City of MISSION

City Hall - 6090 Woodson Street - Mission, Kansas 66202
Community Development Department
(913) 676-8360 - Fax (913) 722-1415

PLANNING COMMISSION

AGENDA

April 25, 2016

7:00 PM

1. Approval of Minutes from the January 25, 2016 meeting

2. Case #15-13 Final Site Plan-The Bar 6101 Johnson Dr

3. Staff Update
    a. Sign Inventory
    b. Safe Routes to School
    c. Development Update

MINUTES OF THE PLANNING COMMISSION MEETING
January 25, 2016

The regular meeting of the Mission Planning Commission was called to order by Chairman Mike Lee at 7:00 PM Monday, January 25, 2016. Members also present: Scott Babcock, Robin Dukelow, Stuart Braden, Jim Brown, Frank Bruce, Dana Buford, Brad Davidson and Charlie Troppito. Also in attendance: Interim Community Development Director Danielle Murray and Finance Director Brian Scott.

Introduction of New Planning Commissioner – Dana Buford

Election of Officers

By unanimous vote, Mike Lee was re-elected as Chairman of the Planning Commission.

By unanimous vote, Stuart Braden was elected as Vice-Chair of the Planning Commission.

By unanimous vote, Danielle Murray was elected as Recording Secretary of the Planning Commission.

APPROVAL OF MINUTES FROM THE DECEMBER 28, 2015 MEETING

A motion was made and seconded to approve the minutes of the December 28th meeting. The vote was taken (8-0). Ms. Buford abstained. The **motion carried**.

Case #16-01 Final Replat-Mission Vale, Lots 3-5, 5418-5428 Johnson Drive

Mr. Scott: My name is Brian Scott. I am the finance director for the City. I've been here about nine or 10 months, starting back in April. I have been a city planner in Danielle's absence. The applicant came to us right before the holidays and is requesting a lot split of a parcel of property that she owns on Johnson Drive. You may remember the applicant, Yen Yeh "Alice" Wang. She came to you all back in October for a special use permit for her particular animal boarding operation. She actually owns the entire lot, and if you're not familiar with that lot, it's on Johnson Drive between Nall and Birch. There are actually two buildings that sit on that lot – the building that has her operations in it, and a building next door that's been vacant for some time and she's interested in selling. So, she needs to do a replat in order to sell that building.

That is the application before you tonight for consideration. It is a single property on Johnson Drive. It's across the street from Mission Mart. The zoning is MS-1 and it is located in the East Gateway District. As I said, the applicant wants to split the lot back into the two original lots that were recorded on the Mission Vale Plat back in 1929. There is a little bit of deviation. Tract 2, which would be Lot 4, would actually include 15 feet of Lot 5, which is part of the original plat that was recorded back in 1929. The 15 feet is the alleyway. If you have any questions of the applicant, she is here this evening.

Mr. Brown: I have three questions of staff. Why are we not asking for right-of-way on Johnson Drive to equal the right-of-way that we obtained on the rest of Johnson Drive? Number two, why

are we platting a building line when we really don't want building lines, we want buildings built to the property lines? And then, is there a fire wall where we are now showing a new property line?

Mr. Scott: I don't know if there's a fire wall there. I'm not sure about the exact structure of the building. I would imagine it's a brick wall, but I don't know if it's a fire wall, per se. I have been told that there is an entranceway between the two buildings. One of things I suggested to the applicant is that the potential purchaser of that second lot would have a [*inaudible*] agreement drafted between the two of them. We discussed parking stalls along Johnson Drive with the applicant, donating those to the City, if you will. They were hesitant to do that, so that's not something that we can actually negotiate as part of this application. In other words, we can't do a *quid pro quo*. We can't hold up the application until they get the parking stalls. That would be a taking that would be illegal. So, that's the reason why we went ahead and left the plots as they were presented. You can ask for further negotiations with them about donating those to the City or making a purchase at a future date.

The third question about the lot line, I'm not really sure. I guess we could make an adjustment for that so the building is at the lot line.

Ms. Murray: That is one of the conditions.

Ms. Dukelow: I have a question regarding Lot 5. The way I understand this, we are reviewing a preliminary plat of Lots 3 and 4, which are owned by the applicant. But, we're also including 15 feet of Lot 5. Is the owner represented for Lot 5? Does that need to be replatted as well?

Mr. Scott: The owner is not present. I think the applicant actually owns the 15 feet right now. The alleyway. It's part of the existing parcel of property.

Ms. Dukelow: So, the owner currently owns Lots 3 and 4 and 15 feet of Lot 5?

Mr. Scott: Right. That's what I understand.

Ms. Dukelow: With all due respect, that sounds a little nuts.

Ms. Murray: That's fairly common, for property lines in Mission to span lots in sections.

Ms. Dukelow: Can you help me understand why we're not replatting Lots 3, 4 and 5?

Ms. Murray: The plat itself needs several revisions. One of those revisions that we've called out for is for them to better label what it is they're platting. They're currently using alphabetical tracts. We would actually prefer to see a replat of the already numbered lots. So, that's likely something that's going to change when they revise this plat for us, if you pass those conditions. I think that's one of the things we're expecting to have them edit when they submit revisions to us.

Ms. Dukelow: Who are "them" and "they"?

Ms. Murray: The applicant's surveyor prepared the plat. It was done very last minute without staff's ability to give them comments and have them revise it so that you wouldn't see a work in progress. The plat that you have in front of you still has things that we think need to be revised, but at this point, we consider them fairly minor revisions such as labeling and nomenclature. Those are things that the surveyor just needs to change. The concept they're presenting to you,

where the lines would fall, would not change. But we agree that there are some things that are confusing about the way these are identified and labeled.

Ms. Dukelow: I guess my biggest concern – and I'd like to let the record show that I am not comfortable in replatting Lot 5 with no representation. I mean, we don't have anyone here who – I mean, does the [*inaudible*] on Lot 5, or not? I mean, I don't like to replat someone's land who is not here.

Ms. Murray: I think what we would see them change that label to would be, they own Lot 3, 4 and part of 5, so they're going to replat them as 3 and 4. They're not going to change 5. The label for 5 will stay on what is the majority of Lot 5 right now. They're not changing the name of the property owned by someone else. They would just need to be changing the names of the property that they do actually control.

Mr. Troppito: Just to clarify, on the plat, there's a legal description that includes the west 15 feet of Lot 5. You can't plat something you don't own, so the assumption is, to me, that they are, in fact, the owners. Correct?

Ms. Murray: Well, it's already platted.

Mr. Troppito: Well, you can't replat.

Ms. Murray: Right. They can't replat land that they don't own without that party being identified on the plat and signing off on it.

Mr. Troppito: So, they are the owner of record.

Ms. Murray: Right.

Mr. Davidson: As far as Lot 2 and Lot 5, as far as where the building line goes to, as far as the adjacent properties on the east and west, do those property lines come to the back of the parking stalls, or do they stop at the back of the curb? As far as Lot 2 and Lot 5, at this point? Because you said we're reluctant to give the easement or the property away of the private stalls.

Mr. Scott: I believe they come back to the curb. Is that right, Danielle?

Ms. Murray: The southern property lines of Lots 2 and 5 are in the same place as the ones that are shown here. It's a continuous line through all those parking stalls in the same alignment across each lot in this block.

Mr. Scott: There should be an updated plat in front of you tonight.

Mr. Babcock: You had some great questions. On this easement that we can't take, per se, how do we get the easements that we obtain?

Mr. Scott: You ask. You hope they'll donate to you.

Mr. Babcock: Is that what's been happening?

Mr. Scott: Yeah. If they don't donate, you have to negotiate with them for purchase.

Ms. Dukelow: Does it really matter? I mean, it's the City easement [*inaudible*] curbs and repair sidewalks –

[*Overlapping comments*.]

Ms. Dukelow: -- take care of the curb regardless of who owns it.

Mr. Scott: It's just more convenient for the City to actually have ownership of that for further expansion or work that needs to be done. You're right, we're still going to use it as public parking, and the applicant knows that.

Ms. Dukelow: Mr. Chairman, I'll attempt a motion. We talked about a number of items tonight and I'm not sure I'll be able to capture them all.

Ms. Murray: There's a suggested motions sheet before you that has the staff recommended conditions of the staff report, and it does say, "*Correction of any minor text changes...*," and then we've identified the 40 foot setback line that Mr. Brown mentioned. There's some dedication of drainage and utility easements that we think are extraneous. They don't hurt anything, but they don't really relate to anything on the drawing either. The owner's signature reference, and then, the items that we discussed about lot naming, which we would like to see changed as well. There might be changes in the title as well. It should probably read "a replat of" such-and-such. So, those are the minor things that we would follow up on when we see revisions come in. So, if you want to use the wording, those are the things that were meant to be addressed.

Mr. Babcock: About this firewall, I'm not familiar with that issue. It sounds like something that is a consideration. Is there some sort of requirement for that?

Mr. Brown: There would be, but if the line was there before, it's likely that there is a masonry wall there. I bring it up because I don't know. But you put a property line down the middle of a building, you've now made two buildings. So, [*inaudible*] firewall.

Mr. Davidson: Is there any way that we know that this engineer has platted that line between tracts 1 and 2 that physically incorporates the dividing wall between those two buildings? Can we at least have an "as built," or something like that, just to make sure? Let's say the lot line is a foot over into another structure, and that should actually right on line [*inaudible*] physical structural wall between those two structures.

Ms. Murray: That may be a detail that isn't called for in the final plat. It would basically be showing the building footprint on this drawing and showing that they've drawn the line down the partition. We can ask them to show that on something that we review.

Ms. Dukelow: It says lot building line on property line right here on the proposed preliminary plat.

Ms. Murray: Frankly, that's their job to do right. They can draw the line anywhere they'd like to draw the line. If they don't want it to be down that wall, for whatever reason, they could also do that. So, that's why they've hired a surveyor.

Mr. Bruce: Mr. Chairman, the property line currently between Lots 4 and 5 is the west wall of the building on Lot 5. Is that correct?

Ms. Murray: No. There's an alleyway between those two buildings.

[*Overlapping comments*.]

Mr. Bruce: That property line takes in the alleyway. Okay. So, firewalls would be redundant. Now, are there any windows along the alleyway on either building?

___: Frank, we're looking at firewall between –

Mr. Bruce: I realize that. I'm looking that way. So, if there are no windows, and with the alleyway, that would make that redundant. Now, are there any breaches in the brick wall between the two buildings that are currently in Tracts 1 and 2? Doorways, windows - ?

[*Overlapping comments*.]

Mr. Bruce: So, that would not qualify as a fire wall. And it also would have to extend above the roof line. But, as Danielle said, I don't know if this would be germane to this discussion.

Ms. Murray: Those are all issues for the building code to regulate.

Ms. Dukelow: What's the trigger for this? I don't think it's part of the conversation for replatting. It's probably more of a conversation is there were substantial renovations made to the structure.

____: We'll be back.

Mr. Troppito: What's the monitoring well there for on Lot 3, in the middle?

Mr. Brown: There's the trailer that's got the fan blowing in it 24/7. And a leak in a gas station across the street. So, it may require them to drop monitoring wells all the way around. They come out and check them every now and then. Trying to make sure any underground leak is not migrating away from the site.

[*Overlapping comments, inaudible*.]

Ms. Dukelow: No worries. It's also appropriate through the guidelines of Robert's Rules, I understand, to discuss the motion after it's been made. Is that accurate, Mr. Chairman? [*No audible response*.] Thank you. Okay.

Ms. Dukelow moved and Mr. Davidson seconded a motion to approve the replat Case #1601 for the subdivision of land to be known as Mission Vale, with the following condition:

1) Correction of any minor text changes prior to recording, including removal of the 40 foot building setback line, dedication of drainage and utility easements to the City, owner signature reference, lot naming, platting naming, and plat title.

2)Additionally, confirmation that 15 feet of Lot 5 is owned by the Applicant, and the replat of Lot 5 is required to clarify the lot split.

The vote on the motion was taken, (8-0-1). **The motion carried**. Comm. Buford abstained.

Comm. Dukelow requested a workshop with all planning commissioners and staff to talk about various topics, such as responsibilities of the Planning Commission, tools for the Planning Commission, an overview of the Comprehensive Plan and design guidelines, zoning ordinances and how they relate back to the staff report and applications, overlay districts, learn how to read

a floor plan, among other things. She feels it's valid if commissioners were able to understand where the information is coming from and how to cross-check it before coming to the meetings.

Ms. Murray: That's a great suggestion. There are also Planning Commissioner training opportunities offered by others. If I see anything advertised that's a little more in depth, I will let you know.

Ms. Dukelow: We could do something as a group so everyone is working from the same set of information. That would be helpful.

I also got an email from MARC on another Planning Commission program they're putting on. Did you see that?

Ms. Murray: I saw one that came in today, yes. I'll send that out to everyone.

ADJOURNMENT

With no other agenda items, **Ms. Dukelow moved and Mr. Brown seconded a motion to adjourn.** (Vote was unanimous). The **motion carried**. The meeting adjourned at 7:27 P.M.

_____
Mike Lee, Chair

ATTEST:

_____
Secretary

STAFF REPORT
Planning Commission Meeting April 25, 2016

AGENDA ITEM NO.: 3

PROJECT # / TITLE: Case # 15-13

REQUEST: Final Site Plan-Addition

LOCATION: 6101 Johnson Drive (The Bar)
Mission, Kansas 66202

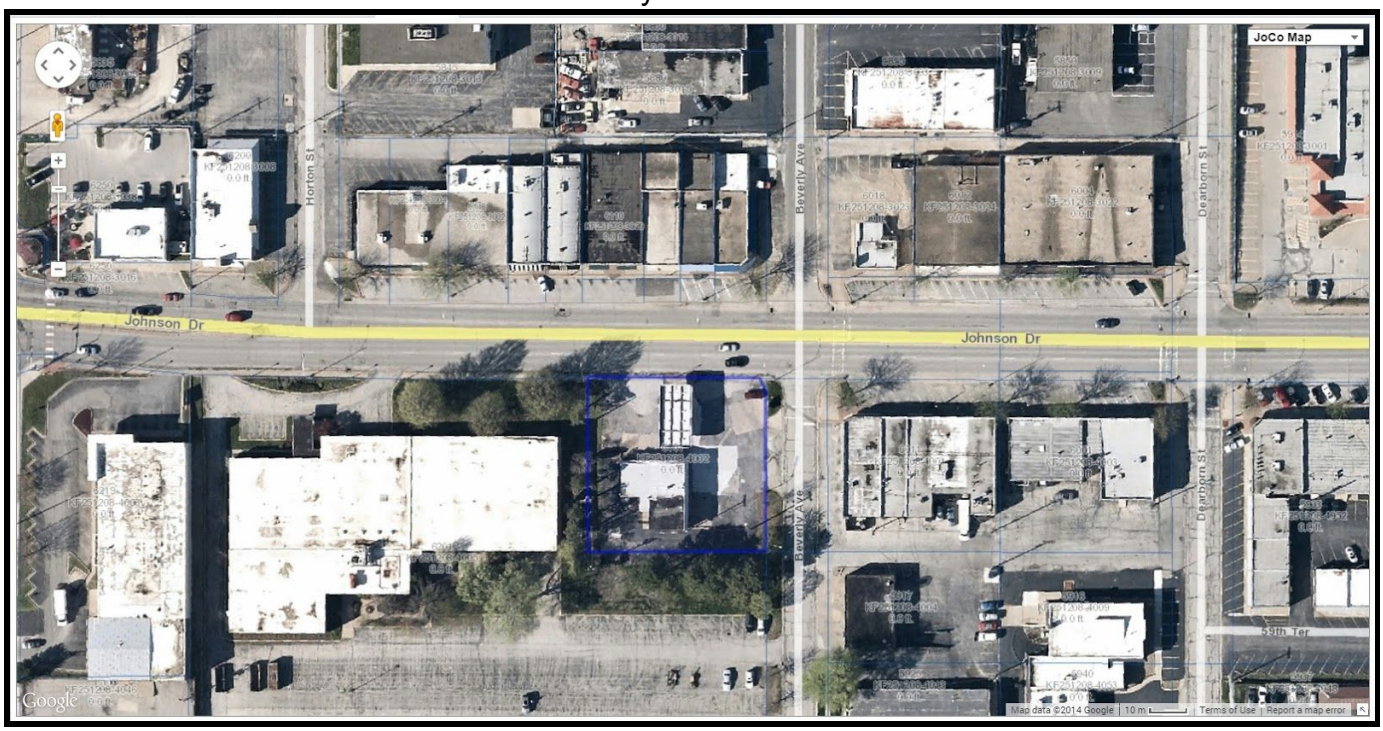
OWNER: Johnson 6101 LLC
4520 Madison St, Kansas City, MO

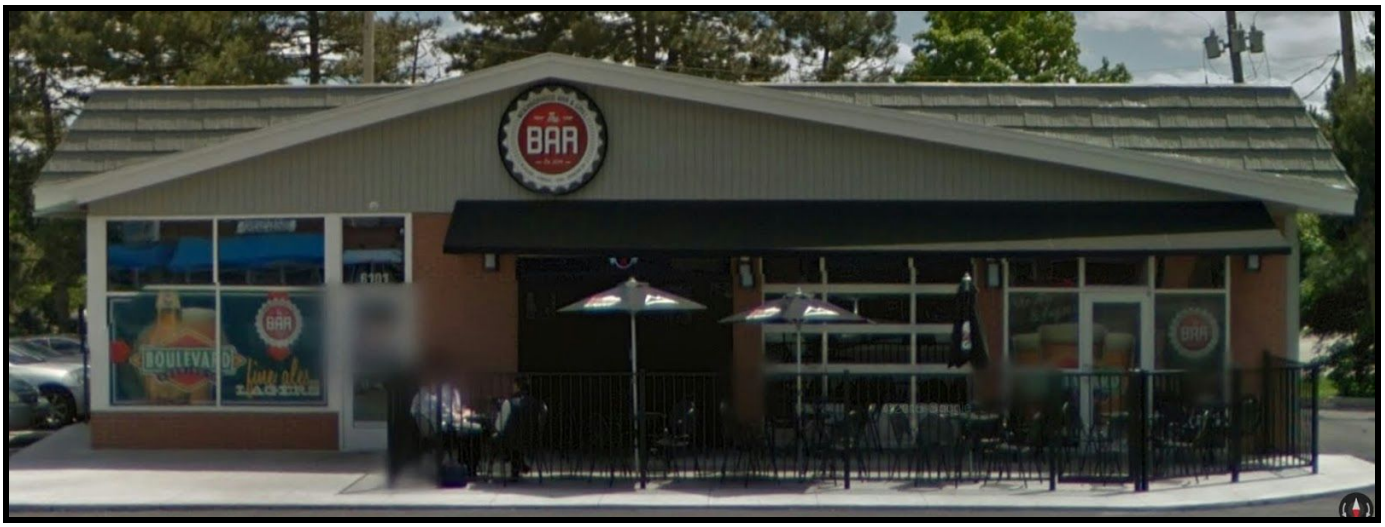
APPLICANT: Nick Ewing, Sullivan Palmer Architects

ADVERTISEMENT: NA

PUBLIC HEARING: NA

STAFF CONTACT: Danielle Murray





(Top August 2012, Bottom May 2015)

Property Information

The property is located on the southeast corner of Johnson Drive and Beverly Avenue.The property is currently zoned Main Street District 1 “MS-1”. It is located in the Downtown District and subject to the Johnson Drive Design Guidelines. The Main Street District 1 “MS1” was assigned to this property at the time of the city initiated rezoning of entire downtown in 2006. The District was designed to reinforce and encourage the existing character within the core of the downtown.

Surrounding properties are zoned as follows:

Properties surrounding the subject property are zoned “MS-1” Main Street District 1 and are used for retail, hair salon, animal care, restaurant, auto repair, and office (now vacant).

Comprehensive Plan Future Land Use Recommendation for this area:

The subject property is identified as appropriate for “Mixed Use Medium-Density” development and Parks and Pathways.

All surrounding properties are currently developed:

Surrounding properties are developed with a mix of attached and freestanding buildings for

commercial uses. The property directly to the west contains an unoccupied office building.

BACKGROUND INFORMATION:

In 2014 the property changed ownership and underwent a renovation to convert it from a gas/service station to a bar and grill. A site plan review was conducted administratively by staff in August of 2014 as the proposed changes to the existing building were not significant in scope. Changes included the removal of the gas pump island canopy, conversion of one overhead door into storefront, and the addition of a small outdoor patio. All new materials used matched the existing ones. The applicant also resolved all staff comments regarding improvements to the site such as street trees, landscaping, equipment and trash screening. The surrounding sidewalk and streetscape had previously been reconstructed by the City has part of the Johnson Drive improvements. A variance was granted by the Board of Zoning Appeals to allow for the installation of a monument sign on the corner of the property in October 2014.

<u>Plan Review</u>

The applicant is proposing to add 531 square feet to the west side of the building in the place of a drive aisle around the building. An additional 265 square feet of outdoor patio area would also be added adjacent to the north side of the addition. The intent of the proposed project is to expand the current service areas of the building. The applicant had originally considered adding a second story to the building but is not pursuing that at this time. The proposed west side addition will match the architectural style of the existing building and will be sided with matching materials. The roofline over the addition will be an expansion of the current line. An 10'x15' overhead door will face the patio area. The patio will be enclosed with a wrought iron fence matching the existing fence.

The Main Street District 1 zone does not require any off-street parking in the Downtown District (410.190.A). At the time of its creation the City conducted a study of the existing traffic and parking conditions in the Downtown area to determine if the public on-street parking and off-street private parking was sufficient to support the mix of permitted uses. It was determined that it would be. Since that was more than ten years ago, staff requested the applicant conduct a parking study to analyze the demand for parking generated by the subject property to confirm that this was still the case. The study found that the amount of off-street parking provided by The Bar was sufficient to contain most of their customers on site. Any spill over demand can easily be absorbed by the surrounding public parking on Johnson Drive which is less than half full and most of the surrounding businesses are closed by 6:00 PM. The City's on-call traffic engineer at GBA has reviewed the study and agrees with these findings. The memo from GBA is attached.

As the area of the addition is already impervious surface, no new storm water impacts are anticipated. No other changes to the site are proposed.

Design Guidelines Review

City Code encourages reinvestment in existing buildings and structures, as well as compliance with the Design Guidelines. The Planning Commission has the authority to conduct Design Review of any proposed new construction. If appropriate, the applicant can be requested to make revisions to proposed plans, or additional stipulations can be added to any motion for approval. As Design Review is conducted, Staff encourages the Planning Commission to consider the intent of the Design Guidelines and evaluate whether this application meets the goals of the document.

Parking

Section 3-2 of the Johnson Drive Corridor Design Guidelines addresses parking.

Parking quantity should not be the only issue considered in parking area design. Physical organization, distribution, pedestrian links, and screening are issues that must be addressed in parking lots and on-street parking.

- Parking lots shall be effectively screened from the surrounding street network. Where a parking lot abuts a street, a minimum 9' wide buffer zone (including sidewalks) shall be required to effectively screen views to parked vehicles. Where a parking lot abuts an interior property line (not a street) a minimum of four feet shall be maintained as a green space. Screening shall be a minimum height of three feet and be of either softscape (vegetation), hardscape (walls or fencing), or a combination of both.
- Parking lots in the Downtown District should not front on Johnson Drive, but be located behind the building with access from side streets.

Staff Notes: The applicant is not proposing any changes to the overall design of the parking lot or site access. Sidewalks and parking lot curbs were designed and replaced by the City as part of the Johnson Drive improvement project before the current owner purchased the property. Half of the parking stalls are located between the building and Johnson Drive. Street trees and screening landscaping were installed at staff's request in 2014.

Building Facades

Section 4-1 of the Johnson Drive Corridor Design Guidelines addresses building facades.

Forms and elevations of new buildings should be detailed and articulated to create interesting facades. All elevations of the building will be evaluated in the Design Review.

- Provide consistent, sympathetic treatment of all exterior facades within the District in regards to color, materials, architectural form, and detailing. A healthy mix of complementary building materials is encouraged, but not to be overdone. Individual façade elements should respect the scale of immediately adjacent building elements. Construction infill should incorporated some the detailing present in the surrounding existing buildings. Design control devices may include, but are not limited to, facade materials, vertical and horizontal datum lines, and window size and shapes.
- Visible rear and side facades should provide consistent visual interest by incorporating characteristics similar to the front facade.
- Diversity of architectural design shall be encouraged within the Corridor, especially that which includes local character and materials.
- Building elements and materials that contribute to the original character of the building should not be removed.

Staff Notes: The north and east facades of the building are the most visible. The addition will primarily be to the north and west facade. The applicant is proposing to continue the use of existing facade elements such as overhead doors on the addition.

Building Materials

Section 4-5 of the Johnson Drive Corridor Design Guidelines addresses building materials.

Designers, property owners, and developers are encouraged to creatively blend new construction with existing in ways consistent with a singular district. The selection of quality building materials is paramount to achieving this goal.

- Buildings should be built of high quality, sustainable long-term components. Non-durable materials such as thin layer synthetic stucco (EIFS) are generally discouraged and shall not be used within 8 feet of ground level unless specially reinforced and located away from pedestrian accessible areas. EIFS and Stucco plaster shall not be used for more than 25% of the façade area of any one story.
- Buildings should be constructed to be as maintenance free as possible. Exterior materials should not be considered temporary surfaces to be replaced during the life of the building.
- Predominant exterior building materials should include hard surfaced exterior wall materials such as:
  - stone,
  - stucco plaster – shall be limited to areas 4 feet or more above the ground level
  - brick,
  - ceramic tile,
  - colored and textured concrete masonry units
- Color and texture for architectural finishes should be selected to provide visual unity. Colors that offer low reflectance in subtle neutral or natural tones are preferred over the use of high intensity, metallic, fluorescent, or black. Brighter colors may be featured at trim and accent areas.

Staff Notes: The applicant is proposing to continue the use of existing materials on the addition. These include metal siding, thin brick, metal roofing, and wrought iron.

Building Roofs

Section 4-7 of the Johnson Drive Corridor Design Guidelines addresses roofs.

When creating infill construction, roofs should not only be designed to protect a business from the elements, but also to reinforce the lines, scale, and style of it's neighboring buildings.

- Flat or low slope roofs (less than a 4:12 slope) shall be hidden by a parapet on all facades facing major streets.
- False roofs, including mansard roofs, are prohibited.
- Roofing or infill development should not introduce a new roof form to the area.

Staff Notes: The roof addition will be an extension of the current roof line. The gable end over the existing building will not be extended.

Display Windows

Section 4-8 of the Johnson Drive Corridor Design Guidelines addresses display windows.

The goal of every competitive business is to attract customers and generate increased sales. Storefront display windows in the Downtown and East Gateway District offer the greatest marketing opportunity to attract the attention of passers-by and to generate new sales.

- First floor buildings fronts should incorporate a large expanse of glass; at least 75% of the facade.
- Storefront display systems should retain the simplicity of the design characteristics of the District. Historic features such as decorative moldings should be preserved, and new windows should match the originals.

Staff Notes: The addition include a roll up overhead door on the north facade.

Awnings & Canopies
Section 4-11 of the Johnson Drive Corridor Design Guidelines addresses awnings and canopies.

Metal canopies and fabric awnings serve to provide a pleasant sidewalk space for shoppers, add character and interest, and may serve as backdrops for signage and graphics. Awnings are a desirable feature in the Corridor (especially on south facing facades), but inappropriately designed, they can significantly reduce the appeal and diversity of the Corridor streetscape.

- Awnings and canopies should fit the opening they are intended to cover.
- Awnings and canopies shall not extend across multiple openings or buildings.
- Awnings and canopies should be designed to create visual interest and diversity for individual businesses.
- Awnings and canopies for a single business should be consistent in color, pattern, and mounting.
- Fabric and canvas awnings are encouraged in all districts.
- Awnings and canopies must provide a minimum vertical clearance of 8 feet from pavement level.

Staff Notes: No new awning is proposed.

Code Review: Consideration of Final Site Plans (440.160)
Final site plans shall be approved by the Planning Commission if it determines that:

1. The site is capable of accommodating the building(s), parking areas and drives with appropriate open space.

-The building, parking area, driveways, and open space already exist on the site. The proposed alteration is an addition to the existing building and not a complete redevelopment of the site.

2. The plan provides for safe and easy ingress, egress and internal traffic circulation.

-There is adequate space on the site to allow for circulation of customer traffic and service by trash haulers after the addition is made with no impact to traffic on adjacent public streets.

3. The plan is consistent with good land planning and site engineering design principles.

-While not in conformance with the Johnson Drive design guidelines for building placement, the proposed project does not make the existing building a greater nonconformity in regards to dimensional restrictions such as setbacks/build-to lines.

4. An appropriate degree of harmony will prevail between the architectural quality of the proposed building(s) and the surrounding neighborhood.

-The proposed project is an addition to the existing building and will mimic its current mass and materials. Any discord with the surrounding neighborhood will be minimally increased.

5. The plan represents an overall development pattern that is consistent with the Comprehensive Plan and other adopted planning policies.

-While a freestanding building is not the intended development pattern for the downtown, the proposed project builds off of an existing condition. The other building on this block of the

downtown is also a freestanding building.

6. Right-of-way for any abutting thoroughfare has been dedicated pursuant to the provisions of Chapter 455.

-Any required right-of-way changes were addressed with the Johnson Drive improvement project. All of the applicable requirements of 455-Subdivisions have been satisfied.

Staff Recommendation

Staff recommends approval of the Final Site Development Plan for Case #15-13 The Bar addition, pending Planning Commission Design Review.

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for a higher quality of life

9801 Renner Boulevard
Lenexa, Kansas
66219-9745

913.492.0400
913.577.8200 fax

Office Locations
Lenexa, KS
Kansas City, MO
O'Fallon, MO
Chesterfield, MO
Omaha, NE
Rock Island, IL
Broomfield, CO
Dallas/Ft. Worth, TX

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MEMORANDUM

To: Danielle Murray, AICP
From: David J. Mennenga, P.E., PTOE
Date: April 19, 2016
Subject: The Bar – Parking & Traffic Study Review

As requested, GBA staff has completed a review of the parking and traffic study submitted in association with the proposed expansion of The Bar, an existing drinking establishment located at 6101 Johnson Drive. The parking and traffic study report prepared by Priority Engineers, Inc. was determined to generally comply with the scope of study initially provided to the applicant by GBA and the City.

The study evaluated the usage of the on-site parking lot for The Bar, as well as various on-street and off-street parking areas and parking lots within the vicinity of the existing bar and its proposed expansion project. As requested, the data collection process focused on the late afternoon / early evening time period from 4:00 – 8:00 p.m. Parking counts were completed on multiple days in mid-November 2015.

Parking count information was obtained to allow the critical calculations for the existing parking conditions to be performed, including parking occupancy rates, average parking durations, and turnover rates both within the on-site parking lot for The Bar, as well as for several surrounding opportunities for patrons of The Bar if overflow parking occurs. All collected data and calculations were reviewed by GBA for accuracy.

The report indicates that the existing on-site parking lot for The Bar currently operates at an 80% to 85% occupancy rate during the typical late afternoon / early evening study period. Therefore, the current peak occupancy of the on-site parking lot was about 23 of the existing 28 spaces utilized.

The study followed accepted engineering practices by estimating both the anticipated amounts of peak hour traffic volumes and future parking needs created by the proposed expansion project. Reference data from multiple

GBA
architects
engineers

Nationally-accepted sources, such as the Institute of Transportation Engineers (ITE) and the Urban Land Institute (ULI), were used for predictive trip generation and parking generation estimations.

Based upon data available from these sources for similar land use types, the proposed expansion project for The Bar would be expected to create about 8 additional trips (i.e., 4 inbound, 4 outbound) during the evening peak traffic hour. Likewise, based on ITE and ULI data, the proposed expansion area would create the need for approximately 10 additional parking spaces for patrons of The Bar. As there are typically only 5 or 6 empty spaces within the on-site parking area during the study period, this implies that 4 or 5 additional vehicles would need to seek parking in other adjacent areas.

The study report states that the large off-street parking lot located just to the south of The Bar may be the most likely parking destination for its overflow patrons. This parking lot is generally underutilized, with about 80% of its 169 existing spaces found to be empty during the study period. However, we understand the future redevelopment potential for this property may result in these spaces becoming unavailable to patrons of The Bar, the adjacent Sylvester Powell Community Center, and any other nearby users if the lot becomes privatized in association with a future redevelopment tenant.

Therefore, it is most likely that the overflow parking for patrons of The Bar will simply occur within the available on-street angled parking areas that are already provided along Johnson Drive between Horton Street and Dearborn Street. The completed parking study indicates that only 24% to 34% of the available on-street parking is utilized during the late afternoon / early evening study period. That means between 45 and 50 empty parking spaces are typically available along the adjacent two blocks of Johnson Drive for use by patrons of The Bar or any other tenants along the corridor.

The applicant also provided detailed information about the operating hours for the adjacent existing businesses within the MS-1 zoning district in downtown Mission, and it is clear that a shared-use parking approach is appropriate, particularly after about 6:00 p.m. when most of these businesses are closed for the day. Because there is adequate parking available along Johnson Drive to accommodate any overflow parking, we would expect no detrimental impacts on the surrounding neighborhood due to The Bar's proposed expansion plan.

cc: GCC, CDM, file

2 A1 VICINITY MAP
NO SCALE

SITE DATA:

ADDRESS: 6101 JOHNSON DRIVE, MISSION, KS 66202
ZONING: MS1
LOT SIZE: 21,000 S.F. (0.84 ACRES)
EXISTING PERVIOUS SITE AREA: 1,925 S.F. (9.2%)
EXISTING IMPERVIOUS SITE AREA: 19,075 S.F. (90.8%)

LEGAL DESCRIPTION:

8-12-25 N 210' W 140' E 825' NW1/4 SE1/4 EX .001 AC IN ST
& SUBJ TO N 60' IN HWY .679 ACS M/L MIC 89

CODE ITEMS:

2012 INTERNATIONAL BUILDING CODE, CITY OF MISSION, KS
2012 INTERNATIONAL MECHANICAL CODE
2012 INTERNATIONAL PLUMBING CODE
2005 NATIONAL ELECTRICAL CODE
2012 INTERNATIONAL FIRE CODE & 2000 LIFE SAFETY CODE
2010 ADA ANSI-A117.1 ACCESSIBILITY
ALL CODE ITEMS AS REVISED BY THE CITY OF MISSION

BUILDING DATA:

BUILDING AREA: EXISTING BUILDING = 2,368 SF
NEW WEST ADDITION = 753 SF
TOTAL = 3,121 SF
BUILDING HEIGHT: 16'-8" - 1 STORY
BUILDING USE: EXISTING RESTAURANT & BAR
CONSTRUCTION TYPE: EXISTING BUILDING - VB (SPRINKLERED)
OCCUPANCY TYPE: A-2 ASSEMBLY
OCCUPANT LOAD: DINING = 105 Seats
BAR = 14 Seats
KITCHEN/BAR STAFF = 12 Employees
OFFICE = 22 sf/100 sf per Occ. = 1 Occ.
BUILDING OCCUPANT LOAD = 132 OCCUPANTS
PATIO = 58 Seats
TOTAL OCCUPANT LOAD = 190 OCCUPANTS
SHALL MEET ADA GUIDELINES
EXITS: 3 @ 1ST LEVEL

PARKING DATA:

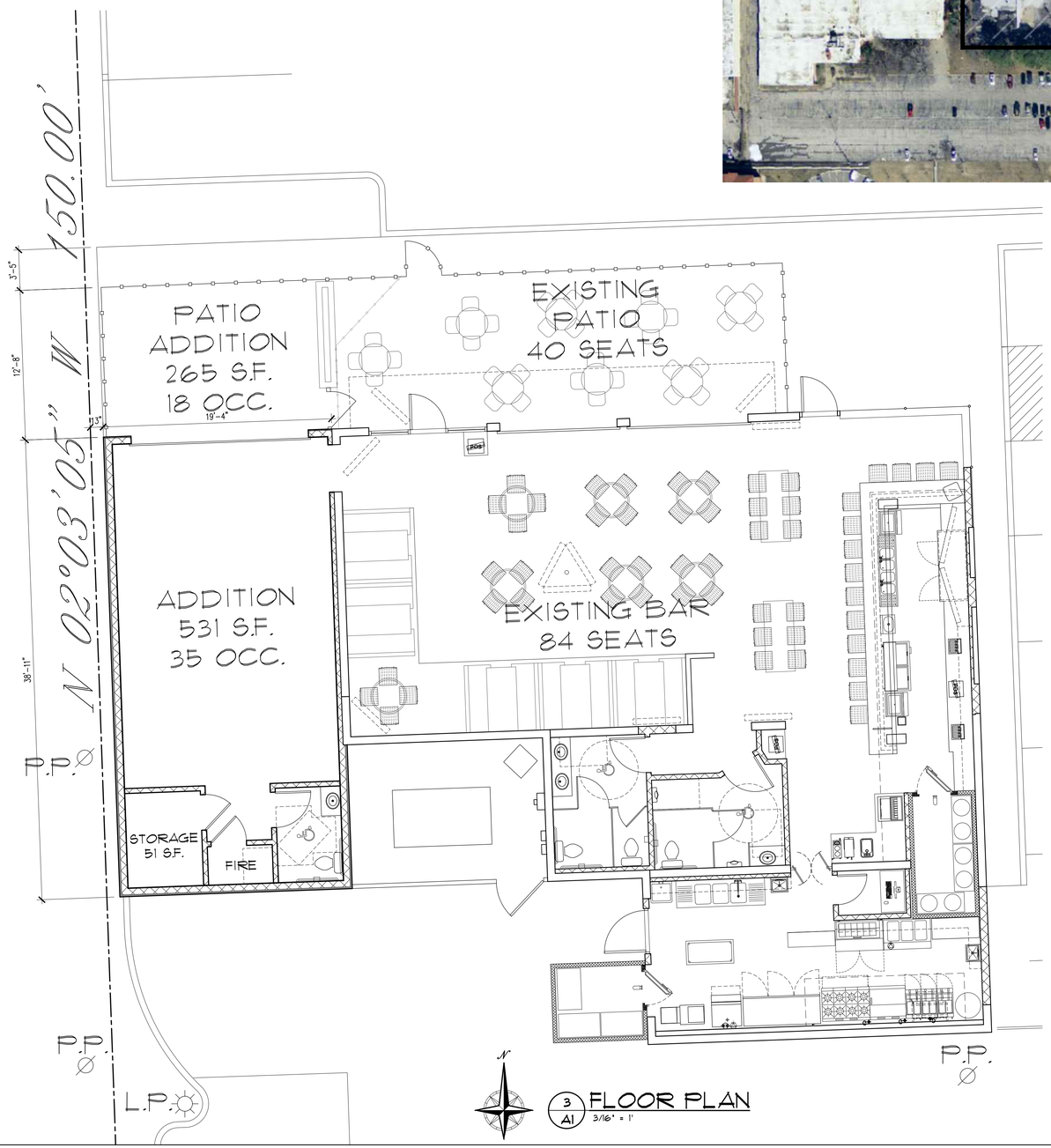
RESTAURANT: 29 PARKING SPACES (INCLUDING 2 VAN-ACCESSIBLE H.C. SPACES)

PROPERTY DEVELOPER INFO:

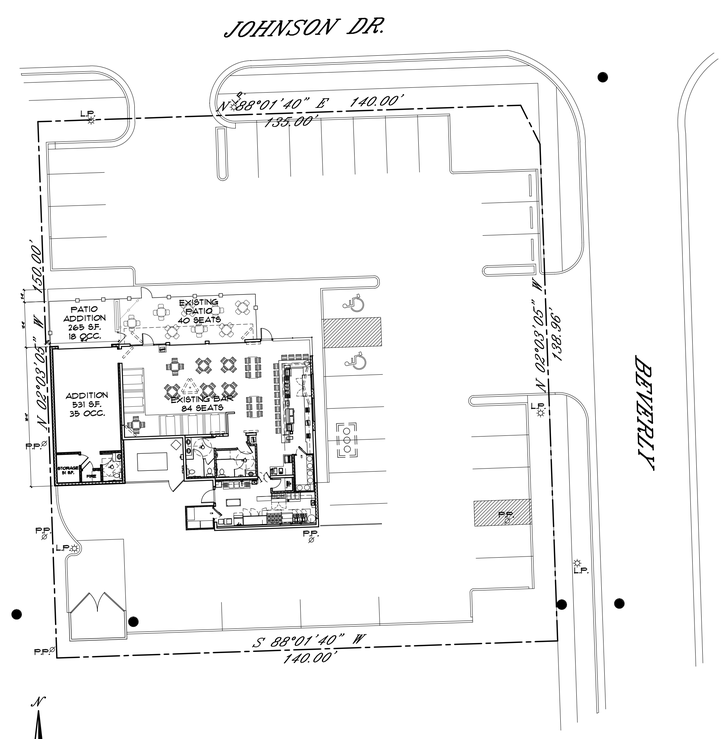
R.H. JOHNSON & CO.
4520 MADISON AVENUE
KANSAS CITY, MO 64111

ARCHITECT INFO:

SULLIVAN PALMER ARCHITECTS
8621 JOHNSON DRIVE
MERRIAM, KS 66202



3 A1 FLOOR PLAN
3/16" = 1'



1 A1 SITE PLAN
1" = 20'
0' 20' 40' 60'

* ALL GRADES, UTILITES, & LANDSCAPING ARE EXISTING TO REMAIN.

THE BAR - WEST ADDITION

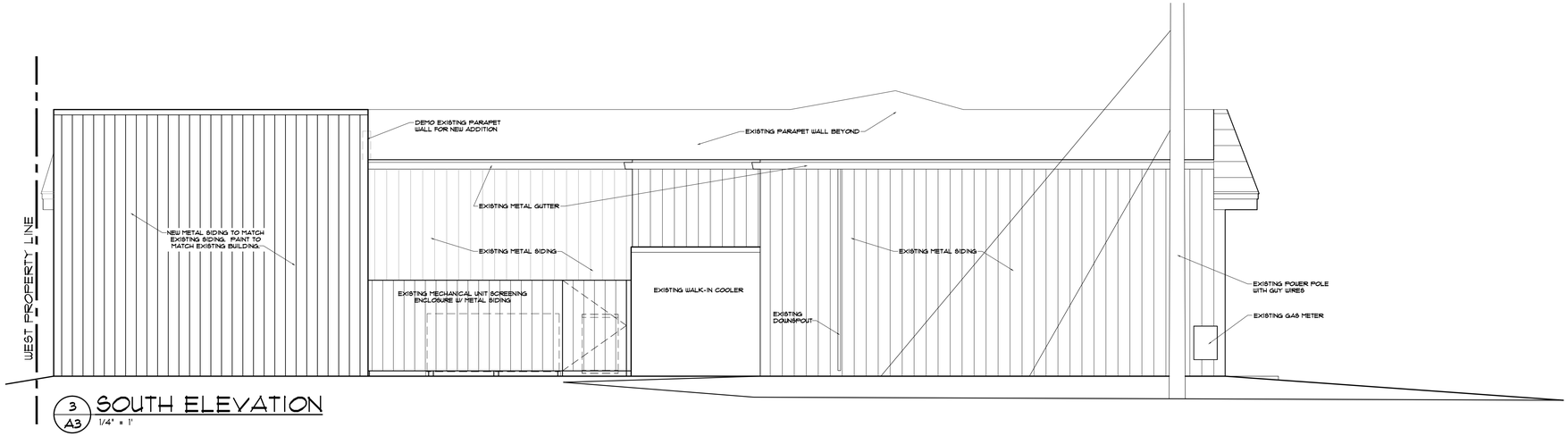
6101 JOHNSON DR., MISSION, KS 66202

SULLIVAN PALMER ARCHITECTS
8621 Johnson Dr.
Merriam, Kansas 66202
PHONE: (913) 888-8540
FAX: (913) 888-0792

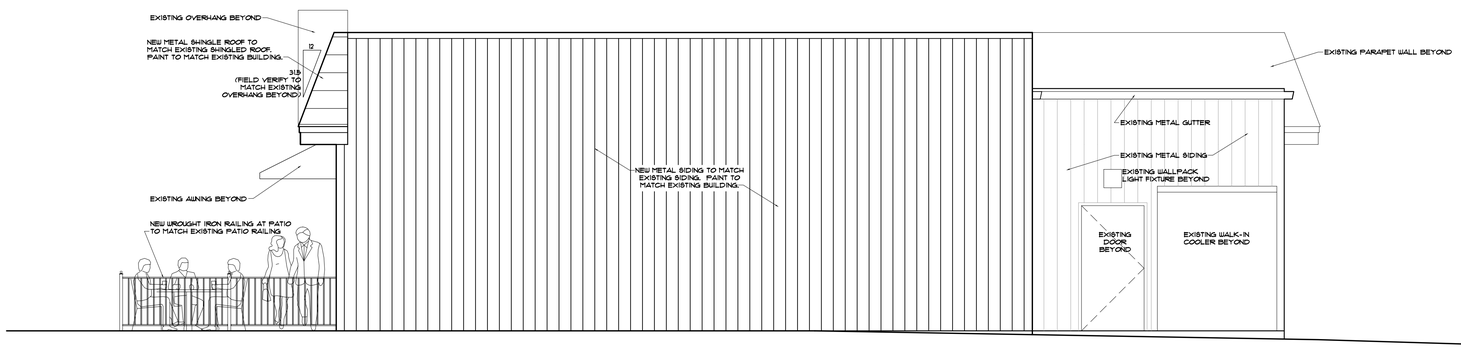
Date:
3-14-16
Revision Date
3-31-16
Drawn by:
NCE

A1

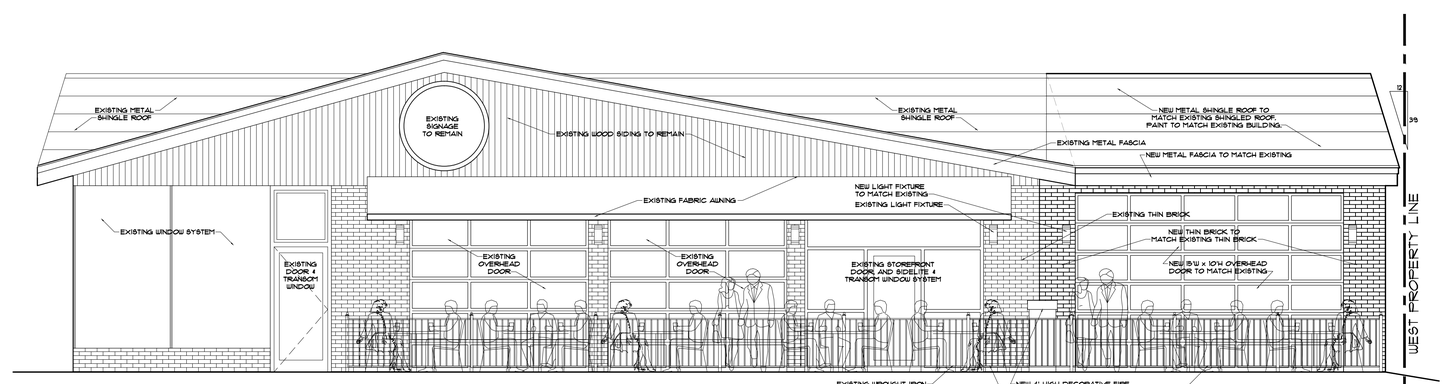
sheet



3 A3 SOUTH ELEVATION
1/4" = 1'



2 A3 WEST ELEVATION
1/4" = 1'



1 A3 NORTH ELEVATION
1/4" = 1'

ELEVATION GENERAL NOTES

- NEW METAL SIDING SHALL BE PAINTED A LIGHT GREY COLOR TO MATCH EXISTING.
- NEW EXTERIOR THIN BRICK TILE SHALL MATCH THE EXISTING THIN BRICK TILE.
- NEW SLOPED ROOF SIDING SHALL BE PAINTED A CHARCOAL COLOR TO MATCH EXISTING.
- NEW ROOF FASCIA MATERIALS SHALL BE PAINTED A LIGHT GREY COLOR TO MATCH EXISTING.

THE BAR - WEST ADDITION

6101 JOHNSON DR., MISSION, KS 66202

SULLIVAN PALMER ARCHITECTS
8601 Johnson Dr.
Mission, KS 66202
PHONE: (913) 888-8040
FAX: (913) 888-8182

Date:
3-14-16

Revision Date
3-30-16

Drawn by:
NCE

A2

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