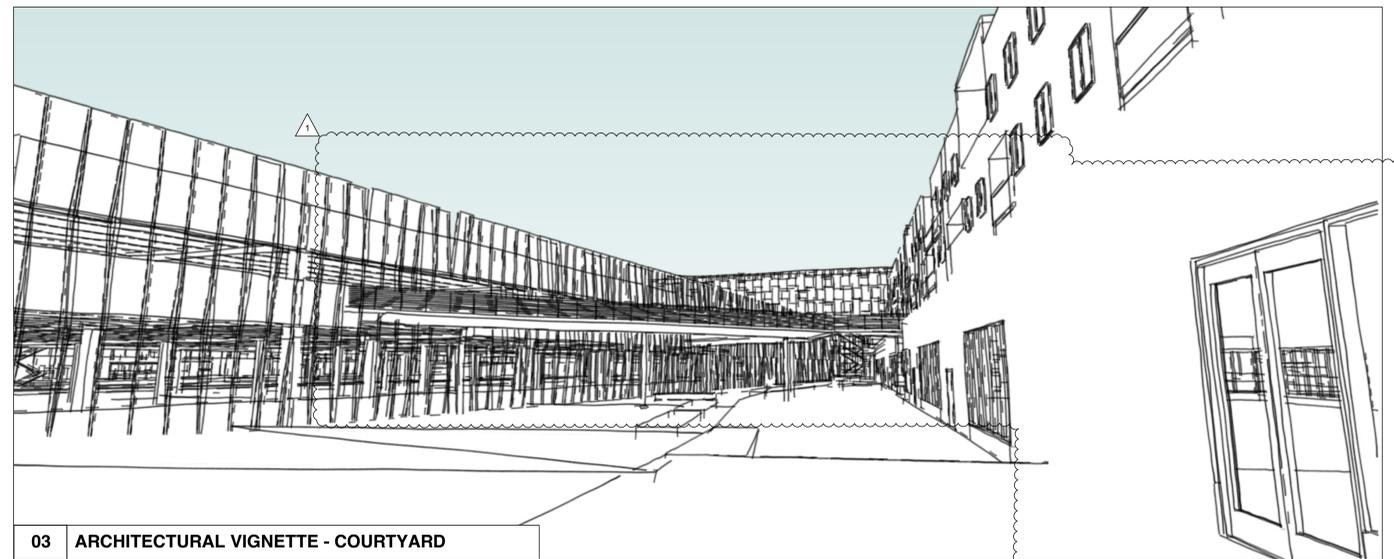
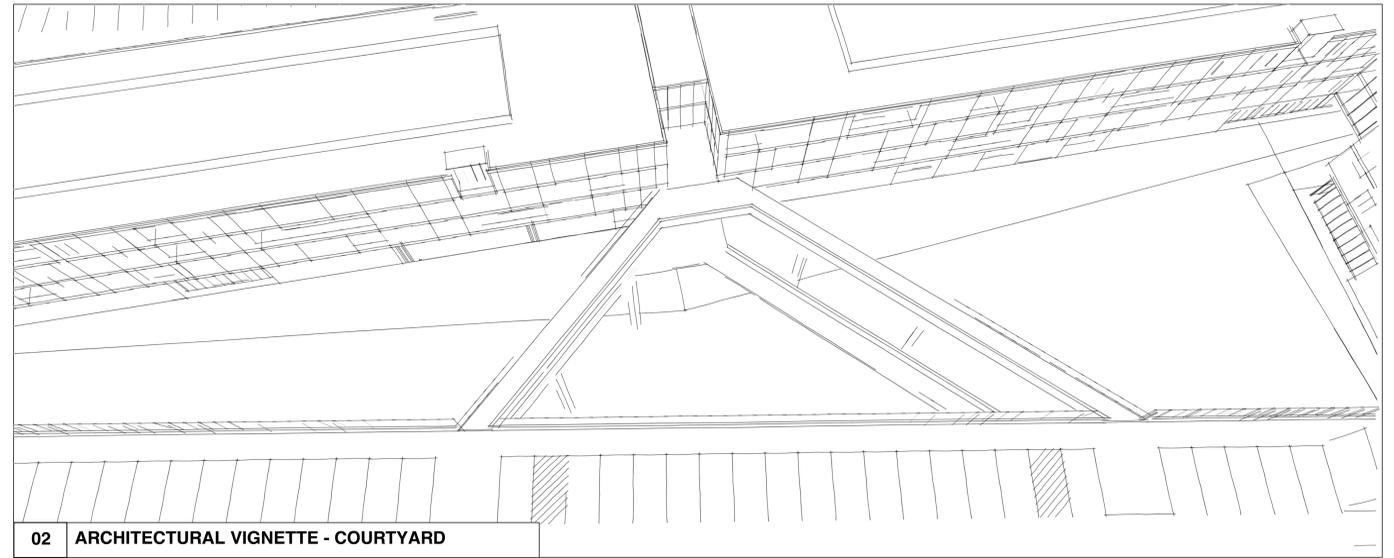
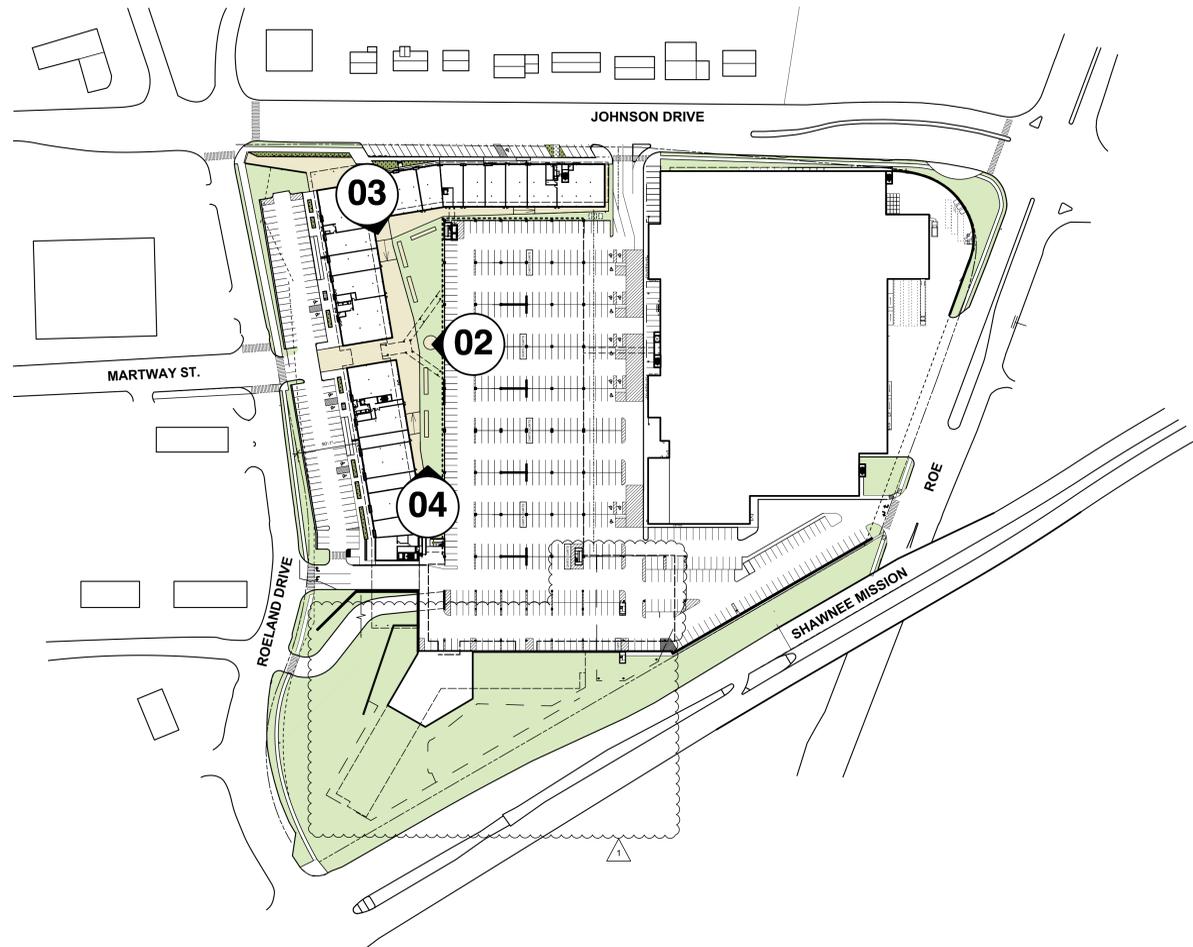
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**OLSSON**  
ASSOCIATES

**pkmr**

**BDC**  
BOB D. CAMPBELL & CO., INC.  
Structural Engineers - Since 1987



01 SITE PLAN



PRELIMINARY DEVELOPMENT PLAN - RESUBMITTAL

MAY 16, 2016

CONSULTANTS:

CIVIL / LANDSCAPE:  
 OLSSON ASSOCIATES  
 7301 WEST 133RD ST., SUITE 200  
 OVERLAND PARK, KANSAS 66213  
 TEL: 913-381-1170  
 FAX: 913-381-1174

M/E/P:  
 PKMR ENGINEERS  
 13300 W. 99TH ST.  
 LENEXA, KANSAS 66215  
 TEL: 913-492-2400  
 FAX: 913-492-2437

STRUCTURAL:  
 BOB D. CAMPBELL & CO., INC.  
 4508 BELLEVIEW AVE.  
 KANSAS CITY, MISSOURI 64111  
 TEL: 816-531-4144  
 FAX: 816-531-8572

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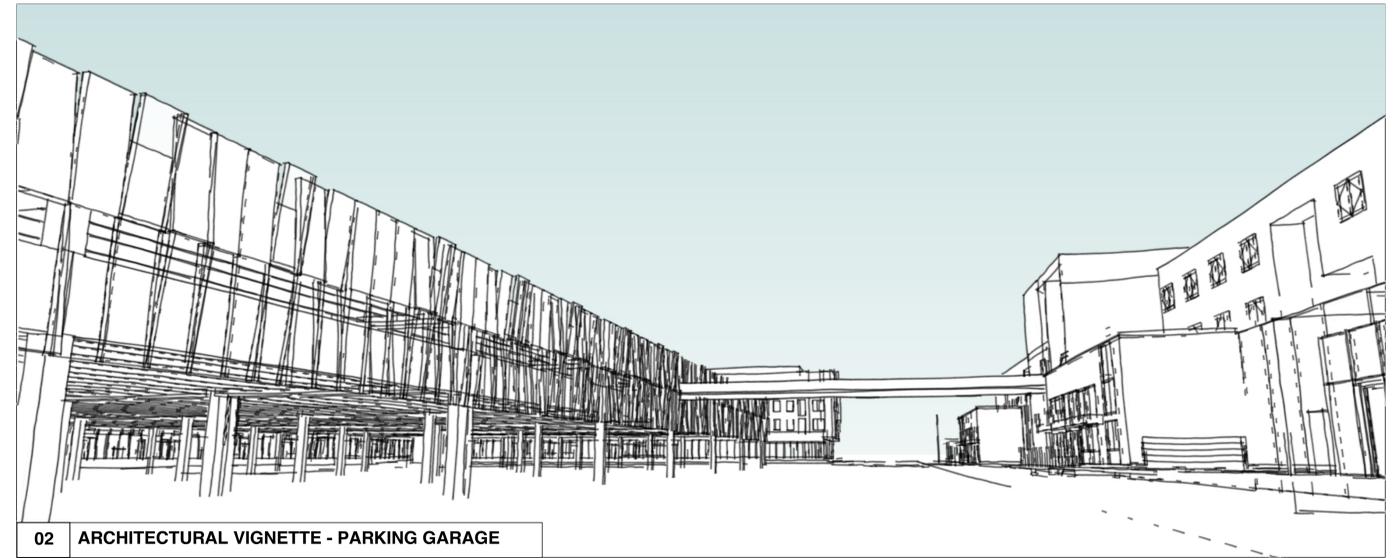
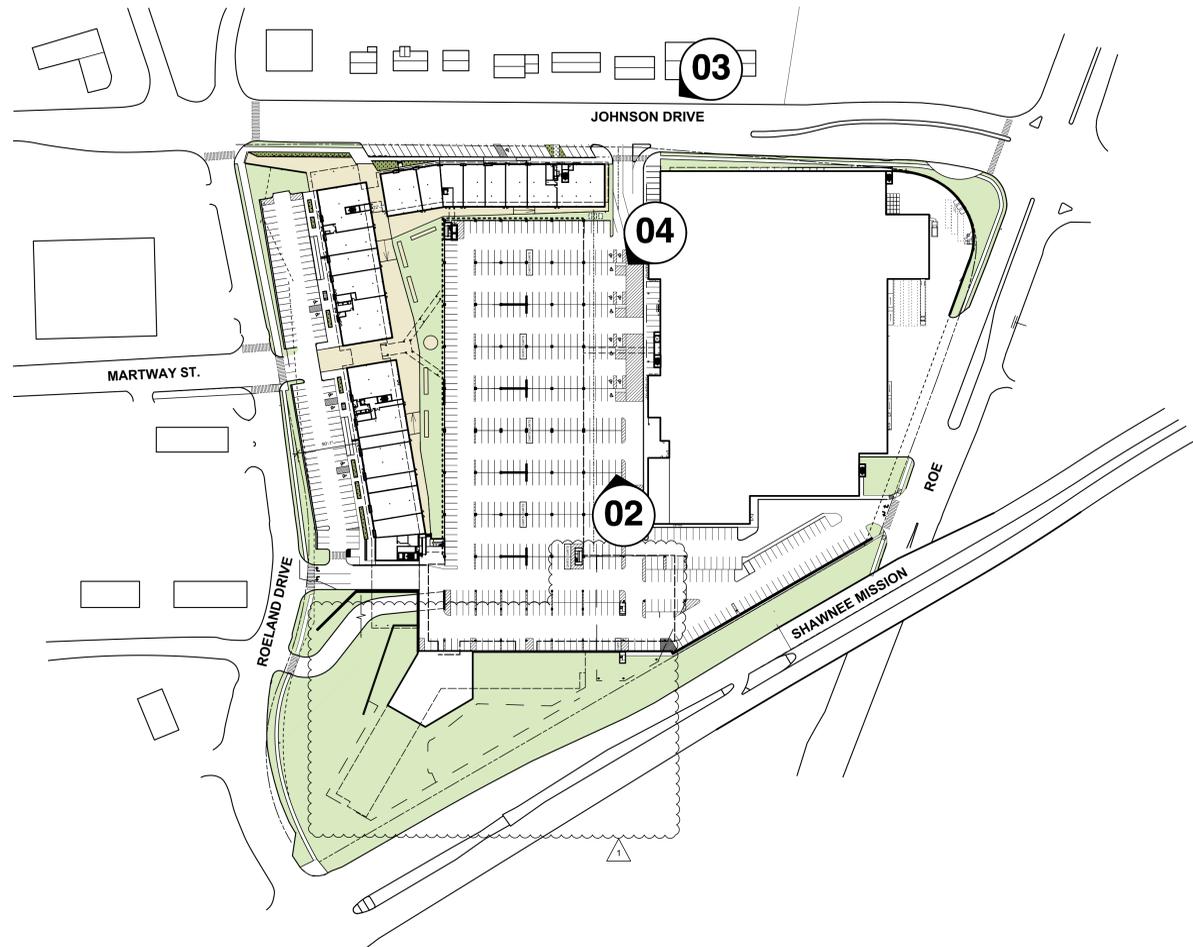
**OLSSON**  
 ASSOCIATES

**pkmr**

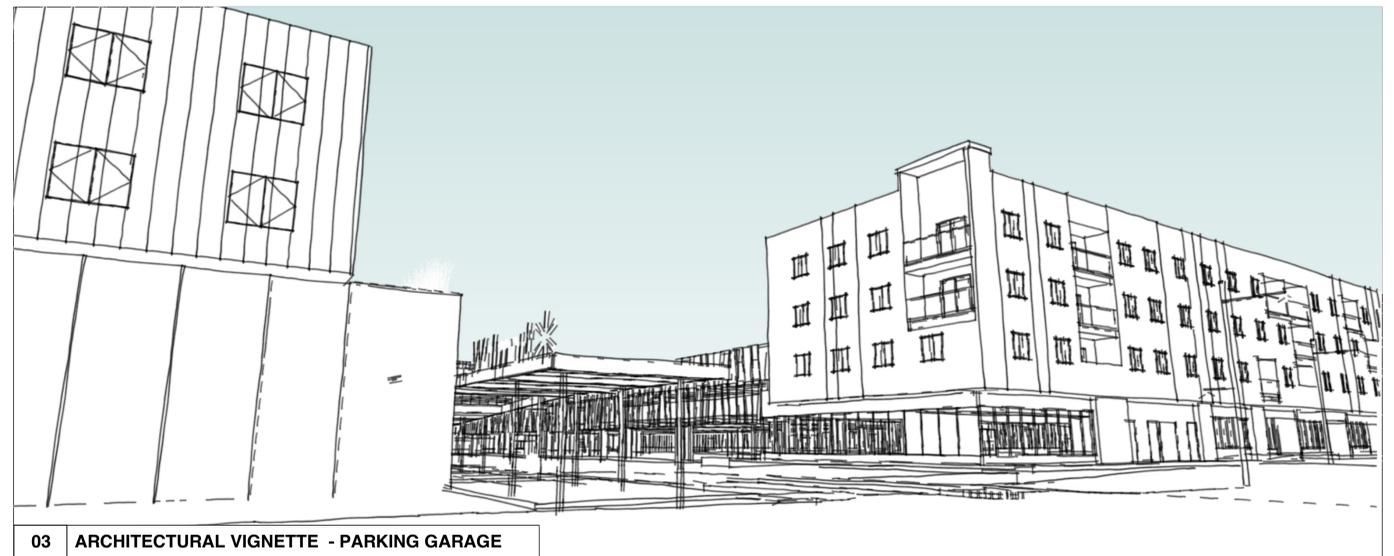
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 Structural Engineers - Since 1987

**PDP-A013**

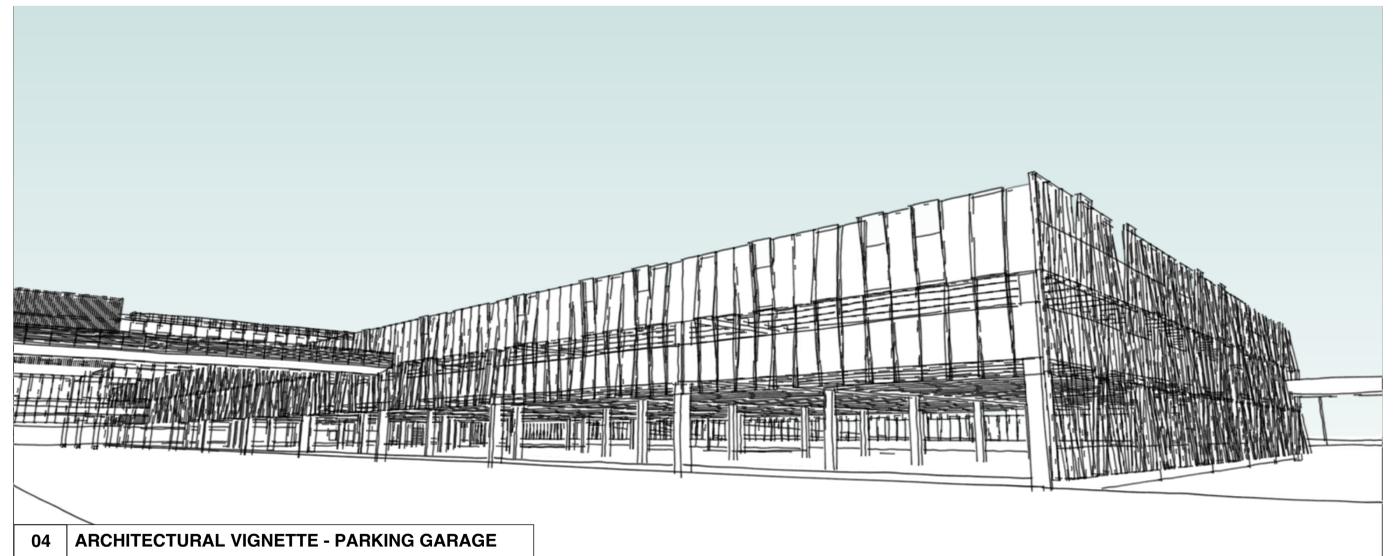
BUILDING ELEVATIONS



02 ARCHITECTURAL VIGNETTE - PARKING GARAGE



03 ARCHITECTURAL VIGNETTE - PARKING GARAGE



04 ARCHITECTURAL VIGNETTE - PARKING GARAGE

01 SITE PLAN



PRELIMINARY DEVELOPMENT PLAN - RESUBMITTAL  
MAY 16, 2016

**PDP-A014**  
BUILDING ELEVATIONS

CONSULTANTS:

CIVIL / LANDSCAPE:  
OLSSON ASSOCIATES  
7301 WEST 133RD ST., SUITE 200  
OVERLAND PARK, KANSAS 66213  
TEL: 913-381-1170  
FAX: 913-381-1174

M/E/P:  
PKMR ENGINEERS  
13300 W. 99TH ST.  
LENEXA, KANSAS 66215  
TEL: 913-492-2400  
FAX: 913-492-2437

STRUCTURAL:  
BOB D. CAMPBELL & CO., INC.  
4508 BELLEVIEW AVE.  
KANSAS CITY, MISSOURI 64111  
TEL: 816-531-4144  
FAX: 816-531-8572

04.29.15

MISSION GATEWAY

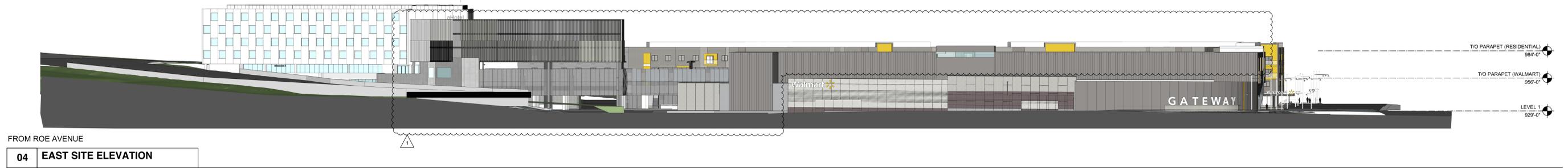
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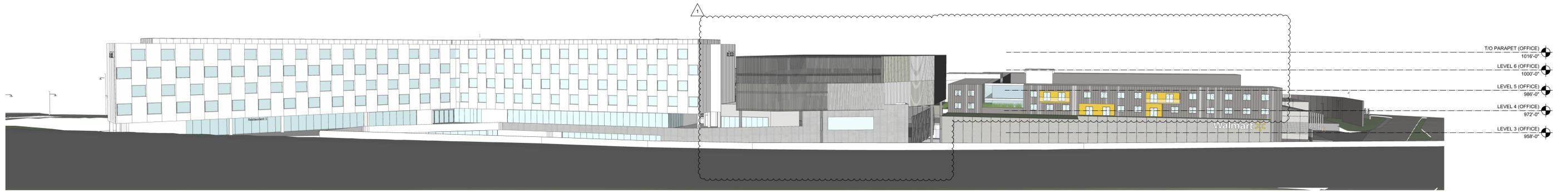
**OLSSON**  
ASSOCIATES

**pkmr**

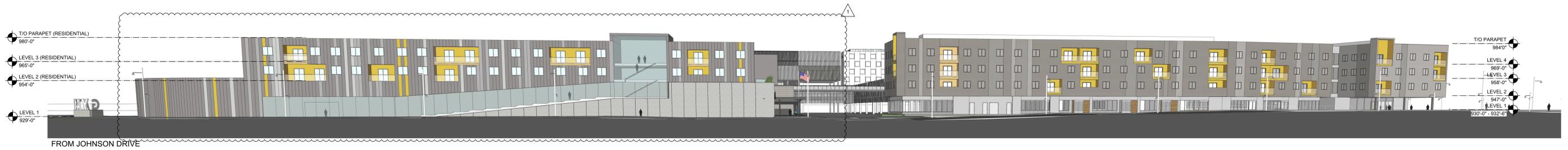
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Structural Engineers - Since 1987



04 EAST SITE ELEVATION



03 SOUTH SITE ELEVATION



02 NORTH SITE ELEVATION



01 WEST SITE ELEVATION

PRELIMINARY DEVELOPMENT PLAN - RESUBMITTAL   
MAY 16, 2016

CONSULTANTS:

CIVIL / LANDSCAPE:  
OLSSON ASSOCIATES  
7301 WEST 133RD ST., SUITE 200  
OVERLAND PARK, KANSAS 66213  
TEL: 913-381-1170  
FAX: 913-381-1174

M/E/P:  
PKMR ENGINEERS  
13300 W. 98TH ST.  
LENEXA, KANSAS 66215  
TEL: 913-492-2400  
FAX: 913-492-2437

STRUCTURAL:  
BOB D. CAMPBELL & CO., INC.  
4508 BELLEVIEW AVE.  
KANSAS CITY, MISSOURI 64111  
TEL: 816-531-4144  
FAX: 816-531-8572

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ASSOCIATES

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Structural Engineers - Since 1987

**PDP-A200**  
BUILDING ELEVATIONS



PERFORATED METAL SCREEN

02 MATERIAL STUDIES - PARKING GARAGE



CORRUGATED METAL CLADDING



FIBER CEMENT BOARD CLADDING

01 MATERIAL STUDIES - RESIDENTIAL / HOTEL / OFFICE

PRELIMINARY DEVELOPMENT PLAN - RESUBMITTAL   
MAY 16, 2016

CONSULTANTS:

CIVIL / LANDSCAPE:  
OLSSON ASSOCIATES  
7301 WEST 133RD ST., SUITE 200  
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TEL: 913-381-1170  
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KANSAS CITY, MISSOURI 64111  
TEL: 816-531-4144  
FAX: 816-531-8572

04.29.15

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**OLSSON**  
ASSOCIATES

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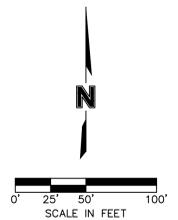
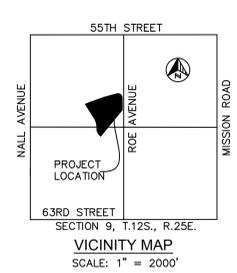
**PDP-A800**

MATERIAL STUDIES



**LEGEND**

- EXISTING OVERHEAD POWER LINE
- EXISTING UNDERGROUND POWER LINE
- EXISTING TELEPHONE LINE
- EXISTING TELEPHONE LINE COMMUNICATION LINE
- EXISTING FIBER OPTIC LINE
- EXISTING GAS LINE
- EXISTING WATER LINE
- EXISTING SANITARY SEWER
- EXISTING STORM DRAIN
- EXISTING STORM SEWER
- LOT LINE
- PROPERTY BOUNDARY
- EASEMENT LINE
- PROPOSED UNDERGROUND ELECTRIC LINE
- PROPOSED COMMUNICATION LINE
- PROPOSED WATER LINE
- PROPOSED GAS LINE
- PROPOSED FIRE PROTECTION LINE



**02 GENERAL LAYOUT TOP PLAN**

**PRELIMINARY DEVELOPMENT PLAN - REVISED SUBMITTAL**  
**MAY 16, 2015**

**CONSULTANTS:**  
 CIVIL / LANDSCAPE: OLSSON ASSOCIATES  
 2301 WEST 133RD ST., SUITE 200  
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 KANSAS CITY, MISSOURI 64111  
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 FAX: 816-531-8572

MISSION GATEWAY  
**el dorado**

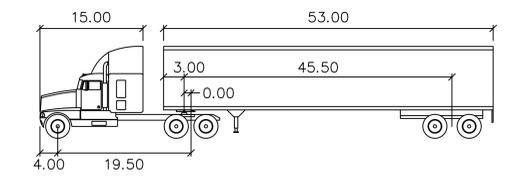
**OLSSON ASSOCIATES**  
**pkmr**  
**B.D.C.**  
 BOB D. CAMPBELL & CO., INC.  
 Structural Engineers - Since 1987

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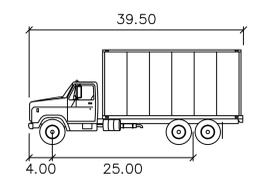
**LEGEND**

- P-OH — OVERHEAD POWER LINE
- P-UG — UNDERGROUND POWER LINE
- E — ELECTRIC LINE
- TEL — TELEPHONE LINE
- COMM — COMMUNICATION LINE
- FO — FIBER OPTIC LINE
- CATV — CABLE TELEVISION SERVICE
- G — GAS LINE
- W — WATER LINE
- SS — EXISTING SANITARY SEWER
- — EXISTING STORM SEWER
- — LOT LINE
- — PROPERTY BOUNDARY
- — EASEMENT LINE



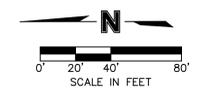
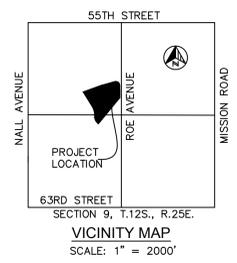
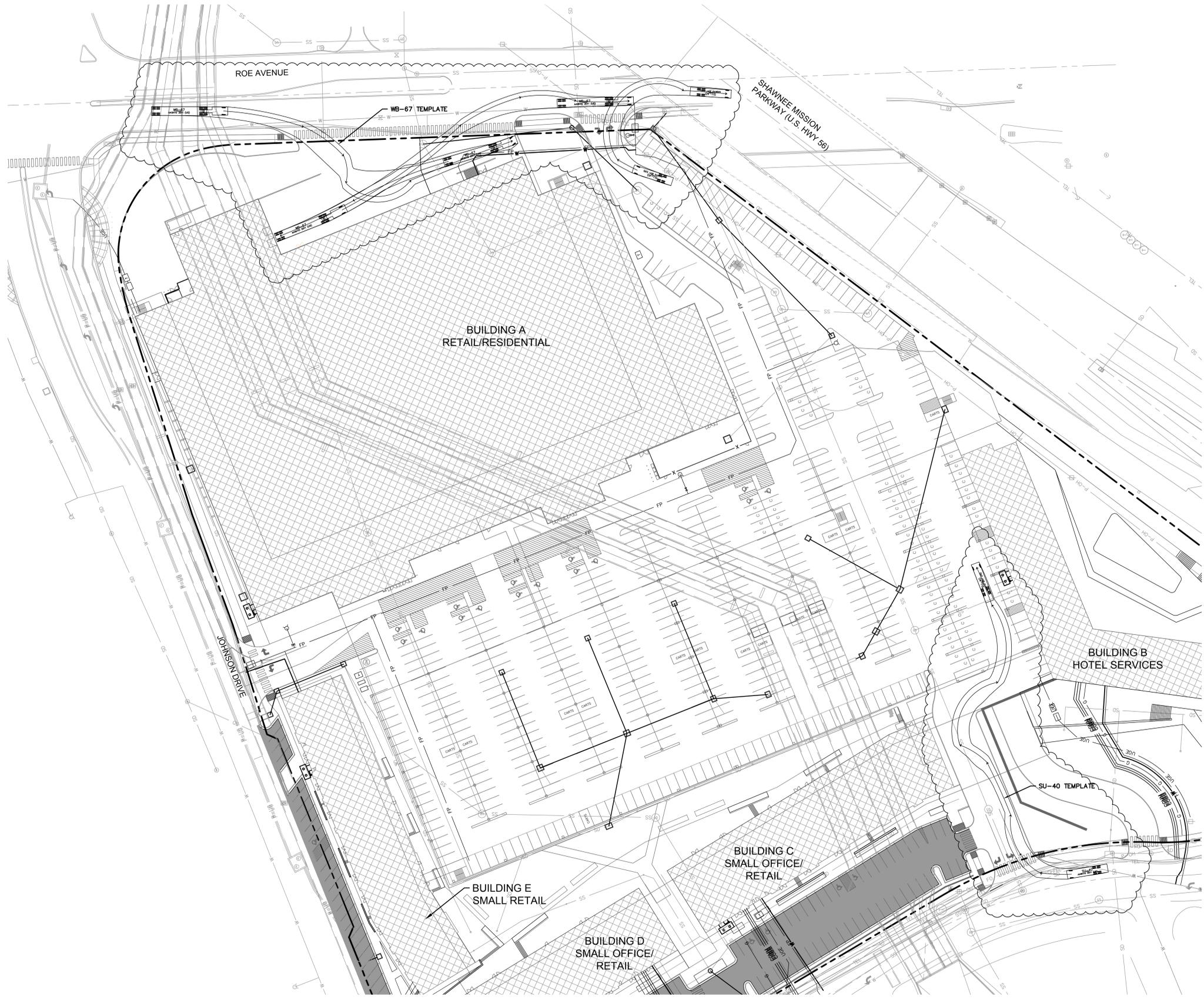
**WB-67** feet

Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 28.4
Tractor Track	: 8.00	Articulating Angle	: 75.0
Trailer Track	: 8.50		



**SU-40** feet

Width	: 8.00
Track	: 8.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.8



**03 TURNING TEMPLATE**

**TRUCK MOVEMENT**

**PRELIMINARY DEVELOPMENT PLAN - REVISED SUBMITTAL**  
**MAY 16, 2015**

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MISSION GATEWAY  
**el dorado**

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 Structural Engineers - Since 1967

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