

CITY OF MISSION, KANSAS
COMMUNITY DEVELOPMENT COMMITTEE

WEDNESDAY, APRIL 4, 2018

6:30 P.M.

Mission City Hall

PUBLIC COMMENTS

PUBLIC PRESENTATIONS / INFORMATIONAL ONLY

Presentation on Form Based Code - Chris Cline

Chris Cline, the City's on-call consultant, will provide a brief overview of the [West Gateway Vision Plan](#) planning process and [Form Based Code](#) development. He will include an overview of the project scoring method and other past projects developed in the West Gateway using the Form Based Code.

1. Tidal Wave Auto Wash Preliminary and Final Site - Danielle Sitzman ([page 3](#))

The proposed development includes a two-story, 6,699 square foot building fronting Johnson Drive to the north and a one-story 3,200 square foot building containing an automatic car wash tunnel along the south side of the property. The Planning Commission, voted 8-0 to accept that all of the required findings of fact would be met through compliance with stipulations contained in the motion and therefore recommended approval. The case will proceed to the City Council for consideration on April 18, 2018.

2. Martway Mixed Use Preliminary Site Plan - Danielle Sitzman ([page 48](#))

The City Council, at their February 2018 meeting, remanded this case to the Planning Commission for the reconsideration of height, density, and setback deviations. The applicant submitted revisions to the December 18, 2017 plan, making adjustment to the overall height (in feet), the number of dwelling units, and the massing of the building. The Planning Commission, at their March 26, 2018 meeting, reconsidered the proposed height, density, and setback deviations within the Code as requested by the City Council, as well as the elimination of some of the originally requested deviations. The Commission voted 8-0 to adopt the suggested findings of fact and recommend approval of the Preliminary Site Development Plan for Case # 17-08 Martway Mixed Use to the City Council with stipulations. The case will return to the City Council for consideration on April 18, 2018.

ACTION ITEMS

3. Stormwater BMP Interlocal Agreement Renewal - Danielle Sitzman ([page 197](#))

The County's Stormwater BMP Cost Share Program allows Mission residents and businesses to receive County financial assistance - up to 50% of cost - to implement stormwater Best Management Practices (BMPs) on their property. Approval of the contract would renew the City's participation in this program for the third consecutive year.

4. Super Pool Pass Program - Christy Humerickhouse ([page 205](#))

For the last nine years, Mission has participated in the Super Pool Pass Program along with Fairway, Merriam, Leawood, Prairie Village, and Roeland Park/Johnson County. This program offers residents and qualified non-residents (those purchasing a membership in the year immediately preceding) of participating cities who purchase a family or individual season pass to their "home" city's pool facility the option of purchasing a "super" pass that provides access to all other participating facilities.

5. Resolution Approving 2019-2023 CARS List ([page 218](#))

Using a combination of state gas tax dollars and County General Fund revenues, the CARS program provides funds to cities to construct and maintain certain eligible streets. Each year, cities submit a 5-year road improvement plan to the County. The County scores projects and selects those which will receive funding. Up to 50% of the project's construction and construction inspection costs are covered by these funds. Current projects in the five year program include Broadmoor (Johnson Drive to Martway), Foxridge Drive (51st Street to Lamar), and Johnson Drive (Metcalf to Lamar).

DISCUSSION ITEMS

OTHER

6. Department Updates - Laura Smith

Kristin Inman, Chairperson
Sollie Flora, Vice-Chairperson
Mission City Hall, 6090 Woodson
913-676-8350

City of Mission	Item Number:	1.
INFORMATIONAL ITEM	Date:	April 4, 2018
COMMUNITY DEVELOPMENT	From:	Danielle Sitzman

Informational items are intended to provide updates on items where limited or no discussion is anticipated by the Committee.

RE: Tidal Wave Auto Wash Preliminary and Final Site Plan, 6501 Johnson Dr

DETAILS: The subject property is currently developed as a gas station with underground storage tanks, fuel pumps, a pump canopy and a small building. It is currently zoned “CP-2B” Planned Retail and Service District. It is located in Block “Y” of the West Gateway Form Based Code (FBC) Overlay District as well as within the Johnson Drive Design Guidelines area. The site is .76 acres in size.

The applicant and owner Steve Block is requesting site plan approval for redevelopment of the site into an automatic car wash facility to be owned and operated by Tidal Wave. The proposed development includes two buildings. One building is a two story, 6,699 square foot building fronting Johnson Drive to the north. The other is a 3,200 square foot building containing an automatic car wash tunnel along the south side of the property. The ground floor of the north building would contain parking stalls containing vacuums for use by car wash customers and a small office. The applicant has indicated that the width of the north building is sufficient to be used for retail space if the proposed use as a car wash facility ceases. The second floor of the north building would contain offices and storage areas. The proposed car wash use is an allowed use in this zoning district.

Planning Commission Recommendation

A public hearing was conducted at the Planning Commission meeting on March 26, 2018. Comments were received from four local business owners in support of the project. No comments in opposition to the project were received. A copy of the staff report and supporting documents are attached. Draft minutes from the meeting will be provided as soon as possible.

The Planning Commission, voted 8-0 to accept that all of the required findings of fact would be met through compliance with the following conditions and therefore recommended approval.

- 1) Complete information about percentages of EIFS and storefront glazing are to be provided for staff review and approval.
- 2) Along the Johnson Drive frontage, windows and doors shall meet the minimum 60% total coverage of the storefront and EIFS or stucco shall not be used within 8’ of the ground nor comprise more than 25% of the first story.
- 3) Complete information regarding trash enclosures, retaining walls, other screening, pay canopy and pay kiosk in compliance with the Form Based Code standards shall be provided for staff review and approval.

Related Statute/City Ordinance:	Including but not limited to 440.160 and 440.190
Line Item Code/Description:	NA
Available Budget:	NA

City of Mission	Item Number:	1.
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Informational items are intended to provide updates on items where limited or no discussion is anticipated by the Committee.

- 4) Complete details regarding the site landscape and public streetscape including street lights, benches, trash receptacles and bike racks in compliance with the Form Based Code standards shall be provided to staff for review and approval.
- 5) The median break in eastern entrance driveway shall be relocated to allow vehicles to leave the wash tunnel queue before the pay station.
- 6) Complete details regarding the circulation of trash and other service vehicles on site shall be provided for staff review and approval.
- 7) Applicant and Developer agree to install a median break along the west edge of the entry drive into the car wash facility that aligns with the westbound parking lot aisle.
- 8) Applicant and Developer consent to the Commission conditioning approval of the plan on compliance with such streetscape improvements, as are required by applicable City regulations and as set forth in the Form Based Code for the West Gateway Study Area, Chapter 6 (Landscape Architectural Guidelines, Type II-Urban Blvd).
- 9) Applicant and Developer consent to the Commission conditioning the approval of the Plan upon the conveyance of right of way for sidewalks and landscaping along the site's Johnson Drive frontage in such dimensions as is required by City regulations and via conveyance language usually and customarily provided in similar circumstances by the City.
- 10) Applicant and Developer will consent to meeting with the Sustainability Commission and implementing mutually acceptable recommendations. Applicant and Developer are convinced that Developer operates the most environmentally sound and sustainable car washes in the country with emphasis on recycling and water conservation.
- 11) Applicant and Developer consent to the Commission making approval of the Plan conditioned on delivery of Architectural Plans, with corresponding calculations which shall provide that windows and doors shall meet the minimum 60% requirement of the Mid-Rise building's northern face, in compliance with applicable City regulations and as set forth in the Form Based Code for the West Gateway Study Area, Chapter 5 (Architectural Guidelines).
- 12) Applicants and Developer will consent to the Commission conditioning approval of the Plan on delivery of requisite landscape details.

Related Statute/City Ordinance:	Including but not limited to 440.160 and 440.190
Line Item Code/Description:	NA
Available Budget:	NA

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Municipal Code

According to Section 440.175 of the Municipal Code, after the Planning Commission submits a recommendation, and the reasons therefore, the City Council may:

1. Approve and adopt such recommendation;
2. Override the Planning Commission recommendations by two-thirds (2/3) majority vote of the City Council; or
3. Return such recommendations to the Planning Commission with a statement specifying the basis for the City Council's failure to approve or disapprove.

CFAA CONSIDERATIONS/IMPACTS: Redevelopment of this property will include improvements to the public sidewalk and streetscape amenities such as benches, trash receptacles and shade trees.

Related Statute/City Ordinance:	Including but not limited to 440.160 and 440.190
Line Item Code/Description:	NA
Available Budget:	NA

STAFF REPORT
Planning Commission Meeting March 26, 2018

AGENDA ITEM NO.: 4

PROJECT NUMBER / TITLE: Application # 17-11 Tidal Wave Auto Wash Preliminary and Final Site Development Plan Review

REQUEST: Site Plan review for the redevelopment of the former gas station site into a car wash

LOCATION: 6501 Johnson Drive

PROPERTY OWNER: CStore Investors Too, LLC
700 W 47th St, Ste 200
Kansas City, MO

APPLICANT: Steve Block
Block Real Estate Services, LLC
700 W 47th Ste, Ste 200
Kansas City, MO

STAFF CONTACT: Danielle Sitzman

ADVERTISEMENT: 3/6/2018-The Legal Record newspaper

PUBLIC HEARING: Planning Commission meeting 3/26/2018

Property Information

The subject property is the site of a former gas station and is currently zoned “CP-2B” Planned Retail and Service District. It is located in Block “Y” of the West Gateway Form Based Code (FBC) Overlay District as well as within the Johnson Drive Design Guidelines area. The site is .76 acres in size. The proposed car wash use is an allowed use in this zoning district.



Figure 1: Subject Property-6501 Johnson Drive

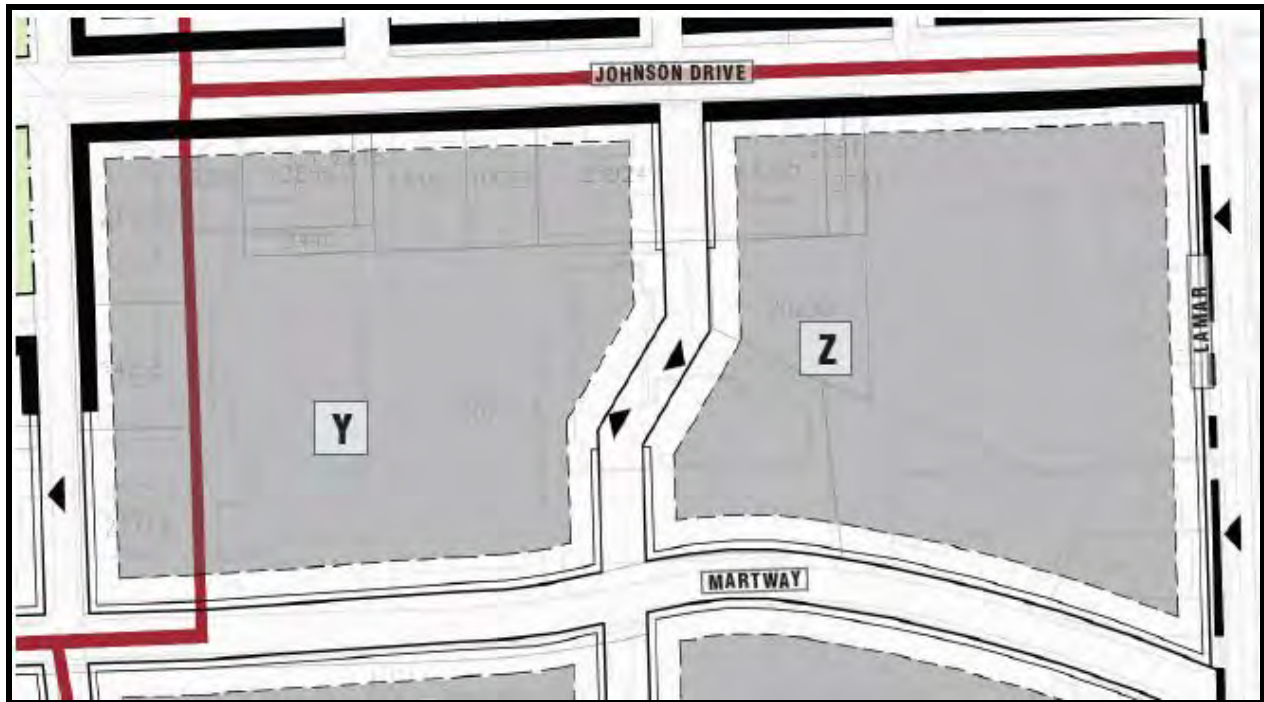
Form Based Code

Sector & Regulating Plan

This property is subject to Form Based Code (FBC) for the West Gateway Study Area. It is located in the northern part of Block “Y” in the Martway Sector. The developer is not proposing to assemble any additional parcels into the project. In the event of a conflict between the provisions of the FBC and the City Code or Johnson Drive Design Guidelines, the FBC takes precedence.

Details from the current regulating plan for this entire block include the following:

- Contains a combination of small and large parcels, many with good visibility from Johnson Drive.
- Ground level retail uses are important facing Johnson Drive. Retail is required along the frontage facing Johnson Drive. Parking and service areas should be accommodated away from Johnson Drive.
- The entire block is large enough to accommodate structured parking which would be a good fit with the existing grade difference between Johnson Drive and Martway Street.
- The extension of Walmer Street to the south connecting with Martway Street would be required in conjunction with development of the western half of Block Z.



Building Types Allowed

The following building types are allowed:

Townhouse type requires a minimum of 2 stories and a maximum of 4. All floors to be residential.

Mid-rise building type requires a minimum of 2 stories and a maximum of 4. Ground floor office or retail and upper floor office, retail or residential uses are permitted.

Parking Structure building type has no minimum or maximum floors. Ground floor commercial or office is required at principal and secondary frontages.

Low-rise building types are currently allowed in any sector, provided the site under development is no larger than ½ acre. The total site area exceeds ½ acre but is less than 3 acres and would qualify for up to 60% of the gross square footage of development (in one or multiple buildings) to be Low-Rise building type. The applicant has chosen not to incorporate the extension of Walmer Street into their redevelopment plans. Such a street dedication may have reduced the area of this parcel below the ½ acre threshold.

Surrounding properties are zoned as follows:

North-"C-0" Office Building District, "C-1" Restricted Business District, "C2-B" Retail & Service District. Free standing medical office, fast food and coffee shop with drive-thru service.

East-"C-2B", Retail & Service District. Free standing auto repair shop.

South-"C2-A" Pedestrian Oriented Business District. Medical office, motor vehicle office, restaurant, fitness centers, discount stores and specialty retail located in a shopping center.

West-"C-2B", Retail & Service District. Free standing fast food restaurant.

Comprehensive Plan Future Land Use Recommendation for this area:

The future land-use map of the Comprehensive Plan designates the area as appropriate for mixed-use medium density re-development to include a pedestrian-friendly mix of housing, limited office and medium density retail to serve the residents of the surrounding neighborhood. It should serve as a transition zone between low to moderate density residential areas and higher intensity development.

Project Background

The applicant is requesting approval to replace the existing gas station canopy and store with a new automatic car wash tunnel and supporting services building totally approximately 9,900 square feet.

Form Based Code & Plan Review

The West Gateway Form Based Code is a tool that assists in determining the appropriateness of development submittals to the City of Mission. Findings by Staff are determined using the scoring system contained in the FBC. The Form Based Code is structured hierarchically, understanding that certain elements are mandatory prerequisites, others are significant and others are minor. During the building of the Code, it was reinforced that, in order to achieve the level of quality in the urban environment from the vision plan process, more attention should be paid to those elements that directly contribute to the public realm than to the individual elements of architectural design. Therefore, the review process is also structured hierarchically, so that major elements are reviewed first. This allows Staff and the City's consultants to provide the applicants with an opportunity to correct major flaws. Similarly, the early stages of review, including block configuration and building type, are more heavily weighted in the scoring process as they focus on elements that the Code regards as inviolate or of significant importance. Conversely, lesser items may yield a lower score but not result in a finding for disapproval. All of the elements are important, but have different values to the public realm.

The threshold score for a recommendation of approval by staff as established by the FBC scoring system is 90 points or more, of a possible 100 points including the prerequisite passing scores in steps 1 and 2. Proposals which achieve this score should be considered to be in compliance with the intent of the FBC. They proceed on under the review steps outlined in the FBC. Development submittals which achieve a score of 89 points or lower will proceed through the approval process of the zoning code including full design review by the Planning Commission and City Council.

Form Based Code review was conducted by the City's master developer and Staff. This application receives a score of 60 points and fails several critical prerequisite steps. This is largely due to the all of the proposed buildings failing to meet the required building type standards. Buildings either failed to meet the minimum heights or were designed in a way that failed to reasonably accommodate the required building features. Additional points were lost as the applicant did not provide sufficient landscape, streetscape, or accessory structure information for review. Please see the attached letter from Core Design for additional details of this review.

The proposed development includes two buildings. One building is a two story, 6,699 square foot building fronting Johnson Drive to the north. The other is a 3,200 square foot building containing an automatic car wash tunnel along the south side of the property. The ground floor of the north building would contain parking stalls containing vacuums for use by car wash customers and a small office. The applicant has indicated that the width of the north building is sufficient to be used for retail space if the proposed use as a car wash facility ceases. The second floor of the north building would contain offices and storage areas.

Exterior building materials include split face block, stone veneer, standing seam metal, EIFS, metal awnings, and glass. Heavier materials such as block and brick are generally placed lower on the building walls. Partial information about percentages of EIFS and storefront glazing was provided. Windows and doors do not meet the minimum 60% requirement for storefronts in the north building along Johnson Drive. EIFS is used on 45% of the ground and upper floor of the north building. Dumpster, retaining wall, pay canopy and pay kiosk details were not provided.

The development would utilize a surface parking lot located on the interior of the lot and accessed by two private driveways. A drive through lane for the wash tunnel is shown along the south side of the property. All traffic would enter the site via the easternmost driveway and exit to the west. The existing median on Johnson Drive will be altered to allow inbound and outbound turning movements. A median break is also shown after the payment kiosk to allow traffic to bypass the wash tunnel and enter the rest of the site.

The City's traffic engineer, GBA, has reviewed the site access plans, vehicle queues, turning templates, sidewalks, and traffic study and are generally satisfied with the design. GBA does recommend moving the median break to the west edge of the eastern drive entrance to allow vehicles to leave the wash tunnel queue before the pay station. It is also unclear how trash and other service vehicles will access and maneuver through the site.

A landscape plan detailing streetscape improvements was not submitted. The civil sheets generally show a sidewalk area meeting the FBC designs of 5' sidewalks with a 4' tree zones. Details of street trees and street furnishings like street lights, benches, trash receptacles and bike racks were not provided for review. All required streetscape improvements shall be installed within the existing or proposed right-of-way. Final placement and configuration of these elements (street and pedestrian lighting system, site furnishings, trees, sidewalk paving, etc.) must be further coordinated with and approved by staff at the time of public improvement construction plans.

Storm water drainage is gradually west across the site. The proposed redevelopment would reduce the overall impervious surface area by 5%. Therefore, according to city ordinances, stormwater detention and BMP treatment are not required.

The Sustainability Commission has not yet reviewed this proposal for compliance with the Sustainability Scorecard tool. The scorecard contains a set of criteria intended to gauge the sustainability of new developments in Mission. It takes into account such factors as building materials, energy and water conservation, walkability, and light pollution. The score is then passed along to the City Council to help inform decisions about city incentives. No incentives are being requested by the applicant.

Suggested Findings of Fact - Consideration of Site Plans (440.160)

Site plans shall be approved upon determination of the following criteria:

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 can be accommodated on the site.

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

-Additional information regarding service vehicle access is needed. An earlier median break in the queue lane is also recommended.

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

-The plan fails to achieve a passing score of the Form Based Code.

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

-The choice of EIFs material in lower elevations of the building can present maintenance concerns. More durable materials such as brick or stone should be used. Additional details regarding windows and doors, trash enclosures, retaining walls, landscaping and streetscape elements should be provided for review.

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

-The proposed mixed use building is consistent with the intent of the Comprehensive Plan to encourage greater density and mix of uses.

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

-Any required right-of-way changes for this site to accommodate such things as sidewalks will be satisfied with preparation of a final plat.

Suggested Findings of Fact - Consideration of Final Development Plans (440.190)

Final development plans which contain no modifications or additions from the approved preliminary development plan shall be approved by the Planning Commission if the Commission determines that the landscaping and screening plan is adequate and that all other submission requirements have been satisfied.

-The final development plan contains no modifications or additions. The landscaping and screening plans were not provided for review.

Staff Recommendation

According to Chapter 8 of the Form Based Code, applications are reviewed in a four step process. They must fully comply with all of the requirements of the first two steps in order to automatically proceed to steps 3 and 4. Proposals which achieve a score of 90 or greater should be considered to be approved and do not require further design review by the Planning Commission. The Planning Commission holds the authority for final review and approval of form based code compliant site plan applications. Non-compliant applications will proceed on for approval or denial by the City Council.

The project as submitted fails to receive a passing score. It fails to meet the prerequisite steps. Major flaws such as building types should be addressed and minor supporting details should be provided for review as described in the memo from Core Design. Therefore, Staff recommends the Planning Commission adopt the findings of fact contained in this staff report and recommend denial of the Preliminary and Final Site Development Plan Case # 17-11 for the Tidal Wave Auto Wash project.

Planning Commission Recommendation

The Planning Commission, at their March 26, 2018 meeting, voted 8-0 to accept that all of the required findings of fact would be met through compliance with the following conditions, therefore, recommended approval.

- 1) Complete information about percentages of EIFS and storefront glazing are to be provided for staff review and approval.
- 2) Along the Johnson Drive frontage, windows are doors shall meet the minimum 60% total coverage of the storefront and EIFs or stucco shall not be used within 8' of the ground nor comprise more than 25% of the first story.
- 3) Complete information regarding trash enclosures, retaining walls, other screening, pay canopy and pay kiosk in compliance with the Form Based Code standards shall be provided for staff review and approval.
- 4) Complete details regarding the site landscape and public streetscape including street lights, benches, trash receptacles and bike racks in compliance with the Form Based Code standards shall be provided to staff for review and approval.
- 5) The median break in eastern entrance driveway shall be relocated to allow vehicles to leave the wash tunnel queue before the pay station.
- 6) Complete details regarding the circulation of trash and other service vehicles on site shall be provided for staff review and approval.
- 7) Applicant and Developer agree to install a median break along the west edge of the entry drive into the car wash facility that aligns with the westbound parking lot aisle.
- 8) Applicant and Developer consent to the Commission conditioning approval of the plan on compliance with such streetscape improvements, as are required by applicable City regulations and as set forth in the Form Based Code for the West Gateway Study Area, Chapter 6 (Landscape Architectural Guidelines, Type II-Urban Blvd).

- 9) Applicant and Developer consent to the Commission conditioning the approval of the Plan upon the conveyance of right of way for sidewalks and landscaping along the site's Johnson Drive frontage in such dimensions as is required by City regulations and via conveyance language usually and customarily provided in similar circumstances by the City.
- 10) Applicant and Developer will consent to meeting with the Sustainability Commission and implementing mutually acceptable recommendations. Applicant and Developer are convinced that Developer operates the most environmentally sound and sustainable car washes in the country with emphasis on recycling and water conservation.
- 11) Applicant and Developer consent to the Commission making approval of the Plan conditioned on delivery of Architectural Plans, with corresponding calculations which shall provide that windows and doors shall meet the minimum 60% requirement of the Mid-Rise building's northern face, in compliance with applicable City regulations and as set forth in the Form Based Code for the West Gateway Study Area, Chapter 5 (Architectural Guidelines).
- 12) Applicants and Developer will consent to the Commission conditioning approval of the Plan on delivery of requisite landscape details.



February 27, 2018

Ms. Danielle Sitzman, AICP
City Planner
City of Mission
6090 Woodson
Mission, KS 66202

RE: Tidal Wave Auto Spa - Development Plan Submittal

Dear Danielle,

As master developer of the West Gateway Redevelopment District for the City of Mission, it is our responsibility to conduct a review of development plans and applications within this area, and to provide comments relative to their compliance with the recommendations outlined in the City's Form Based Code (FBC).

It is our understanding that this applicant, Mr. Steve Block and/or TW Macon LLC, wishes to obtain approval for an amended and supplemented preliminary site development plan submittal for a ~0.76 acre site located on the southwest of the intersection of Walmer Street and Johnson Drive. As indicated in the submitted plans, the proposed improvements are intended to remove an existing single-use building with a large surface parking lot and redevelop the site to incorporate a proposed drive-through auto spa, a structure containing vehicle vacuum bays and commercial offices, and related site improvements.

Our review of the plans is provided below, including our interpretation and recommendations regarding their conformance with specific requirements outlined in the FBC. Since the site is larger than 0.50 acres, the FBC allows for up to 60% of the gross square feet of development to utilize low-rise building(s) in conjunction with at least 40% of other identified building types (in this case Townhouse, Mid-Rise, High-Rise, or Parking Structure).

This application includes two proposed structures - neither of which are consistent with the building types identified in the FBC. The smaller of the two structures (the car wash) does not meet the identified height requirement for a low-rise building type. The larger of the two structures (the vacuum bays with office space above) does not meet any of the building types identified in the FBC. Due to the ground floor of this structure proposed primarily for vacuum bay parking with no doors or full enclosure, we interpreted the closest FBC building type for comparative purposes to be a Parking Structure - and have used this for the analysis outlined herein.

Please note the FBC regulating plan also calls for Walmer Street to be extended south from the existing Johnson Drive intersection. If the dedicated street extension and related right-of-way were to have been incorporated, the remaining development site area could be less than 0.50 acres and would then qualify for use of a low-rise building as part of an alternative redevelopment scenario. However; this application does not include the proposed extension of Walmer Street as identified in the FBC.

That said, the City has requested our review of this application be provided under a scenario wherein Walmer Street is interpreted to not be designated for extension to the south as part of the FBC requirements. Our review is provided with this understanding.

These comments are provided in accordance with the “steps” outlined in Chapter 8 of the FBC, including the FBC scoring system.

Step 1 - Regulating Plan (45 Points Required to Pass, 45 Possible Points)

- *Block Configuration and Frontage Type:* In our opinion, the proposed development generally respects the hierarchy of frontage types identified in the FBC, with the primary (taller) of the two proposed structures placed along the existing Johnson Drive frontage. The regulating plan identifies building types appropriate for this block as Townhouse, Mid-Rise, High-Rise, and Parking Structure; however, this taller structure does not meet the definition of any of these appropriate building types. There is also no indication of retail uses proposed for the ground floor of this structure along Johnson Drive as required in the regulating plan.

The FBC also allows for the use of Low-Rise buildings in certain circumstances, and these buildings are required to be 26' in height. The smaller one-story auto spa structure located on the south portion of the site does not meet the 26' height requirement, and therefore does not meet the definition of the Low-Rise building type.

For these reasons, the full score for this portion of the plan review has not been achieved. This can be rectified by the applicant revising the design of these structures to comply with FBC building type requirements and continuing to place the tallest structure along the Johnson Drive frontage.

Score: 7/15 points

Parking: In our opinion, the proposed development generally meets the conditions identified in the FBC for placement of surface parking areas towards the interior of this development site; however, other parking proposed within a structure conflicts with provisions of the regulating plan. The taller structure proposed along Johnson Drive indicates vehicular parking in the ground floor space, with access provided from the interior of the site on the south side of this structure.

The use of the ground floor space of this structure for vehicular parking is not consistent with a mid-rise building type, and does not allow adequate space for retail uses along Johnson Drive as required in the FBC regulating plan. Because this building has parking included on the ground floor, it is interpreted to be reviewed as a Parking Structure building type; however, the size and configuration of this structure also doesn't meet the definition of a Parking Structure building type.

For these reasons, the full score for this portion of the plan review has not been achieved. This can be rectified by the applicant revising the design of the taller structure to comply with the FBC building type requirements.

Score: 7/15 points

Access: In our opinion, the proposed development adequately addresses site access issues identified in the FBC. Access to the site is provided near the

Walmer Street and Johnson Drive intersection with the proposed removal of a portion of the existing Johnson Drive median island. There are no provisions for a driver to be able to exit the line or to access parking for the proposed office space without first entering through the pay kiosk. A "right-out only" egress drive connection to Johnson Drive is also provided on the west edge of the site.

The applicant has provided an auto turn template using a passenger car to illustrate the ability to enter the site through the pay kiosk and exit to Johnson Drive on the west side of the site. However; it is unclear if trash and/or other service vehicles are anticipated to access the site using this entry drive through the pay kiosk, or whether they are anticipated to access the site through the single exit lane (west side) connecting to Johnson Drive. If they are anticipated to use this exit lane, it should be considered for widening to accommodate two-way traffic.

For these reasons, the full score for this portion of the plan review has not been achieved. This can be rectified by the applicant providing additional information regarding the ability of relevant vehicle types to access the interior portions of the site either through the pay kiosk lane or via alternative access points.

Score: 14/15 points

Total Score: 28/45 Points (NOT PASSED - 45 Points Required)

Note: According to Chapter 8 of the FBC, development submittals must comply with the requirements outlined in the regulating plan, and a score of 45 is required to automatically continue to the next review group in the process. At this point in the review process, the Community Development Department was notified of this issue/score, and it was determined that due to the nature and complexity of the overall project, the review should continue to be provided for the remaining steps of the FBC.

Step 2 - Building Types (10 Points Required to Pass, 10 Possible Points)

- *Building Type Matches Regulating Plan Text:* The taller structure is interpreted to be considered as a Parking Structure building type, but there is no ground floor commercial retail use along the Johnson Drive frontage as required in the FBC. The proposed height of the one-story structure (located along the south edge of the site) does not meet the minimum 26' height requirement to qualify for consideration as a Low-Rise building type.

For these reasons, the full score for this portion of the plan review has not been achieved. This can be rectified by the applicant revising the design of these structures to comply with FBC building type requirements outlined in the regulating plan text. Two example scenario concepts are provided below.

One concept could include revising the taller structure to meet the Parking Structure building type by expanding the width/depth of the habitable portion of the building to a minimum of 40' along the entire length of the building and 20' tall to accommodate a variety of uses, while including the proposed covered vehicle parking vacuum bays along the rear of the building with commercial, office, or parking spaces above in a second story.

Another concept could include be revising the taller structure to meet the Mid-Rise building type by expanding the width/depth of the building to a minimum of 40' along the entire length of the two-story building with habitable space on both levels, and an option to place the vehicular parking vacuum bays either behind the building or in a basement below a portion of the rear of this building by sloping the site grading for vehicular access to this basement condition.

These and/or other scenario concepts could be explored further in collaboration with the applicant to address specific programmatic and development requirements associated with these or other alternative approaches.

Score: 2/5 points

- *Building Type Matches Chapter 3 Definition:* The proposed taller structure proposed for the northern edge of the site does not contain the ground floor commercial retail along the Johnson Drive frontage as required in the FBC Parking Structure building type definition. The proposed smaller auto spa building structure on the southern edge of the site does not meet the minimum 26' height requirement to qualify for consideration as a Low-Rise building type.

For these reasons, the full score for this portion of the plan review has not been achieved. This can be rectified by the applicant revising the design of these structures to comply with FBC building type requirements as previously outlined herein. The auto spa structure needs to be increased in height to meet the 26' height requirement to qualify as a Low-Rise building type.

Score: 2/5 points

Total Score: 4/10 Points (NOT PASSED - 10 Points Required)

Step 3 - Urban Guidelines (25 Points Required to Pass, 30 Possible Points)

Intent: The development plan submitted by the applicant does not provide clearly outlined proposed building type designations for proposed structures. For a site this size, the FBC outlines "Low-rise buildings, built to low-rise building guidelines, may be developed as up to 60% of the gross square feet of development (in one or multiple buildings) ..." While the applicant has provided square footages of the proposed buildings, they do not meet the building type criteria as outlined below.

The proposed height of the one-story structure (located along the south edge of the site) does not meet the minimum 26' height requirement to qualify for consideration as a Low-Rise building type, and does not meet the intent.

The taller structure is interpreted to be considered as a Parking Structure building type, but there is no ground floor commercial retail use along the Johnson Drive frontage as required in the FBC. Above-ground Parking Garage structures must also include an inhabitable 20' high ground floor with a minimum depth of 40' along the entire length of the garage to accommodate a variety of uses. The proposed taller structure does not provide these features and does not meet the intent of this building type.

For these reasons, these structures do not comply with the written intent for these building types, and the full score for this portion of the plan review has not been achieved. This can be rectified by the applicant revising the design of these structures to comply with the intent of the FBC building type requirements.

Score: 1/5 points

- *Front Setback - Johnson Drive:* As the proposed taller structure is considered to be a Parking Garage building type for the purposes of this submittal, it appears the front setback on Johnson Drive has not been provided appropriately. Since the Walmer Street extension and its related secondary frontage line was removed from consideration as part of this review, the placement of the taller structure with an integrated Parking Structure along the primary Johnson Drive frontage was considered to be an acceptable approach. The front setback to secondary frontage lines is 40' minimum with the intent to require a 40' deep building use at street level adjacent to this corridor. This is not included on the submitted revised site plan.

In addition, the application has submitted some additional (yet very limited) information regarding proposed streetscape improvements along Johnson Drive including a few tree, light, bench, and trash receptacle locations - but these plans are still missing numerous notations, the types of lighting and site furnishings, and other details associated with providing the required quantity and configuration of streetscape improvements and related landscape plans that should be included for the front setback area along Johnson Drive. Street trees are required at 40' maximum spacing, and the plans indicate two trees - but three additional trees are required. One bench is shown, but two additional benches are required. One trash receptacle is shown, but one additional receptacle is required. Hanging baskets/planters are to be utilized with the lighting (2 per pole), but none appear to be indicated on the plans. Tree grates are to be utilized with the street trees, but none appear to be indicated on the plans. Three bike rack loops are required, but none appear to be indicated on the plans.

The sidewalk area is proposed to be 9' in width on the application, which matches the width as outlined in the FBC requirements.

Some additional information related to FBC lighting requirements for the Johnson Drive Corridor is provided below:

- *Street Lights:* use of the same street light fixtures utilized along the west side of Broadmoor south of Martway (Lumec or City approved equivalent) located on a taller single shared pole for use along Broadmoor at approximately 120' intervals.
- *Pedestrian Lights:* use of the same pedestrian light fixtures utilized along the west side of Broadmoor south of Martway (Lumec or City approved equivalent) located on shorter single poles along Broadmoor at approximately 60' intervals.
- Prior to ordering and installing any of the lighting or site furnishings associated with this project, additional design coordination with the City of Mission may be necessary to ensure the appropriate fixtures and furnishings are selected to be consistent with the City's final streetscape design recommendations and previous selections for use in the West Gateway area.

The development plan also includes references to landscape features and a proposed dumpster enclosure location in the southwest corner of the property, but no details or landscape plans have been provided for these items as part of the application.

For these reasons, the full score for this portion of the plan review has not been achieved. This can be rectified by the applicant revising the design of the taller structure along Johnson Drive to match one of the building types and placing it to correspond with the front setback outlined in the FBC, and also providing additional streetscape design, landscape, lighting and related Johnson Drive sidewalk area improvement details.

Score: 3/5 points

- *Side Street Setback:* Due to the Walmer Street extension being removed from consideration, there is no side street setback related to this proposal and the placement of structures appear to be generally acceptable.

Score: 5/5 points

- *Side Setback:* The locations of proposed structures along the east and west property lines generally meets the intent of the FBC relative to any side setback criteria, and thus complies. No landscape plans or details associated with proposed plantings along these areas have been submitted.

For this reason, the full score for this portion of the plan review has not been achieved. This can be rectified by the applicant providing appropriately detailed landscape plans.

Score: 4/5 points

- *Rear Setback:* The locations of proposed structures along the south property line generally meets the intent of the FBC relative to any rear setback criteria, and thus complies. No landscape plans or details associated with proposed plantings along these areas have been submitted.

For this reason, the full score for this portion of the plan review has not been achieved. This can be rectified by the applicant providing appropriately detailed landscape plans.

Score: 4/5 points

- *Parking Area:* The proposed development appears to meet the conditions identified in the FBC by placing the surface parking areas towards the interior of this development site. There are notations of landscape features and a trash enclosure located in the southwest area of the property, but no details associated with the proposed plantings and trash enclosure have been submitted. This enclosure needs to be architecturally compatible with the adjacent building's appearance and use of materials. There is also no provision currently for pedestrian sidewalks leading into the interior of the site and the proposed auto spa structure located in the southern portion of the site from the adjacent Johnson Drive corridor.

For these reasons, the full score for this portion of the plan review has not been achieved. This can be rectified by the applicant providing appropriately detailed landscape plans and a pedestrian sidewalk connecting to the auto spa structure.

Score: 3/5 points

Total Score: 20/30 Points (NOT PASSED - 25 Points Required)

Step 4 - Architectural Guidelines (10 Points Required to Pass, 15 Possible Points)

- *Intent:* The proposed architectural treatments generally comply with these requirements, and the revised plans provide indications of proposed architectural materials.

Due to the aforementioned one-story structure not meeting the required 26' building height to be considered a Low-Rise building type, the taller structure not meeting the definition of a Parking Structure building type, and the material comments outlined above, the full score for this portion of the plan review has not been achieved. This can be rectified by the applicant revising the design and providing additional details for these structures to comply with the intent of the FBC building type and architectural treatment requirements.
Score: 2.5/6 points

- *Materials:* It appears the initial materials indicated for use on the proposed taller structure and the one-story structure generally complies with these requirements. It appears the vast majority of façade material for the taller structure is proposed to be stucco/EIFS. The use of EIFS material in lower elevations of the building (within reach of people) can present some maintenance concerns, and more durable options could be explored for use on lower portions of the building while still complimenting the overall architectural appearance of the structure. The use of E.F.S. (similar to the proposed EIFS?) on the one-story structure presents similar durability concerns as noted above. There are also no materials or finishes specified for the trash enclosure or the concrete retaining wall, including whether there will be a railing installed atop this wall.

For these reasons, the full score for this portion of the plan review has not been achieved. This can be rectified by the applicant revising the elevations of these proposed structures, walls, and railings (if any are needed for safety) to reflect proposed materials and finishes, and by submitting samples of these materials for review.

Score: 2/3 points

- *Configuration:* It appears the proposed structures in some ways comply with these requirements; however, the aforementioned structure dimension and configuration changes associated with the taller structure are needed for it to be considered a Parking Garage building type, and the aforementioned structure height changes associated with the one-story structure are needed for it to be considered a Low-Rise building type. This will require substantial changes to the configuration of these structures - and additional review will be necessary at that time. Some additional observations on the application as submitted are noted below:

"Roofs":

- Provide calculations for the proposed cupola features to indicate they do not exceed 500 square feet in plan.

"Storefronts":

- Provide calculations indicating windows and doors of commercial establishments occupy no less than 60% of the total storefront, from sidewalk grade to a distance of 18' above the sidewalk grade.

The calculations provided appear to include the entire façade, and do not meet this 60% requirement.

"Awnings & Canopies":

- o The use of awnings is permitted along the base of a building. Those proposed on any upper floors will be further considered in conjunction with any revised elevations that adequately address other issues outlined herein.

For the reasons stated above, the full score for this portion of the plan review has not been achieved. This can be rectified by the applicant revising the configuration of various components of the structures as outlined to comply with the FBC's configuration requirements.

Score: 1.5/3 points

- *Techniques:* It appears most of the structures generally comply with these requirements; however, the aforementioned structure dimension and configuration changes associated with the taller structure are needed in order for it to be considered a Parking Garage building type, and the aforementioned building height changes associated with the one-story structure are needed in order for it to be considered a Low-Rise building type. This will require substantial changes to the techniques used in the design of these structures - and additional review will be necessary at that time. Some additional observations on the application as submitted are noted below:

"Building Walls":

- o Please indicate where any air conditioners and other utility elements are intended to be placed to eliminate their placement on a building wall facing the street, and indicate techniques proposed to properly screen them from public view.

For the reasons stated above, the full score for this portion of the plan review has not been achieved. This can be rectified by the applicant revising the design of these structures to reflect the comments outlined above to comply with the FBC's technique requirements.

Score: 2/3 points

Total Score: 8/15 Points (NOT PASSED - 10 Points Required)

The overall score for this proposal is 60 out of a possible of 100 points, with an overall total of 90 points required to pass. If you have any questions about these comments, please don't hesitate to contact me to review in further detail.

Best Regards,



Wm. Christopher Cline, ASLA
Core Design Development, LLC

DESIGN MEMORANDUM

To: Danielle L. Sitzman, AICP
From: David J. Mennenga, P.E., PTOE
Date: February 13, 2018
Subject: Tidal Wave Auto Spa - Redevelopment Plans / Traffic Study Review

As requested by the City staff, GBA personnel have completed a review of the preliminary site redevelopment plans and submitted traffic study in association with the proposed Tidal Wave Auto Spa. This redevelopment project would be located on the site of the former gas station / convenience store at 6501 Johnson Drive. Based upon our follow-up review of these items, we have the following comments:

- The developer should still ensure that the sidewalk widths along the Johnson Drive frontage meet the requirements of the West Gateway Study Area form-based code (FBC) guidelines. It appears that the proposed site plan depicts a 5' sidewalk width, separated from the southern curb line of Johnson Drive by a 4' paved apron.
- It appears that the eastern access drive has been redesigned to increase the width and allow for two-way traffic between Johnson Drive and the south edge of this shared-access driveway. This should allow vehicles exiting the adjacent Exact Performance property to have full access to the intersection of Johnson Drive with Walmer Street.
- It appears that the existing driveway apron onto Johnson Drive to serve the adjacent Exact Performance commercial business has been removed and replaced with standard curb, sidewalk, and boulevard area, as previously recommended.
- At the eastern access drive, the proposed plans indicate that the existing median nose on Johnson Drive will be pulled back about 18 feet to the east in order to facilitate inbound and outbound turning movements, as previously recommended. AutoTurn templates have been provided to show adequate turning maneuvers into this entry drive.
- We continue to recommend that a median break be provided along the west edge of the eastern entry drive into the car wash facility that aligns with the westbound parking lot aisle. This median break would be located in advance of the payment kiosks and will allow vehicles to leave the vehicle queue in the car wash lane and exit the site if they desire to do so. This median break



will also be important to allow any office-related users to have direct access to enter the parking lot, without waiting in the car wash vehicle queue to do so.

- An AutoTurn vehicle turning pathway was provided within the internal on-site parking lot to demonstrate that all curb radii, parking spaces, and aisle widths appear to be adequately designed.
- The developer provided a brief traffic study report (prepared by BHC Rhodes) that described the following traffic-related items, as previously requested:
 - Trip generation estimates were made for this proposed redevelopment project, based on the information provided in the latest edition (i.e., 10th ed.) of the Institute of Transportation Engineers (ITE) "*Trip Generation Manual*." The traffic study concluded that the proposed car wash facility will generate about 70 fewer trips (i.e., -35 inbound, -35 outbound) than the existing convenience store / gas station land use during the critical P.M. peak hour on the adjacent street (i.e., Johnson Drive). Although no specific estimate of trip generation was made for the approximately 850-square feet of office space provided on the second floor of the vacuum house, only two office-related trips (i.e., 1 inbound, 1 outbound) might be expected during this same critical P.M. peak hour. Therefore, this impact is negligible.
 - The traffic study provided a discussion of the expected vehicle arrival rates (based on the ITE trip generation estimates) and typical car wash service rates (provided by their client) to calculate the anticipated vehicle queuing conditions and ensure that the proposed vehicle storage lengths provided within the car wash lane are adequate. The study indicated that the average vehicle queue length would be only about two vehicles, and concluded that there is less than a one percent chance (i.e., 0.60%) that the available vehicle storage capacity of 14 vehicles (i.e., three vehicles in the car wash tunnel and 11 vehicles waiting in queue) would be exceeded. Adjustments to increase the car wash service rate can apparently be made if vehicle queuing ever becomes problematic.
- Although no specific stormwater report was provided, the preliminary site plans indicate that a 5% reduction in the impervious area is expected with the proposed redevelopment of this site. Therefore, the existing storm water management plan would generally be expected to remain adequate (without the addition of BMPs or other on-site detention).

cc: GCC, file

Project Narrative

Tidal Wave Auto Spa – 6501 Johnson Drive, Mission, KS

The subject property is located at 6501 Johnson Drive, being 0.76 acres and is currently occupied by a closed convenience store with gasoline installation. The proposed use is an 'Express' Self-Service Car Wash facility and Division Office to be developed by Tidal Wave Auto Spa.

The proposed project consists of two primary buildings: 1) Two-story structure fronting Johnson Drive which will be used for parking / self-serve vacuum spaces, retail area and office space on the lower level, with the upper floor to be used as the Division Office with additional office space, training rooms and uniform storage; and 2) the wash tunnel to be located on the southern or rear portion of the property. The exterior façade of both buildings will consist of masonry (stone or brick) and glass with a standing seam metal pitched roof. One of the corporate philosophies of Tidal Wave Auto Spa is to be the most attractive business in the community; which is accomplished by constructing a quality facility, utilizing all concrete paving and intense landscaping.

The proposed self-service car wash facility will be maintained and operated in a manner consistent with other neighboring commercial uses. The proposed use will not be detrimental to, or endanger, the public health, safety or welfare. The proposed project will be in harmony with the surrounding retail and commercial land uses that serve the community and regional needs and is appropriate adjoining a minor thoroughfare.

The site is located in a commercial corridor with existing public utilities adequate to serve the intended use of the property as a self-service car wash facility.

The proposed use will promote water conservation as it will utilize a sophisticated water reclamation system, computer controlled systems and high-pressure nozzles and pumps which significantly minimize the amount of 'fresh' water needed to provide a quality exterior wash. The amount of 'fresh' water used at the proposed facility ranges from 14 to 20 gallons per vehicle (depending on vehicle size and wash selected), while utilizing approximately 50 gallons of reclaimed water per vehicle. Residents performing car washes at home use 80-140 gallons of fresh water per vehicle. Another benefit of the proposed use is that the professional wash will empty filtered waste into the sewer system for further treatment. Versus introducing harmful cleaning chemicals and phosphates from the road film into the storm drain that is intended to deliver rain run-off into rivers and streams thereby hurting the plant and animal life in those ecosystems.

Tidal Wave partners with local schools, athletic teams and their booster clubs, service organizations, churches and other 501(c)(3) organizations to help raise funds. The third Friday of September is designated as 'Charity Day' with 100% of ALL proceeds donated to special needs charities.

January 12, 2018

Danielle Sitzman
City Planner
City of Mission
6090 Woodson
Mission, KS 66202

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Dear Ms. Sitzman:

As per a design memorandum dated September 7, 2017, a brief traffic memorandum was recommended for the Tidal Wave Auto Spa located at 6501 Johnson Drive. The purpose of this traffic memorandum is to address the three bullet points (trip generation, comparison to existing, and anticipated queuing) noted in that design memorandum.

Existing Site

The existing site contains a Convenience Market with Gasoline Pumps. It was formerly a Valero, then Conoco, and most recently a Quick Zone. The convenience market is 3,000 square feet (SF) and there are 8 vehicle fueling positions.

Proposed Site

The proposed development will be a 3,250 SF Automated Car Wash with one car wash tunnel. There is stacking for 14 vehicles (3 in the tunnel and 11 outside the tunnel). The eastern site driveway shown on Figure 1 illustrates a shared driveway for Tidal Wave Auto Spa and Exact Performance. This arrangement eliminates one driveway location along Johnson Drive. Figure 1 also indicates the removal of 18 feet of the Johnson Drive median nose to safely accommodate westbound left turns from Johnson Drive to the two businesses. Observations indicate that some patrons of Exact Performance currently make a U-turn movement around the existing median to access that business, and some exit into oncoming Johnson Drive traffic for a short distance to proceed west.

Trip Generation

The Institute of Transportation Engineers (ITE) Trip Generation Manual, is in its 10th edition and is one of the most widely used and accepted tools in projecting development trips. The businesses will be classified with the following ITE land use codes and independent variable.

Existing

- Valero / Conoco / Quick Zone, 853 "Convenience Market with Gasoline Pumps", 8 Vehicle Fueling Positions or 3000 SF

Proposed

- Tidal Wave Auto Spa, 948 "Automated Car Wash", 3250 SF or 1 Car Wash Tunnel

Note that ITE land use code 945 "Gasoline/Service Station with Convenience Market" was also considered for the existing site but not used. The vehicle fueling positions and area values were outside the range of the sites studied, as shown in Appendix A.

For the existing site, the variable generating the fewest trips (1000 SF) is the most conservative for this comparison. For the proposed site, the variable generating the most trips (Tunnels) is the most conservative for this comparison.

Table 1 summarizes the trip ends produced for the weekday PM peak hour. The Trip Generation Manual only provides PM peak hour data for 948 "Automated Car Wash, so Daily and AM peak hour comparison will not be provided. See the trip generation data plots in Appendix A for each land use shown in Table 1.

Table 1 - Trip Generation (Weekday PM Peak Hour)							
Land Use	Variable	Value	Avg. Trip Gen. Rate	Dir. Dist.	Trip Ends		
					Total	Entering	Exiting
Existing							
Conv. Market	Fuel Pos.	8	23.04	50/50	184	92	92
Conv. Market	1000 SF	3.00	49.29	50/50	148	74	74
Proposed							
Tidal Wave	1000 SF	3.25	14.20	50/50	46	23	23
Tidal Wave	Tunnels	1	77.50	50/50	78	39	39
Compared to Existing					-70	-35	-35

Table 1 illustrates that 78 vehicle trips may be generated by the proposed Tidal Wave Auto Spa. This is 70 less trips than the existing convenience market.

Expected Vehicle Arrival Rates

As shown in Table 1, 39 vehicles can be expected to arrive at the facility during the weekday PM peak hour. This averages to an arrival rate at approximately one vehicle every 1.5 minutes.

Car Wash Service Rates

From an operations standpoint, Tidal Wave Auto Spa plans for a maximum service rate of 55 vehicles per hour (VPH). The conveyor speed is designed to process 180 VPH with service rates as high as 140 VPH vehicles per hour (VPH) can be attained. For this traffic memorandum, a conservative service rate of 55 VPH will be assumed.

Anticipated Queuing

The following equations can be used to evaluate average vehicle queue length and the probability of vehicles stacking onto Johnson Drive.

$$E_m = \lambda^2 / \mu(\mu - \lambda) = 1.73 \text{ veh}$$

$$P(n > N) = (\lambda / \mu)^{N+1} \rightarrow P(n > 14) = 0.0058 \text{ or } 1 \text{ in } 174$$

Where:

- E_m = Mean (average) queue length (veh)
- λ = Vehicle arrival rate (veh/min), λ is 39 veh/hr or 0.6500 veh/min
- μ = Car wash service rate (veh/min), μ is 55 veh/hr or 0.9167 veh/min
- $P(n > N)$ = Probability of more than N vehicles being in the queue, N is 14 (3+11)

The average queue length is calculated at 1.73 vehicles. As shown in the Preliminary Development Plan in Figure 1, stacking is available for 14 vehicles (3 in the tunnel and 11 outside the tunnel). With a service rate of 55 VPH, the chance of more than 14 vehicles in queue is 1 in 174. If the queue nears this length, a faster service rate of 140 VPH could be implemented.

Conclusion

This memorandum has reviewed the trip generation, made a comparison to existing conditions, and completed queuing analysis for the proposed site. The findings indicate that less vehicle trips are expected than the existing land use. The probability of vehicles stacking onto Johnson Drive is minimal. As a result, no modifications to Johnson Drive will be necessary.

If you have any questions, please contact me at david.smalling@ibhc.com or 913-663-1900.

Sincerely,



David Smalling, P.E., PTOE, ENV SP

Figures

NO.	REVISION DESCRIPTION	BY	DATE



OWNER: STORE INVESTORS TOOL LLC
 ADDRESS: 700 N 47th ST, KANSAS CITY, MO 64116

APPLICANT: TWMACK, LLC (FKA TIDAL WAVE AUTO SPA)
 ADDRESS: 124 THOMPSON STREET, THOMASTON, GEORGIA 30286
 PHONE: 770-271-5448

SITE INFORMATION
 ADDRESS: 601 JOHNSON DR, MISSION, MISSOURI 64502
 PROPERTY AREA: 40.79 AC
 BUILDING SETBACKS:
 FRONT: 10 FT
 SIDE: 5 FT
 REAR: 10 FT

PARKING NOTE
 PARKING PROVIDED:
 11 STANDARD SPACES
 3 SPACE PER 1000 SF
 (1,500 SQ FT) = 15 SPACES
 TOTAL SPACES: 26

HATCH LEGEND:
 CONCRETE PAVEMENT
 PROPOSED CONCRETE SIDEWALK
 EXISTING CONCRETE SIDEWALK

SPECIAL NOTE
 1. ALL DEVELOPMENTS SHALL CONFORM TO THE REQUIREMENTS OF THE CITY OF MISSIONS STORM WATER MANAGEMENT CRITERIA INCORPORATED BY REFERENCE HEREIN.

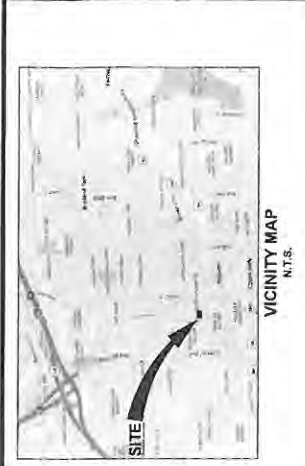
STORMWATER NOTES:
 EXISTING CONDITION:
 PERVIOUS AREA = 4.656 AC (7%)
 IMPERVIOUS AREA = 61.714 AC (84%)

REGISTERED CONDITION:
 PERVIOUS AREA = 0.898 AC (12%)
 IMPERVIOUS AREA = 60.874 AC (84%)



PROJECT NO: 17-004
 DRAWN BY: [blank]
 CHECKED BY: [blank]
 SURVEY DATE: 05/20/2017
 SCALE: 1" = 20'
 DATE: 01/29/2018

SHEET 1 OF 2



OWNER INFORMATION
 OWNER: STORE INVESTORS TOOL LLC
 ADDRESS: 700 N 47th ST, KANSAS CITY, MO 64116

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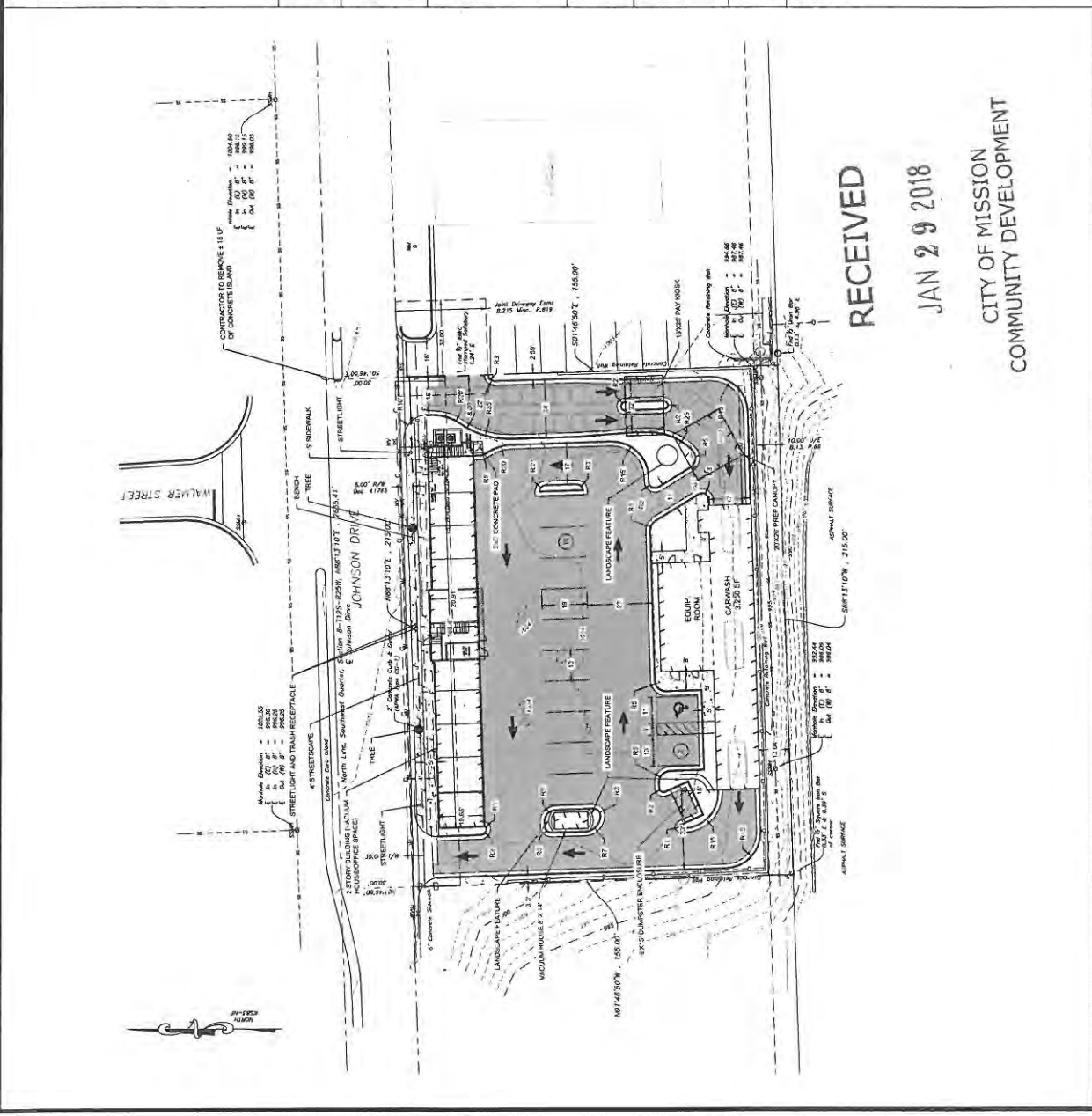
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 (1,500 SQ FT) = 15 SPACES
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 PROPOSED CONCRETE SIDEWALK
 EXISTING CONCRETE SIDEWALK

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 IMPERVIOUS AREA = 61.714 AC (84%)

REGISTERED CONDITION:
 PERVIOUS AREA = 0.898 AC (12%)
 IMPERVIOUS AREA = 60.874 AC (84%)



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Figure 1 - Preliminary Development Plan

Appendices

Appendix A - Trip Generation Data Plots

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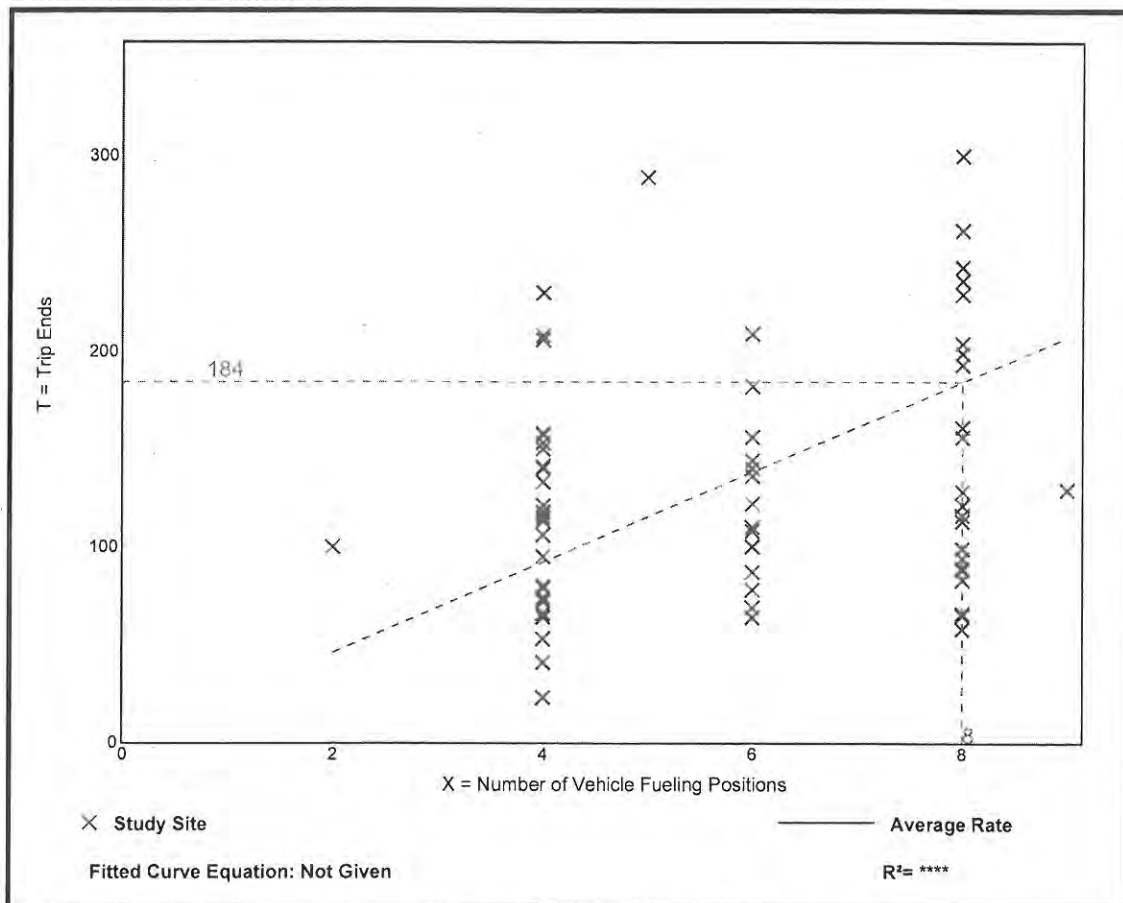
**Convenience Market with Gasoline Pumps
(853)**

Vehicle Trip Ends vs: Vehicle Fueling Positions
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 4 and 6 p.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 69
 Avg. Num. of Vehicle Fueling Positions: 6
 Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
23.04	5.75 - 57.80	11.91

Data Plot and Equation



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Appendix A - Trip Generation Data Plots

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**Convenience Market with Gasoline Pumps
(853)**

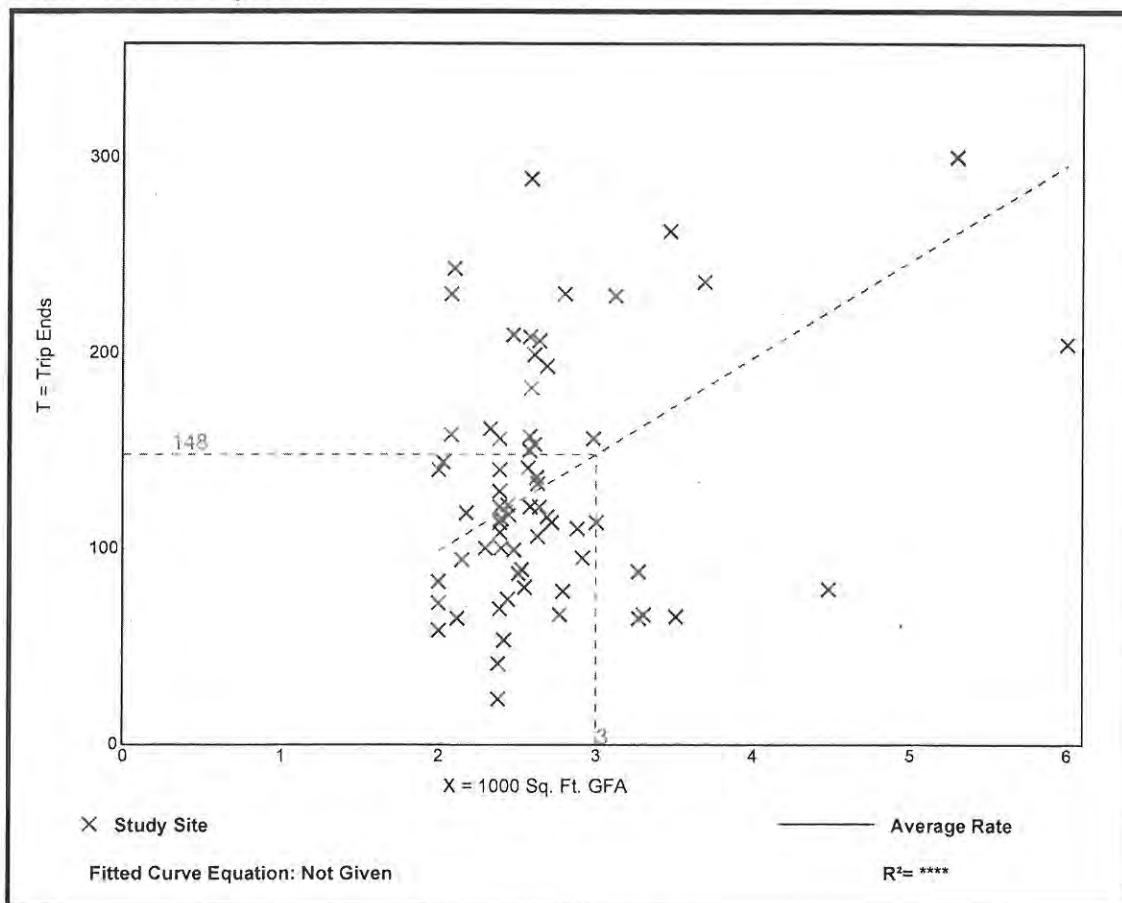
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Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 4 and 6 p.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 67
 Avg. 1000 Sq. Ft. GFA: 3
 Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
49.29	9.66 - 115.71	22.49

Data Plot and Equation



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Appendix A - Trip Generation Data Plots

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**Automated Car Wash
(948)**

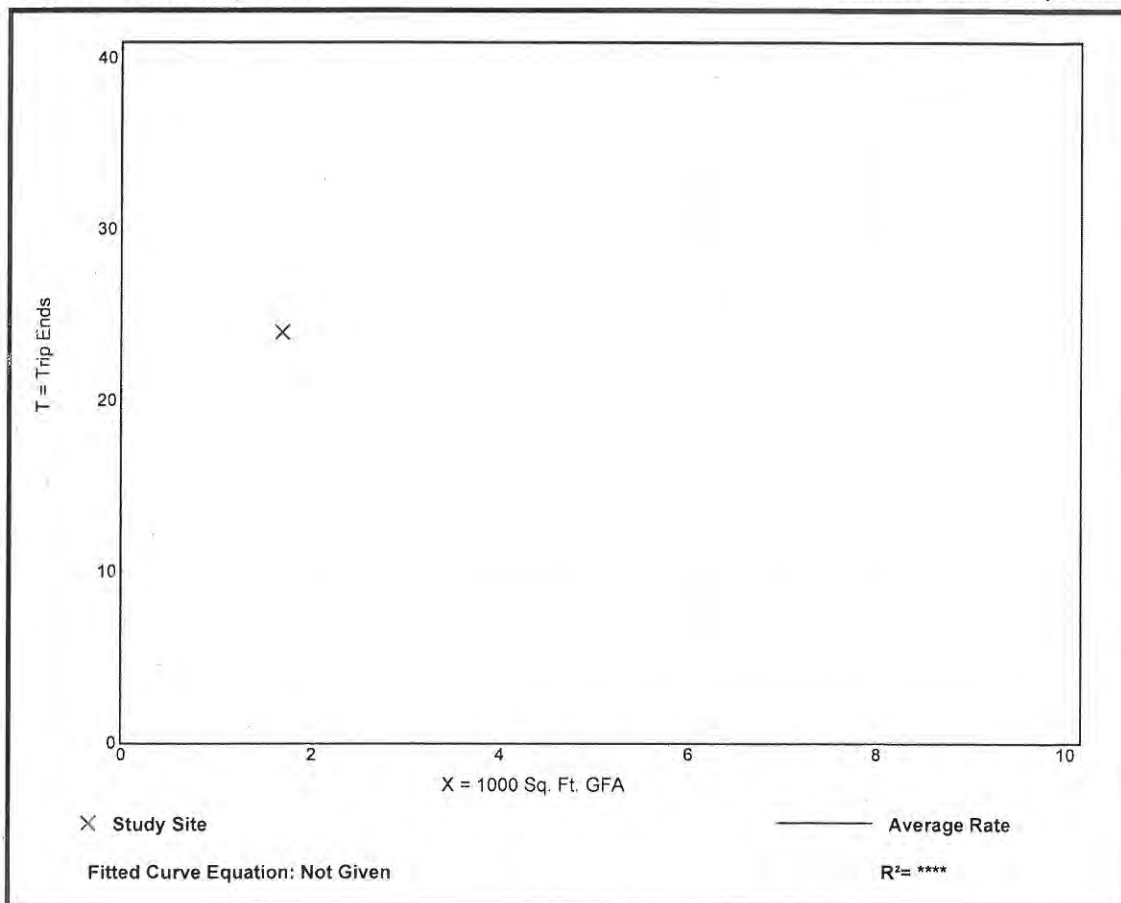
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 4 and 6 p.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 1
 Avg. 1000 Sq. Ft. GFA: 2
 Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
14.20 X 3.25 = 46	14.20 - 14.20	*

Data Plot and Equation

Caution – Small Sample Size



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Appendix A - Trip Generation Data Plots

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**Automated Car Wash
(948)**

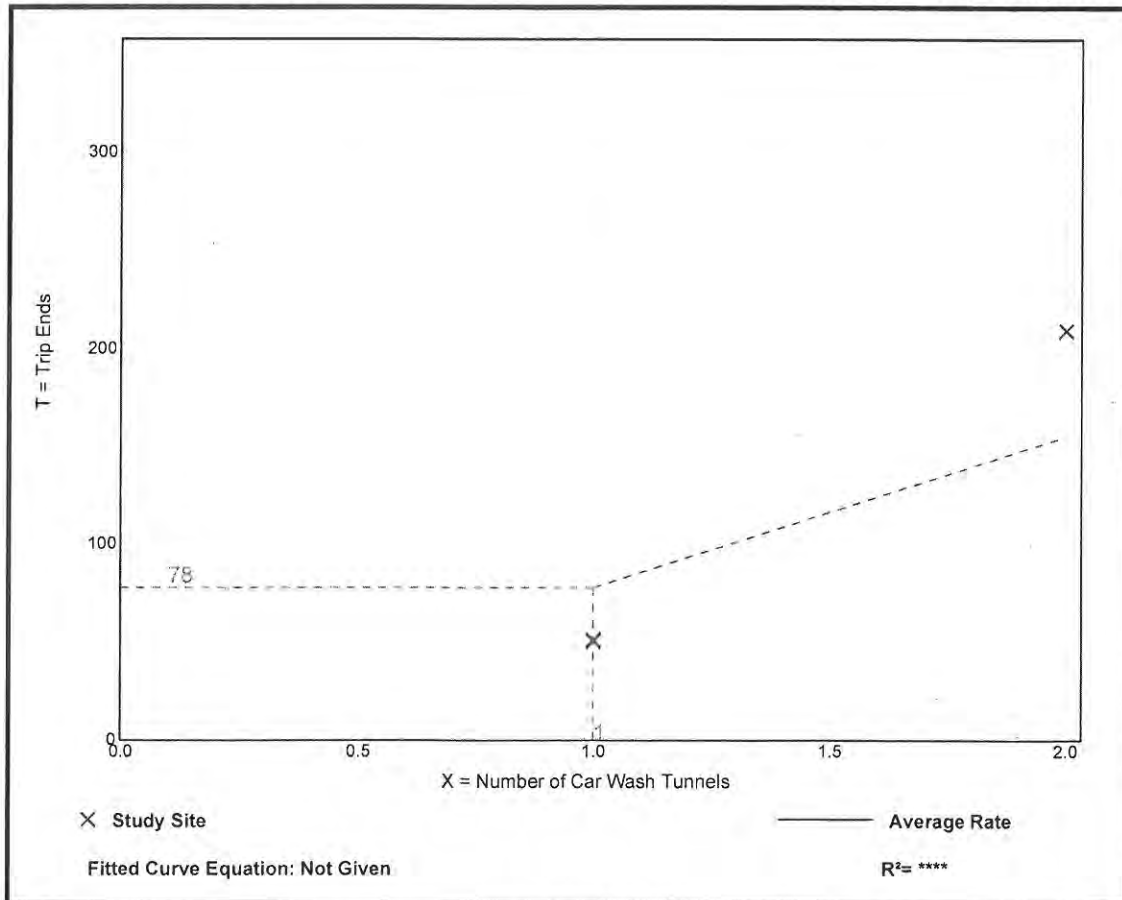
Vehicle Trip Ends vs: Car Wash Tunnels
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 4 and 6 p.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 3
 Avg. Num. of Car Wash Tunnels: 1
 Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Car Wash Tunnel

Average Rate	Range of Rates	Standard Deviation
77.50	50.00 - 104.50	33.07

Data Plot and Equation

Caution – Small Sample Size



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Appendix A - Trip Generation Data Plots

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**Gasoline/Service Station With Convenience Market
(945)**

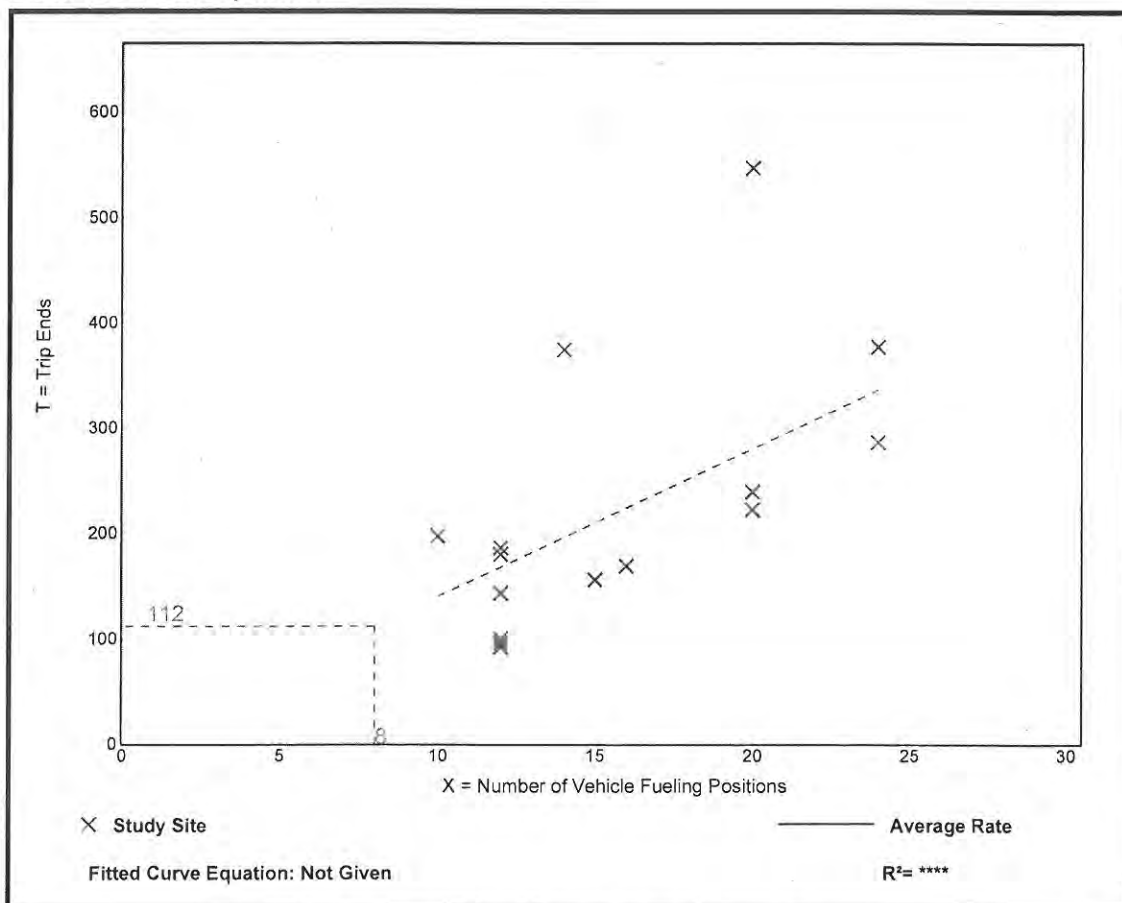
Vehicle Trip Ends vs: Vehicle Fueling Positions
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 4 and 6 p.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 16
 Avg. Num. of Vehicle Fueling Positions: 15
 Directional Distribution: 51% entering, 49% exiting

Considered, but
not used

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
13.99	7.67 - 27.35	6.18

Data Plot and Equation



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Appendix A - Trip Generation Data Plots

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COMMUNITY DEVELOPMENT

**Gasoline/Service Station With Convenience Market
(945)**

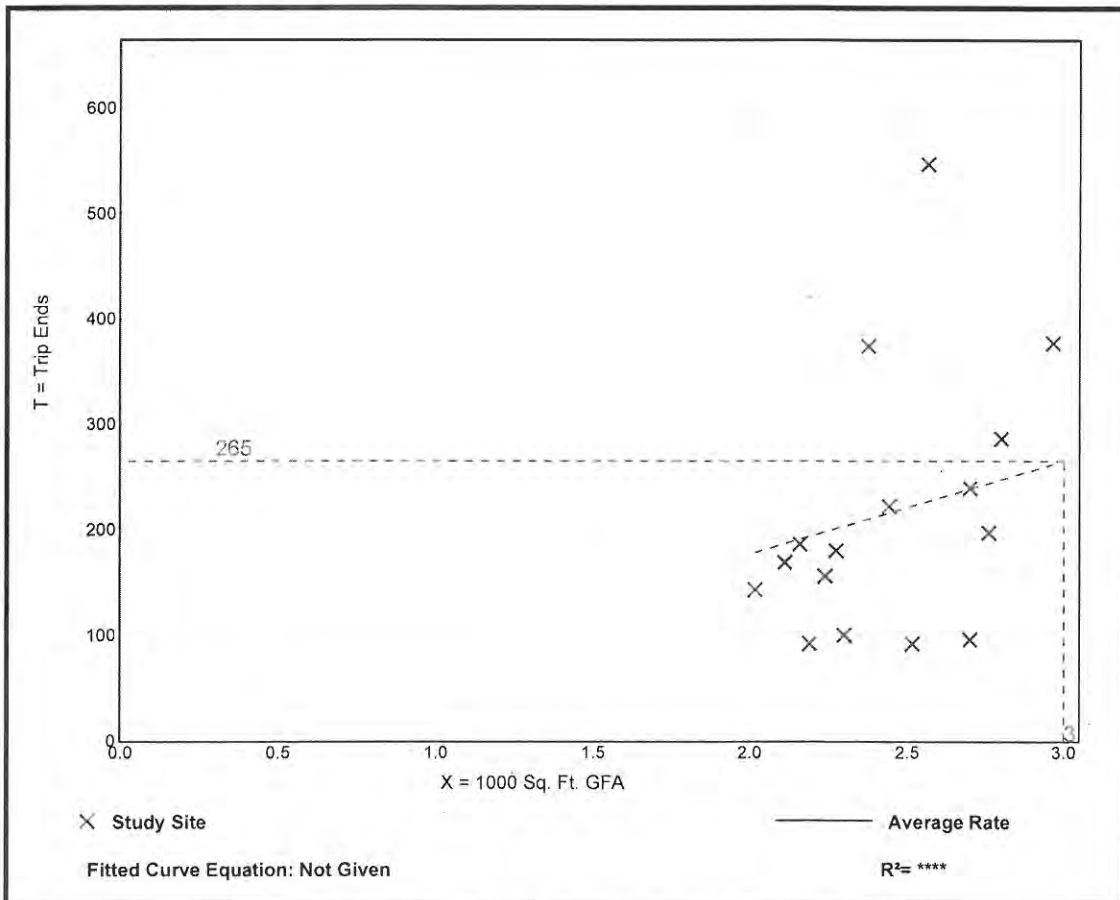
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 4 and 6 p.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 16
 Avg. 1000 Sq. Ft. GFA: 2
 Directional Distribution: 51% entering, 49% exiting

Considered, but
not used

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
88.35	35.56 - 213.17	47.42

Data Plot and Equation



Trip Generation Manual, 10th Edition • Institute of Transportation Engineers

Rec'd 3/6/18



MAR 03 2018

CITY OF MISSION
COMMUNITY DEVELOPMENT



RECEIVED

MAR 03 2018

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COMMUNITY DEVELOPMENT



RECEIVED

MAR 03 2018

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COMMUNITY DEVELOPMENT



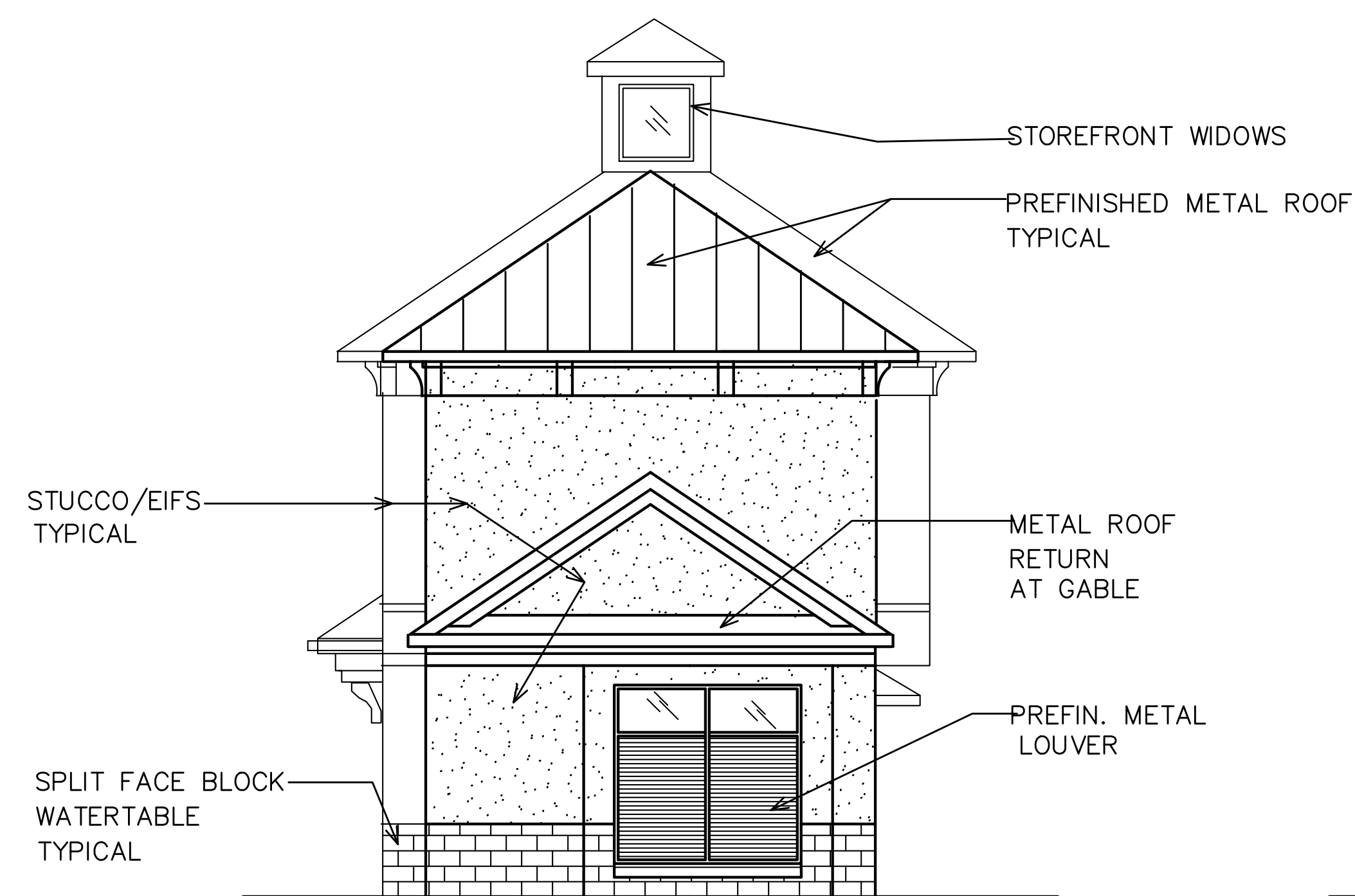
VIEW FROM SITE

2562 SF WALL SURFACE EXCLUDING GABLES, ROOF, CUPOLA, & OPEN BAYS
 502 S.F. GLAZING (WINDOWS AND SF ENTRY)
 1996 S.F. EIFS OR HARD COAT STUCCO
 64 S.F. SPLIT FACE BLOCK



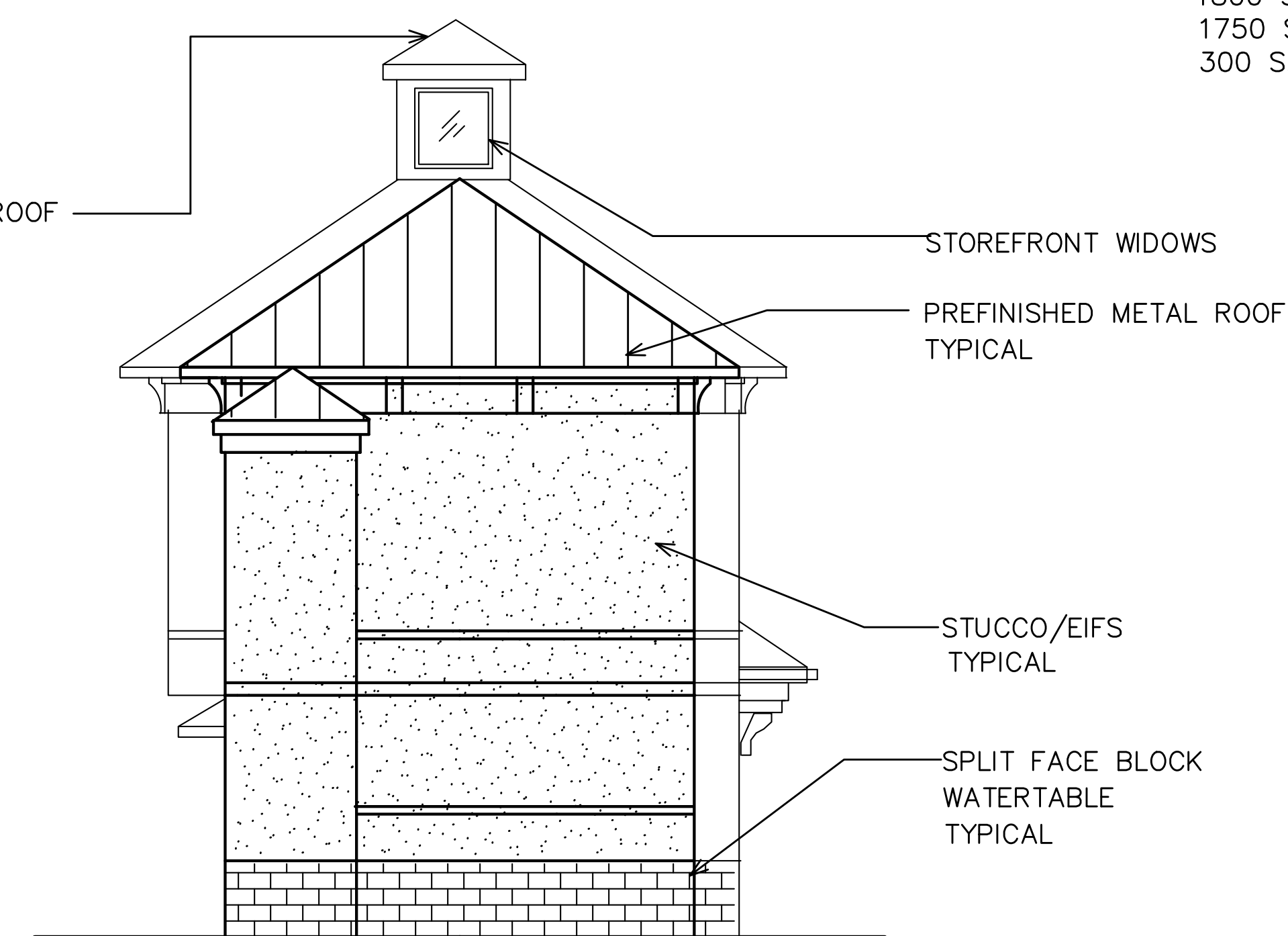
VIEW FROM JOHNSON DRIVE

3850 SF WALL SURFACE EXCLUDING GABLES, ROOF, CUPOLA.
 1800 S.F. GLAZING (WINDOWS AND SF ENTRY)
 1750 S.F. EIFS OR HARD COAT STUCCO
 300 S.F. SPLIT FACE BLOCK



SIDE ELEVATION

452 SF WALL SURFACE EXCLUDING GABLES, ROOF, CUPOLA.
 60 S.F. GLAZING (WINDOWS AND LOUVER)
 342 S.F. EIFS OR HARD COAT STUCCO
 50 S.F. SPLIT FACE BLOCK



SIDE ELEVATION

514 SF WALL SURFACE EXCLUDING GABLES, ROOF, CUPOLA.
 0 S.F. GLAZING
 444 S.F. EIFS OR HARD COAT STUCCO
 70 S.F. SPLIT FACE BLOCK

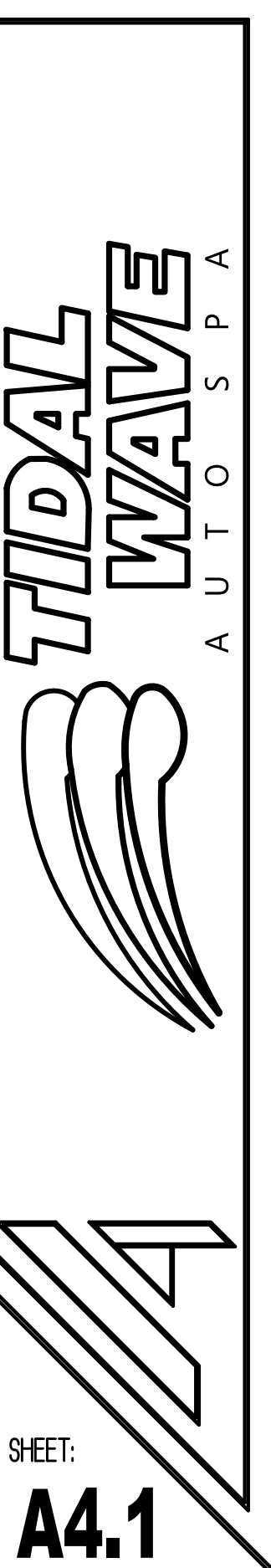
ARCHITECT:
M. TODD ALBRITTON
ARCHITECT

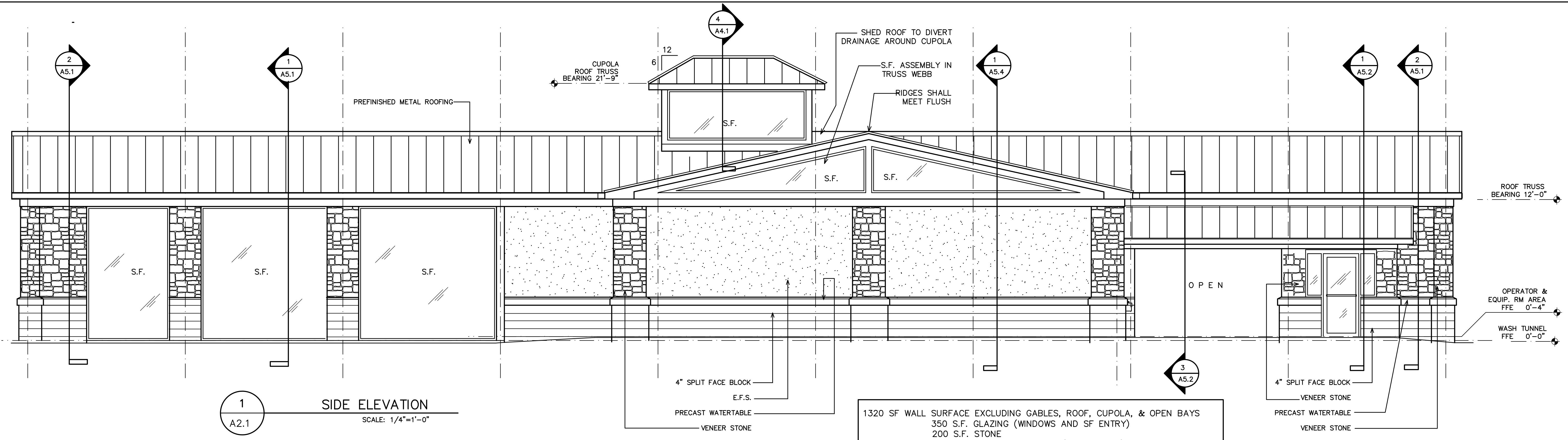


202 EAST MAIN STREET
 THOMASTON, GEORGIA
 770-550-3275
 mtoddalbrittonarchitect@gmail.com

KANSAS REGISTERED ARCHITECT
 #6993

A NEW
TIDAL WAVE AUTO SPA
 MISSION, KANSAS

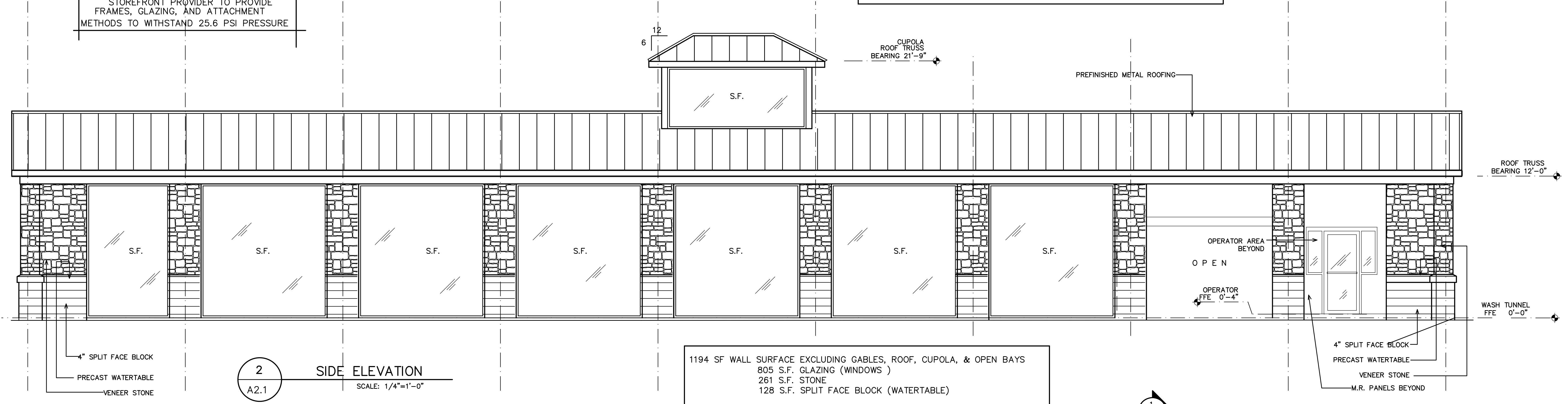




1 SIDE ELEVATION
SCALE: 1/4"=1'-0"

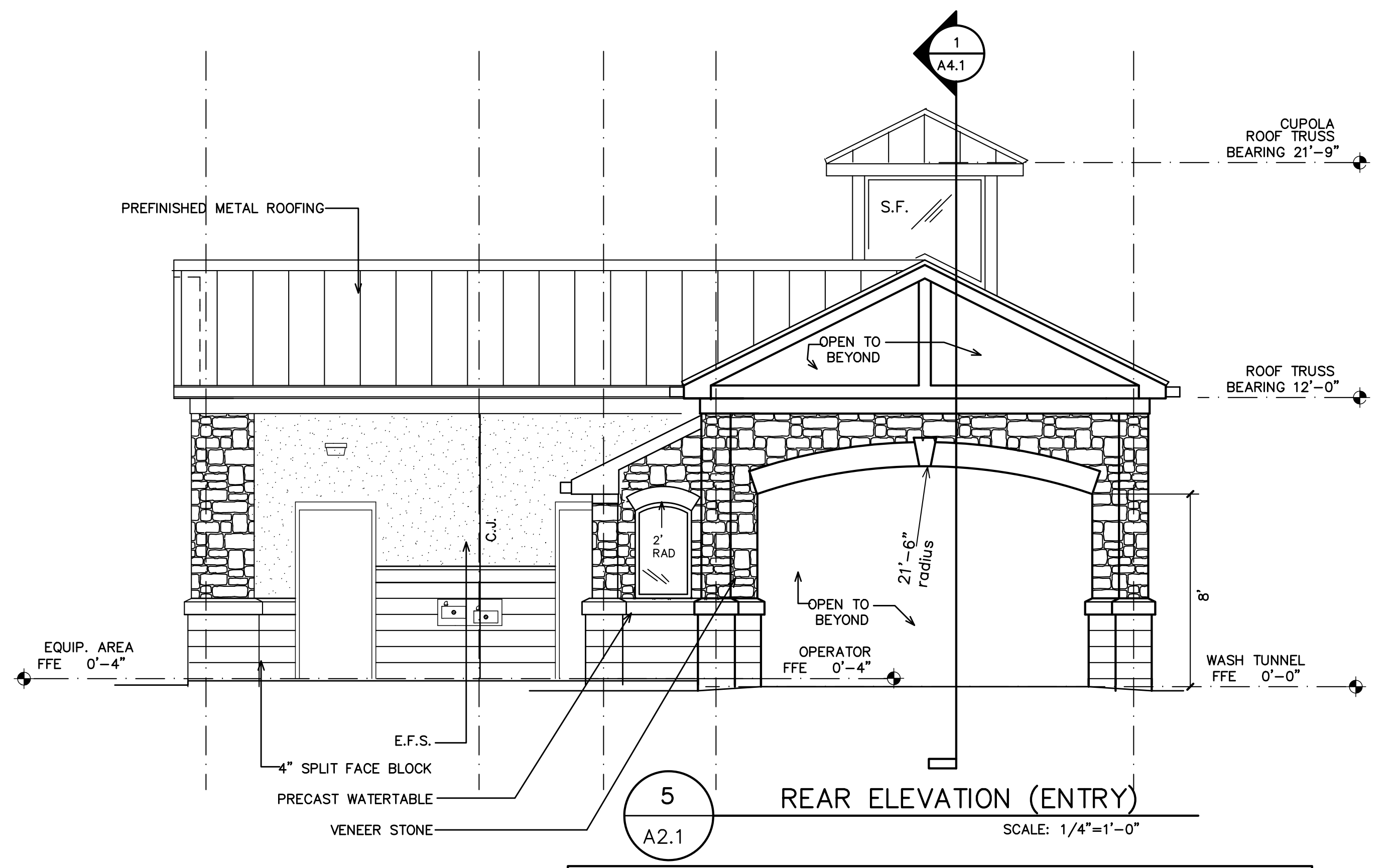
1320 SF WALL SURFACE EXCLUDING GABLES, ROOF, CUPOLA, & OPEN BAYS
350 S.F. GLAZING (WINDOWS AND SF ENTRY)
200 S.F. STONE
258 S.F. SPLIT FACE BLOCK (WATERTABLE)
512 S.F. STUCCO

NOTE:
STOREFRONT PROVIDER TO PROVIDE
FRAMES, GLAZING, AND ATTACHMENT
METHODS TO WITHSTAND 25.6 PSI PRESSURE



2 SIDE ELEVATION
SCALE: 1/4"=1'-0"

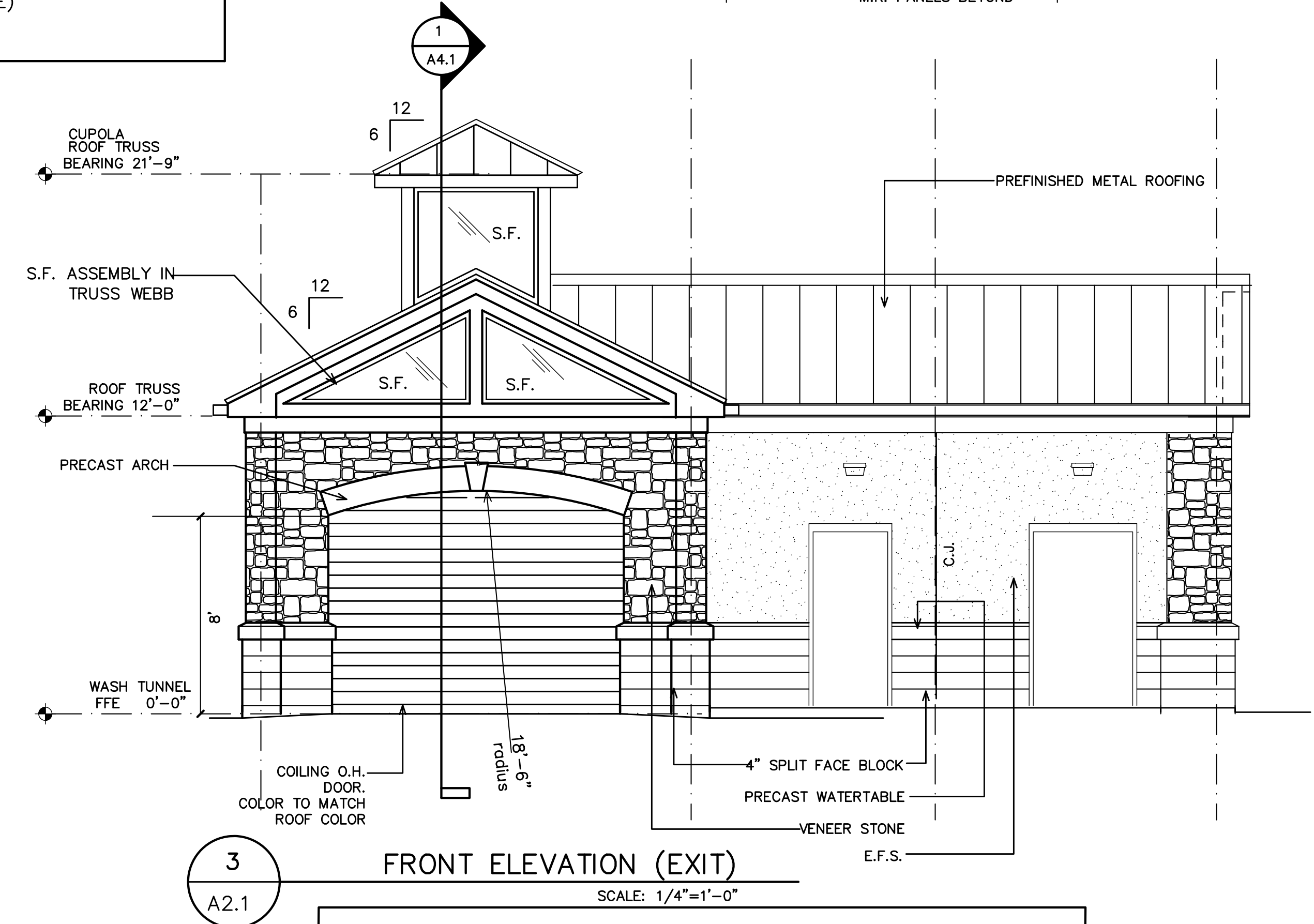
1194 SF WALL SURFACE EXCLUDING GABLES, ROOF, CUPOLA, & OPEN BAYS
805 S.F. GLAZING (WINDOWS)
261 S.F. STONE
128 S.F. SPLIT FACE BLOCK (WATERTABLE)



5 REAR ELEVATION (ENTRY)
SCALE: 1/4"=1'-0"

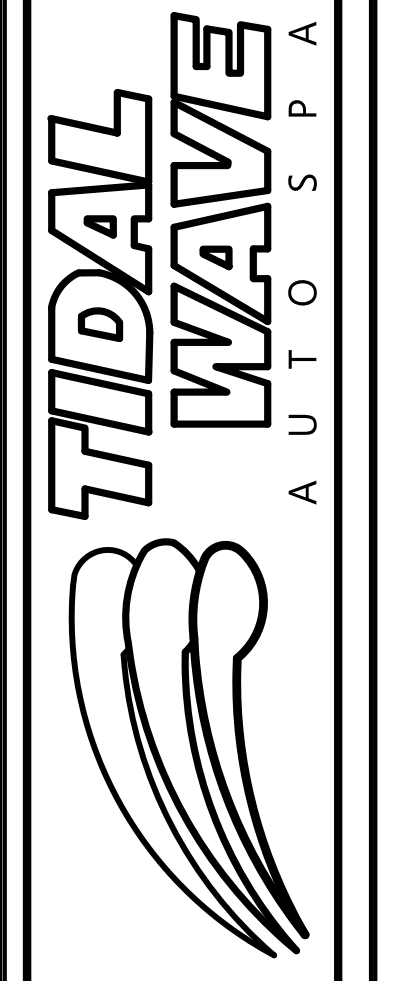
331 SF WALL SURFACE EXCLUDING GABLES, ROOF, CUPOLA, & OPEN BAYS
55 S.F. WINDOW AND DOORS
115 S.F. STONE
85 S.F. SPLIT FACE (WATERTABLE)
76 S.F. STUCCO

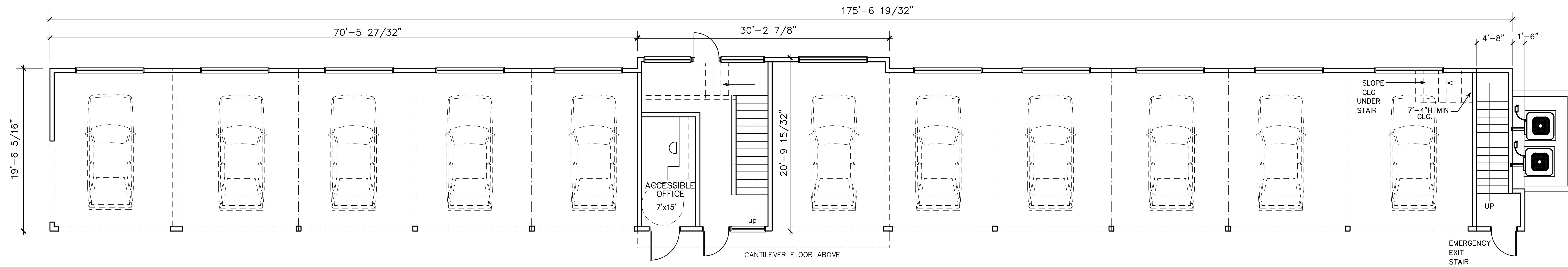
ARCHITECT:
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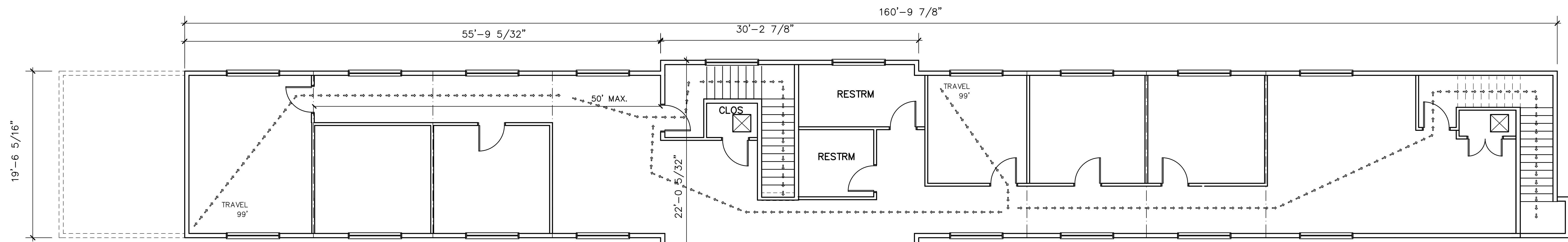
3 FRONT ELEVATION (EXIT)
SCALE: 1/4"=1'-0"

331 SF WALL SURFACE EXCLUDING GABLES, ROOF, CUPOLA, & OPEN BAYS
55 S.F. WINDOW AND DOORS
115 S.F. STONE
85 S.F. SPLIT FACE (WATERTABLE)
76 S.F. STUCCO





FLOOR PLAN – LEVEL 1 3,473 sf



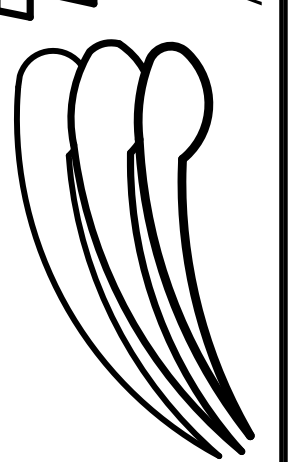
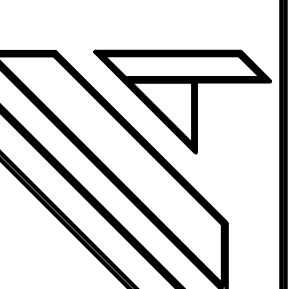
FLOOR PLAN – LEVEL 2 3,226 s.f.

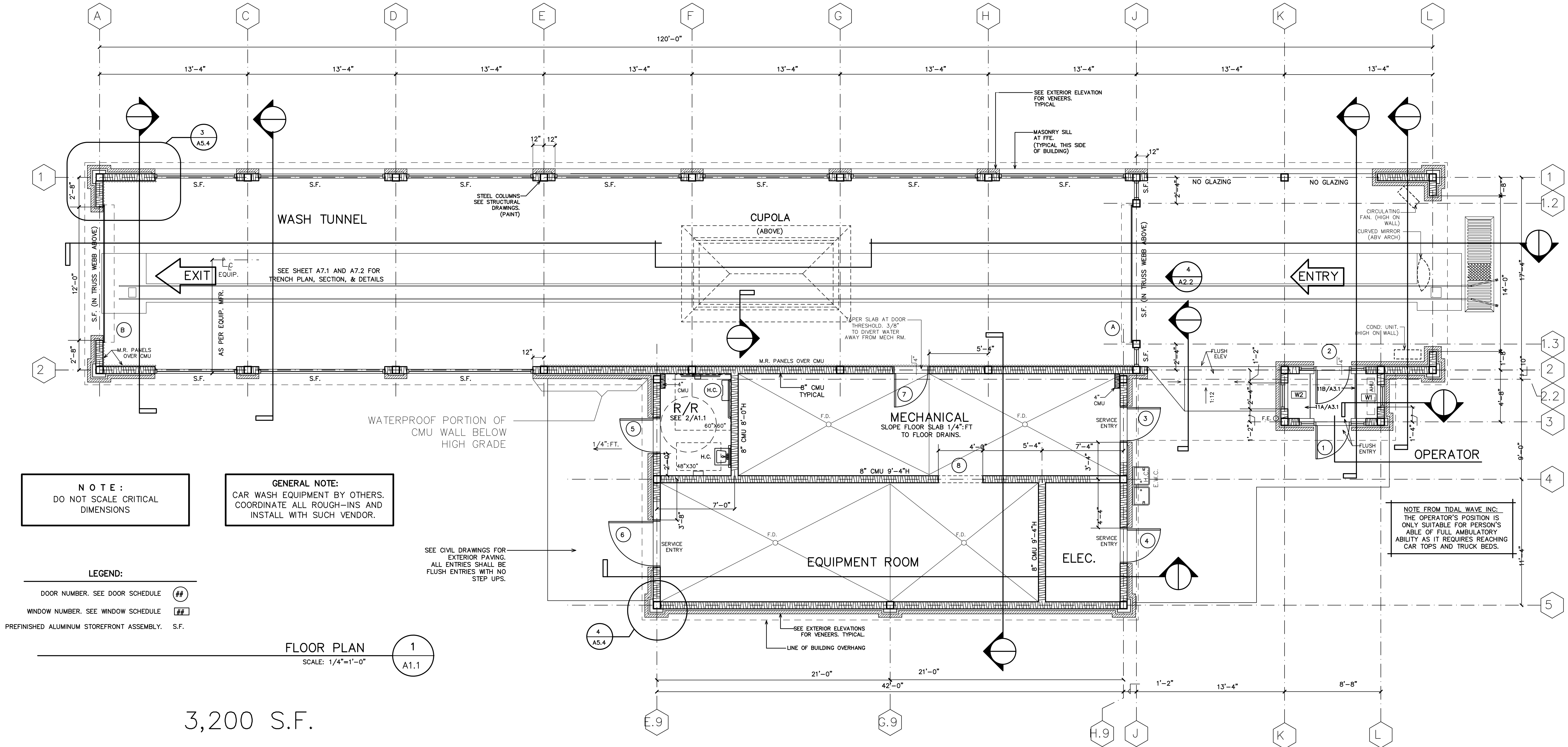
ARCHITECT:
M. TODD ALBRITTON
ARCHITECT

□ □ □
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KANSAS REGISTERED ARCHITECT
 #6993

A NEW
TIDAL WAVE AUTO SPA
 MISSION, KANSAS

TIDAL WAVE
 AUTO SPA


 SHEET: **A3.1**



NOTE:
DO NOT SCALE CRITICAL DIMENSIONS

GENERAL NOTE:
CAR WASH EQUIPMENT BY OTHERS. COORDINATE ALL ROUGH-INS AND INSTALL WITH SUCH VENDOR.

LEGEND:
DOOR NUMBER. SEE DOOR SCHEDULE (##)
WINDOW NUMBER. SEE WINDOW SCHEDULE (##)
PREFINISHED ALUMINUM STOREFRONT ASSEMBLY. S.F.

FLOOR PLAN
SCALE: 1/4"=1'-0"
1
A1.1

3,200 S.F.

ARCHITECT:
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KANSAS REGISTERED ARCHITECT
#6993

A NEW
TIDAL WAVE AUTO SPA
MISSION, KANSAS

TIDAL WAVE
AUTOSPA
SHEET:
A1.1

Property Name	Site Address	Number of Units	Rent Range and Unit Types	Amenities (pool/clubhouse/covered parking)	Year Original Construction (AIMS)	Major Renovations (Year/description/value-BIM)	2017 Appraised Value (AIMS)	2016 Appraised Value (AIMS)	% Change Value 16-17
Mission Gardens	5905 W. 58th St	25			1960	Oct 2016/ reroof/\$18,000 June 2016/ reroof/\$5,600	\$1,012,000.00	\$945,000.00	7.09%
Mission Terrace - At Home	5720 Martway St	11	\$810 - \$850 1 Bedroom	Google Fiber	1964	2013/multi-family reroof/\$13,895	\$493,000.00	\$472,000.00	4.45%
The Maples	5811 Maple St	16	1 ,2 Bedrooms		1964	No permit information found	\$781,000.00	\$751,000.00	3.99%
Bridges At Foxridge	5250 Foxridge Dr	317	\$840 - \$1150 1, 2, 3 Bedrooms	Pool, Clubhouse, Covered Parking, Garages, Dog Park, Tennis Court	1966	2016/emerg damage repair to kitchen/\$16,542 2015/reroof 2 apts bldgs/1 carport/\$43,780 2012/HVAC replacement - eight permits/\$525 ea Oct 2012/ HVAC replacement - twelve permits/\$525 ea 2011/replace meter can /\$2,200 2007/no description/\$150,000	\$5,552,000.00	\$5,321,000.00	4.34%
The Gables-At Home	5934 Outlook St	43	\$800 - \$1050 1,2 Bedrooms	Google Fiber	1966	2014/ reroof/\$19,500 2013/ deck replacement/\$40,000	\$1,477,000.00	\$1,417,000.00	4.23%
Mission 58	5601 W 58th St	16	\$625 - \$725 1, 2 Bedrooms	On site laundry, downtown proximity	1968	Nov 2014/ replace water heater/\$3,900 Oct 2014/gas leak repairs/\$5,000 2012/reroof/\$35,000	\$727,000.00	\$699,000.00	4.01%
The Retreat at Mission	6230 W 51st St	108	\$650 - \$975 1, 2, 3 Bedrooms	Pool, Garages, Basketball Court	1971	2016/HVAC/\$3150 2015/water heater - four permits/\$3100 ea Dec 2015/furnace replacement - four permits/0 value (together with water heater?) June 2015/ HVAC/\$2600 emer repair demo of apts due to fire/ \$1200 2001/ no description/\$10,998	\$5,169,000.00	\$4,630,000.00	11.64%
Mission Woods- At Home	5920 Reeds Rd	48	\$725 - \$880 1, 2 Bedrooms	Google Fiber	1972	no permit information found	\$635,000.00	\$609,000.00	4.27%
The Falls	6565 Foxridge Dr	435	\$659 - \$900 Studio, 1, 2 Bedrooms	Cover Parking, Pool, Clubhouse, Garages	1972	see attached page	\$18,229,000.00	\$17,507,000.00	4.12%
Wellington Club	6900 W 50th Ter	224	\$625 - \$975 1, 2, 3 Bedrooms	Clubhouse, Pool, Basketball Court, Sand Volleyball Court	1972	2014/water heater/\$1,000 2013/ Remodel of fire damaged apts/\$250,000 Feb 2013/Temp elect for apts/\$2500 Feb 2013/demo of apart bldg/\$15,000 2012/water heater/\$500 Dec 2009/reroof/\$102,500 2009/ Remodel from fire damage/\$47,444	\$11,208,000.00	\$10,471,000.00	7.04%
Mission Point - At Home	5708 Outlook St	34	\$800 - \$900 1,2 Bedrooms	Google Fiber	1973	2015/replace deck/\$14,288 Apr 2013/HVAC/\$10,200 Mar 2013/reroof/\$14,500	\$901,000.00	\$866,000.00	4.04%
Mission Ridge - At Home	5911 Reeds Rd	30	\$695 - \$825 Studio, 1 Bedroom	Google Fiber	1973	2012/AC/\$7,000 2011/Exter Alteration/\$108,084	\$1,406,000.00	\$1,352,000.00	3.99%
Mission Heights	5717 Outlook St	40	\$719 - \$910 1,2 Bedrooms		1974	Mar 2016/ HVAC replacement /\$3,100 ea - three permits Dec 2015/HVAC replacement/\$3,100 ea - five permits Oct 2015/HVAC replacement/\$3,100 - one permit July 2015/HVAC replacement /\$3,100 ea-two permits June 2015/HVAC/\$3,100-one permit March 2004/new patio/deck/\$8,000	\$587,000.00	\$563,000.00	4.26%

Property Name	Site Address	Number of Units	Rent Range and Unit Types	Amenities (pool/clubhouse/covered parking)	Year Original Construction (AIMS)	Major Renovations (Year/description/value-BIM)	2017 Appraised Value (AIMS)	2016 Appraised Value (AIMS)	% Change Value 16-17
Mission Hills - At Home	5954 Woodson St	120	\$800 - \$880 1,2 Bedrooms	Covered Parking, Google Fiber	1976	2014/reroof/\$28,500	\$1,562,000.00	\$1,501,000.00	4.06%
Foxfire Apartments	5020 Glenwood St	280	\$585 - \$740 1, 2 Bedrooms	Pool, Clubhouse, Covered Parking, Tennis Court	1984	2012/reroof/\$553,927 2011/replace retaining wall/\$19,878 stall of iron fence/addition to existing / \$2,670 2003/HVAC replacement/\$400,000 2000/no description/\$30,000 1997/stairs/\$305,000	\$15,313,000.00	\$14,517,000.00	5.48%
Hillsborough	5401 Foxridge Dr	329	\$790 - \$1040 1, 2 Bedrooms	Pool, Clubhouse, Covered Parking, Garages, Tennis Court, Basketball Court	1984	2016/gas water heater- five permits/\$400 ea y 2014/garage carport replacement/\$30,000 April 2014 / Demo of fire damaged apt./\$20,000 Mar 2014/elect repair due to fire/\$1500 Oct 2013/Fire repair to 4 units/\$300,000 Mar 2013/ electrical demo and temp power/\$2,500 and mechanical reconnect gas/\$400 2000/no description/\$19,622 1995/no description/\$3,536,000	\$17,479,000.00	\$17,092,000.00	2.26%
Maple Hill	5946 Maple St	12			1984	2011/re-roof/\$12,000 2013/water heater replacement/\$500	\$427,000.00	\$409,000.00	4.40%
Outlook Apts	5933 Outlook St #2	24			1985	2014/ deck and stair replacement/\$30,000	\$989,000.00	\$951,000.00	4.00%
Silverwood	5100 Foxridge Dr	280	\$738 - \$1405 1, 2 Bedrooms	Covered Parking, Pool, Clubhouse,	1986	Oct 2015/Water heater/\$500 July 2015/ stair replacement/\$108,000 2012/Retaining wall/\$14,890 2007/install eng key stone wall system/\$30,000	\$19,391,000.00	\$18,898,000.00	2.61%
The Welstone at Mission Crossing	6050 Broadmoor St	101	1, 2 Bedrooms	Clubhouse, WiFi, Prepared Meals	2014	16/inter remodel/\$100,000 014/New construction/\$8,100,000 April 2014/temp elect serv/\$1,000	\$10,550,840.00	\$7,887,370.00	33.77%

Form Based Code Score Card

w. stipulations
proposed

	Possible Score	Required	Actual	Perceived
Step 1: Regulating Plan:				
Block Configuration and Building Type	15	15	7	15
Parking	15	15	7	15
Access	15	15	14	15
Total Step 1:	45	45	28	45

Notes:

Rear Building is not 26 feet High

Front Building is interpreted as parking deck and is not 40 feet deep.

Did not provide two way traffic or turning template.

Step 2: Building Types:

Building Type Matches Regulating Plan	5	5	2	5
Building Type Matches Chapter 3	5	5	2	5
Total Step 2:	10	10	4	10

Notes:

Rear Building is not 26 feet High

Front Building does not include commercial use on ground floor.

Step 3 Urban Guidelines:

Intent	5	5	1	1
Front Setback - Johnson Drive	5	5	3	5
Side Street Setback	5	5	5	5
Side Setback	5	5	4	5
Rear Setback	5	5	4	5
Parking Area	5	5	3	4
Total Step 3:	30	25	20	25

Notes:

Rear Building is not 26 feet High

Front Building is interpreted as parking deck and is not 40 feet deep.

Did not provide required Streetscape Details.

Did not provide required landscape plans along side and rear yard.

Did not provide required landscape details and pedestrian sidewalks for connectivity.

Step 4: Architectural Guidelines

Intent	6	6	4	3
Materials	3	3	3	3
Configuration	3	3	3	3
Techniques	3	3	2	2
Total Step 4:	15	10	12	11

Notes:

Rear Building is not 26 feet High

Front building does not provide 60% storefront to 18 feet aff.

Total Project Score:	100	90	64	91
-----------------------------	------------	-----------	-----------	-----------

City of Mission	Item Number:	2.
INFORMATIONAL ITEM	Date:	April 4, 2018
COMMUNITY DEVELOPMENT	From:	Danielle Sitzman

Informational items are intended to provide updates on items where limited or no discussion is anticipated by the Committee.

RE: Martway Mixed Use development Preliminary Site Plan, 6005-6045 Martway Street

DETAILS: This preliminary site plan case was initially submitted as a 5-story mixed use building for consideration by the Planning Commission and a public hearing on September 25, 2017. Eight planned district deviations, as detailed in the attached staff report, were requested. A recommendation of denial was made by the Planning Commission due to concerns about the deviation in height.

Shortly after the meeting, the applicant indicated they would rework their proposal based on comments received at the meeting for reconsideration by the Planning Commission. Subsequently, a proposal for a 4-story building with the same mix and arrangement of uses was submitted for consideration by the Planning Commission and a public hearing on December 18, 2017. One less planned district deviation was requested (on-site parking). A recommendation of approval was made by the Planning Commission and the case proceeded to the City Council for action.

The City Council, at their February 2018 meeting, voted to remand this case to the Planning Commission for the reconsideration of height, density, and setback deviations. The applicant submitted revisions to the December 18, 2017 plan, making adjustment to the overall height (in feet), the number of dwelling units, and the massing of the building. The revisions did not contain changes that were significant according to the applicable code standards (440.175). As such, since the case has already proceeded through the public hearing process and on to the City Council, no additional public hearing or notices are required.

The current revisions result in only two of the original eight planned district deviations being necessary (stories and lot area per dwelling). Overall, the project remained a 4-story building with the same mix and arrangement of uses.

The staff report provided at the March 26 Planning Commission meeting tracked the changes in the proposed plan by using underlining and highlighted text. The current information in each section is listed first. The published agenda also contained an index of all of the attachments previously associated with this case. The tables included below have been excerpted from the staff report and detail the overall project details, and comparison of the remaining deviations. Draft minutes from the Planning Commission meeting will be provided as soon as possible

Related Statute/City Ordinance:	Including but not limited to 405.090, 440.160, 440.175
Line Item Code/Description:	NA
Available Budget:	NA

City of Mission	Item Number:	2.
INFORMATIONAL ITEM	Date:	April 4, 2018
COMMUNITY DEVELOPMENT	From:	Danielle Sitzman

Informational items are intended to provide updates on items where limited or no discussion is anticipated by the Committee.

Overall Project Summary

	Use	Proposed 9.25.17 5-Story	<u>Proposed 12.18.17 4-Story</u>	<u>Proposed 3.26.18 4-Story</u>
Commercial	Office/retail	3,491 S.F. (ground floor)	<u>3,491 S.F.</u> (ground floor)	<u>6,250 S.F.</u> (ground floor)
Residential	Apartments	155,908 S.F. 156 units (floors 2-5)	<u>116,931 S.F.</u> 117 units (floors 2-4)	<u>92,896 S.F.</u> 90 units (floors 2-4)
Total		159,399 S.F.	<u>120,422 S.F.</u>	<u>115,021 S.F.</u>

Building/Project Height

	Base Code (and/or)	Proposed 9.25.17	<u>Proposed 12.18.17</u>	<u>Proposed 3.26.18</u>
Stories	3	5	<u>4</u>	<u>4</u>
Overall Height	45'	67'	<u>56' 3"</u>	<u>45'</u>

Lot Area/Dwelling Units per Acre

	Base Code (and/or)	Proposed 9.25.17	<u>Proposed 12.18.17</u>	<u>Proposed 3.26.18</u>
Lot Area/D.U.	1,245	493	<u>621</u>	<u>807</u>
Units/Acre	35	88	<u>70</u>	<u>54</u>

Planning Commission Recommendation

The Planning Commission, at their March 26, 2018 meeting, reconsidered the proposed height, density, and setback deviations within the Code as requested by the City Council, as well as the elimination of some of the originally requested deviations. The Commission voted 8-0 to adopt the suggested findings of fact and recommendations of Staff as contained in the staff report and

Related Statute/City Ordinance:	Including but not limited to 405.090, 440.160, 440.175
Line Item Code/Description:	NA
Available Budget:	NA

City of Mission	Item Number:	2.
INFORMATIONAL ITEM	Date:	April 4, 2018
COMMUNITY DEVELOPMENT	From:	Danielle Sitzman

Informational items are intended to provide updates on items where limited or no discussion is anticipated by the Committee.

recommend approval of the Preliminary Site Development Plan for Case # 17-08 Martway Mixed Use to the City Council with the following stipulations:

- 1) Approval of the requested deviation to height to allow a maximum building height of four (4) stories.
- 2) Approval of the requested deviation to waive the minimum lot area per dwelling unit to allow for the proposed design of 90 units or 92,896 square feet of residential development and appurtenant ground floor space in a mixed-use building.
- 3) A revised final traffic study and final stormwater drainage designs must be submitted for review with the final site plan application. The appropriate data, text, maps, drawings and tables must be included per the Olsson Associates review comments dated September 20, 2017 and attached to this report.
- 4) Staff shall have the right to provide additional comments or stipulations on development plans until all traffic, circulation, ADA, storm drainage, and floodplain related issues have been satisfactorily addressed.
- 5) Light pollution must be addressed to the satisfaction of the Planning Commission at the time of consideration of the the final site development plan.

Where a city governing body has returned a recommendation to the planning commission for reconsideration and the planning commission re-submits its original recommendation, the governing body may accept or reject the recommendation by a simple majority vote of its members.

CFAA CONSIDERATIONS/IMPACTS: Redevelopment of this property with a mix of uses including multi-family housing helps support a vibrant downtown by creating a market for a variety of sales and services. Efficient use of land by dense infill projects such as this helps support a transit system.

Related Statute/City Ordinance:	Including but not limited to 405.090, 440.160, 440.175
Line Item Code/Description:	NA
Available Budget:	NA

STAFF REPORT
Planning Commission Meeting September 25, 2017
Updated for December 18, 2017
Updated for March 26, 2018

AGENDA ITEM NO.: 3

PROJECT NUMBER / TITLE: Application # 17-08

REQUEST: Preliminary Site Development Plan for Martway Mixed Use Development

LOCATION: 6005-6045 Martway Street

APPLICANT: Christian Arnold, Martway Office Works, LLC

PROPERTY OWNER: Martway Officeworks LLC
423 Delaware St, Ste 102
Kansas City, MO 64105

STAFF CONTACT: Danielle Sitzman

ADVERTISEMENT: 9/5/17 and 11/28/2017-The Legal Record newspaper

PUBLIC HEARING: Planning Commission meetings, 9/25/17 and 12/18/17



Property Information:

The subject property is occupied by three small office buildings with a total footprint of

approximately 34,000 square feet. They were constructed in the mid 1960's. In 2014, the land was platted for the first time into three lots known as the Martway Office Buildings Subdivision in anticipation by the then owner to offer them for sale. The property is zoned Main Street District 2 "MS2". It is located in the Downtown District and subject to the *Mission, Kansas Design Guidelines for the Johnson Drive Corridor*. "MS2" 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 and developed as follows:

North/East/West: "MS2" Main Street District 2-municipal community center, multi-family housing, small office, auto-bank.

South: "R-1" Single-Family Residential District-Municipal Offices, Police Department, Outdoor City Pool, Parkland, single-family homes [and "MS2" Main Street District 2-Tract A](#)

Comprehensive Plan Future Land Use Recommendation for this area:

The Comprehensive Plan indicates this area is appropriate for Medium-Density Mixed Use, Parks, and Office. This area should be composed of a pedestrian-friendly mix of mostly housing and limited office and retail uses at medium densities. Such districts typically serve as a transition zone between low to moderate density residential neighborhoods and areas of higher intensity commercial activity. This category primarily consists of an intermix of low to moderate density attached residential housing types, such as row housing, townhomes, condominiums, duplexes, triplexes, and fourplexes, and multiplex and apartment/condo dwellings. Residential densities may vary throughout the neighborhoods and are typically higher than low-density residential areas. The ground floor is appropriate for offices or limited retail stores with upper floors including housing units.

The proposed project is in conformance with the intent of the Comprehensive Plan to provide a mix of residential densities and uses located in proximity to the higher commercial intensity uses near Johnson Drive. It also addresses the Comprehensive Plan Goals of downtown floodplain redevelopment, supports multi-modal travel, and contributes to the economy of the downtown.

Project Background:

[Update 3/26/18: The revised plan is for a 4-story mixed use building with minor changes to the massing of the building, a reduction in the overall height of the building, and a reduction in the density.](#)

[Update 12/18/17: The revised plan is for a 4-story mixed use building with the same mix and arrangement of uses.](#)

The applicant recently purchased all three office building properties. At this time the applicant, Christian Arnold of Clockwork Architecture + Design, is requesting a preliminary site plan approval for redevelopment of the site into a 5-story mixed use building consisting of retail and parking on the ground floor with apartments above.

Plan Review

[Update 3/26/18: The proposed building remains 4-stories containing approximately 90 apartments over ground floor retail space. The building massing and other site plan details have been altered to eliminate the need for requested deviations for onsite parking, rear yard](#)

setbacks, parking lot buffers setbacks and open space, and site trees. The building is arranged in a L-shape with parking provided through a combination of garage, surface, and under building spaces. The ground floor retail/office space would be comprised of two enclosed building sections flanking the entrances on the northside of the building. Access to and around the site is provided by driveway entrances on the east and west ends of the site. The preliminary plan submitted for review by the Planning Commission includes the updated total planned square footage by use in the table below:

Update 12/18/17: The proposed building is now 4-stories with 117 dwelling units. All other site plan details remain the same.

The applicant is proposing a 5-story mixed use building containing apartments and retail space on a 1.8-acre infill site in the downtown on the southside of Martway Street roughly between Beverly Avenue and Dearborn Street. The project is bounded by the Rock Creek Trail along its southern border. The main building would be raised on a concrete podium to allow for parking beneath the structure, floodproofing, and clearance for fire district vehicles. The ground floor retail/office space would be comprised of two enclosed building sections flanking the entrances on the northside of the building. The remaining upper floors would contain 156 rental dwelling units.

	Use	Approx. Area 9.25.17	<u>Approx. Area 12.18.17</u>	<u>Approx Area 3.26.18</u>
Commercial	Office/retail	3,491 S.F. (ground floor)	<u>3,491 S.F. (ground floor)</u>	<u>6,250 S.F (ground floor)</u>
Residential	Apartments	155,908 S.F. (floors 2-5)	<u>116,931 S.F. (floors 2-4)</u>	<u>92,896 S.F. (floors 2-4)</u>
	Total	159,399 S.F.	<u>120,422 S.F.</u>	<u>115,021 S.F.</u>

Planned District Deviations Requested

The Main Street District 2 is a planned zoning district and therefore eligible for consideration of deviations from the prescribed zoning standards. A planned district is a zoning technique that is intended to create additional flexibility in the application of zoning standards such as, but not limited to, setbacks and height. Conventional zoning, which relies on rigid dimensional standards, does not easily accommodate innovative development especially where mixed-use or infill projects are proposed. In addition, conventional zoning relief requires changing the zoning code standards on a project by project basis or through the consideration of variances. In the case of the former, changing zoning district standards often would create non-conformities as the new rules are then applied to all existing developed property within the same zoning district. On the other hand, variances are difficult to justify as the criteria used for evaluation rely on the demonstration of a unique hardship related to the physical characteristics of the property. The merits of a particular development concept alone are not a proper reason to grant a variance.

The adoption of planned zoning in Mission was a precursor to the development of other innovative zoning techniques such as mixed-use zoning districts like the Main Street District 1 & 2 districts and other overlay zones. It is a valuable tool as it allows for deviations from conventional zoning standards on a case by case basis upon review of specific development

proposals. The stated intent of the City of Mission's planned district code is to encourage quality development by permitting deviations from the conventional zoning district to encourage large-scale developments, efficient development of smaller tracts, innovative and imaginative site planning, conservation of natural resources, and minimum waste of land.

Many of the requested deviations discussed below relate to the special challenges of infill redevelopment. Infill refers to the development of vacant or underutilized parcels within previously built areas. These areas are already served by public infrastructure, such as transportation, water, wastewater, and other utilities.

Redevelopment describes converting an existing built property into another use. Ideally, redevelopment aims for better use of the property that provides an economic return to the community. In this case, conversion of several small offices in need of repair and renovation constrained by the nearby floodplain to a mixed-use development that combines residential and commercial uses.

Infill redevelopment optimizes prior infrastructure investments and consumes less land that is otherwise available. Infill redevelopment can result in:

- Efficient utilization of land resources
- More compact patterns of land use and development
- Reinvestment in areas that are targeted for growth and have existing infrastructure like the downtown
- More efficient delivery of quality public services such as transit

As a community where most land has already been developed, most, if not all, redevelopment in Mission will be infill redevelopment in nature. Therefore, in order to fulfill the long-range goals of the Comprehensive Plan to provide a mix of residential densities and uses located in proximity to the higher commercial intensity uses near Johnson Drive, redevelopment of the downtown floodplain, support of multi-modal travel, and enhancement of the downtown economy, additional flexibility is an important element of plan review.

The applicant is requesting the following deviations:

- 1) **On-Site Parking.** *Update 3/26/18: The table below has been updated. No action is required on this item as the base code requirements have been met. This deviation is no longer necessary.*
Update 12/18/17: This deviation is no longer needed as the required number of on-site parking stalls will be provided.

The "MS2" zoning standard requires a minimum of 4 parking spaces per 1,000 square feet of commercial gross floor area and 1 space per efficiency and one-bedroom apartments. 2 spaces are required for two-bedroom apartments (410.250). The proposed mix development contains the following mix on site:

<u>Use</u>	<u>Number</u>	<u>Base Code Requirement</u>	<u>Proposed On-Site 3.26.18</u>	<u>Proposed Off-Site</u>	<u>Reduction</u>
<u>Retail</u>	<u>6,250 S.F.</u>	<u>25 spaces</u>	<u>25</u>	<u>0</u>	<u>0</u>
<u>Efficiency/One Bedroom Units</u>	<u>63 Units (12/51)</u>	<u>63 spaces</u>	<u>117</u>	<u>0</u>	<u>0</u>
<u>Two Bedroom Units</u>	<u>27 Units</u>	<u>54 spaces</u>			
	<u>Total</u>	<u>142</u>	<u>142</u>	<u>0</u>	<u>0</u>

<u>Use</u>	<u>Number</u>	<u>Base Code Requirement</u>	<u>Proposed On-Site 12.18.17</u>	<u>Proposed Off-Site</u>	<u>Reduction</u>
<u>Retail</u>	<u>3,491 S.F.</u>	<u>14 spaces</u>	<u>14</u>	<u>0</u>	<u>0</u>
<u>Efficiency/One Bedroom Units</u>	<u>87 Units (18/69)</u>	<u>87 spaces</u>	<u>152</u>	<u>0</u>	<u>0</u>
<u>Two Bedroom Units</u>	<u>30 Units</u>	<u>60 spaces</u>			
	<u>Total</u>	<u>161</u>	<u>166</u>	<u>0</u>	<u>0</u>

<u>Use</u>	<u>Number</u>	<u>Base Code Requirement</u>	<u>Proposed On-Site 9.25.17</u>	<u>Proposed Off-Site</u>	<u>Reduction</u>
<u>Retail</u>	<u>3,491 S.F.</u>	<u>14 spaces</u>	<u>0</u>	<u>0</u>	<u>14</u>
<u>Efficiency/One Bedroom Units</u>	<u>116 Units (24/92)</u>	<u>116 spaces</u>	<u>166</u>	<u>10</u>	<u>20</u>
<u>Two Bedroom Units</u>	<u>40 Units</u>	<u>80 spaces</u>			
	<u>Total</u>	<u>210</u>	<u>166</u>	<u>10</u>	<u>34</u>

The applicant is requesting a permission to provide 166 spaces on site with the option to lease 10 additional spaces from adjacent properties for a total reduction of 34 spaces

The applicant states in the project narrative (attached) that the full number of parking spaces will not be needed due to the anticipated 5% normal vacancy rate of the apartments and shared parking between the retail and housing uses which will have different periods of demand. In

addition, the applicant proposes securing agreements for leasing nearby off-site parking spaces. The intent is to reduce the amount of land devoted to under utilized or unneeded parking and to allow for a more efficient use of land.

Staff Notes-The number of parking spaces needed is related to the proposed uses of the site. In this case, primarily the number of apartment units. The City's parking ratios are based on conservative estimates of the average demand expected by a typical use. The intent is to ensure that the impact of vehicles generated by private activities such as housing and commercial activity do not overrun public facilities like the street network. The developer is proposing to provide parking ratios tailored to the character of their project. They indicate the number of apartments proposed is necessary to make the project financially feasible and sustainable over time. Costs unique to infill projects can come from demolition of existing structures, odd or obsolete site shapes and sizes, existing facilities like trails and street rights-of-way, and floodplains. In exchange for this allowance the project generates 44 additional bedrooms thus increasing the population density. Additional density is a more efficient use of land than a smaller scale development. Additional density and, therefore, additional rents offsets costs and results in potentially higher property values and a better quality project.

There are several well developed alternative modes of travel immediately available to the site which may reduce vehicle travel demand. This includes a network of sidewalks, the Rock Creek multi-modal trail, and several KCATA bus routes which travel between two enhanced bus stops at the community center and the Mission Transit Center hub on Johnson Drive.

The applicant's estimate of rates of parking demand for housing are similar to other observed conditions at similar apartment developments like those operated by EPC Real Estate. This would likely be sufficient to meet the needs for residential parking without building unnecessary stalls that would remain unused.

In regard to retail parking demand, the applicant's traffic study does not consistently identify the nature of the commercial space as either retail or office. Therefore, the City's consulting engineer has asked for revisions to the study to clarify this. This is a relatively small total area of the building and is not anticipated to alter or to generate pass-by traffic. Pass-by traffic are those drivers who happened to be driving by on their way to something else and stop in because it is convenient before resuming their original trip. Also, it could be possible for the commercial tenants to share parking with the residential units as they operate at different peak hours. However, while the study appears to indicate traffic impacts will not require additional roadway improvements, without the correct data, staff would prefer to defer making a recommendation on the parking deviation. This deviation could be considered at the time of final site plan review when a revised traffic impact analysis report has been received and reviewed.

- 2) **Rear Yard Setbacks.** [Update 3/26/18: No action is required on this item as the base code requirements have been met. This deviation is no longer necessary.](#)

The "MS2" zoning standard requires properties adjacent to those zoned "R-1" Single-Family Residential District to provide a twenty-five foot (25) building setback between them. Otherwise no setbacks are required. (410.240). [Tract A is owned by the City of Mission and zoned "MS2".](#)

[No rear yard setbacks are required between the subject property and Tract A.](#)

The applicant is requesting permission to waive this setback. In the project narrative the applicant indicates that the Rock Creek drainage tract, creek channel, and Victor X Andersen Park provide an equivalent if not larger setback from any surrounding single-family homes.

Staff Notes-The overall separation of structures intended by the code is a minimum of 45 feet (subject setback of 25'+ 20' rear yard setback of SF home). The only qualifying "R-1" zoned property adjacent to the proposed project is that of the City Hall building, outdoor pool, and Victor X Andersen Park. These areas are unlikely to redevelop into single family dwelling units and do not require a buffer from the proposed development which is a less intense use. Also, the city properties easily fit the definition of office or recreational zoning districts which if so designated would remove the need for any setback. The intent of the required setback has been met by the creek channel, Tract A, and the open space of the park. Granting this deviation allows for a more efficient use of land by removing an unnecessary buffer.

- 3) **Building Height.** [Update 3/26/18: The applicant is requesting a maximum height allowance of 4 stories. Overall height in feet will meet the base code requirement of 45 feet. This is the same number of stories and 11' 3" shorter than previously proposed. Staff's notes on the project remain otherwise unchanged.](#)
[Update 12/18/17: The applicant is requesting a maximum height allowance of 4 stories and / or 56' 3". This is one less story and 10' 9" shorter than previously proposed. Staff's notes on the project remain otherwise unchanged.](#)

The "MS2" zoning standard limits a building's maximum height to 3 stories and or forty-five feet (45'). (410.240) The applicant is requesting a maximum height allowance of 5 stories and / or sixty-seven feet (67').

	Base Code (and/or)	Proposed 9.25.17	Proposed 12.18.17	Proposed 3.26.18
Stories	3	5	<u>4</u>	<u>4</u>
Overall Height	45'	67'	<u>56' 3"</u>	<u>45'</u>

The applicant is requesting the height deviation so that additional apartment units can be included in the design. The project narrative explains that the building's height is also affected by a larger clearance on the ground floor to accommodate parking due to the floodplain and fire district access. The applicant points out the sloping topography which puts the site 10'-20' lower than many surrounding properties of similar height or of the nearest single-family homes.

Staff Notes-As stated earlier, and according to the Applicant, the number of apartments proposed is necessary to make the project financially feasible and sustainable over time. Infill projects face additional site design challenges and costs. In exchange for this allowance, the project generates an additional 77,950 square feet of development. Half of this offsets the loss of ground floor development area due to the floodplain impacts. Additional density is a more efficient use of land than a smaller scale development. Additional density and therefore additional rents offsets costs and results in potentially higher property values and a better

quality project.

- 4) **Minimum Lot Area per Dwelling Unit.** Update 3/26/18: The revised plan contains 27 fewer dwelling units and therefore increases the amount of lot area per dwelling. The new unit count is 90 and the new density calculation is 807 square feet/unit or 53.98 units per acre. The intent is to allow 90 units or approximately 92,896 square feet of residential development and appurtenant ground floor space. A minor calculation error regarding the area of Tract A was also corrected. The density table attachment has been updated. Staff's notes on the project remain otherwise unchanged.
Update 12/18/17: The revised plan contains 39 fewer dwelling units and therefore increases the amount of lot area per dwelling. The new unit count is 117 and the new density calculation is 658 square feet/unit or 66.21 units per acre. The intent is to allow 117 units or approximately 116,931 square feet of residential development. The density table attachment has been updated. The project is now less dense than the Mission Trails project on Johnson Drive. Staff's notes on the project remain otherwise unchanged.

The "MS2" zoning standard requires 1,245 square feet of lot area per dwelling unit or a maximum of 35 units per acre (410.240). The applicant is requesting permission to reduce the lot area per dwelling unit to fit their proposed design to allow for the 156 units or 155,908 square feet of residential development in a mixed-use building. This is approximately 493 square feet or 88.64 units per acre. Note: the exact lot area or unit density calculation may fluctuate if the amount of land dedicated on the final plat for changes the site area. The intent is to allow 156 or approximately 155,908 square feet of residential development. This is not dwelling unit size.

	Base Code (and/or)	Proposed 9.25.17	Proposed 12.18.17	Proposed 3.26.18
Lot Area/D.U.	1,245	493	<u>621</u>	<u>807</u>
Units/Acre	35	88	<u>70</u>	<u>54</u>

The applicant states in the project narrative that the project has been designed in response to current market trends for increased density and to make the project economically feasible. They also indicate that the proposed density brings customers within walking distance of the main commercial district of the city.

Staff Notes-The proposed lot area per unit is comparable with many of the current apartment development projects underway in northeast Johnson County especially those in and around Downtown Overland Park (See attached density table). The baseline density contained in the "MS2" zoning district reflects the existing apartment development in the area which were constructed 35-60 years ago. All existing apartment complexes in the downtown predate the newly created zoning districts "MS1", "MS2" or "DND". If the baseline density is not altered, approximately 62 units would be allowed on site. Likely only 40 of these could be constructed due to the floodplain impacts to the ground floor because of the proximity to Rock Creek. That would result in a lot area per unit of 1,925 square feet which is lower than any other downtown multi-family property. Modern, market-driven, high quality infill requires flexibility to be built on this site.

5) **Parking Lot Setback.** [Update 3/26/18: No action is required on this item as the base code requirements have been met. This deviation is no longer required.](#)

The “MS2” zoning standard prohibits newly constructed paved surface parking areas from being closer than 6’ from a street or property line (410.250). The applicant is requesting permission to waive this requirement for the west property line only.

The applicant states in the project narrative that the purpose of the request is to maximize on-site parking while avoiding placing incompatible features along the adjacent property. They point out that the adjacent development to the west also contains a surface parking lot. The applicant stated they will look for opportunities to create landscape buffers where feasible with the development of the final site plan.

Staff Notes-The intent of this code section is to provide screening and buffering from undesirable areas (surface parking lots) and the public way or adjacent properties. No side yard setback is required between the building and the west property line except for the parking lot. The proposed site plan otherwise meets the requirements for parking lot setbacks and the bulk of the surface parking lot is behind or under the proposed building which is a highly desired feature. A stipulation should be made that this deviation is for the west property line only and that alternate screening of this area should be provided for consideration with the final site plan.

6) **Parking Lot Buffer.** [Update 3/26/18: No action is required on this item as the base code requirements have been met. This deviation is no longer required.](#)

The *Mission, Kansas Design Guidelines for the Johnson Drive Corridor* requires parking lots abutting an interior property line to maintain a minimum of 4’ of green space (3.2). The applicant is requesting permission to waive this requirement for the entire site.

Staff Notes-This requirement is similar to that of #5 but stricter in its applicability to all interior property lines regardless of what they abut. The proposed project is lined by the Rock Creek along the entire southern property boundary and a 6’ buffer is shown along the east boundary. Granting the #5 deviation to the west boundary with stipulations will ensure proper buffering of surrounding properties.

7) **Site Tree.** [Update 3/26/18: No action is required on this item as the base code requirements have been met. This deviation is no longer required.](#)

The supplemental landscaping requirements of the Municipal Code require site trees to be planting in the parking lot at a rate of 1 tree per every 20 parking spaces (415.090). The applicant is requesting permission to waive this requirement.

The applicant states in the project narrative that this deviation is requested to maximize on-site parking and that the location of the surface parking lot under and behind the proposed building screens and shades the parking area.

Staff Notes-The intent of this code section is to visually soften parking lots from the view from other areas, provide shade, ground water recharge, air purification, and enhance the quality

appearance of the site. This development has proposed a building design in which parking is located under or behind the building. This is an acceptable or superior design and therefore buffering the parking area with site trees is not needed.

- 8) **Parking Lot Interior Open Space.** *Update 3/26/18: No action is required on this item as the base code requirements have been met. This deviation is no longer required.*

The supplemental landscaping requirements of the Municipal Code require site trees to be planting in the parking lot at a rate of 1 tree per every 20 parking spaces (415.110). The applicant is requesting permission to waive this requirement.

The applicant states in the project narrative that this deviation is requested to maximize on-site parking and that the location of the surface parking lot under and behind the proposed building screens and shades the parking area. Quality landscaping where feasible on the site will be explored with the development of the final site plan

Staff Notes-Again, the intent of this code section is the same as #7 above. This development has proposed a building design in which parking is located under or behind the building. This is an acceptable or superior design and therefore provided open space in the parking field is not needed.

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 as well as building materials and screening. Many of these details are not required at the time of preliminary site plan review and will be fully evaluated with final site plans.

Staff Notes-Design Guidelines: Buildings are shown filling in the block parallel to the public street and extending the width of the property with parking behind or under the primary facade. Adequate room has **not** been reserved for streetscape elements to match the Martway Street streetscape and Rock Creek Trail already established. The proposed building materials and architectural style are reflected in the colored elevations and exterior renderings. A modern architectural theme is proposed. The intent of the Johnson Drive Guidelines is to encourage detailed and articulated building elevations that create interesting facades, complementary massing, human scale elements, and high quality appearance materials. It acknowledges that Mission benefits from a diversity of architectural styles and would not prohibit modern styles that are compatible in form and proportion to buildings with their immediate context on Martway Street. Specific details of all building elements including materials will be reviewed a the time of final site plan submittal. The applicant has provided comment on the building design in the project narrative.

Traffic Impact Analysis & Parking

Update 3/26/18: A revised traffic impact analysis matching the proposed design will be reviewed at the time of final site plan consideration.

Update 12/18/17: On site parking is no longer a concern as the required minimum number of stall are to be provided on site. In addition, with fewer dwelling units proposed, traffic generation will be reduced. An update to the traffic impact analysis will be required at the time

of final site plan. Estimates can be revised at that time. Staff's notes on the project remain otherwise unchanged.

The proposed parking plan is discussed in the deviations section of the staff report. Access into the site is proposed from two access points along Martway Street. One will align with Beverly Avenue and one will be slightly offset from Dearborn Street. The off-set entrance is in the same location as an existing driveway and therefore not a new condition in the street network. Both driveways will enter into the ground floor parking area under the building.

Staff Notes-Traffic & Parking: The Johnson Drive Design Guidelines support structured parking and minimizing the amount of surface parking in redeveloping areas of the city. The applicant was required to provide a full traffic impact analysis including estimated traffic generation trips and the assignment of those trips to the various intersections surrounding the site using standard traffic engineering practices. In addition to traffic volume, the impact to the performance of several intersections adjacent to the site were also studied and assigned a A-F grade.

The City's on-call engineers at Olsson Associates have reviewed the Traffic Impact Analysis and the proposed preliminary site plans. They are generally satisfied with the preliminary project design and the capacity of the road network to accommodate the proposed development but note a discrepancy in the trip generation method estimating traffic based on office or retail use on the ground floor. They recommend reserving the right to make further comment on the proposed parking until a revised final study is provided. Comments will be required to be resolved before the study or final site plan are accepted. Conditions regarding on-site vehicle and ADA circulation are included in the recommended approval below.

Stormwater Management

[Update 3/26/18: A revised stormwater analysis matching the proposed design will be reviewed at the time of final site plan consideration.](#)

The subject property generally drains southeast into the adjacent Rock Creek channel located immediately south and flowing to the east. No details of the proposed future drainage collection, routes or discharged were provided. The proposed development results in a slight increase in impervious surface (approximately 3,418 S.F.) and has requested a waiver from stormwater management based on the adopted code provisions of APWA 5600.

The City's on-call engineers at Olsson Associates have reviewed a stormwater drainage memorandum and the preliminary site plans. They are generally satisfied with the preliminary project design but recommend reserving the right to make further comment until the final study is provided. Any further comments for the applicant to address will be required to be resolved before the study or final site plan are accepted. Conditions regarding drainage are included in the recommended approval below.

Floodplain

A portion of the Rock Creek regulatory 100-year floodplain exists on this site. Therefore the City's Floodplain Management Ordinance will regulate the development. Development will only be permitted through the issuance of a floodplain development permit under such safeguards and restrictions as may be reasonably imposed for the protection of the community. The City's on-call engineers have begun this review and will continue to evaluate the proposed

construction for the proper floodproofing, site work, and regulatory permits. This is a process which occurs as site planning begins and concludes before building permit issuance. Conditions regarding this process are included in the recommended approval below.

On Site/Off-Site Public Improvements

Update 3/26/18: The applicant has revised the proposed streetscape to meet Code requirements. Additional street right-of-way dedication will be required with final plans and plats.

The developer is responsible for the construction of public improvements along Martway Street such as sidewalk, street trees, irrigation, benches, bike racks, street lights, etc. Improvements to the barrier to Rock Creek may also be required. Any necessary off-site improvements identified in review of the final traffic and stormwater studies will also be the responsibility of the applicant.

Staff Notes-Public Improvements: A minimum 10' wide paved clear zone along Martway Street must be maintained for the existing Rock Creek Trail. The proposed 8' wide trail is insufficient to meet multimodal trail standards. In addition, adequate space for a streetscape amenity zone (street trees, streetlights, signage, etc.) must be provided. This zone should be 5' wide at a minimum. Room for door sweeps for the ground floor commercial space should be accounted for outside of the trail as well. Additional details are needed with final plans to ensure the Martway Street streetscape provides adequate dimensions. Additional street right-of-way dedication will be required with final plans and plats.

Signs

As a mixed-use development, the subject property is encouraged to establish a private sign criteria as an alternative to the specific sign requirements of this district.

Staff Notes-Signs: The city's sign code indicates criteria shall be for the purpose of ensuring harmony and visual quality throughout the development. The size, colors, materials, styles of lettering, appearance of logos, types of illumination and location of signs must be set out in such criteria. Signs may wait to be addressed in this manner until final development plans are submitted. A preliminary proposal was provided. The sign criteria will be reviewed and approved at the time of final site plan review.

Sustainable design and construction practices

The Mission Sustainability Commission has developed a rating and certification system for development projects. The applicant has been invited to present the project to the Sustainability Commission. Once completed, the final scoring of the project will be provided to the Planning Commission at the time of Final Site Plan review.

Miscellaneous

A neighborhood meeting was hosted by the applicant at the Community Center on September 12th. Property owners within 700' of the subject property were invited by a mailed invitation to attend. The event was also advertised on the City's social media accounts and website. Approximately 40-50 people attended the meeting. Issues discussed included the building height and aesthetics of the project.

Update 12/18/17: In addition to the statutory requirement for notice of the public hearing to

property owners within 200', property owners within 700' of the subject property were also mailed notice of the December 18th meeting.

Staff Recommendation 9.25.17

The proposed development conforms with the Comprehensive plan, meets the overall intent of the "MS2" zoning district, and complies with the required findings for Section 405.090 and 440.160. Therefore, Staff recommends the Planning Commission recommend approval of the Preliminary Site Development Plan for Case # 17-08 Martway Mixed Use to the City Council with the following stipulations:

1. Deferral of consideration of the requested deviation to on-site parking until the time of final site plan approval.
2. Approval of the requested deviation to rear yard setbacks to waive the requirement for a 25' setback along adjacent "R-1" zoned city property.
3. Approval of the requested deviation to height to allow a maximum building height of five stories and or 67 feet.
4. Approval of the requested deviation to waive the minimum lot area per dwelling unit to allow for the proposed design of 156 units or 155,908 square feet of residential development in a mixed-use building.
5. Approval of the requested deviation to waive the 6' parking lot setbacks along the west property line. Alternative screening of the area should be provided for consideration with the final site plan.
6. Approval of the requested deviation to waive the parking lot buffers for the entire site.
7. Approval of the requested deviation to waive the site tree requirement based on parking spaces.
8. Approval of the requested deviation to waive the parking lot open space standard.
9. A revised final traffic study and final stormwater drainage designs must be submitted for review with the final site plan application. The appropriate data, text, maps, drawings and tables must be included per the Olsson Associates review comments dated September 20, 2017 and attached to this report.
10. Staff reserves the right to provide additional comments or stipulations on development plans until all traffic, circulation, ADA, storm drainage, and floodplain related concerns have been addressed.
11. Provide adequate right-of-way for the required streetscape elements. A minimum of 10' wide paved clear path is required for the Rock Creek Trail separated from the back of curb by a minimum 5' way planting zone.

Planning Commission Recommendation 9.25.2017

The Planning Commission, at their September 25, 2017 meeting, voted 8-0 to recommend denial of Case # 17-08 Martway Mixed Use due to concerns about the requested deviation in

height.

Update

On September 29, 2017 the applicant indicated to staff that they would rework their proposal based on public comment for reconsideration by the Planning Commission. Revised plans were submitted for review and notice of a public hearing was re-advertised.

Staff Recommendation 12.18.17

The proposed development conforms with the Comprehensive plan, meets the overall intent of the "MS2" zoning district, and complies with the required findings for Section 405.090 and 440.160. Therefore, Staff recommends the Planning Commission recommend approval of the Preliminary Site Development Plan for Case # 17-08 Martway Mixed Use to the City Council with the following stipulations:

1. Approval of the requested deviation to rear yard setbacks to waive the requirement for a 25' setback along adjacent "R-1" zoned city property.
2. Approval of the requested deviation to height to allow a maximum building height of four (4) stories and or 56' 3" feet.
3. Approval of the requested deviation to waive the minimum lot area per dwelling unit to allow for the proposed design of 117 units or 116,931 square feet of residential development in a mixed-use building.
4. Approval of the requested deviation to waive the 6' parking lot setbacks along the west property line. Alternative screening of the area should be provided for consideration with the final site plan.
5. Approval of the requested deviation to waive the parking lot buffers for the entire site.
6. Approval of the requested deviation to waive the site tree requirement based on parking spaces.
7. Approval of the requested deviation to waive the parking lot open space standard.
8. A revised final traffic study and final stormwater drainage designs must be submitted for review with the final site plan application. The appropriate data, text, maps, drawings and tables must be included per the Olsson Associates review comments dated September 20, 2017 and attached to this report.
9. Staff reserves the right to provide additional comments or stipulations on development plans until all traffic, circulation, ADA, storm drainage, and floodplain related concerns have been addressed.
10. Provide adequate right-of-way for the required streetscape elements. A minimum of 10' wide paved clear path is required for the Rock Creek Trail separated from the back of curb by a minimum 5' way planting zone.

Planning Commission Recommendation 12.18.2017

The Planning Commission, at their December 18, 2017 meeting, voted 7-1 to recommend approval of Case # 17-08 Martway Mixed Use with the following conditions:

- 1) Approval of the requested deviation to rear yard setbacks to waive the requirement for a 25' setback along adjacent "R-1" zoned city property.
- 2) Approval of the requested deviation to height to allow a maximum building height of four (4) stories and or 56' 3" feet.
- 3) Approval of the requested deviation to waive the minimum lot area per dwelling unit to allow for the proposed design of 117 units or 116,931 square feet of residential development in a mixed-use building.
- 4) Approval of the requested deviation to waive the 6' parking lot setbacks along the west property line. Alternative screening of the area should be provided for consideration with the final site plan.
- 5) Approval of the requested deviation to waive the parking lot buffers for the the west boundary only with evenly-spaced tree islands installed.
- 6) Approval of the requested deviation to waive the site tree requirement based on parking spaces.
- 7) Approval of the requested deviation to waive the parking lot open space standard.
- 8) A revised final traffic study and final stormwater drainage designs must be submitted for review with the final site plan application. The appropriate data, text, maps, drawings and tables must be included per the Olsson Associates review comments dated September 20, 2017 and attached to this report.
- 9) Staff reserves the right to provide additional comments or stipulations on development plans until all traffic, circulation, ADA, storm drainage and floodplain related concerns have been addressed.
- 10) Provide adequate right-of-way for the required streetscape elements. A minimum of 10' wide paved clear path is required for the Rock Creek Trail separated from the back of curb by a minimum 5' way planting zone.
- 11) Trash receptacle must be moved or screened to not impact residence to the South West.
- 12) Light Pollution must be rectified to the satisfaction of staff before construction can begin.

City Council Action 2.21.18

The City Council, at their February 21, 2018 meeting, voted 7-1 to remand Case #17-08 to the Planning Commission for the reconsideration of the height, density, and setback deviations within the Code.

Revised Suggested Findings of Fact - Code Review: Standards of Development (405.090)

The Planning Commission, in the process of approving preliminary site development plans, may approve deviations upon a finding that all of the following conditions have been met:

1. The granting of the deviation will not adversely affect the rights of adjacent property owners.

-The requested deviations, with stipulations where noted, do not infringe upon the rights of other adjacent property owners to continue to reasonably use their own properties. The proposed development repeats a pattern already established in the neighborhood of ground floor retail or small office along Martway Street and multi-story multi-family housing.

2. That the deviation desired will not adversely affect the public health, safety, morals, order, convenience, prosperity or general welfare.

-The impacts of the deviations upon traffic, stormwater runoff, and the public streetscape are being examined and must be found to meet city requirements at the time of final site plan approval. At this time, it appears all impacts can be mitigated.

3. The granting of the deviation will not be opposed to the general spirit and intent of this Title.

-The requested deviations with stipulations as noted meet the spirit and intent of the code to encourage redevelopment which is in compliance with the comprehensive plan as discussed in the section above.

4. That it has been determined the granting of a deviation will not result in extraordinary public expense, create nuisances, cause fraud on or victimization of the public or conflict with existing federal or state laws.

-The proposed deviations will not create additional public expense, nuisances, or violate other laws.

Revised Suggested Findings of Fact - Code Review: Consideration of Site Plans (440.160)

Site plans shall be approved upon determination of the following criteria:

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 have been designed to meet codes and guidelines within a planned district.

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 residents, customers, and the public with no impact to traffic on adjacent public streets. A traffic/trip generation study was submitted for review and any further comments will be addressed at final site plan review.

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

-The proposed project is in preliminary conformance with the Main Street District 2 zoning district with the deviations and conditions below and the Mission, Kansas Design Guidelines for the Johnson Drive Corridor for building placement and massing.

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 subject to the design guidelines for the downtown district which will ensure architectural harmony as the final site plan is prepared. The design concept expressed at preliminary site plan indicates a modern architectural style similar to many similar mixed use developments occurring in Northeast Johnson County and the mid-century office buildings in the immediate neighborhood. Design elements of the surrounding buildings are shown in the exterior renderings.

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

-The proposed mixed use building is consistent with the intent of the Comprehensive Plan to encourage greater density and mix of uses in the downtown District.

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

-Any required right-of-way changes for this site to accommodate such things as public trails will be satisfied with preparation of a revised final plat.

Staff Recommendation 3.26.18

Conditions 1, 2 (as to height in feet only), 4, 5, 6, 7 and 10 in the Planning Commission's recommendation of December 18, 2017 have been withdrawn as they are now unnecessary. It is the opinion of Staff that the proposed development, as revised, conforms with the Comprehensive plan, meets the overall intent of the "MS2" zoning district, and complies with the required findings for Sections 405.090 and 440.160. Therefore, Staff recommends the Planning Commission adopt the findings of fact contained in this staff report and recommend approval of the Preliminary Site Development Plan for Case # 17-08 Martway Mixed Use to the City Council with the following stipulations:

- 1) Approval of the requested deviation to height to allow a maximum building height of four (4) stories.
- 2) Approval of the requested deviation to waive the minimum lot area per dwelling unit to allow for the proposed design of 90 units or 92,896 square feet of residential development and appurtenant ground floor space in a mixed-use building.
- 3) A revised final traffic study and final stormwater drainage designs must be submitted for review with the final site plan application. The appropriate data, text, maps, drawings and tables must be included per the Olsson Associates review comments dated September 20, 2017 and attached to this report.
- 4) Staff reserves the right to provide additional comments or stipulations on development plans until all traffic, circulation, ADA, storm drainage, and floodplain related issues have been satisfactorily addressed.
- 5) Light pollution must be addressed to the satisfaction of staff before construction can begin.

Planning Commission Recommendation 3.26.18

The Planning Commission, at their March 26, 2018 meeting, reconsidered the proposed height, density, and setback deviations within the Code as requested by the City Council, as well as the elimination of some of the originally requested deviations. The Commission voted 8-0 to adopt the suggested findings of fact and recommendations of Staff as contained in the staff report and recommend approval of the Preliminary Site Development Plan for Case # 17-08 Martway Mixed Use to the City Council with the following stipulations.

- 1) Approval of the requested deviation to height to allow a maximum building height of four (4) stories.
- 2) Approval of the requested deviation to waive the minimum lot area per dwelling unit to allow for the proposed design of 90 units or 92,896 square feet of residential development and appurtenant ground floor space in a mixed-use building.
- 3) A revised final traffic study and final stormwater drainage designs must be submitted for review with the final site plan application. The appropriate data, text, maps, drawings and tables must be included per the Olsson Associates review comments dated September 20, 2017 and attached to this report.
- 4) Staff shall have the right to provide additional comments or stipulations on development plans until all traffic, circulation, ADA, storm drainage, and floodplain related issues have been satisfactorily addressed.
- 5) Light pollution must be addressed to the satisfaction of the Planning Commission at the time of consideration of the the final site development plan.

Multifamily Density by City District-Updated 12.18.17									
Map Key	Property Name	Site Address	Number of Units	Lot Area (SqFt)	Min Lot Area (Lot Area/Unit)	Year Built	Current Code Requirement (Lot Area/Unit)	Acres	Units/Acre
Downtown District									
Zone									
DND	Maple Hill	5946 Maple St	12	19,103	1,592	1984	SF-4,500sqft 9.68 du/ac, TH-1,742sqft 25 du/ac, MF-872sqft 50 du/ac	0.44	27
DND	Mission Woods- At Home	5920 Reeds Rd (4 buildings on 4 parcels)	48	67,199	1,400	1972	SF-4,500sqft 9.68 du/ac, TH-1,742sqft 25 du/ac, MF-872sqft 50 du/ac	1.54	31
DND	Mission Gardens	5905 W. 58th St	25	33,602	1,344	1960	SF-4,500sqft 9.68 du/ac, TH-1,742sqft 25 du/ac, MF-872sqft 50 du/ac	0.77	32
DND	Mission Terrace - At Home	5720 Martway St	11	14,712	1,337	1964	SF-4,500sqft 9.68 du/ac, TH-1,742sqft 25 du/ac, MF-872sqft 50 du/ac	0.34	33
DND	The Gables-At Home	5934 Outlook St (2 buildings on 2 parcels unevenly distributed)	43	56,050	1,303	1966	SF-4,500sqft 9.68 du/ac, TH-1,742sqft 25 du/ac, MF-872sqft 50 du/ac	1.29	33
R-4	Mission Point - At Home	5708 Outlook St (2 buildings on 3 parcels)	34	44,101	1,297	1973	3,500 sqft	1.01	34
MS2	Mission Hills - At Home	5954 Woodson St (4 buildings on 4 parcels)	120	137,427	1,145	1976	1,245 sqft, 35 du/ac	3.15	38
MS2	The Maples	5811 Maple St	16	16,800	1,050	1964	1,245 sqft, 35 du/ac	0.39	41
MS2	Mission 58	5601 W 58th St	16	16,800	1,050	1968	1,245 sqft, 35 du/ac	0.39	41
DND	Outlook Apts	5933 Outlook St #2	24	25,198	1,050	1985	SF-4,500sqft 9.68 du/ac, TH-1,742sqft 25 du/ac, MF-872sqft 50 du/ac	0.58	41
DND	Mission Ridge - At Home	5911 Reeds Rd	30	30,760	1,025	1973	SF-4,500sqft 9.68 du/ac, TH-1,742sqft 25 du/ac, MF-872sqft 50 du/ac	0.71	42
MS2	Proposed 3.26.18 Martway Mixed Use	6005-6045 Martway St (1 building spanning 3 lots)	90	72,616	807	2018	1,245 sqft, 35 du/ac	1.67	54
MS2	Proposed 12.18.17 Martway Mixed Use Tract A Error	6005-6045 Martway St (1 building spanning 3 lots)	117	76,971	658	2018	1,245 sqft, 35 du/ac	1.77	66
MS2	Proposed 12.18.17 Martway Mixed Use Recalculated w.o. Tract A Corrected	6005-6045 Martway St (1 building spanning 3 lots)	117	72,616	621	2018	1,245 sqft, 35 du/ac	1.67	70
MS1	Mission Trails	6201 Johnson Dr	200	122,669	613	2018	None	2.82	71
MS2	Proposed 9.25.17 Martway Mixed Use	6005-6045 Martway St (1 building spanning 3 parcels)	156	76,971	493	2018	1,245 sqft, 35 du/ac	1.77	88
R-4	Mission Heights	5717 Outlook St	40	17,501	438	1974	3,500 sqft	0.40	100
West Gateway District									
FBC	The Welstone at Mission Crossing*	6050 Broadmoor St	101	98,868	979	2014	NA	2.27	44
East Gateway District									
Other Areas-Mission									
RP-4	Hillsborough	5401 Foxridge Dr (Many buildings on 2 parcels unevenly distributed)	329	1,279,324	3,889	1984	NA	29.37	11
R-6	Wellington Club	6900 W 50th Ter	224	759,024	3,389	1972	1,200 sqft	17.42	13
R-4	Bridges At Foxridge	5250 Foxridge Dr (Many buildings on 4 parcels)	317	1,044,140	3,294	1966	3,500 sqft	23.97	13
R-4	The Retreat at Mission	6230 W 51st St	108	302,618	2,802	1971	3,500 sqft	6.95	16
R-6	Silverwood	5100 Foxridge Dr	280	648,063	2,315	1986	1,200 sqft	14.88	19
R-6	Foxfire Apartments	5020 Glenwood St	280	548,172	1,958	1984	1,200 sqft	12.58	22
R-6	The Falls	6565 Foxridge Dr	435	675,134	1,552	1972	1,200 sqft	15.50	28
Other Areas-Outside Mission									
	Brookridge	Antioch Rd & I-435, Overland Park (131 acre site with many features)	2,076	5,706,360	2,749	2020		131.00	16
	The Heights-Linden Square	N. Oak Trafficway & 69th St-Downtown Gladstone	222	240,000	1,081	2015		5.51	40
	Meadow Brook-The Kessler Apartments	95th Street & Nall Ave, Prairie Village (6.8 acres of mixed use and parkland 42 ac site)	282	296,208	1,050	2017		6.80	41
	District at City Center-EPC	Not yet built 87th St & Rnner Blvd, Lenexa (2 buildings on 2 parcels)	175	156,030	892	2019		3.58	49
	Woodside village	Rainbow Blvd & 47th Pl-Westwood (Apts and live work units on Lot 5 & 2 other grdn fl uses)	330	240,000	727	2016		5.51	60
	Domain at City Center-EPC	87th St & Renner Blvd, Lenexa	203	140,133	690	2016		3.22	63
	Avenue 80-EPC	Metcalfe Ave & 80th Street, Overland Park	218	148,674	682	2017		3.41	64
	Interurban Lofts	79th St & Conser St-Downtown OP (bldg also has ground floor office)	41	24,352	594	2017		0.56	73
	51 Main-EPC	Plaza south area-KCMO	176	94,500	537	20??		2.17	81
	The Vue	Under construction 80th St and Santa Fe Dr/southside-Downtown OP	219	100,924	461	2017		2.32	95
	Market Lofts	Under construction 80th St and Santa Fe Dr/by Rio-Downtown OP (bldg also has grnd fl retail)	36	15,342	426	2017		0.35	102

Property Name	Site Address	Number of Units	Rent Range and Unit Types	Amenities (pool/clubhouse/covered parking)	Year Original Construction (AIMS)	Major Renovations (Year/description/value-BIM)	2017 Appraised Value (AIMS)	2016 Appraised Value (AIMS)	% Change Value 16-17
Mission Gardens	5905 W. 58th St	25			1960	Oct 2016/ reroof/\$18,000 June 2016/ reroof/\$5,600	\$1,012,000.00	\$945,000.00	7.09%
Mission Terrace - At Home	5720 Martway St	11	\$810 - \$850 1 Bedroom	Google Fiber	1964	2013/multi-family reroof/\$13,895	\$493,000.00	\$472,000.00	4.45%
The Maples	5811 Maple St	16	1 ,2 Bedrooms		1964	No permit information found	\$781,000.00	\$751,000.00	3.99%
Bridges At Foxridge	5250 Foxridge Dr	317	\$840 - \$1150 1, 2, 3 Bedrooms	Pool, Clubhouse, Covered Parking, Garages, Dog Park, Tennis Court	1966	2016/emerg damage repair to kitchen/\$16,542 2015/reroof 2 apts bldgs/1 carport/\$43,780 2012/HVAC replacement - eight permits/\$525 ea Oct 2012/ HVAC replacement - twelve permits/\$525 ea 2011/replace meter can /\$2,200 2007/no description/\$150,000	\$5,552,000.00	\$5,321,000.00	4.34%
The Gables-At Home	5934 Outlook St	43	\$800 - \$1050 1,2 Bedrooms	Google Fiber	1966	2014/ reroof/\$19,500 2013/ deck replacement/\$40,000	\$1,477,000.00	\$1,417,000.00	4.23%
Mission 58	5601 W 58th St	16	\$625 - \$725 1, 2 Bedrooms	On site laundry, downtown proximity	1968	Nov 2014/ replace water heater/\$3,900 Oct 2014/gas leak repairs/\$5,000 2012/reroof/\$35,000	\$727,000.00	\$699,000.00	4.01%
The Retreat at Mission	6230 W 51st St	108	\$650 - \$975 1, 2, 3 Bedrooms	Pool, Garages, Basketball Court	1971	2016/HVAC/\$3150 2015/water heater - four permits/\$3100 ea Dec 2015/furnace replacement - four permits/0 value (together with water heater?) June 2015/ HVAC/\$2600 emer repair demo of apts due to fire/ \$1200 2001/ no description/\$10,998	\$5,169,000.00	\$4,630,000.00	11.64%
Mission Woods- At Home	5920 Reeds Rd	48	\$725 - \$880 1, 2 Bedrooms	Google Fiber	1972	no permit information found	\$635,000.00	\$609,000.00	4.27%
The Falls	6565 Foxridge Dr	435	\$659 - \$900 Studio, 1, 2 Bedrooms	Cover Parking, Pool, Clubhouse, Garages	1972	see attached page	\$18,229,000.00	\$17,507,000.00	4.12%
Wellington Club	6900 W 50th Ter	224	\$625 - \$975 1, 2, 3 Bedrooms	Clubhouse, Pool, Basketball Court, Sand Volleyball Court	1972	2014/water heater/\$1,000 2013/ Remodel of fire damaged apts/\$250,000 Feb 2013/Temp elect for apts/\$2500 Feb 2013/demo of apart bldg/\$15,000 2012/water heater/\$500 Dec 2009/reroof/\$102,500 2009/ Remodel from fire damage/\$47,444	\$11,208,000.00	\$10,471,000.00	7.04%
Mission Point - At Home	5708 Outlook St	34	\$800 - \$900 1,2 Bedrooms	Google Fiber	1973	2015/replace deck/\$14,288 Apr 2013/HVAC/\$10,200 Mar 2013/reroof/\$14,500	\$901,000.00	\$866,000.00	4.04%
Mission Ridge - At Home	5911 Reeds Rd	30	\$695 - \$825 Studio, 1 Bedroom	Google Fiber	1973	2012/AC/\$7,000 2011/Exter Alteration/\$108,084	\$1,406,000.00	\$1,352,000.00	3.99%
Mission Heights	5717 Outlook St	40	\$719 - \$910 1,2 Bedrooms		1974	Mar 2016/ HVAC replacement /\$3,100 ea - three permits Dec 2015/HVAC replacement/\$3,100 ea - five permits Oct 2015/HVAC replacement/\$3,100 - one permit July 2015/HVAC replacement /\$3,100 ea-two permits June 2015/HVAC/\$3,100-one permit March 2004/new patio/deck/\$8,000	\$587,000.00	\$563,000.00	4.26%

Property Name	Site Address	Number of Units	Rent Range and Unit Types	Amenities (pool/clubhouse/covered parking)	Year Original Construction (AIMS)	Major Renovations (Year/description/value-BIM)	2017 Appraised Value (AIMS)	2016 Appraised Value (AIMS)	% Change Value 16-17
Mission Hills - At Home	5954 Woodson St	120	\$800 - \$880 1,2 Bedrooms	Covered Parking, Google Fiber	1976	2014/reroof/\$28,500	\$1,562,000.00	\$1,501,000.00	4.06%
Foxfire Apartments	5020 Glenwood St	280	\$585 - \$740 1, 2 Bedrooms	Pool, Clubhouse, Covered Parking, Tennis Court	1984	2012/reroof/\$553,927 2011/replace retaining wall/\$19,878 stall of iron fence/addition to existing / \$2,670 2003/HVAC replacement/\$400,000 2000/no description/\$30,000 1997/stairs/\$305,000	\$15,313,000.00	\$14,517,000.00	5.48%
Hillsborough	5401 Foxridge Dr	329	\$790 - \$1040 1, 2 Bedrooms	Pool, Clubhouse, Covered Parking, Garages, Tennis Court, Basketball Court	1984	2016/gas water heater- five permits/\$400 ea y 2014/garage carport replacement/\$30,000 April 2014 / Demo of fire damaged apt./\$20,000 Mar 2014/elect repair due to fire/\$1500 Oct 2013/Fire repair to 4 units/\$300,000 Mar 2013/ electrical demo and temp power/\$2,500 and mechanical reconnect gas/\$400 2000/no description/\$19,622 1995/no description/\$3,536,000	\$17,479,000.00	\$17,092,000.00	2.26%
Maple Hill	5946 Maple St	12			1984	2011/re-roof/\$12,000 2013/water heater replacement/\$500	\$427,000.00	\$409,000.00	4.40%
Outlook Apts	5933 Outlook St #2	24			1985	2014/ deck and stair replacement/\$30,000	\$989,000.00	\$951,000.00	4.00%
Silverwood	5100 Foxridge Dr	280	\$738 - \$1405 1, 2 Bedrooms	Covered Parking, Pool, Clubhouse,	1986	Oct 2015/Water heater/\$500 July 2015/ stair replacement/\$108,000 2012/Retaining wall/\$14,890 2007/install eng key stone wall system/\$30,000	\$19,391,000.00	\$18,898,000.00	2.61%
The Welstone at Mission Crossing	6050 Broadmoor St	101	1, 2 Bedrooms	Clubhouse, WiFi, Prepared Meals	2014	16/inter remodel/\$100,000 014/New construction/\$8,100,000 April 2014/temp elect serv/\$1,000	\$10,550,840.00	\$7,887,370.00	33.77%

September 20, 2017

City of Mission
Community Development
Attention: Danielle L. Sitzman, AICP
6090 Woodson St.
Mission, Kansas 66202

RE: Project Name: Martway Mixed Use – Preliminary Development Plan – Site Civil & Traffic Review

Dear Ms. Sitzman,

We have completed our review of the 2nd submittal for the above mentioned Preliminary Development Plan. If approved, we would recommend the following stipulations be applied:

Martway Multifamily

Olsson Review for Preliminary Plan 2nd Submittal – 9-20/17

Floodplain Stipulations:

1. All design and construction must meet the provisions Article IV, Chapter 460 of the City Code
2. Any enclosed building space including mechanical equipment areas (such as equipment in elevator sumps) must be 2' above FEMA floodplain or must be water proofed.
3. At time of Final Development Plan application, a variance from Article IV of city code must be obtained for any parking or building areas that encroach into the Floodway. This will require a flood study that shows that the project does not increase the 100-year water surface elevation.
4. Prior to building permit, a Floodplain Development Permit shall be obtained from the City, including a study or documentation showing the proposed project will not increase 100-yr water surface elevations.
5. Prior to issuance of a building permit, a Floodplain fills permit from the State of Kansas shall be obtained.
6. Prior to close out of the Floodplain Permit a LOMR-F and elevation certificate is required.

Drainage Memo Stipulations:

1. At time of Final Development Plan application, provide an exhibit or multiple exhibits that show the existing and proposed development, existing and proposed drainage boundaries and floodplain lines. Please provide drainage boundaries, CN values, and flow for each drainage area within the site and all off-site water entering the site for the existing and proposed condition.
2. At time of Final Development Plan application, show and explain how drainage from the site is being collected (within storm sewer or overland flow), routed and discharged at the stream to for adequate erosion control protection.

Preliminary Development Plan Stipulations

1. At time of Final Development Plan application please address the drive aisle width in the two areas near the center of the lot. The 25' dimension provided in two areas near the center of the lot is not adequate as the angle of turns within the lanes is severe and driving lanes are unclear. It appears the drive lane conflicts with pedestrian circulation areas near the elevators. Additional striping showing the lanes in these areas must be provided. A turning template showing cars within each lane must be provided. Stalls in these areas may need to be eliminated to resolve the problem.
2. At time of Final Development Plan application show revised ADA paths to not be within drive lanes parallel with traffic flow as shown in the west entrance. Where ADA paths cross drive lanes, pedestrian paths must be striped.

Traffic Study Stipulations

1. At time of Final Development Plan application, please submit a revised traffic study with corrected trip generation data. The retail land use has now changed to office therefore the am and pm peak trips will change. Provide a flash drive with all electronic files including Synchro. (See attached Martway Mixed-Use Development Traffic Impact Analysis Review Letter dated September 20, 2017 for additional comments)

If you have any questions or comments or need additional information, please do not hesitate to contact me at 913-381-1170 or bsonner@olssonassociates.com.

Sincerely,



Brad Sonner, PLA, LEED AP
Vice President

Martway Mixed-Use Development Traffic Impact Analysis Review

The following comments are in reference to the *Traffic Impact Analysis* (revised submittal) submitted by Cook, Flatt & Strobel Engineers, P.A., dated September 13, 2017, for the Martway Mixed Use Development Project.

A full review of the submitted traffic impact study cannot be completed due to inaccurate trip generation calculations which will impact trip distribution and capacity analysis for the site. Review will be conducted after submittal of a revised traffic impact study.

1. Trip Generation:
 - a. The traffic impact study has been revised for office space (previously retail). The site plan and parking demand analysis submitted to the City indicate retail land use. The traffic impact study should reflect the use proposed for the site and be consistent with the site plan.
 - b. Trip generation calculations are inaccurate. Specifically, the office space should be reviewed. The estimated number of trips are not correct. Additionally, office space does not have a 50% entering/exiting split for the AM and PM peak hour periods. Trip generation calculations should be updated and trip distribution and capacity analysis appropriately revised.
 - i. To ensure trip generation is accurate, updated calculations may be submitted to the City, prior to completion of the final traffic impact study, for review. This information must be submitted in a timely manner to allow for review and comments (if necessary) to be returned prior to the final submittal.
2. Provide a flash drive with all electronic files including Synchro. This allows for more efficient review.

It is recommended that the revised final traffic impact study be submitted a minimum two weeks prior to the City submittal deadline for the final development plan. Adequate time is necessary to conduct a thorough review of the study, allow for comments to be addressed by the submitter, and City staff to develop final comments.

November 20, 2017

christian@clockwork-ad.com

423 delaware \ suite 102 \ \ kansas city \ \ mo \ \ 64105

At the September 25th Planning Commission Meeting we listened to the residents along 61st street that voiced concerns regarding the development.

To address the concerns, the revised submission has removed one entire floor of the building. This reduction in height also reduces the need for any off-site parking.

Over the last 2 months, we've received encouragement from residents and business owners who are excited to see the continued improvements in the City of Mission.

If any additional concerns or questions arise, please reach out so that they may be answered.

Regards,



Christian Arnold
Principal

Questions raised at the 9/25 Meeting, with comments added related to the proposed revision.

1) Does the developer own the property?

Yes.

2) What are the size of the apartments? Are washers and dryers included? Does each unit have it's own AC/Furnace? Does each unit have its own balcony?

Studio units are 504sf, one bedrooms range from 644sf to 720sf and 2 bedrooms range from 1,104sf to 1,144sf. Yes, each unit has its own AC and furnace unit. Yes, each unit has its own balcony except for the studio units.

3) Will there be a maintenance man/property manager on site at all times?

The original development had 156 units and would have dedicated staff. The current proposal has 117 units so it would not financially support dedicated staff.

4) Is Rock Creek being altered? Will there be any additional flood impacts/concerns?

No, Rock Creek is not being altered. No, there will not be any additional flood impacts.

5) How much larger will power poles and utilities need to be to supply the building? Can the utilities be buried?

There are currently (3) incoming power locations to service each of the existing buildings. This will be reduced to (1) to provide power to the new building. The power poles will not be any larger than existing. Power service from the transformer to the building will be buried and concealed.

6) Where is the trash located at?

The trash dumpster enclosure is currently shown on the site plan in the southwest corner of the site. The trash dumpsters will be screened with a privacy walls.

7) Did the design team look at the feasibility of a shorter building? Is there compromise for the building height? Can the footprint be widened to reduce a story?

Due to the existing floodway limits and the requirements of the City of Mission, the buildings first floor must be lifted above the floodway. The fire department clearance requirements establish the first floor height. The current proposal has removed a floor from the proposed building design. The building is now 3 stories of residential construction on top of parking and commercial space.

8) Are there any amenities for the development? We are concerned that other people will use the tennis courts and park and it could get too busy.

Since it is a public park, residents will be able to enjoy it. Internal amenities are still being considered and developed. The building is programmed with multiple flex spaces that could be utilized with a fitness facility and multipurpose rooms for community gatherings.

9) Has the design team considered the building's aesthetics? Concerns that the building does not reflect mission style architecture.

Yes, the design team has considered the building's aesthetics. The City's guidelines have been adhered to and there is no requirement for mission style architecture. The building aesthetics appeal to the targeted demographic and is designed to relate to the adjacent vernacular established by the existing neighboring buildings along Martway that have a mid-century modern aesthetic that Mission is known for.

10) Where are the local jobs to provide for the new housing?

The demand for housing is gauged by Occupancy rates and Mission is a desirable place to live.

11) If additional parking is needed off site, why wouldn't the development team scale the project back?

The original proposal utilized the adjacent empty surface lots, the current proposal does not require off-site parking.

12) Will there be any public parking on site?

On site parking is for residence only. 14 parking spaces are provided to serve the grade level business.

13) How do the traffic engineers not see an increase in traffic?

Martway is engineered to handle more traffic than currently exists. The traffic study took traffic counts at the intersections of Beverly & Martway and at Dearborn & Martway on typical weekdays during June of this year, and then the anticipated traffic which would be generated by the proposed apartments and the small amount of general office space. Traffic modeling software was used to simulate the existing traffic conditions and the proposed conditions with the additional site-generated traffic superimposed onto the existing volumes. The current proposal has even less than traffic previously approved.

14) What is the construction time frame?

The building will take approximately a year to 15 months to construct after breaking ground.

15) There are no basements. Where do people go to seek shelter from a severe storm?

The building will be designed to meet all applicable building codes. Stairwell shafts will be constructed out of 8" thick concrete and will serve as an area of refuge for storms.

16) Do you envision any children living in this building?

Yes, families with children are welcome to live in this building.

17) Just to confirm, these are market rate apartments? There won't be any subsidized housing?

These are market rate apartments.



1421 E. 104th Street
Ste 100
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September 15th, 2017

Danielle L. Sitzman, AICP
City Planner
City of Mission
6090 Woodson St.
Mission, KS 66202
Ph. 913.676.8363
email:dsitzman@missionks.org

RE: Maryway Mixed Use/Mission Trails Final Preliminary Plan Case #17-08-Staff
Review Comments

Dear Danielle;

In regards to the cities August 8th and August 9th, 2017 review comments we are resubmitting revised plans, and we offer the following responses:

Engineering Review Comments

Floodplain Comments

- 1. Compensatory volume for any fill within the 100 year floodplain must be provided. Please show fill areas and location for compensatory volume.

An exhibit has been added to the Drainage Memo showing the fill areas and the locations of compensatory volume.

- 2. Provide the maximum 100 year floodplain depth in the parking lot. 7” depth is the maximum allowed.

The 100 year floodplain limits over parking lot have been shown on Sheet C-203, Proposed Floodplain Plan. The parking lot has been graded such that no parking stall would pond over 7” based on the FEMA floodplain depths.

- 3. Show that the 1st floor retail is 2’ above the 100 year floodplain.

The finished floor elevations have been shown, and are 2’ or more above the FEMA 100yr floodplain elevations.

Drainage Memo Comments

- 1. State that the additional impervious area is under 5,000 square feet as required by APWA 5600.

The Drainage Memo has been updated to address the 3418 sqft of additional impervious area from the proposed development.

Board of Directors:
Kenneth M. Blair, P.E.
Robert S. Chambers, P.E.
Kevin K. Holland, P.E.
Daniel W. Holloway, P.E.
Charles C. LePage, P.E.
Lance W. Scott, P.E.
Sabin A. Yañez, P.E.

Associates:
Aaron J. Gaspers, P.E.
Michael J. Morrissey, P.E.
Gene E. Petersen, P.E.
Todd R. Polk, P.E.
William J. Stafford, P.E.
Richard A. Walker, P.E.
Lucas W. Williams, P.E.

2. Provide an exhibit or multiple exhibits that show the existing and proposed development, existing and proposed drainage boundaries and floodplain lines.

An exhibit has been added to the drainage memo.

Preliminary Development Plans

All Sheets/General Comments

1. Delineate building footprint with a darker line type as it's difficult to discern from parking lot.

The building footprint line type has been revised.

2. Show and label all columns, elevators and general site features.

All columns, elevators and general site features have been added to the site plans.

3. Provide a turning template for service and emergency vehicles as required within the site.

Fire truck access requirements were coordinated with the Fire Marshal of CFD#2 and that their largest truck is 44' from bumper to bumper and 48' from front bumper to back of basket, with a turning radius of 42' wall-to-wall, outside diameter, which is reflected on the plans.

C100/101

1. State ADA van and regular stalls provided in parking chart.

The number of regular and van ADA spaces has been added to the parking chart.

2. Confirm with city that variances requested are acceptable

Noted.

3. Show striping or linework to indicate vehicle circulation within parking area. There is a concern with vehicle flow within parking lot.

Circulation arrows have been added to the site plan.

4. Match legend to linework for floodplain limits hatch.

The legend for the floodplain limits has been updated.

5. Show internal pedestrian path for ADA route.

The internal pedestrian path for the ADA route has been added to the site plans.

6. The parking spaces along the east side of the property are directly adjacent to the driveway. Provide an adequate throat length (50' min.) to allow for vehicle queuing and reduce potential conflict when vehicles enter/exit the property via that drive and enter/exit parking spaces.

The parking layout has been revised to provide a 40' throat length to match the island adjacent to the easterly parking spaces.

7. In SW quadrant of parking lot, it appears that the two parking spaces (one is oriented N/S, the other E/W) would be in conflict with one another, specifically when the N/S vehicle tries to exit. Please resolve.

The parking layout has been revised to alleviate this conflict.

C200

1. Confirm retaining walls are not needed. If needed, show and state height of walls.

No retaining walls are required for this project.

Traffic Study Comments

The following comments are in reference to the Traffic Impact Analysis submitted by Cook, Flatt & Strobel Engineers, P.A., dated July 6, 2017, for the Martway Mixed Use Development Project.

1. Page 4 of report: Confirm posted speed limit along Johnson Drive (30 mph or 25 mph).

Eastbound Johnson Drive west of Beverly posted at 30 mph. Report revised.

2. Neither proposed drive provides alignment with the existing street network or existing access points. Recommend alignment of new drives at intersections (Beverly Avenue and Dearborn Street) to limit offset intersections and decrease the introduction of new conflict points along this segment of roadway.

- a. West Drive – Recommend alignment of the proposed west drive with Beverly Avenue. Intersection analysis sheets provided in the report indicate drive is aligned at the intersection, but the site plan illustrates an offset drive.

The west entrance driveway was shifted east to align with Beverly Avenue.

- b. East Drive – Based on the submitted site plan, it appears that the east drive cannot be aligned with Dearborn Street due to existing property lines. Recommend alignment of the drive with an existing access along the north side of Martway Street. Current drive alignment presents an offset intersection from Dearborn Street as well as existing access points along the north side of Martway Street. The provided intersection analysis sheets illustrate that analysis was conducted with the drive aligned at the intersection.

The east drive lane will be constructed close to its current location, offsetting Dearborn Street by approximately 35 ft, as it has been for the past forty or so years. If the eastern entrance is required to be shifted slightly to the west, we would anticipate minimal changes to the traffic or safety characteristics of the intersections. Also, turning radius for emergency vehicles would be impacted and could result in the loss of parking spaces due to inefficiencies in the layout. The Synchro models of the existing and proposed site conditions were revisited to include offset-links for both of the driveways.

3. Trip Generation:

- a. Daily trip generation is not provided.

The traffic study scope received on May 23, 2017, only called for AM and PM peak hour traffic counts, however, the daily trip generation has been included.

- b. Trip generation for the retail portion of the site (3,530 sf of retail space) was conducted using a shopping center land use. Based on the size of retail proposed with this development, the specialty retail land use may be more appropriate for this site. Recommend conducting analysis and revising report as necessary.
 - i. Page 8 of the report references a retail square footage of 3,254 sf in the trip generation paragraph and 3,530 sf in the trip generation table. Revise report as necessary for correct building square footage.

The trip generation calculations and report were revised to the updated 3,491 sqft building area, and changed from Specialty Retail (ITE Code 826) to General Office (ITE Code 710).

- c. Trip generation calculations were conducted using the average rate. For the majority of the land uses there is an adequate sample size and the R^2 value is greater than 0.75, thus use of the provided trip generation equation should be considered.

Both trip generation equations and the average rates were examined and higher values used in the traffic models.

4. Operational Analysis:

- a. Unsignalized intersection analysis was conducted with the proposed drives aligning with Dearborn/Beverly. The site plan indicates that these drives are offset. See comment 2 regarding access location recommendations. However, analysis should be conducted to be consistent with the proposed site plan. Analysis indicates a southbound right-turn movement at the intersection of Martway and Beverly associated with proposed traffic. For analysis considering alignment of the intersections, as illustrated on the provided files in the appendix, there should be no additional trips assigned to the southbound right-turn movement.

The southbound right-turn movements have been eliminated.

- b. It appears that analysis was conducted adding the proposed development trips to the existing volumes. The analysis should take into account the removal of trips associated with the existing development (proposed to be removed). I.e: trips entering and exiting the site should match the trip generation conducted (AM: 27 enter/62 exit, PM: 70 enter, 47 exit).

The small amount of traffic from the existing site has been removed from the traffic volumes.

5. Parking:

- a. Report states a portion of the provided parking spaces may have 6-8" of overbank water with the 100-year flood, but does not state how many spaces may be impacted. Please address also in Drainage Memo above.

Both the traffic study and the drainage memo has been updated to address parking lot ponding. The 100 year floodplain limits over parking lot have been shown on Sheet C-203, Proposed Floodplain Plan. The parking lot has been graded such that no parking stall would pond over 7" based on the FEMA floodplain depths.

- b. Report indicates 210 parking spaces are required but the development only provides 175 spaces. Report indicates an additional 35 spots will be leased off site.

Parking on the revised site has been reduced to 166 spaces and an additional 44 spaces will need to be leased off of the site. The traffic report has been updated to reflect this change.

6. Update report to include intersection figures for traffic volumes (existing, proposed trips, and existing plus proposed), trip distribution and level of service. This will allow for a more expedient review and is consistent with industry standard.

Added schematic traffic volume figures including: Existing Traffic with incoming & outgoing directional percentages, Site-Generated Traffic, and Total Combined Traffic.

7. Provide a flash drive with all electronic files including Synchro.

Planning Review Comments

Plat Comments

1. Re-platting of the property will be required prior to the issuance of building permits. Right-of-way must be dedicated to include all of the Rock Creek Trail, public sidewalks, and public infrastructure including stormwater facilities. A final plat may be submitted with the final site plan.

Noted.

Site Comments

2. Please explain the purpose for each of the deviations requested and how they meet the objectives and standards of the planned district regulations (Section 405.070)

Deviation 1- On site parking requirements reduction- Residential Use and Office Use are highly compatible uses due to the peak demand being offset between day and night use. Large empty parking lots is not the highest and best in a vibrant walkable neighborhood of Mission, so are intent is not to continue this trend. We anticipate that the 14 parking spaces for the business use will easily be handled on site due to this peak day/night offset. An expected operational vacancy for the residential use is 5% which reduces the actual parking demand from 196 to 186 required spaces. This results in a likely scenario of leasing approximately 10 parking spaces off-site.

The existing adjacent privately owned parking lots totaling over 200 parking spaces, are highly underutilized during day use and largely vacant for night use. We have reached out to several of the property owners and they are agreeable to leasing their surplus spaces for residential use, if needed.

Deviation 2- Rear yard setback reduction- The proposed building and parking footprint have been designed to maximize the potential of the site. The Rock Creek channel that runs along the rear of the entire property provides a natural landscape buffer of over 30' that exceeds the setback requirement. Additionally the City Park provides an additional buffer of approximately 300'.

Deviation 3- Maximum building height increase- The Martway Mixed Use project has been designed to accommodate a total unit count that will make the project financially sustainable. As such, the proposed residential unit count, coupled with the site's unique shape have resulted in the proposed design's footprint and overall building height. As illustrated in the composite views, Architectural detailing at the podium level, and the existing tree canopy to the south, and the 300' naturally landscaped City Park will effectively reduce the buildings height. The floodplain has required the building to be built on a podium structure. The fire department access to the rear of the building has dictated the height of the first floor podium elevation. The proposed structure is consistent with the surrounding precedents, the Mission Square building is approximately 56' above grade at its high point and the recently approved Mission Trails project is approximately 63' above grade at its high point. Due to the sloping topography, these projects sit 10' -20' higher than the the Martway site effectively making the proposed structure the lowest of the three

developments in elevation.

Deviation 4- Minimum lot area per multi-family increase- The Martway Mixed Use project has been designed in response to current marketplace trends for increased density as well as developmental targets to make the project an economically sustainable project. To continue developing a vibrant walk-able neighborhood and support the existing business along Johnson Drive additional density is required.

Deviation 5- Parking lot setback reduction- The proposed parking lot is designed to maximize the on-site parking potential to accommodate the residential and commercial parking requirements. The standard 6' dimension is typically related to incompatible uses and we don't want to create an awkward condition between the 2 parking lots (existing and new) at the west property line. Also, the proposed building massing design exceeds the setback requirements to provide more openness between the adjacent property owners to the east and west. As the site design continues to develop, we will look for opportunities to create landscape buffers where feasible and we will submit a proposed solution with final development plan if required. We can also evaluate compact parking dimensions and site optimization as the planning process moves forward in an effort to reduce the overall parking lot width. Please note that the 6' setback at the east property line is compliant. We are seeking this deviation at the west property line only.

Deviation 6- Minimum green space buffer reduction- The proposed parking lot is designed to maximize the on-site parking potential to accommodate the residential and commercial parking requirements. See above response for deviation request #5.

Deviation 7- Interior parking lot tree requirement- In lieu of a large open surface parking lot or multi-level parking deck, the proposed parking has intentionally been placed under the building's footprint to reduce its visual impact to the surrounding areas. As such, tree growth will not be possible. The Rock Creek channel creates a natural landscape buffer that exceeds the requirement.

Deviation 8- Parking lot interior open space requirement- The proposed parking lot is designed to maximize the on-site parking potential to accommodate the residential and commercial parking requirements. The majority of the parking is covered by the building above (so this requirement is more applicable to open suburban surface lots). As the site design continues to develop, we will look for opportunities to create landscape buffers where feasible and we will submit a proposed solution with final development plan if required.

3. Please provide any additional studies or data regarding the anticipated parking demand for this use. These may be counts or observations made at other similar projects for the number of vehicles per dwelling unit. A deviation for the number of required parking stalls may be considered. Staff would prefer this to deviations in parking lot design especially along the west and east property boundaries.

Based on past experience with mixed use projects located cities of Olathe, Overland Park and KCMO, it is not recommended to deviate from the 210 space parking requirement. As mentioned in our deviation request #1 response for onsite parking reduction, we anticipate that the 14 parking spaces for the business use will easily be handled on site due to this peak day/night offset. An expected operational vacancy for the residential use is 5% which reduces the actual parking demand from 196 to

186 required spaces. This results in a likely scenario of leasing approximately 10 parking spaces off-site. We do not foresee any further reduction in the anticipated parking demand.

4. The tree species shown for shade trees must comply with the City's approved list of street trees per Section 240.070. Please substitute another compliant species.

The landscape plan has been updated to show compliant species.

5. Automatic irrigation of the streetscape trees is required.

A note has been added to the landscape plan.

6. Leave sufficient room for the required streetscape elements. A minimum of 15' feet from back of curb to building is suggested. Sidewalks along Martway Street are part of the Rock Creek Trail system and must maintain a 10' wide clear path. See the previous platting comment. A five foot tree planting zone is preferred.

The plan has been revised to show a 5' planting zone, and a 8' trail with a 10' wide clear path.

7. Please show the pedestrian crosswalk locations along Martway Street and how they relate to the proposed building. Details of pedestrian circulation/access to the building on the site will need to be shown with final site plan drawings.

Existing and proposed pedestrian crosswalks have been added to the site plan.

8. The establishment of a private sign criteria to serve as the adopted sign code for this development is suggested. The criteria must be approved by the Planning Commission as part of the final site plan (Section 430.120). Staff recommends organizing the sign criteria by building area or use and including an analysis of how the proposed criteria is similar to the City Sign Ordinance. Objective criteria for signs such as type, area, height, number, illumination should to be provided in a separate document at that time. Signs are not approved as part of the site plan review process and individual sign permits must be issued before installation.

Clockwork is handling this comment.

9. Stories beyond the second story must incorporate a minimum 8' step back from the front facade of lower stories to meet the Johnson Drive Design Guidelines. Please keep this in mind for final site plan review.

Clockwork is handling this comment.

10. The primary facades of the parking structure along Martway Street should reflect similar materials and building quality as the main building. The Johnson Drive Design Guidelines require first floor buildings along Martway Street to incorporate glazing into at least 75% of the facade.

Clockwork is handling this comment.

11. Vehicles inside the parking structure must be screened so as to be obscured from view from the street. Additional screening treatment may be required.

The landscape plan has been revised to show screening between the parking structure and Martway.

12. Please provide additional perspective views of the building from the surrounding neighborhoods to the north and south so the impact to public health, safety, morals, order, convenience, prosperity or general welfare can be evaluated as part of the height deviation review.

Clockwork is handling this comment.

13. Indicate which area of the parking field will be designated for resident use or business use.

Business use and resident use spaces have been indicated on the site plans.

14. Surface parking stalls along the Rock Creek Trail must be screening with hardscape and plantings or an equivalent evergreen landscape a minimum of 3' in height.

The landscape plan has been revised to show screening between the parking structure and Martway.

15. The Johnson Drive Design Guidelines encourage hard surfaced exterior materials that do not artificially simulate other materials. Please explain how Nichiha fiber cement board panels as proposed accomplish this.

Clockwork is handling this comment.

16. Windows along the ground floor along Martway Street should be elevated above the sidewalks by 18-24". Bulkheads should be constructed out of sturdy materials

Clockwork is handling this comment.

17. A floodplain development permit will be required per Section 460. Please explain how the proposed design will meet these standards.

A floodplain permit will be filed based on city standards.



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To: Danielle L. Sitzman, AICP
City Planner
City of Mission
6090 Woodson St.
Mission, KS 66202
Ph. 913.673.8363
Email: dsitzman@missionks.org

Date: September 15, 2017

From: Todd Howard
Clockwork Architecture & Design
423 Delaware, #102
Kansas City, MO 64133

Project: Martway Mixed Use

RE: Responses to Preliminary Planning Review Comments

Comment # & Response

Plat Comments:

- 1) Re-platting of the property will be required prior to the issuance of building permits. Right-of-way must be dedicated to include all of the Rock Creek Trail, public sidewalks, and public infrastructure including stormwater facilities. A final plat may be submitted with the final site plan.

Acknowledged.

Site Comments:

- 2) Please explain the purpose for each of the deviations requested and how they meet the objectives and standards of the planned district regulations (Section 405.070

Refer to attached responses prepared by CFS Engineers.

- 3) Please provide any additional studies or data regarding the anticipated parking demand for this use. These may be counts or observations made at other similar projects for the number of vehicles per dwelling unit. A deviation for the number of required parking stalls may be considered. Staff would prefer this to deviations in parking lot design especially along the west and east property boundaries.

Refer to attached responses prepared by CFS Engineers.

- 4) The tree species shown for shade trees must comply with the City's approved list of street trees per Section 240.070. Please substitute another compliant species.

Refer to attached responses prepared by CFS Engineers.

- 5) Automatic irrigation of the streetscape trees is required.

Refer to attached responses prepared by CFS Engineers.



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- 6) Leave sufficient room for the required streetscape elements. A minimum of 15' feet from back of curb to building is suggested. Sidewalks along Martway Street are part of the Rock Creek Trail system and must maintain a 10' wide clear path. See the previous platting comment. A five foot tree planting zone is preferred.

Refer to attached responses prepared by CFS Engineers.

- 7) Please show the pedestrian crosswalk locations along Martway Street and how they relate to the proposed building. Details of pedestrian circulation/access to the building on the site will need to be shown with final site plan drawings.

Refer to attached responses prepared by CFS Engineers.

- 8) The establishment of a private sign criteria to serve as the adopted sign code for this development is suggested. The criteria must be approved by the Planning Commission as part of the final site plan (Section 430.120). Staff recommends organizing the sign criteria by building area or use and including an analysis of how the proposed criteria is similar to the City Sign Ordinance. Objective criteria for signs such as type, area, height, number, illumination should to be provided in a separate document at that time. Signs are not approved as part of the site plan review process and individual sign permits must be issued before installation.

Refer to new Signage Details 11"x17" sheet. The signage criteria has been organized by building area and includes objective criteria for sign type, area, height, number and illumination. All building signage shall comply with Mission design guidelines and section 430.120 'Private Sign Criteria'.

- 9) Stories beyond the second story must incorporate a minimum 8' step back from the front facade of lower stories to meet the Johnson Drive Design Guidelines. Please keep this in mind for final site plan review.

Acknowledged. We understand that this guideline relates to the historical buildings along Johnson Drive to respect the scale of the existing single story buildings and provide setback relief from the street to simulate the vernacular of a historical downtown main street. Given that this project is not directly on Johnson Drive and the existing adjacent and surround buildings do not provide an 8' step back from their front façade of the lower stories, the current design aligns with the existing context and fabric on Martway Street. An 8' setback at the second floor and above would result in the loss of 14 units per floor or 56 total units for floors 2-5 parallel to Martway street. A redesign to push the building further back into the site would conflict with alleviating building massing concerns for the residents directly behind the project along 61st Street.



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- 10) The primary facades of the parking structure along Martway Street should reflect similar materials and building quality as the main building. The Johnson Drive Design Guidelines require first floor buildings along Martway Street to incorporate glazing into at least 75% of the facade.

The primary façade of the parking structure does reflect similar materials and building quality of the main building. The Nichiha wood wall panel is used as an accent on the main building at the back wall of all balcony insets and between windows. Per the Mission Design Guidelines, lower levels of buildings should be differentiated architecturally from upper levels, which is reflected in the current design.

Regarding glazing and openness area at the first floor, calculations have been provided on the elevations showing the overall area of the first floor façade (6,861 sf) and the area and percentage of glazing and openness (3,762 sf) (55%). Refer to A200.

Please note that glazing area was reduced 170 sf (5%) to provide an 18" bulkhead per planning comment #16.

- 11) Vehicles inside the parking structure must be screened so as to be obscured from view from the street. Additional screening treatment may be required.

Refer to attached responses prepared by CFS Engineers.

- 12) Please provide additional perspective views of the building from the surrounding neighborhoods to the north and south so the impact to public health, safety, morals, order, convenience, prosperity or general welfare can be evaluated as part of the height deviation review.

Three additional photomontage/composite views have been added. Refer to A202.

- 13) Indicate which area of the parking field will be designated for resident use or business use.

Refer to attached responses prepared by CFS Engineers.

- 14) Surface parking stalls along the Rock Creek Trail must be screening with hardscape and plantings or an equivalent evergreen landscape a minimum of 3' in height.

Refer to attached responses prepared by CFS Engineers.



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- 15) The Johnson Drive Design Guidelines encourage hard surfaced exterior materials that do not artificially simulate other materials. Please explain how Nichiha fiber cement board panels as proposed accomplish this.

Nichiha fiber cement board panels are a hard surface exterior material. Only one of the three panel types that have been specified simulate another material, wood. When compared to wood, the Nichiha fiber cement panel is more durable, requires less maintenance, has better color stability, is resistant to delamination, resists warping, rotting and pests, has a fire rating and is a higher end product when compared to the cost of wood. The Nichiha fiber cement panel carries a 15 year warranty, which cannot be provided with true wood. Please see attached Nichiha vs wood comparison chart.

- 16) Windows along the ground floor along Martway Street should be elevated above the sidewalks by 18-24". Bulkheads should be constructed out of sturdy materials.

An 18" tall bulkhead has been added to base of the ground floor windows along Martway. Refer to A200.


- 17) A floodplain development permit will be required per Section 460. Please explain how the proposed design will meet these standards.

Acknowledged. A floodplain permit will be filed based on city standards.

WOOD CLADDING COMPARISON CHART

See how Nichiha's Wood Series Architectural Wall Panels stack up against the competition...



	NATURAL WOOD	PARKLEX FACADE	 the power of possibilities™	LONGBOARD	RESYSTA
Wood Texture	✓		✓		✓
Color Stability		✓	✓	✓	✓
Exclusive manufacturer of wall cladding			✓	✓	
Integrated Rainscreen		✓	✓	✓	
Easy Installation	✓		✓	✓	✓
Fire Rating		✓	✓	✓	
Resistant to warping rotting and pests		✓	✓	✓	✓
50-year or more limited lifetime warranty			✓	✓	
Resistant to delamination			✓	✓	✓
Budget friendly	✓		✓		✓



Safety Data Sheet (SDS)

[1. PRODUCT AND COMPANY IDENTIFICATION]

PRODUCT NAME	Nichiha NichiProducts: NichiBoard, NichiPanel, NichiShake, NichiStaggered, NichiStraight, NichiSoffit, NichiTrim, NichiFrontier
MANUFACTURER	Nichiha USA, Inc.
ADDRESS	3150 Avondale Mill Road, Macon, GA 31216
HEADQUARTERS ADDRESS	6565 East Johns Crossing, Johns Creek, GA 30097
PHONE	866-424-4421
DATE PREPARED	June 2015

[2. SUMMARY OF HAZARDOUSNESS/HARMFULNESS]

GHS classification

Health harmfulness

- Skin corrosivity/irritation: Classification 1
- Serious eye damage/eye irritation: Classification 1
- Carcinogenicity: Classification 1A
- Specific target organ toxicity (single exposure): Classification 1 (respiratory system)
- Specific target organ toxicity (repeated exposures): Classification 1 (respiratory system, kidney)

GHS label element(s)

Symbols



Signal Word: DANGER

Hazard Statements

- Serious chemical damage to skin
- Serious eye damage
- Carcinogenicity
- May damage the respiratory system if inhaled.
- May damage the respiratory system or kidneys through long-term or repeated exposures.

Safety Measures

- Wash your hands and face thoroughly after handling the product.
- Wear protective gloves, clothes, goggles and mask.
- Do not inhale powder dust.
- Do not eat, drink or smoke while using this product.

First-aid Measures

- Inhalation: Move the victim to a place with fresh air and rest patient in the posture comfortable for breathing.
- Skin contact: Immediately take off/remove all contaminated clothes. Wash the skin under running water.
- Eye contact: Rinse the eye with water carefully for a few minutes. Next, if contact lenses are worn, remove them if easy to remove. Continue washing the eye with water. Immediately seek medical advice/attention.
- When ingested: Wash the mouth. Do not induce vomiting.
- When reusing the contaminated clothes: Wash them prior to use.
- Seek medical attention if you were exposed or feel sick.

Disposal

- Follow applicable local, state, and federal construction waste management requirements. Prevent potential dust exposure for others.

[3. COMPONENT/INFORMATION ON INGREDIENTS]

Classification of single product or mixture: Mixture

Ingredients: Cement, silicate material, organic fiber, additives

NAME	CAS#	%content
Crystalline silica	14808-60-7	0 ~ 10
Calcium silicate	1344-95-2	30 ~ 60
Cellulose	9004-34-6	5 ~ 10
Mica	12001-26-2	3 ~ 5

- The product does not contain asbestos.
- The product does not contain formaldehydes.

[4. FIRST AID]

Eye contact: Immediately wash the eye for at least 15 minutes using clean water and then seek attention of a doctor.

Skin contact: Immediately wash the skin thoroughly with soap and water. Seek medical attention as needed if irritation develops or persists.

Inhalation: Immediately move to a place with fresh air away from dust, gargle with water, and seek medical attention as needed.

Ingestion: Wash the inside of the mouth thoroughly with water and seek medical attention. If the victim is groggy or unconscious, do not induce vomiting, but seek medical attention without delay.

When exposed or potentially exposed to silica dust: Seek medical attention/treatment as necessary.

[5. MEASURES TAKEN IN CASE OF FIRE]

Flammability of the product: Non-combustible when tested under ASTM E136.

Extinguishing method: Cut off the combustion path to the source of fire and extinguish the fire using water and fire-extinguishing medium. Fight the fire from the upwind side and wear respiratory protection gear if necessary.

Fire-extinguishing media: Water, powder, carbonic acid gas, foam

[6. MEASURES TAKEN IN CASE OF LEAK]

The product is normally in a solid sheet-shaped state, so no special measures are needed.

[7. HANDLING AND STORAGE PRECAUTIONS]

Handling:

- Wear protective gloves (work gloves, etc.) when handling the product.
- Provide local exhaust measures when cutting the material and use cutting equipment with anti-dust function. Also wear proper protective equipment (anti-dust mask, protective goggles, etc.) so as not to inhale powder dust or let it enter the eyes.
- Clean dust with HEPA filter equipped vacuum. Do not dry sweep or use compressed air.
- Do not wet the product.
- Rinse face, hands, mouth, etc., with water after handling the product.

Storage: Store the product away from water.

[8. MEASURES FOR PREVENTION OF EXPOSURE]

See below if powder or dust is generated from cutting or otherwise processing the product.

Japan Society for Occupational Health (2014)

Inhalant crystalline silica	0.03 mg/m ³ (TWA)
Inhalant powder dust	1 mg/m ³ (TWA)
Total powder dust	4 mg/m ³ (TWA)

ACGIH TLV (2006):	
Crystalline silica	0.025 mg/m ³ (TWA)
Inhalant powder dust	3 mg/m ³ (TWA)
Total powder dust	10 mg/m ³ (TWA)

OSHA PEL (2015) (Refer to 29 CFR 1910 Table Z-3 regarding mineral dusts):

Crystalline silica (Quartz) (Action Level)	25 µg/m ³ (TWA)
(Permissible Exposure Limit [PEL])	50 µg/m ³ (TWA)
Calcium Silicate	(Respirable Fraction) 5 mg/m ³ (TWA)
(Total)	15 mg/m ³ (TWA)
Cellulose	(Respirable Fraction) 5 mg/m ³ (TWA)
(Total)	15 mg/m ³ (TWA)
NIOSH REL (2015)	
Mica	(Respirable Fraction) 3 mg/m ³ (TWA)

Facility/Engineering Measures: Cut the product outdoors or in a well-ventilated place using a saw with fiber cement saw blades and dust-collecting function. When handling the product indoors, provide a ventilation system, etc., to keep the concentration of airborne dust to the controlled level or below or cut using fiber cement shears.

Personal Protective Equipment:

Eyes:	Anti-dust goggles compliant with ANSI Z87.1.
Hands:	Protective work gloves, regularly washed.
Respiratory:	Use a properly-fitted N, O, or P 100 respirator when cutting or otherwise abrading product.
Skin:	Select personal protective equipment for the body based on the task being performed. Pants, long-sleeve shirts recommended to prevent skin from dust exposure.

[9. PHYSICAL AND CHEMICAL PROPERTIES]

Appearance:	Sheet shaped
Bulk specific gravity:	1.2 ± 0.2
Solubility:	Insoluble in water

[10. STABILITY AND REACTIVITY INFORMATION]

Stability/Reactivity:	Stable
Hazardous/harmful reaction potential:	Not applicable
Hazardous/harmful decomposition products:	Not applicable

[11. INFORMATION ON TOXICOLOGY/HARMFULNESS]

Acute toxicity: No data is available.

Skin corrosivity/irritation and serious damage/irritation to eye:

- If product comes into contact with water, it may exhibit strong alkalinity (pH12 to 13) and cause irritation to the eye, nose and skin as well as inflammation to the cornea, tissues inside the nose, and skin.

Respiratory organ sensitization or skin sensitization:

- The cement contains a trace amount of chromium compound and may cause allergic reaction in people sensitive to hexavalent chromium.

Carcinogenicity: No data is available.

- The product is classified under carcinogenicity classification 1A because it contains crystalline silica.

Reproductive cell mutagenicity: No data is available.

Reproductive toxicity: No data is available.

Specific target toxicity (single exposure): No data is available.

- The product is classified as specific target toxicity (single exposure) classification 1 (respiratory system) because it contains crystalline silica that is classified as having specific target toxicity (single exposure).

Specific target toxicity (repeated exposures): The product may cause pneumoconiosis if inhaled in large quantities over a long period of time.

- The product is classified as specific target toxicity (repeated exposures) classification 1 (respiratory system) because it contains crystalline silica that is classified as having specific target toxicity (repeated exposures).

[12. INFORMATION ON ENVIRONMENTAL IMPACT]

Environmental impact/bio-toxicity

- Exercise caution to prevent negative environmental impact, water may exhibit strong alkalinity (pH12 to 13) with prolonged exposure.

[13. PRECAUTIONS ON DISPOSAL]

Follow all local, state, and federal regulations with respect to construction waste material disposal. When cleaning up dust, never dry sweep. Wet the dust prior to sweeping or use a HEPA vacuum. Take measures to prevent potential dust exposure to others.

[14. PRECAUTIONS ON TRANSPORT]

Information on codes and classifications under international regulations: Not applicable

Specific safety measures and conditions for transport:

- Prevent collapse of cargo, etc., without fail.
- Pay attention to prevent wetting.

[15. REGULATORY INFORMATION]

United States inventory (TSCA) listed items: Quartz – Crystalline Silica (14808-60-7), Calcium Silicate (1344-95-2).

SARA 302/303: No Extremely Hazardous Substances.

SARA 311/312:

	<u>Acute</u>	<u>Chronic</u>	<u>Fire</u>	<u>Pressure</u>	<u>Reactive</u>
Crystalline Silica (Quartz)	yes	yes	no	no	no

[16. OTHER INFORMATION]

Cited Literatures

- JIS Z 7253: 2012 (Japan)
- Health, Labour and Welfare Ministry's Workplace Safety Site, Information on GHS-compliant Model Labeling/Model SDS (Japan)

This data sheet has been prepared based on documents, information and data currently available, but the contents, physical/chemical properties, hazardousness information and other values are not guaranteed. Also note that the cautionary instructions assume normal handling, and if the product will be handled in any special manner, implement safety measures appropriate for the specific application/method of use.

MARTWAY MIXED USE – STORMWATER DRAINAGE MEMORANDUM

PAGE 1 OF 3

DATE: September 13th, 2017
RE: Martway Mixed Use Apartments
6045 Martway
Mission, Kansas 66202
CFS Project No. 17-5085

On behalf of the owners of the Martway Mixed Use development, CFS Engineers, P.A., requests a waiver from stormwater management based on the minimal change in surface runoff characteristics between the pre and post-development site conditions. The site is bounded on the north by Martway Street, on the south by Rock Creek, and along the east and west by low-rise commercial/office buildings. Johnson Drive and Mission's downtown shopping strip is located less than a quarter mile to the north. The Sylvester Powell Jr. Community Center is located to the northwest. The Mission Aquatic Center is located across Rock Creek to the southeast.



**Site Location Map, Mission, Kansas
Proposed Martway Mixed Use Development**

The proposed 1.767 acre site calls for the removal of three existing single story office buildings and parking lots along the southern side of Martway Street between Beverly Avenue and Dearborn Street and replacing them with a multi-story apartment complex building with business space and parking on the lower level. The apartment building would be elevated to provide

MARTWAY MIXED USE – STORMWATER DRAINAGE MEMORANDUM

PAGE 2 OF 3

parking at ground level. The changes between the pre and post-development impervious surface area was less than 5,000 sq ft per the APWA 5600, and was measured as follows:

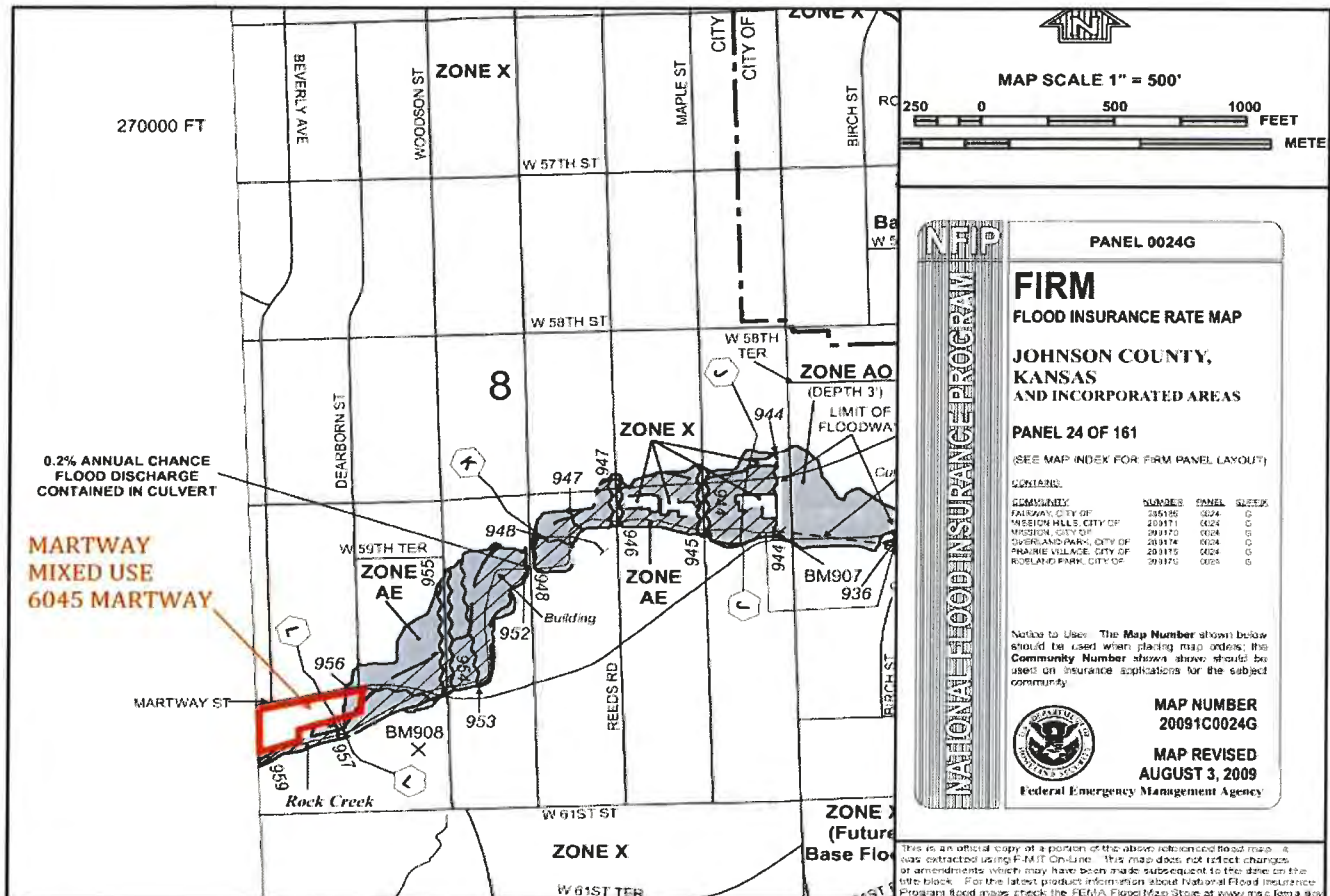
Pre-Development Conditions:

- Total Site Area = 1.767 acres
- Impervious Surface = 1.415 acres/61,653 sqft
- 80.1% Impervious

Post-Development Conditions:

- Total Site Area = 1.767 acres
- Impervious Surface = 1.494 acres/65,071 sqft (3,418 sqft increase)
- 84.6% Impervious

Under the APWA Section 5601.3.A.3, “Remodeling, repair, replacement or other improvements to any existing structure or facility and appurtenances on sites smaller than two acres that does not cause an increased area of impervious surface on the site in excess of 10 percent of that previously existing.” The 1.767 acre site is smaller than two acres and the 3,418 sqft increase in impervious surface from 80.1% to 84.6% does not exceed the allowable 5,000 sqft increase limit allowed by the APWA.




MARTWAY MIXED USE – STORMWATER DRAINAGE MEMORANDUM

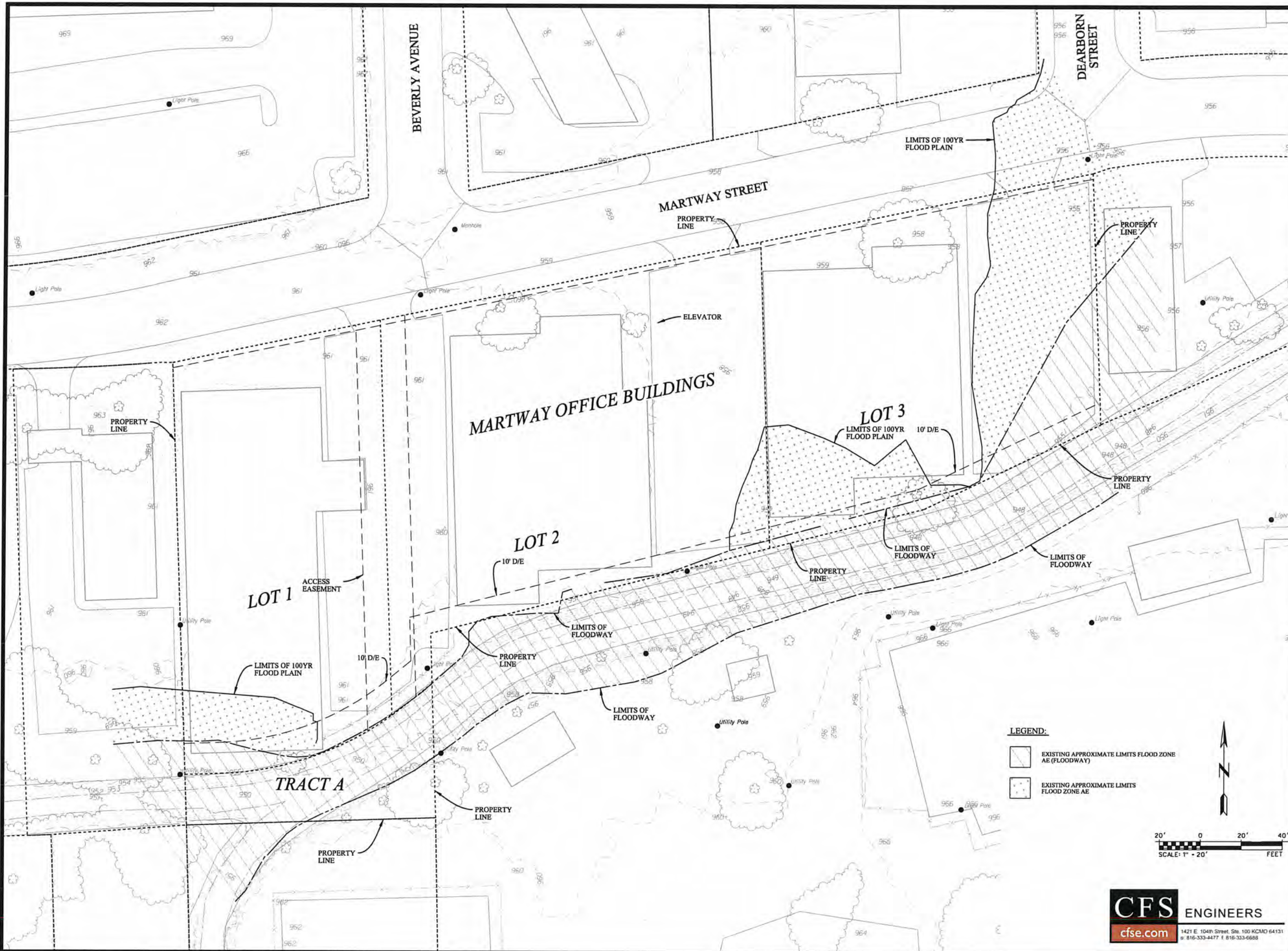
PAGE 3 OF 3

Stormwater runoff from the site's proposed parking lot and building roofs would be collected and drained directly into Rock Creek flowing eastwards along the rear of the property. The FEMA FIRM Panel 20091C0024G indicates that a small portion of the site is designated within 100-year flood zone AE from flooding during the 100-year storm event. The 3,491 sqft of business space on the ground floor would be set along the northern side of the site fronting Martway Street, and would be out of the FEMA 100-year flood zone. The upper floor apartments would be constructed on raised piers above the ground floor parking lot and would be one story above the FEMA 100-year flood zone.

The proposed parking lot plan has a total of 166 spaces (including five ADA accessible spaces and one ADA van-accessible space), so the developer would need to lease an additional 44 off-site parking spaces to meet the City's total 210 space requirement for the proposed apartments and business space. Superimposing the 100-year FEMA floodplain elevations from Rock Creek onto the proposed parking lot grading indicated that 40 spaces would be within the floodplain limits, however, no space would have more than the allowable 7 inches of water during the 100-year event.



Lucas W. Williams
9/13/17



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

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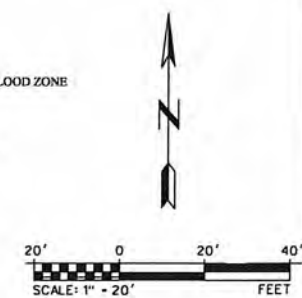
LUCAS W. WILLIAMS - ENGINEER
 KS PE # 20382

Martway Mixed Use

6009 - 6045 Martway
 Mission, KS 64202

LEGEND:

-  EXISTING APPROXIMATE LIMITS FLOOD ZONE AE (FLOODWAY)
-  EXISTING APPROXIMATE LIMITS FLOOD ZONE AE



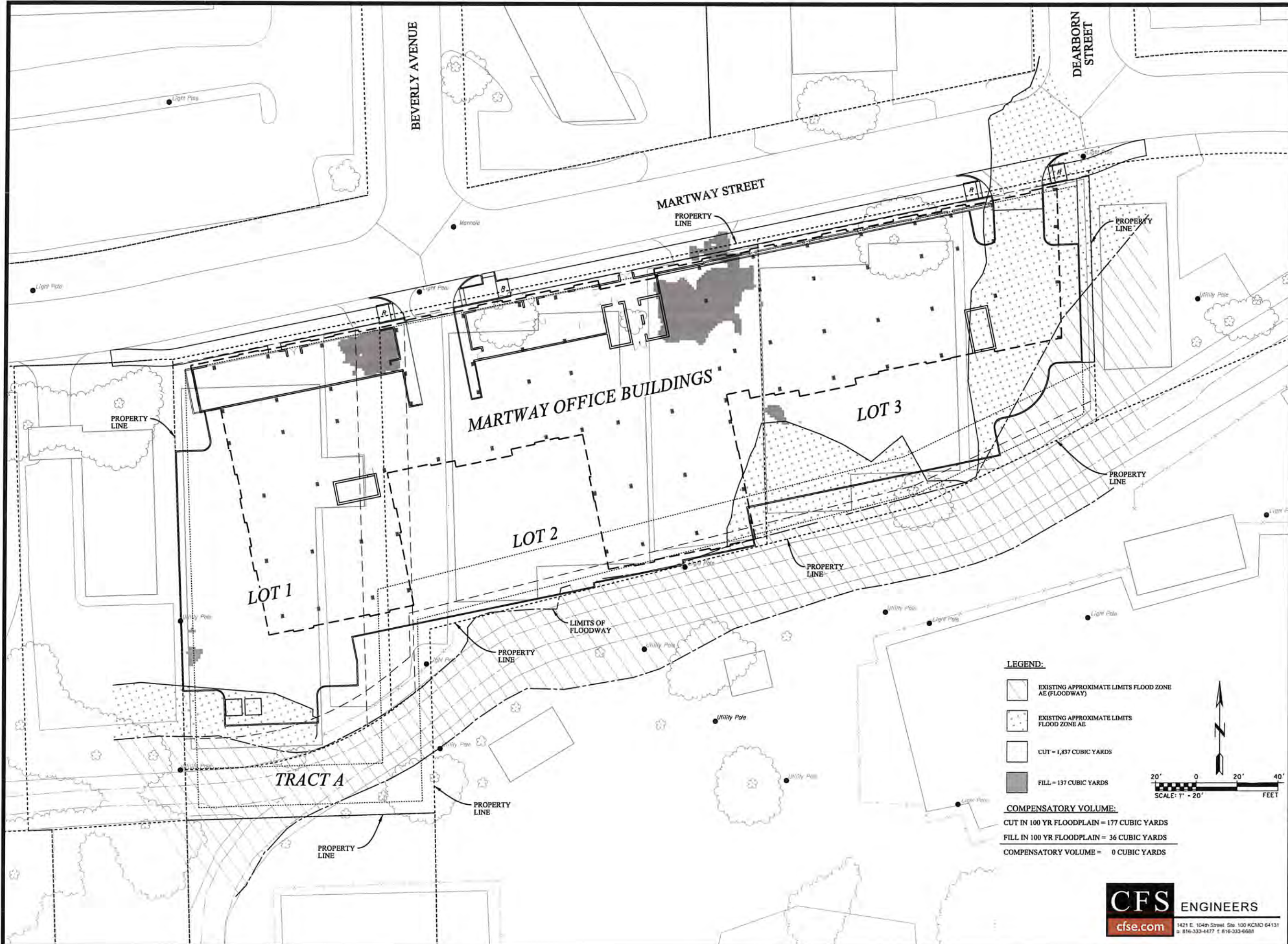
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 p 816-333-4477 f 816-333-6688

REV	ISSUE	DATE
	PRELIM. DEV. PLAN SUBMITTAL	07.12.2017

16.05.Martway

C202

EXISTING FLOOD PLAIN PLAN



Martway Mixed Use

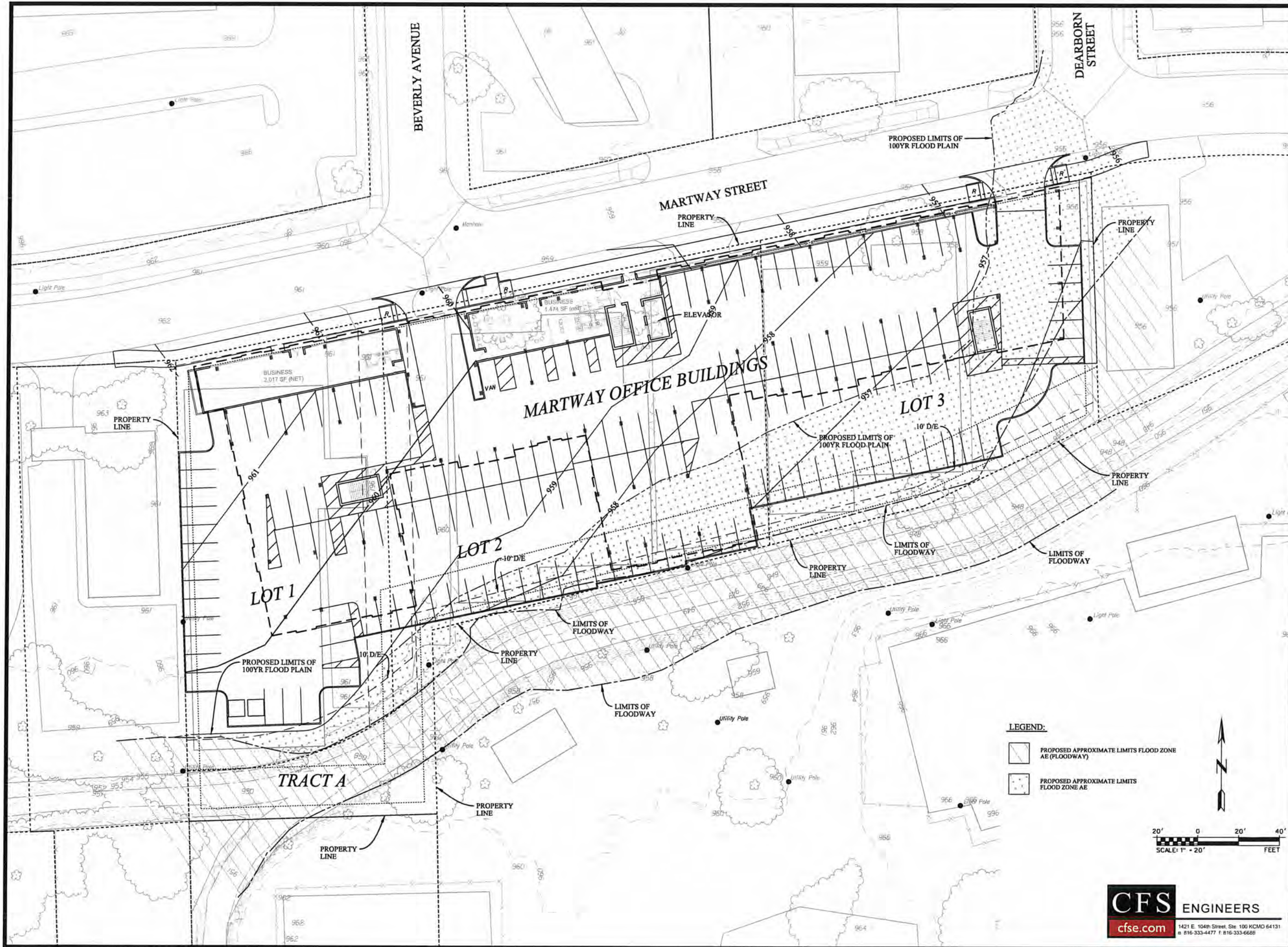
6009 - 6045 Martway
 Mission, KS 64202

REV	ISSUE	DATE
	PRELIM DEV. PLAN SUBMITTAL	07.12.2017

16.05.Martway

C201

CUT & FILL PLAN



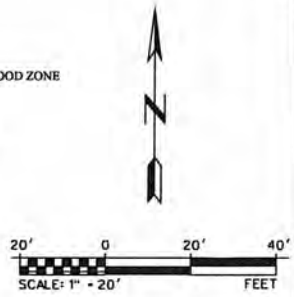
LUCAS W. WILLIAMS - ENGINEER
 KS PE # 20382

Martway Mixed Use

6009 - 6045 Martway
 Mission, KS 64202

LEGEND:

- PROPOSED APPROXIMATE LIMITS FLOOD ZONE AE (FLOODWAY)
- PROPOSED APPROXIMATE LIMITS FLOOD ZONE AE



REV	Issue	date
	PRELIM. DEV. PLAN SUBMITTAL	07.12.2017

16.05.Martway

C203

PROPOSED FLOOD PLAIN PLAN

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 o 816-333-4477 f 816-333-6688

MARTWAY MIXED USE – STORMWATER DRAINAGE MEMORANDUM

PAGE 1 OF 3

DATE: March 16th, 2018
RE: Martway Mixed Use Apartments
6045 Martway
Mission, Kansas 66202
CFS Project No. 17-5085

On behalf of the owners of the Martway Mixed Use development, CFS Engineers, P.A., requests a waiver from stormwater management based on the minimal change in surface runoff characteristics between the pre and post-development site conditions. The site is bounded on the north by Martway Street, on the south by Rock Creek, and along the east and west by low-rise commercial/office buildings. Johnson Drive and Mission's downtown shopping strip is located less than a quarter mile to the north. The Sylvester Powell Jr. Community Center is located to the northwest. The Mission Aquatic Center is located across Rock Creek to the southeast.



**Site Location Map, Mission, Kansas
Proposed Martway Mixed Use Development**

The proposed 1.667 acre site calls for the removal of three existing single story office buildings and parking lots along the southern side of Martway Street between Beverly Avenue and Dearborn Street and replacing them with a multi-story apartment complex building with office space and parking on the lower level. The apartment building would be elevated to provide

MARTWAY MIXED USE – STORMWATER DRAINAGE MEMORANDUM

PAGE 2 OF 3

parking at ground level. The changes between the pre and post-development impervious surface area was less than 5,000 sq ft per the APWA 5600, and was measured as follows:

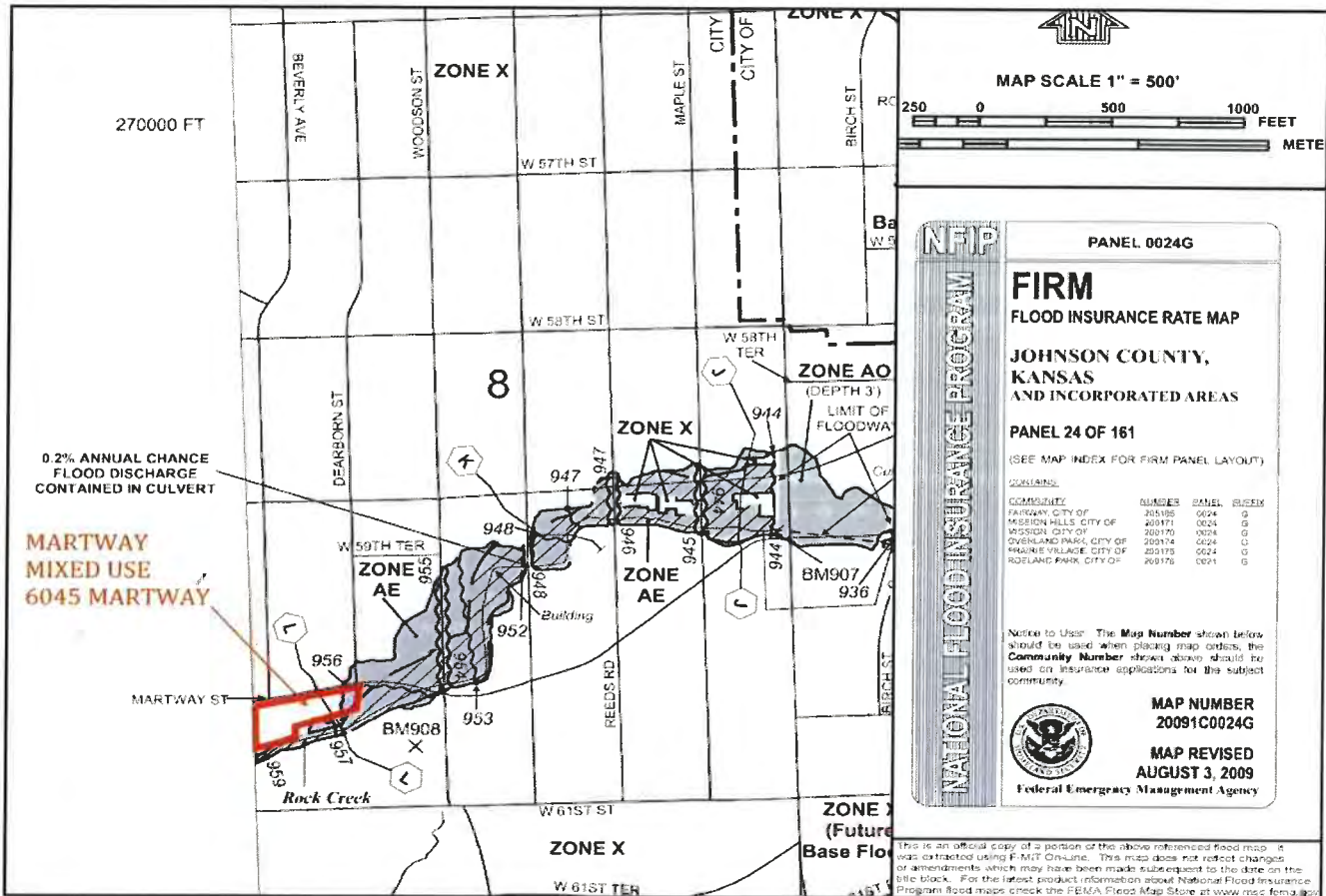
Pre-Development Conditions:

- Total Site Area = 1.667 acres
- Impervious Surface = 1.415 acres/61,653 sqft
- 84.9% Impervious

Post-Development Conditions:

- Total Site Area = 1.667 acres
- Impervious Surface = 1.455 acres/63,397 sqft (1,743 sqft increase)
- 87.3% Impervious

Under the APWA Section 5601.3.A.3, “Remodeling, repair, replacement or other improvements to any existing structure or facility and appurtenances on sites smaller than two acres that does not cause an increased area of impervious surface on the site in excess of 10 percent of that previously existing.” The 1.667 acre site is smaller than two acres and the 1,743 sqft increase in impervious surface from 84.9% to 87.3% does not exceed the allowable 5,000 sqft increase limit allowed by the APWA.




MARTWAY MIXED USE – STORMWATER DRAINAGE MEMORANDUM

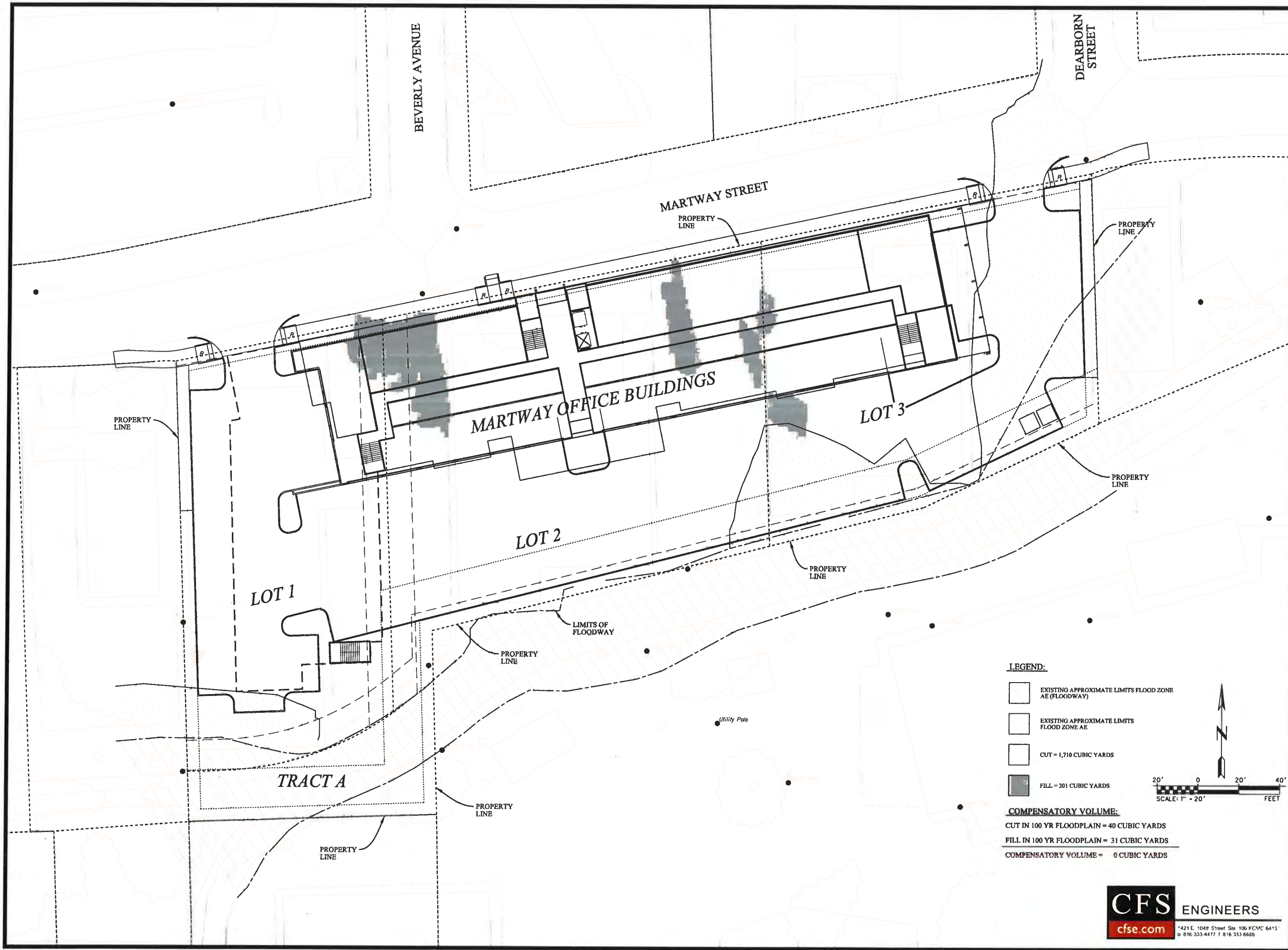
PAGE 3 OF 3

Stormwater runoff from the site's proposed parking lot and building roofs would be collected and drained directly into Rock Creek flowing eastwards along the rear of the property. The FEMA FIRM Panel 20091C0024G indicates that a small portion of the site is designated within 100-year flood zone AE from flooding during the 100-year storm event. The 6,250 sqft of business space on the ground floor would be set along the northern side of the site fronting Martway Street, and would be out of the FEMA 100-year flood zone. The upper floor apartments would be constructed on raised piers above the ground floor parking lot and would be one story above the FEMA 100-year flood zone.

The proposed parking lot plan has a total of 142 spaces (including four ADA accessible spaces and one ADA van-accessible space). Superimposing the 100-year FEMA floodplain elevations from Rock Creek onto the proposed parking lot grading indicated that 53 spaces would be within the floodplain limits, however, no space would have more than the allowable 7 inches of water during the 100-year event.



A circular professional engineer seal for Lucas N. Williams, License No. 20382, State of Kansas. The seal is stamped in black ink. Overlaid on the seal is a blue ink signature that reads "Lucas N. Williams" and a date stamp "5/16/18".



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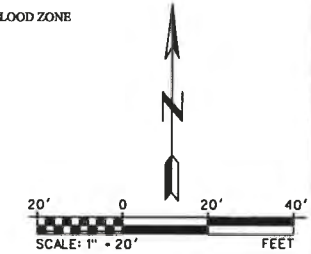
LUCAS W. WILLIAMS - ENGINEER
 KS PE # 20382

Martway Mixed Use

6009 - 6045 Martway
 Mission, KS 64202

LEGEND:

- EXISTING APPROXIMATE LIMITS FLOOD ZONE AE (FLOODWAY)
- EXISTING APPROXIMATE LIMITS FLOOD ZONE AE
- CUT = 1,710 CUBIC YARDS
- FILL = 201 CUBIC YARDS



COMPENSATORY VOLUME:

CUT IN 100 YR FLOODPLAIN = 40 CUBIC YARDS
 FILL IN 100 YR FLOODPLAIN = 31 CUBIC YARDS
 COMPENSATORY VOLUME = 0 CUBIC YARDS

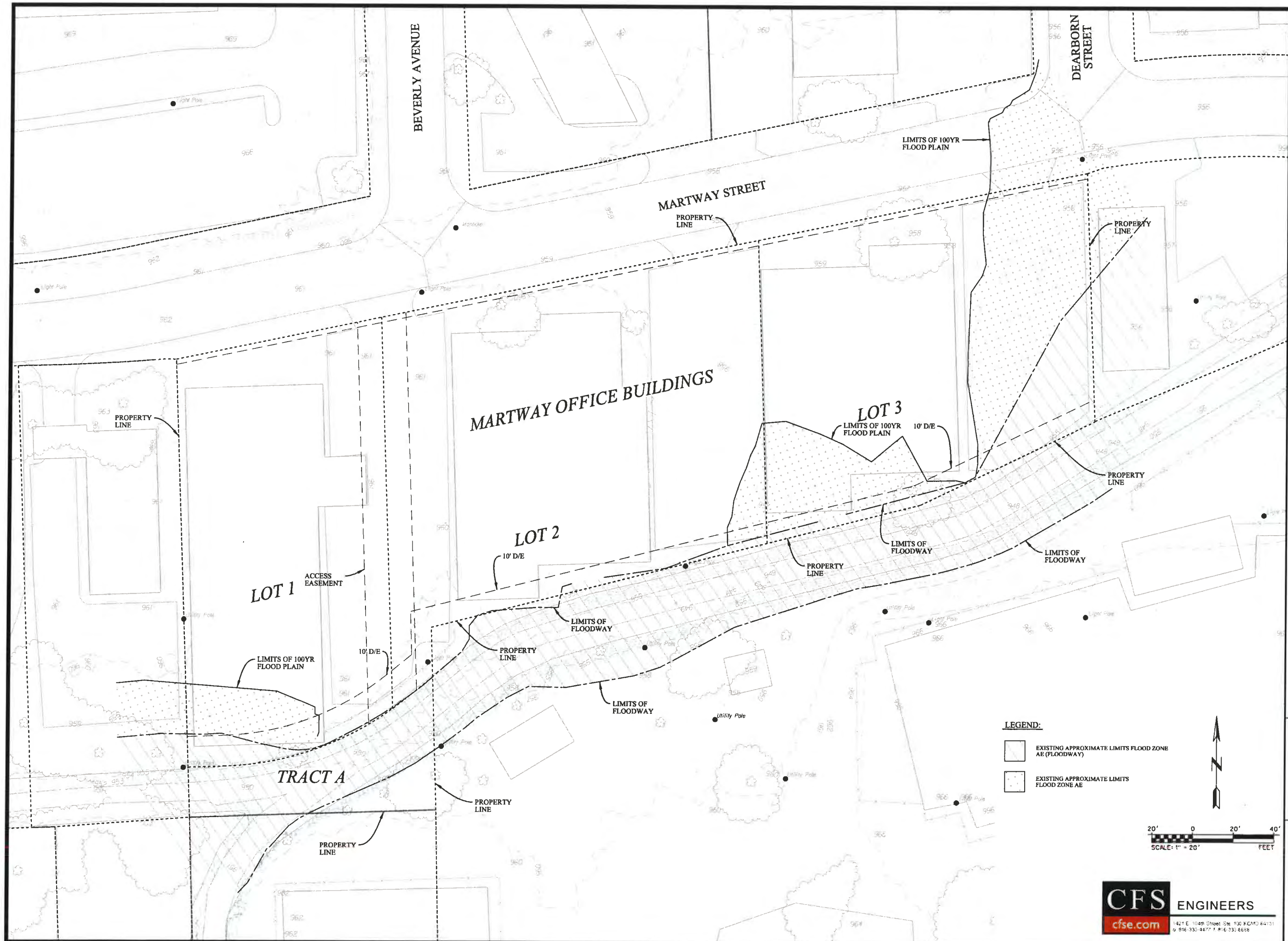
REV	ISSUE	DATE
	PRELIM. DEV. PLAN SUBMITTAL	07.12.2017
	FINAL DEV. PLAN SUBMITTAL	09.15.2017
	REV. PRELIM. DEV. PLAN SUBMITTAL	11.06.2017
	REV. PRELIM. DEV. PLAN SUBMITTAL	03.16.2018

16.05.Martway

C201

CUT & FILL PLAN

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LUCAS W. WILLIAMS - ENGINEER
 KS PE # 20382

Martway Mixed Use
 6009 - 6045 Martway
 Mission, KS 64202

LEGEND:

-  EXISTING APPROXIMATE LIMITS FLOOD ZONE AE (FLOODWAY)
-  EXISTING APPROXIMATE LIMITS FLOOD ZONE AE



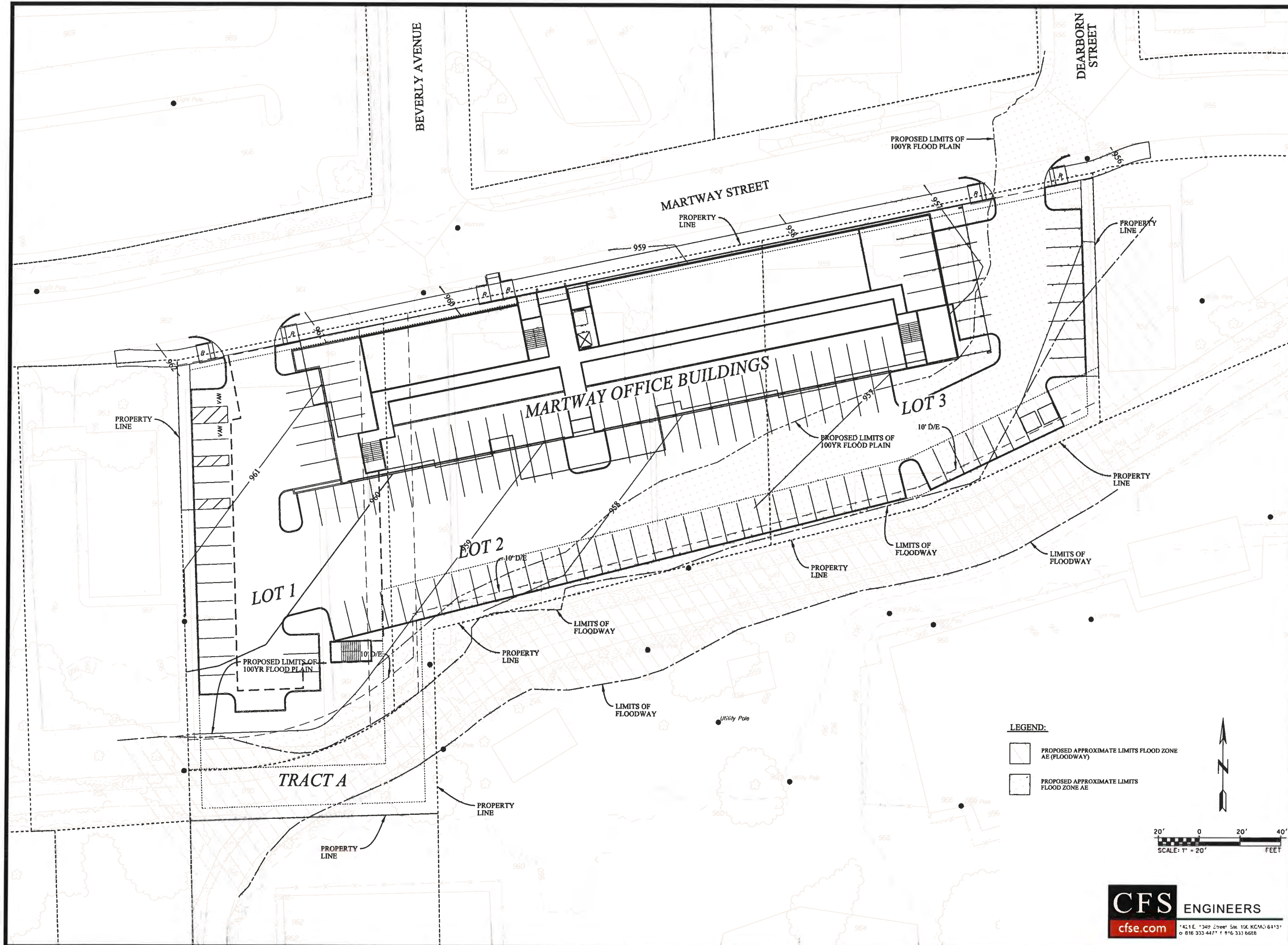
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REV	ISSUE	DATE
	PRELIM. DEV. PLAN SUBMITTAL	07.12.2017
	FINAL DEV. PLAN SUBMITTAL	09.15.2017
	REV. PRELIM. DEV. PLAN SUBMITTAL	11.06.2017
	REV. PRELIM. DEV. PLAN SUBMITTAL	03.16.2018

16.05.Martway

C202

EXISTING FLOOD PLAIN PLAN



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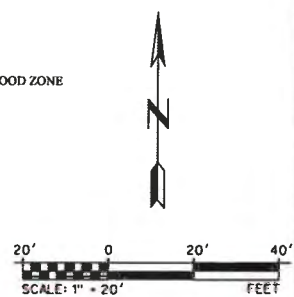
LUCAS W. WILLIAMS - ENGINEER
 KS PE # 20382

Martway Mixed Use

6009 - 6045 Martway
 Mission, KS 64202

LEGEND:

- PROPOSED APPROXIMATE LIMITS FLOOD ZONE AE (FLOODWAY)
- PROPOSED APPROXIMATE LIMITS FLOOD ZONE AE



REV	ISSUE	DATE
	PRELIM. DEV. PLAN SUBMITTAL	07.12.2017
	FINAL DEV. PLAN SUBMITTAL	09.15.2017
	REV. PRELIM. DEV. PLAN SUBMITTAL	11.06.2017
	REV. PRELIM. DEV. PLAN SUBMITTAL	03.16.2018

16.05.Martway

C203

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PROPOSED FLOOD PLAIN PLAN

MARTWAY MIXED USE DEVELOPMENT
Proposed Building Redevelopment and Parking
6045 Martway
Mission, Kansas 66202
CFS Project No. 17-5085

Traffic Impact Analysis

September 13, 2017

Prepared for:
Clockwork Architecture & Design
423 Delaware, Suite 102
Kansas City, Missouri 64105



Prepared by:
Cook, Flatt & Strobel Engineers, P.A.
1421 E 104th Street, Suite 100
Kansas City, Missouri 64131
816-333-4477

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Review of Existing Site Conditions	3
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Site's Trip Generation and Design Hour Volume Data	8
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Traffic Operations and Geometric Improvements	11
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<i>Appendix I -</i>	<i>Exhibit Maps (Site Plan, FEMA FIRM Map)</i>
<i>Appendix II -</i>	<i>Traffic Counts</i>
<i>Appendix III -</i>	<i>Trip Generation & Traffic Distribution</i>
<i>Appendix IV -</i>	<i>Synchro Results, AM Peak Traffic Conditions / Pre-Development</i>
<i>Appendix V -</i>	<i>Synchro Results, AM Peak Traffic Conditions / Post-Development</i>
<i>Appendix VI -</i>	<i>Synchro Results, PM Peak Traffic Conditions / Pre-Development</i>
<i>Appendix VII -</i>	<i>Synchro Results, PM Peak Traffic Conditions / Post-Development</i>

Review of Existing Site Conditions

This Traffic Impact Analysis for the proposed Martway Mixed Use building and parking lot improvements at 6045 Martway in Mission, Kansas, has been prepared in accordance with the City of Mission's Street Design Criteria. The proposed 1.767 acre site calls for the removal of three existing single-story office buildings along the southern side of Martway Street between Beverly Avenue and Dearborn Street and replacing them with a multi-story apartment building elevated on piers to provide street-level parking.

The site is bounded on the north by Martway Street, on the south by Rock Creek, and along the east and west by low-rise commercial/office buildings. Johnson Drive and Mission's downtown shopping area is located less than a quarter mile to the north. The Sylvester Powell Jr. Community Center is located to the northwest. The Mission Aquatic Center is located across Rock Creek to the southeast.



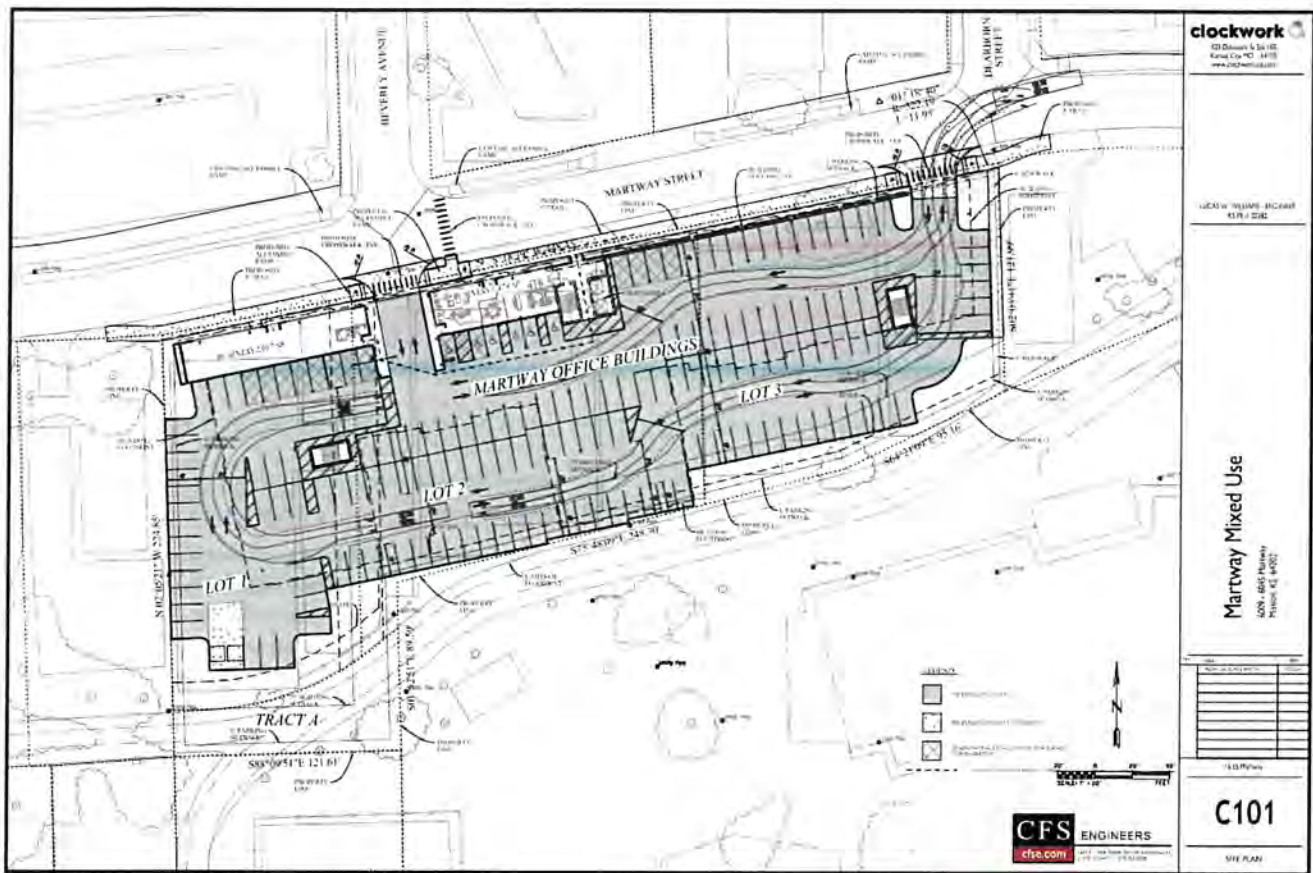
**Site Location Map, Mission, Kansas
Proposed Martway Mixed Use Development**

Area Street and Highway Network: The existing streets around the Martway Mixed Use Development site include:

- Martway Street – Two-lane collector.
 - Posted speed limit of 25 mph.
- Lamar Avenue – Two-lane collector.
 - Posted speed limit of 30 mph.
- Johnson Drive – Four-lane thoroughfare.
 - Posted speed limit of 30 mph.
- Beverly Avenue – Two-lane local.
 - Posted speed limit of 25 mph.
- Dearborn Street – Two-lane local.
 - Posted speed limit of 25 mph.
- Woodson Road – Two-lane local.
 - Posted speed limit of 25 mph.
- W. 61st Street – Two-lane local.
 - Posted speed limit of 25 mph.

The existing intersection of Martway & Beverly Avenue is a tee intersection with a 25 ft+/- offset driveway for the existing office building parking lot. For the proposed improvements, the existing driveway would be shifted to the east to align with Beverly Avenue. Both Martway Street and Beverly Avenue are two lane, 28 ft wide (back of curb to back of curb). The intersection corner radii are 25 ft. There are sidewalks along the north and south sides of Martway and along the west on Beverly. There is a painted crosswalk across the northern leg of the intersection. The intersection is stop controlled with free movement for the east and westbound traffic on Martway and a stop sign for southbound traffic on Beverly.

Grades along Martway are less than 2% and the intersection sight distance from the proposed western driveway entrance to the Martway Mixed Use Development was estimated at approximately 500 ft looking east and approximately 450 ft looking west. Martway has a posted speed limit of 25 mph. A realistic design speed for regular traffic was estimated at 35 mph. AASHTO's Exhibit 9-55, Design Intersection Sight Distance-Case B1- Left Turn from Stop, requires a design intersection sight distance of 390 ft at a design speed of 35 mph. AASHTO's Exhibit 9-58, Design Intersection Sight Distance-Case B2- Right Turn from Stop, requires a design intersection sight distance of 335 ft at a design speed of 35 mph. The proposed western driveway entrance to the Martway Mixed Use Development appears to have adequate intersection sight distance.



Proposed Martway Mixed Use Site Plan and Street-Level Parking Layout

The existing intersection of Martway & Dearborn Street is a tee intersection with a 35 ft +/- offset driveway for the existing office building parking lot. For the proposed improvements, the existing driveway would be held in the same location. Both Martway and Dearborn Street are two lane, 28 ft wide (back of curb to back of curb). The intersection corner radii are 25 ft. There are sidewalks along the north and south sides of Martway and along the west on Dearborn. There is a painted crosswalk across the northern leg of the intersection. The intersection is stop controlled with free movement for the east and westbound traffic on Martway and a stop sign for southbound traffic on Dearborn.

Grades along Martway are less than 2% and the intersection sight distance from the proposed eastern driveway entrance to the Martway Mixed Use Development was estimated at approximately 400 ft looking east and approximately 700 ft looking west. Martway east of the driveway entrance curves to the south, so motorists would have to turn their heads further to observe oncoming traffic, but there are no physical obstructions within the right-of-way to obscure the view. Martway has a posted speed limit of 25 mph. A realistic design speed for regular traffic was estimated at 35 mph. AASHTO's Exhibit 9-55, Design Intersection Sight Distance-Case B1- Left Turn from Stop, requires a design intersection sight distance of 390 ft at a design speed of 35 mph. AASHTO's Exhibit 9-58, Design Intersection Sight Distance-Case B2- Right Turn from Stop, requires a design intersection sight distance of 335 ft at a design speed of 35 mph. The proposed eastern driveway entrance to the Martway Mixed Use Development appears to have adequate intersection sight distance.

There are no known programmed improvements or future planned improvements for any of the roadways listed above in the region surrounding the Martway Mixed Use site.

Land Uses and Proposed Density: For the proposed 1.767 acre site, three lots would be combined into one (parcels KP20600000 0001, 0002 & 0003). The site has a current land use of offices with three existing single-story office buildings with a total footprint of approximately 34,465 sqft. For the proposed mixed use apartments and general office space, the existing buildings would be demolished and replaced with a multi-story apartment building with 156 units and 3,491 sqft of general office space. The main building would be raised on support piers to allow for parking beneath the structure. The general office space would be on the ground floor/parking level, comprised of two enclosed building sections flanking the sides of the entrance drive even with Beverly Avenue.

Water Conflicts: The FEMA FIRM Panel 20091C0024G indicates that a portion of the site is designated within 100-year flood zone AE from flooding from the adjacent Rock Creek which flows along the rear property line. In a 100-year flooding event, approximately 40 parking spaces along the creek could have up to seven inches of overbank water. A portion of the existing parking lot has been in the floodplain fringe area, and the reconfigured parking would closely match the existing parking limits in this area.

Existing Alternative Transportation Mode Choices: There are sidewalks along both sides of Martway Street, along the western side of Beverly Avenue, and along the western side of Dearborn Street. Portions of the Rock Creek Walking Trail coincide with the widened sidewalk section along the southern side of Martway Street fronting the proposed site. There are no designated bicycle lanes on any of the surrounding streets. There are Johnson County bus transit service stops on both sides of Martway Street approximately 300 ft west of Beverly Avenue.

Anticipated Phasing and Time-line: Construction is anticipated to begin in the spring of 2018 and would take approximately 18 months.

Existing and Projected Traffic Volumes

Existing Traffic Volumes: Weekday AM and PM Peak Hour traffic counts were taken at the intersections of Martway & Beverly Avenue and at Martway & Dearborn Street. Traffic volumes were recorded in 15 minute intervals on Wednesday June 14, 2017 and on Thursday June 15, 2017 during the AM Peak Hour from 7AM to 9AM and during the PM Peak Hour from 4PM to 6PM. Bad weather conditions or national holiday traffic did not impact traffic counts. The following tables summarize the traffic volumes measured for a typical AM and PM Peak Hour on a weekday:

Martway & Beverly Avenue, AM Peak Hour Traffic Movements (Wednesday, 06-14-17)

PHF	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
0.94	56	160	2	3	124	35	1	0	1	19	0	41

Martway & Beverly Avenue, PM Peak Hour Traffic Movements (Wednesday, 06-14-17)

PHF	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
0.91	36	253	0	0	274	36	1	0	3	42	0	76

Martway & Dearborn Street, AM Peak Hour Traffic Movements (Thursday, 06-15-17)

PHF	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
0.92	16	131	7	3	137	5	1	0	1	5	1	24

Martway & Dearborn Street, PM Peak Hour Traffic Movements (Thursday, 06-15-17)

PHF	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
0.92	32	268	0	1	244	16	6	0	3	12	0	26

The PM peak hour traffic was notably heavier than the AM. Directional east-west distribution along Martway Street was roughly even during both AM and PM peak hours. The following tables show the measured traffic volumes and directional distribution percentages used to develop the trip distribution of the additional trip generation volumes:

Directional Distribution (AM Incoming)

Intersection	Direction	Volume	Percentage
Beverly & Martway	EB	218	48.3%
	SB	60	13.4%
Dearborn & Martway	WB	145	31.8%
	SB	30	6.5%
Total		457	100.0%

Directional Distribution (AM Outgoing)

Intersection	Direction	Volume	Percentage
Beverly & Martway	WB	166	40.0%
	NB	91	22.0%
Dearborn & Martway	EB	137	32.9%
	NB	21	5.1%
Total		431	100.0%

Directional Distribution (PM Incoming)

Intersection	Direction	Volume	Percentage
Beverly & Martway	EB	289	41.0%
	SB	118	16.7%
Dearborn & Martway	WB	261	36.9%
	SB	38	5.4%
Total		719	100.0%

Directional Distribution (PM Outgoing)

Intersection	Direction	Volume	Percentage
Beverly & Martway	WB	351	46.7%
	NB	72	9.6%
Dearborn & Martway	EB	283	37.3%
	NB	48	6.4%
Total		755	100.0%

Site's Trip Generation and Design Hour Volume Data

Trip Generation and Design Hour Volume Data: Trip generation calculations utilized the land use types categorized by the Institute of Transportation Engineer's Trip Generation Guidelines, 9th Edition. The ITE Land Use categories used to estimate the traffic volumes anticipated to be generated by the site were Apartments (ITE Code 220) and General Office (ITE Code 710). The estimated number of trips generated by the buildings were calculated based on the total 156 dwelling units (DU) in the apartments and 3,491 sqft of floor area for the general office space. Both the ITE's trip generation equations and the average rates were used to calculate the site-generated traffic, and the higher/more conservative figures were used to model the proposed traffic characteristics of the development. The following table shows the parameters for measurement units, total trip generation volumes for the weekday AM and PM peak hour traffic, and the corresponding total vehicles for AM and PM peak hour traffic and the total weekday traffic at the site:

ITE Traffic Generation Volumes for the Proposed Site Improvements (vph)

Description / ITE Code	Units	AM Total	AM Enter	AM Exit	PM Total	PM Enter	PM Exit	Weekday Total
Apartments (220)	156 DU	87	25	62	109	66	43	1069
General Office (710)	3.49 KSF	16	8	8	6	3	3	156
Total		103	33	70	115	69	46	1225

Reductions for Pass-By and Diverted-Link Trips: Not applicable for apartments, and the amount of general office space was relatively small compared to the entire development, so pass-by and diverted-link trips were not included in the proposed trip distribution and traffic assignment.

Trip Distribution and Traffic Assignment

Trip Distribution and Traffic Assignment: Trip distribution patterns were determined based on a gravity model based on the peak hour counts around the development's surrounding origins and destinations. Directional percentages were applied along incoming and outgoing paths so that site-generated trips could be distributed proportionally. Appendix III includes trip generation calculations and traffic distribution diagrams for the existing traffic volumes, the site-generated traffic and the existing plus site-generated traffic for the AM and PM peak hour conditions.

Capacity Analysis

Creating Synchro Scenarios: Using the traffic counts and the ITE trip generation volumes, four Synchro models were created for the traffic conditions surrounding the site.

- Scenario 1 - Existing street/pre-development conditions
(Pre-development AM Peak Traffic 2017)
- Scenario 2 - Proposed site with trip-generated conditions
(Post-development AM Peak Traffic 2017)
- Scenario 3 - Existing street/pre-development conditions
(Pre-development PM Peak Traffic 2017)
- Scenario 4 - Proposed site with trip-generated conditions
(Post-development PM Peak Traffic 2017)

Capacity and Level of Service Analysis: Three performance measures commonly used for Traffic Impact Studies are vehicle delay, level-of-service (LOS), and queue length. Vehicle delay is the average delay, in seconds, experienced by one vehicle passing through the intersection. The quality of traffic operation at an intersection is defined through level-of-service (LOS) which consists of assignments of 'A' for free-flowing conditions through 'F' for congested conditions. The procedures and methodology for determining the LOS are outlined in the Highway Capacity Manual (HCM 2010), produced by the Transportation Research Board. LOS 'A' through 'C' is considered acceptable. For intersections, no individual lane should be below LOS D. 95th percentile queue length is the overall length of a string of stopped vehicles. Note that for stop control intersections, the queue length is measured in terms of accumulated number of vehicles which would be lined up waiting to proceed. The "-" symbol represents shared lane or non-existent movement, thus no queue length given. The results of the Synchro models for the left-turn movements at the intersections of Martway & Beverly Avenue are summarized in the table below (Delays are in seconds and Queues are in vehicle lengths set at a nominal 25 ft for the actual length of the design vehicle plus the buffer spacing between vehicles):

Martway & Beverly Avenue (Two-Way Stop Controlled)

Scenario	Intersection Delay (sec)	NBL D-LOS-Q	EBL D-LOS-Q	WBL D-LOS-Q	SBL D-LOS-Q
1-AM-Pre	2.4	0/A/0	7.7/A/0.1	0/A/0	10.5/B/0.3
2-AM-Post	3.2	12.4/B/0.2	7.7/A/0.1	7.6/A/0	11.2/B/0.4
3-PM-Pre	2.7	0/A/0	8/A/0.1	0/A/0	13.9/B/0.9
4-PM-Post	3.5	15.3/C/0.2	8.1/A/0.1	7.9/A/0	16.1/C/1.3

Martway & Beverly Avenue (Two-Way Stop Controlled): At the Beverly Avenue intersection, the intersection delay was 2.4 sec (LOS A) in the AM and 2.7 sec (LOS A) in the PM for the pre-development scenarios. The post-development scenarios intersection delays increased marginally to 3.2 sec (LOS A) in the AM and 3.5 sec (LOS A) in the PM. Eastbound and westbound movements were free except for the left-turns which had to yield to oncoming traffic. EB and WB average delay for left-

turns ranged from 7.6 sec (LOS A) to 8.1 sec (LOS A) throughout all scenarios. Northbound delays increased to 12.4 sec in the AM and 15.3 sec in the PM for the post-development scenario. Southbound delays increases to 11.2 sec in the AM and 16.1 sec in the PM for the post-development scenario. The longest 95th percentile queue length of any of the scenarios was 1.3 vehicle lengths.

Martway & Dearborn Street Avenue (Two-Way Stop Controlled)

Scenario	Intersection Delay (sec)	NBL D-LOS-Q	EBL D-LOS-Q	WBL D-LOS-Q	SBL D-LOS-Q
1-AM-Pre	1.2	0/A/0	7.6/A/0	0/A/0	9.5/A/0.1
2-AM-Post	2.3	11.1/B/0.2	7.6/A/0	7.6/A/0	9.7/A/0.1
3-PM-Pre	1.1	0/A/0	7.9/A/0.1	0/A/0	11.7/B/0.2
4-PM-Post	1.8	14.6/B/0.2	7.9/A/0.1	7.9/A/0	12.5/B/0.3

Martway & Dearborn Street (Two-Way Stop Controlled): At the Dearborn Street intersection, the intersection delay was 1.4 sec (LOS A) in the AM and 1.3 sec (LOS A) in the PM for the pre-development scenarios. The post-development scenarios intersection delays increased marginally to 2.3 sec (LOS A) in the AM and 1.8 sec (LOS A) in the PM. Eastbound and westbound movements were free except for the left-turns which had to yield to oncoming traffic. EB and WB average delay for left-turns ranged from 7.6 sec (LOS A) to 7.9 sec (LOS A) throughout all scenarios. Northbound delays increased to 11.1 sec in the AM and 14.6 sec in the PM for the post-development scenario. Southbound delays increases to 9.7 sec in the AM and 12.5 sec in the PM for the post-development scenario. The longest 95th percentile queue length of any of the scenarios was 0.3 vehicle lengths.

Traffic Accident History

Traffic Accident History: No accident report were reviewed in the preparation of this study.

Internal Circulation and Parking

Proposed Site Access: The proposed Martway Mixed Use parking area would have two entranced drives coinciding with the existing entrances to the office buildings at 6009 and 6045 Martway. The entrances would be open without any security gating. The parking configuration would include head-in parking spaces around the outer perimeter with an inside tier of head-to-head parking spaces which would allow the service drive to loop around the central spaces and connect to both the east and west access driveway back to Martway Street. The proposed apartment building would be perched above supported by piers.

The proposed building would consist of 3,491 sqft of lower-floor general office space with 156 apartment units on the upper floors. Per the City of Mission's MS-2 Parking Regulations, Chapter 410.250, the proposed development would require the following number of parking spaces:

Parking Requirements

Building Use	Space Requirements	Parking Required
General Office	4 per 1000 sqft * 3,491 sqft	14 spaces
Apartments (156 Total Units)		
Studio Apartments (24 Units)	1 space per unit * 24 units	24 spaces
One Bedroom (92 Units)	1 space per unit * 92 units	92 spaces
Two Bedroom (40 Units)	2 spaces per unit * 40 units	80 spaces
		210 spaces

The proposed parking lot plan has a total of 166 spaces (including five ADA accessible spaces and one ADA van-accessible space), so the developer would need to lease an additional 44 off-site parking spaces to meet the City's total 210 space requirement for the proposed apartments and general office space. Superimposing the 100-year FEMA floodplain elevations from Rock Creek onto the proposed parking lot grading indicated that 40 spaces would be within the floodplain limits, however, no space would have more than the allowable 7 inches of water during the 100-year event.

Traffic Operations and Geometric Improvements

Driveways: The proposed west driveway entrance would be re-aligned to match Beverly Avenue and the proposed east driveway would remain close to its existing location. The east and west driveways are spaced approximately 300 ft apart and both entrances would be two-lane, full-access connections. Security gating would not be installed at either driveway entrance.

Right-Turn Lane for eastbound Martway Street at East or West Entrance Driveway: A review of KDOT's Access Management Policy indicated that neither driveway entrance would warrant the addition of a right-turn lane. The design speed for Martway Street coupled with the relatively low traffic volumes would not meet the minimum threshold levels on the KDOT Access Management Policy's Table 4-25, Right-Turn Treatment Guidelines for Two-Lane Highways.

Left-Turn Lane for westbound Martway Street at East or West Entrance Driveway: A review of KDOT's Access Management Policy indicated that neither driveway entrance would warrant the addition of a left-turn lane. The design speed for Martway Street coupled with the relatively low traffic volumes would not meet the minimum threshold levels on the KDOT Access Management Policy's Table 4-27, Recommended Left-Turn Lane Warrants for Two-Lane Highways.

Signalization: With the relatively low volume of traffic on Martway Street and the trips that would be generated from the proposed Martway Mixed Use development, signals are not warranted on Martway Street at either of the intersections with Beverly Avenue or with Dearborn Street.

Summary and Recommendations

Summary: This study addressed the street access and potential traffic congestion for the proposed Martway Mixed Use Development at 6045 Martway Street in Mission, Kansas. The site would call for the demolition of three existing single-story office buildings and replacing them with a multi-story apartment building perched above a ground-floor parking lot. The apartment building would have 156 units comprised of 24 studio, 92 single and 40 double bedroom apartments. The development would need a total of 210 spaces and the proposed below-building parking lot would provide 166 spaces, with the developer obtaining off-site parking agreements to make-up the additional 44 spaces required.

An assessment of the proposed trip generation traffic and the traffic volumes on Martway Street at the intersections with Beverly Avenue and with Dearborn Street indicated that no right or left-turn auxiliary lanes would be warranted for the proposed driveway entrances to the site. Level-of-service ratings at the intersections would remain at the LOS-A or B levels, and queued traffic would be kept at low levels.

Recommendations: The following recommendations are made for the Martway Mixed Use Development and the surrounding area:

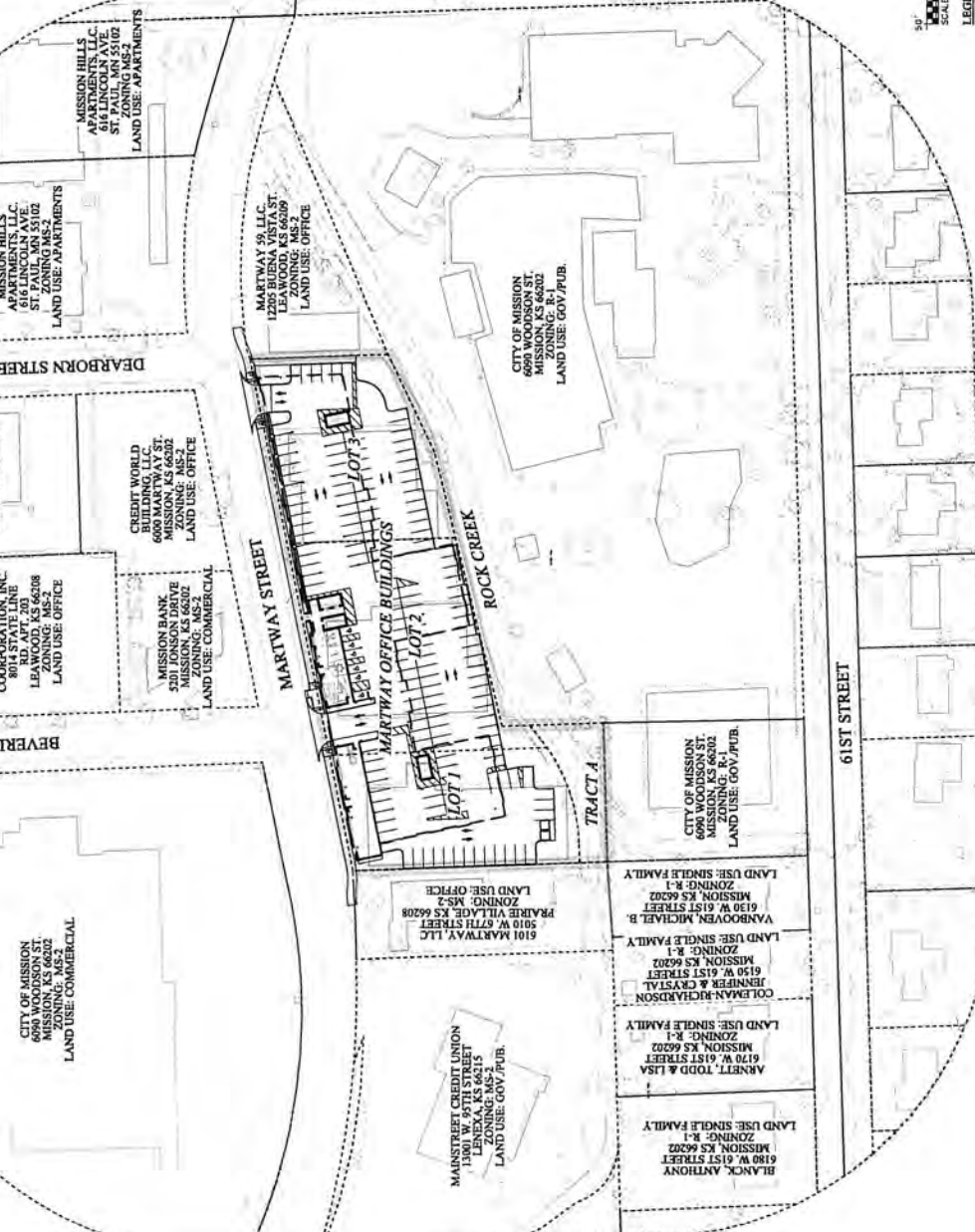
- The proposed west driveway entrance would be re-aligned to match Beverly Avenue and the east driveway entrance should remain at the present locations for the existing buildings at 6009 and 6045 Martway. Both driveways should be full-access entrances.
- The proposed development requires 210 parking spaces, and the proposed parking lot provides 166 spaces. The developer would need to lease an additional 44 off-site parking spaces to meet the City's total 210 space requirement.
- The existing Rock Creek walking trail running along the front side of the proposed building would remain unaltered by the development. During construction, the developer must make provisions to close the trail and divert pedestrian traffic to the northern side of Martway Street. The developer shall make all reasonable efforts to re-open the trail as quickly as possible once construction has been substantially completed and there would be no hazards to pedestrians.

Appendix I - Exhibit Maps (Site Plan, FEMA FIRM Map)

MARTWAY MIXED USE

PRELIMINARY DEVELOPMENT PLAN
6009-6025 MARTWAY, MISSION, KS 66200

PROJECT LOCATION



MISSION HILLS APARTMENTS, LLC
ST. PAUL, MN 55102
ZONING MS-2
LAND USE: APARTMENTS

MISSION HILLS APARTMENTS, LLC
ST. PAUL, MN 55102
ZONING MS-2
LAND USE: APARTMENTS

REAL ESTATE COOPERATION, INC.
804 STATE LINE
LEAWOOD, KS 66208
ZONING MS-2
LAND USE: OFFICE

CREDIT WORLD BUILDING, LLC
6000 MARTWAY ST.
LEAWOOD, KS 66208
ZONING MS-2
LAND USE: OFFICE

MISSION BANK
5301 JONSON DRIVE
MISSION, KS 66202
ZONING MS-2
LAND USE: COMMERCIAL

REAL ESTATE COOPERATION, INC.
804 STATE LINE
LEAWOOD, KS 66208
ZONING MS-2
LAND USE: OFFICE

MARTWAY 59, LLC
12205 BUESA VISTA ST.
LEAWOOD, KS 66009
LAND USE: OFFICE

CITY OF MISSION
6990 WOODSON ST.
MISSION, KS 66202
LAND USE: GOV./PUB.

MANHATTAN CREDIT UNION
1300 W. 95TH STREET
LENEKA, KS 66215
ZONING MS-2
LAND USE: GOV./PUB.

6101 MARTWAY, LLC
PRAIRIE VILLAGE, KS 66208
LAND USE: OFFICE

LANBOOVEN, MICHAEL B.
6100 W. 61ST STREET
MISSION, KS 66202
LAND USE: SINGLE FAMILY

COLEMAN, RICHARDSON
6150 W. 61ST STREET
MISSION, KS 66202
LAND USE: SINGLE FAMILY

ARNETT, TODD & LISA
6110 W. 61ST STREET
MISSION, KS 66202
LAND USE: SINGLE FAMILY

BLANK, ANTHONY
6180 W. 61ST STREET
MISSION, KS 66202
ZONING R-1
LAND USE: SINGLE FAMILY

CITY OF MISSION
6990 WOODSON ST.
MISSION, KS 66202
LAND USE: GOV./PUB.

61ST STREET

ROCK CREEK

MARTWAY STREET

DEARBORN STREET

clockwork
433 Delaware St. Suite 102
Kansas City MO 64108
www.clockwork-sf.com

LUCAS W. WILLIAMS - ENGINEER
KS PE # 53382

LEGAL DESCRIPTION
LOTS 1, 2 AND 3 OF MARTWAY OFFICE BUILDING A REDEVOPMENT OF LAND IN THE NORTHWEST QUARTER OF SECTION 16, TOWNSHIP 35N, RANGE 101W, COUNTY OF MISSION, KANSAS

SITE DEVELOPMENT SUMMARY TABLE

EXISTING ZONING	MS-2
LAND AREA	1.87 ACRES OR 81,471 SQUARE FEET MORE OR LESS
LAND USE	OFFICE
EXISTING	OFFICE
PROPOSED	ALIGNED USE DEVELOPMENT WITH A FACTORY ADJACENT COMPLEX WITH COMMERCIAL SPACE AND PARKING DECK ON THE FIRST FLOOR
BUILDING HEIGHT	MAXIMUM BUILDING HEIGHT: 4-STORY 45'-0"
MAXIMUM FLOOR AREA	1,000 SF 2,000 SF 3,000 SF 4,000 SF TOTAL FLOOR AREA: 10,000 SF
FLOOR AREA RATIO	25%
PARKING	PROPOSED PARKING: 1800 8' X 20'
PROPOSED PARKING RATIO	1:1

OWNER
CITY OF MISSION, KS 66202
2020 W. 61ST STREET, STE. 100
KANSAS CITY, MO 64111

DEVELOPER
ENGINEER/LANDSCAPE ARCHITECT/SURVEYOR/PLANNER
1401 E. 10TH STREET, SUITE 100
KANSAS CITY, MO 64111

REQUESTED DEVIATIONS
1. THE OFFICE PARKING SPACE REQUIREMENT BE REDUCED FROM 250 SPACES TO 180 SPACES.
2. THE REAR YARD SETBACK REQUIREMENT BE REDUCED FROM 25 TO A 2' SETBACK.
3. THE MAXIMUM BUILDING HEIGHT REQUIREMENT BE REDUCED FROM A 4-STORY 45 FOOT TO A 3-STORY 45 FOOT MAXIMUM BUILDING HEIGHT.
4. ADJACENT TO THE UNIT AREA, A MULTI-FAMILY DWELLING BE ADDED FROM 33 UNITS PER LOT TO 40 UNITS PER LOT.
5. THE PARKING LOT SETBACK BE REDUCED FROM 4 TO 2'.
6. THE MINIMUM GREEN SPACE BETWEEN PARKING AND OUTDOOR LOT LINES BE REDUCED FROM 7 TO 5'.
7. THE INTERIOR PARKING LOT TREE REQUIREMENTS.
8. THE PARKING LOT INTERIOR OPEN SPACE REQUIREMENT.

ARCHITECT
GOTTSCHALK ARCHITECTS, LLC
2020 W. 61ST STREET, STE. 100
KANSAS CITY, MO 64111

ENGINEER/LANDSCAPE ARCHITECT/SURVEYOR/PLANNER
1401 E. 10TH STREET, SUITE 100
KANSAS CITY, MO 64111

REVISIONS

DATE

BY

REVISIONS

DATE

BY

REVISIONS

DATE

BY

REVISIONS

DATE

BY

Martway Mixed Use
6009 - 6045 Martway
Mission, KS 66202

C100

OVERALL SITE PLAN

CFS ENGINEERS
cfs.com
1401 E. 10th Street, Suite 100
Kansas City, MO 64111
P: 816.232.2477 F: 816.232.2400



LEGEND
LIMITS OF DEVELOPMENT

16.05.History



MAP SCALE 1" = 500'



NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0024G

FIRM

FLOOD INSURANCE RATE MAP
JOHNSON COUNTY,
KANSAS
AND INCORPORATED AREAS

PANEL 24 OF 161
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

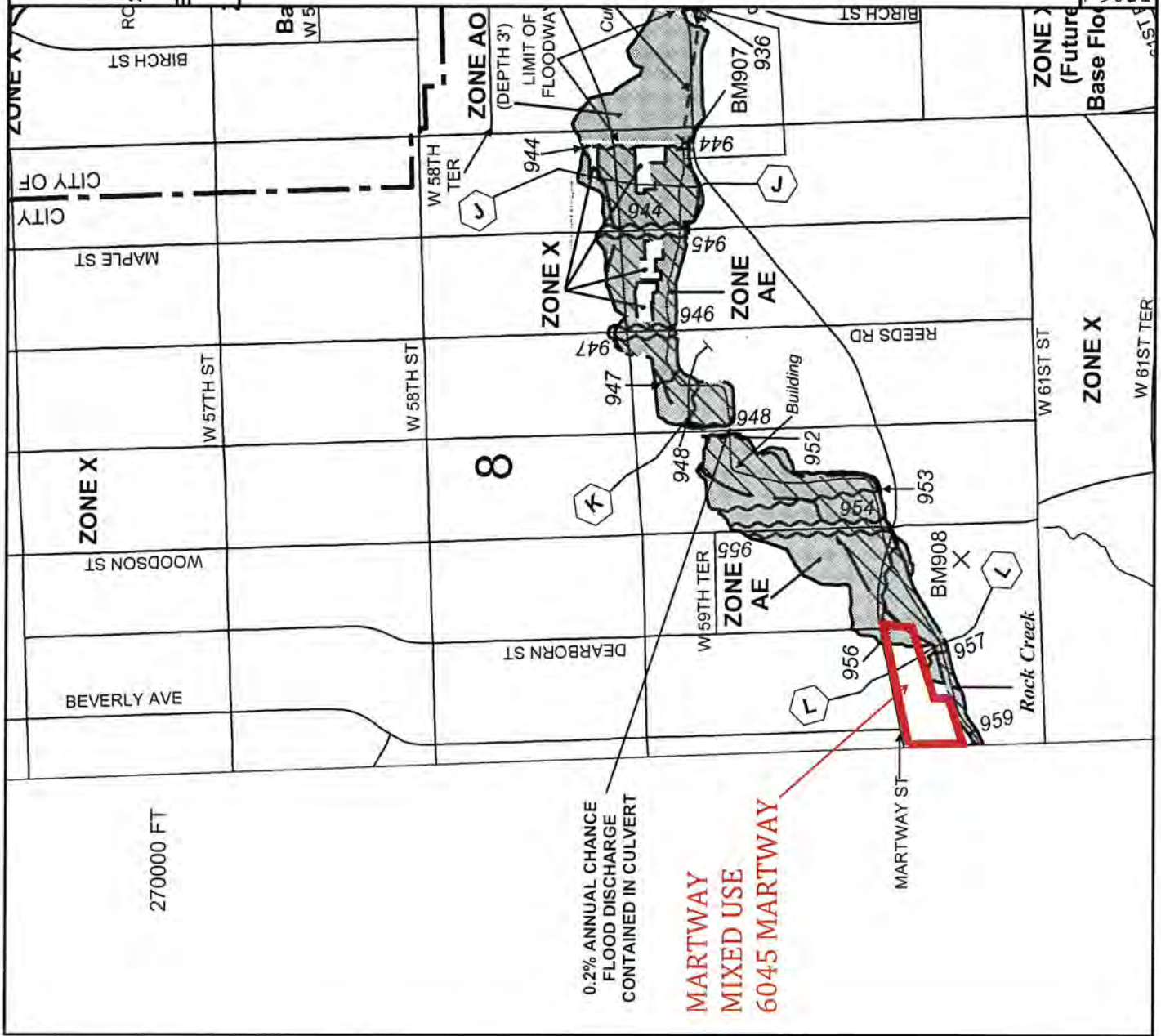
COMMUNITY	NUMBER	PANEL	SUFFIX
FARWAY, CITY OF	200185	0024	G
MISSION, CITY OF	200171	0024	G
MISSION, CITY OF	200171	0024	G
OVERLAND PARK, CITY OF	200174	0024	G
PRAIRIE VILLAGE, CITY OF	200175	0024	G
ROELAND PARK, CITY OF	200176	0024	G

Notice to User: The Map Number shown below should be used when placing map orders; the Community Number shown above should be used on insurance applications for the subject community.



MAP NUMBER
20091C0024G
MAP REVISED
AUGUST 3, 2009
Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov



Appendix II – Traffic Counts

Martway St, Mission, Kansas - 2017 Traffic Counts

Wed 6-14-2017	Martway St & Beverly Ave Turning Movement Counts												Total Sum
Time	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
7:00 AM	3	17	1	0	20	1	0	0	0	4	1	0	47
7:15 AM	7	20	0	1	24	3	0	0	0	2	0	6	63
7:30 AM	10	34	2	0	30	9	0	0	0	4	0	15	104
7:45 AM	12	46	0	0	38	13	0	0	0	3	0	6	118
8:00 AM	15	37	0	0	23	5	0	0	0	8	0	11	99
8:15 AM	16	37	1	2	31	11	0	0	0	5	0	7	110
8:30 AM	13	40	1	1	32	6	1	0	1	3	0	17	115
8:45 AM	5	30	0	1	24	7	0	0	1	2	1	17	88
PHF	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
0.94	56	160	2	3	124	35	1	0	1	19	0	41	

Max													118
Hourly Sum	32	117	3	1	112	26	0	0	0	13	1	27	332
Hourly Sum	44	137	2	1	115	30	0	0	0	17	0	38	384
Hourly Sum	53	154	3	2	122	38	0	0	0	20	0	39	431
Hourly Sum	56	160	2	3	124	35	1	0	1	19	0	41	442
Hourly Sum	49	144	2	4	110	29	1	0	2	18	1	52	412

Wed 6-14-2017	Martway St & Beverly Ave Turning Movement Counts												Total Sum
Time	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
4:00 PM	2	50	2	0	59	5	3	0	3	4	0	15	143
4:15 PM	9	37	0	0	45	8	0	0	1	5	0	14	119
4:30 PM	8	70	0	0	62	7	1	0	0	7	0	15	170
4:45 PM	9	61	0	0	70	9	0	0	0	10	0	16	175
5:00 PM	8	58	0	0	67	9	0	0	2	10	0	25	179
5:15 PM	11	64	0	0	75	11	0	0	1	15	0	20	197
5:30 PM	4	59	0	0	72	4	1	0	0	6	0	13	159
5:45 PM	4	68	0	0	45	9	0	0	1	5	0	8	140
PHF	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
0.91	36	253	0	0	274	36	1	0	3	42	0	76	

Max													197
Hourly Sum	28	218	2	0	236	29	4	0	4	26	0	60	607
Hourly Sum	34	226	0	0	244	33	1	0	3	32	0	70	643
Hourly Sum	36	253	0	0	274	36	1	0	3	42	0	76	721
Hourly Sum	32	242	0	0	284	33	1	0	3	41	0	74	710
Hourly Sum	27	249	0	0	259	33	1	0	4	36	0	66	675

Thur 6-15-2017	Martway St & Dearborn St Turning Movement Counts												Total Sum
Time	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
7:00 AM	2	15	2	0	23	0	0	0	0	0	0	2	44
7:15 AM	3	22	0	0	32	0	0	0	0	1	0	3	61
7:30 AM	4	19	0	0	34	0	0	0	0	1	0	7	65
7:45 AM	5	25	3	0	47	1	0	0	0	2	0	7	90
8:00 AM	4	38	2	1	32	1	1	0	1	1	1	7	89
8:15 AM	5	34	1	2	26	2	0	0	0	0	0	5	75
8:30 AM	2	34	1	0	32	1	0	0	0	2	0	5	77
8:45 AM	8	30	0	0	31	3	0	0	0	1	0	4	77
PHF	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
0.92	16	131	7	3	137	5	1	0	1	5	1	24	

Max													90
Hourly Sum	14	81	5	0	136	1	0	0	0	4	0	19	260
Hourly Sum	16	104	5	1	145	2	1	0	1	5	1	24	305
Hourly Sum	18	116	6	3	139	4	1	0	1	4	1	26	319
Hourly Sum	16	131	7	3	137	5	1	0	1	5	1	24	331
Hourly Sum	19	136	4	3	121	7	1	0	1	4	1	21	318

Thur 6-15-2017	Martway St & Dearborn St Turning Movement Counts												Total Sum
Time	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
4:00 PM	3	46	0	0	53	2	3	0	1	2	0	4	114
4:15 PM	5	63	1	0	49	2	0	0	1	0	0	3	124
4:30 PM	1	56	0	0	61	3	0	0	0	2	0	9	132
4:45 PM	6	72	0	0	58	2	1	0	1	2	0	7	149
5:00 PM	3	70	0	0	67	4	1	0	0	4	0	9	158
5:15 PM	8	72	0	1	67	6	4	0	1	3	0	3	165
5:30 PM	15	54	0	0	52	4	0	0	1	3	0	7	136
5:45 PM	14	50	0	0	61	1	3	0	0	1	0	5	135
PHF	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
0.92	32	268	0	1	244	16	6	0	3	12	0	26	

Max													165
Hourly Sum	15	237	1	0	221	9	4	0	3	6	0	23	519
Hourly Sum	15	261	1	0	235	11	2	0	2	8	0	28	563
Hourly Sum	18	270	0	1	253	15	6	0	2	11	0	28	604
Hourly Sum	32	268	0	1	244	16	6	0	3	12	0	26	608
Hourly Sum	40	246	0	1	247	15	8	0	2	11	0	24	594

Wed 6-14-2017	Martway St & Beverly Ave Turning Movement Counts											
PHF	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
0.94	56	160	2	3	124	35	1	0	1	19	0	41

Wed 6-14-2017	Martway St & Beverly Ave Turning Movement Counts											
PHF	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
0.91	36	253	0	0	274	36	1	0	3	42	0	76

Thur 6-15-2017	Martway St & Dearborn St Turning Movement Counts											
PHF	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
0.92	16	131	7	3	137	5	1	0	1	5	1	24

Thur 6-15-2017	Martway St & Dearborn St Turning Movement Counts											
PHF	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
0.92	32	268	0	1	244	16	6	0	3	12	0	26

Appendix III – Trip Generation & Traffic Distribution

Trip Generation Calculation - Weekday Peak AM and PM Hour

Martway Mixed-Use - 6045 Martway, Mission, Kansas

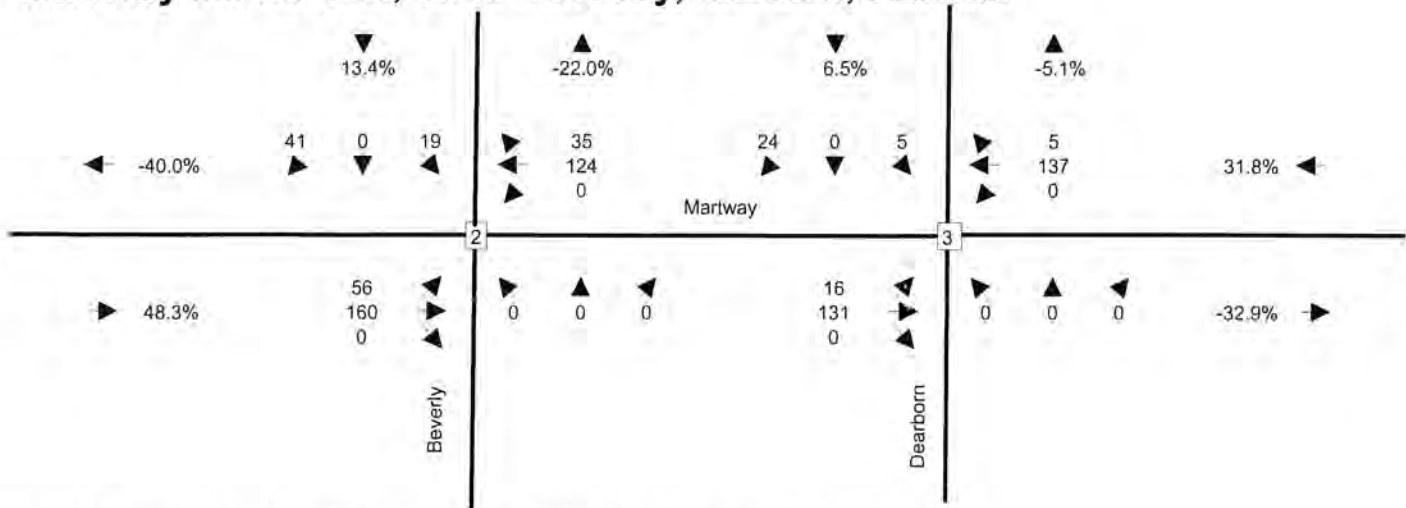
Cook Platt and Strobel, Engineers
 CFS Project No. 17-5085
 Date: 09/13/17

Land Use	ITE Land Use Code	Square Footage or Unit Quantity	Total Daily Traffic	Pass-By Traffic Percent	AM Peak Hour (7-9 AM)						PM Peak Hour (4-6 PM)						Notes											
					Total New-Gen 2-Way PHV		Pass-By 2-Way PHV		Enter		New-Gen Exit PHV		Total New-Gen Exit PHV		Pass-By 2-Way PHV			Enter		New-Gen Exit PHV		Total New-Gen Exit PHV						
					PHV	PHV	%	PHV	PHV	PHV	PHV	PHV	PHV	PHV	PHV	PHV		PHV	PHV	PHV	PHV	PHV	PHV	PHV				
Pre-Development Conditions General Office (KSF)	710	34,465	1527	0%	54	54	0	88%	48	48	0	12%	6	6	0	0	51	51	0	17%	9	9	0	83%	42	42	0	0
Total					54	54	0	88%	48	48	0	12%	6	6	0	0	51	51	0	17%	9	9	0	83%	42	42	0	0
Post-Development Conditions Apartments (Dwelling Units) (Equations)	220	156	1069	0%	87	87	0	29%	25	25	0	71%	62	62	0	109	109	0	61%	66	66	0	39%	43	43	0	0	
General Office (KSF)	710	3,491	1089	0%	5	5	0	88%	4	4	0	12%	1	1	0	5	5	0	17%	1	1	0	83%	4	4	0	0	
Total			1089		92	92	0	88%	29	29	0	12%	63	63	0	114	114	0	17%	67	67	0	83%	47	47	0	0	

Notes:
 ITE 9th Edition Trip Generation

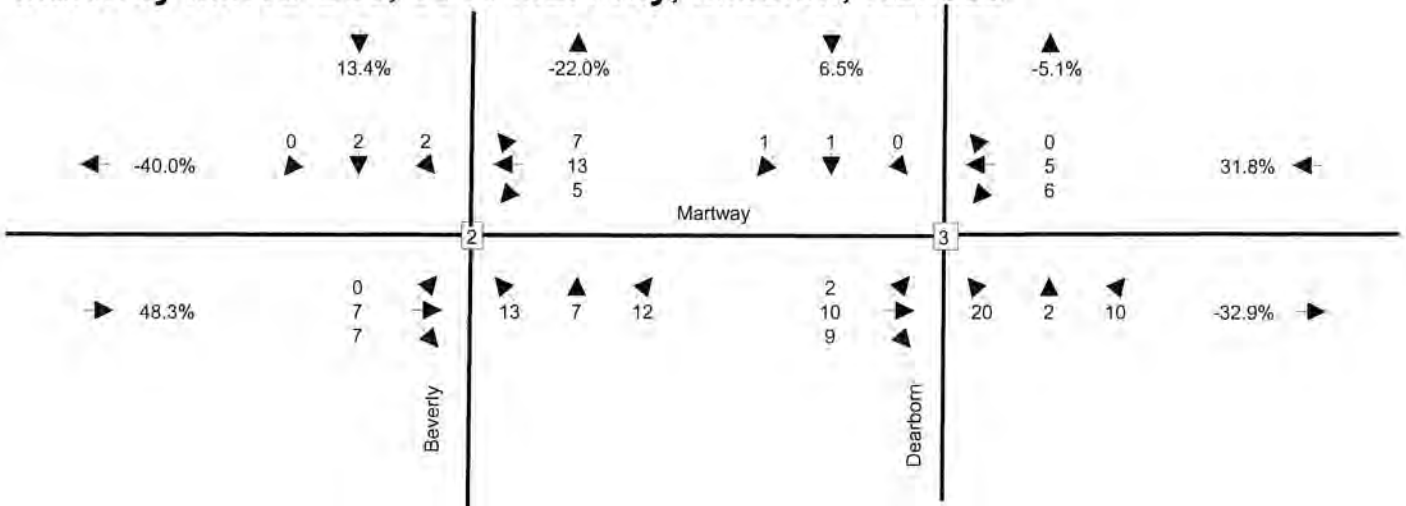
AM Peak Hour Existing Traffic

Martway Mixed-Use, 6045 Martway, Mission, Kansas



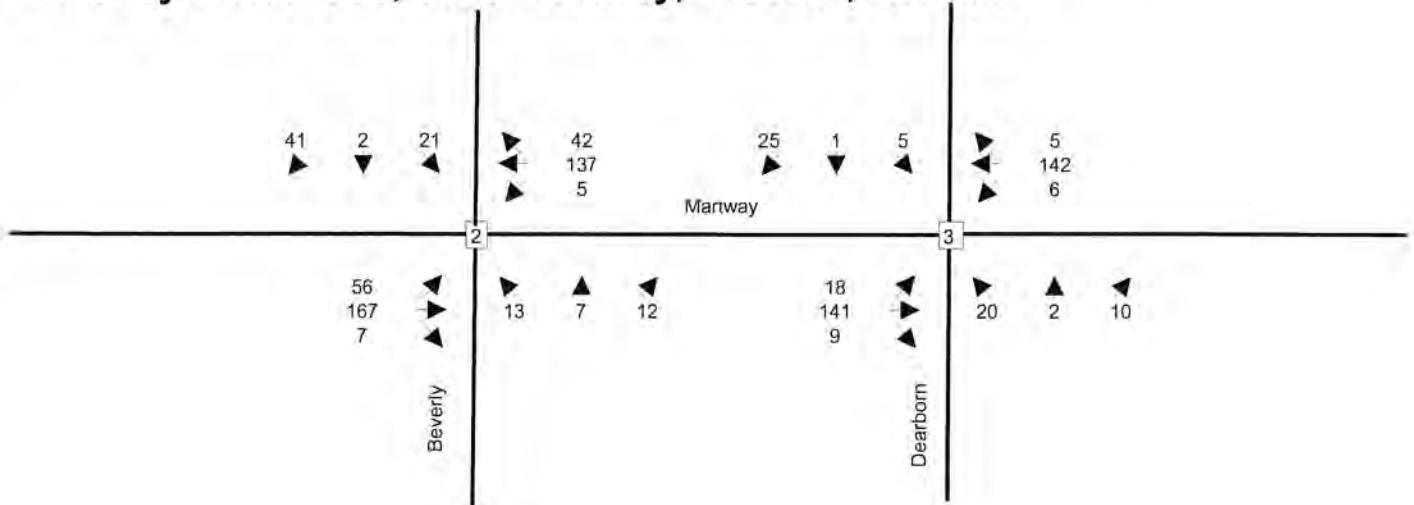
AM Peak Hour Site-Generated Traffic

Martway Mixed-Use, 6045 Martway, Mission, Kansas



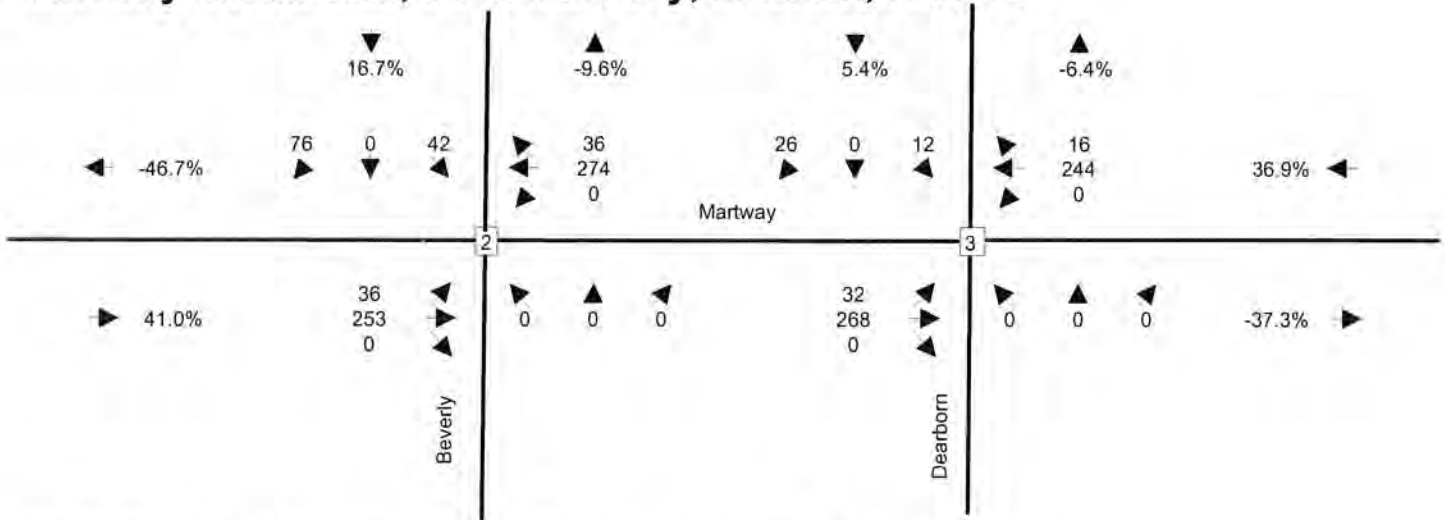
AM Peak Hour Existing Plus Site-Generated Traffic

Martway Mixed-Use, 6045 Martway, Mission, Kansas



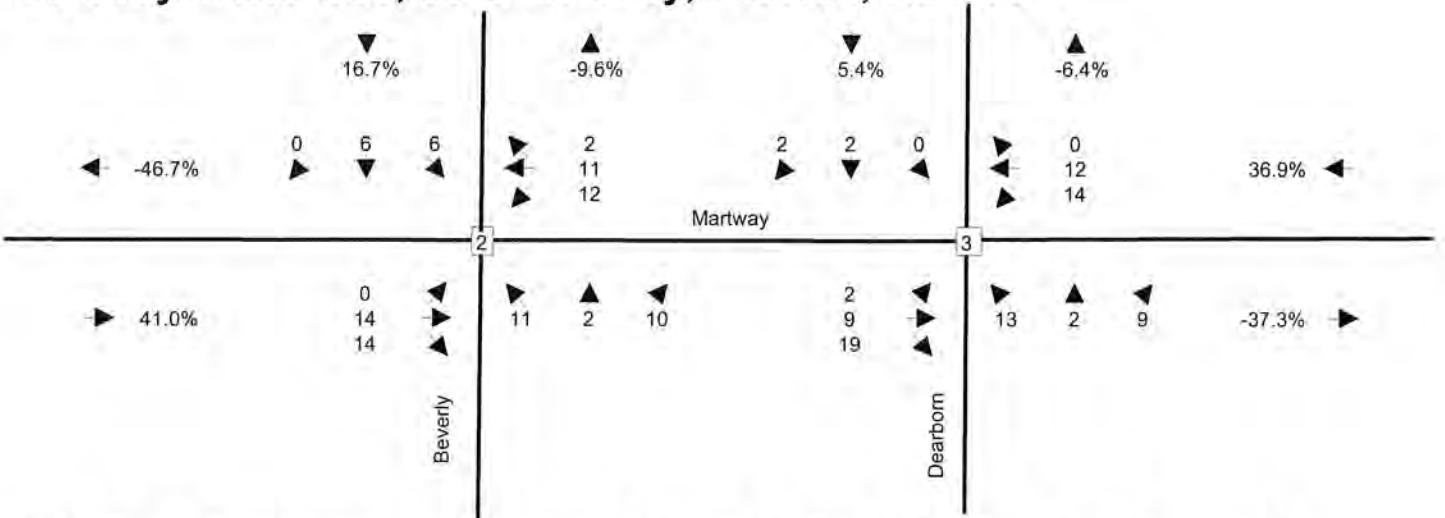
PM Peak Hour Existing Traffic

Martway Mixed-Use, 6045 Martway, Mission, Kansas



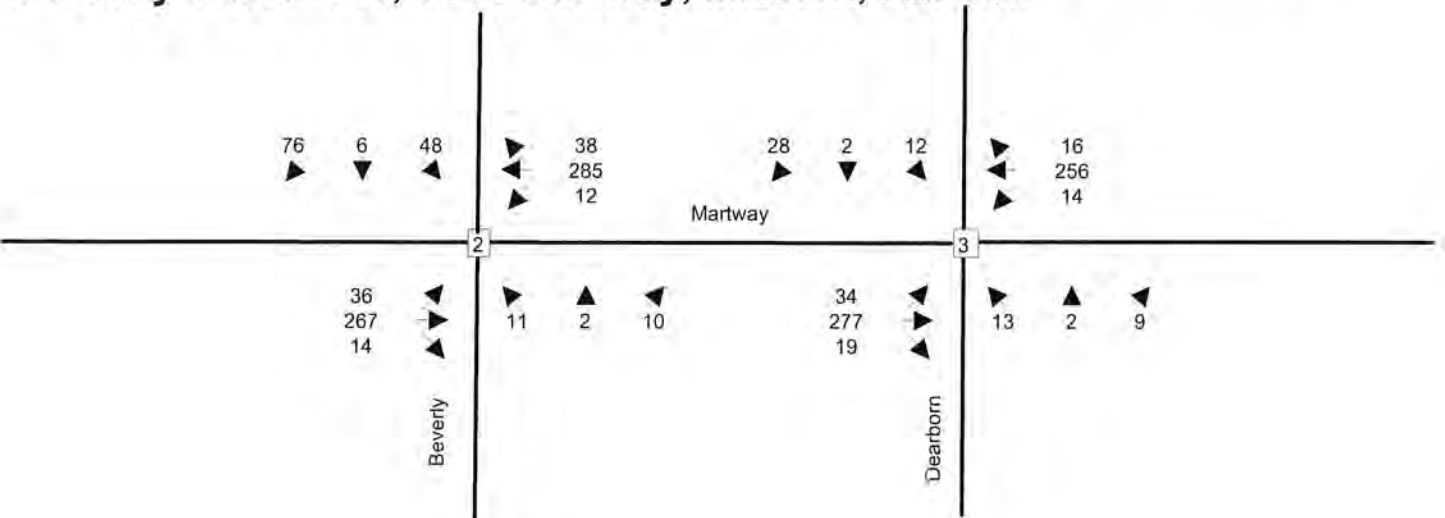
PM Peak Hour Site-Generated Traffic

Martway Mixed-Use, 6045 Martway, Mission, Kansas



PM Peak Hour Existing Plus Site-Generated Traffic

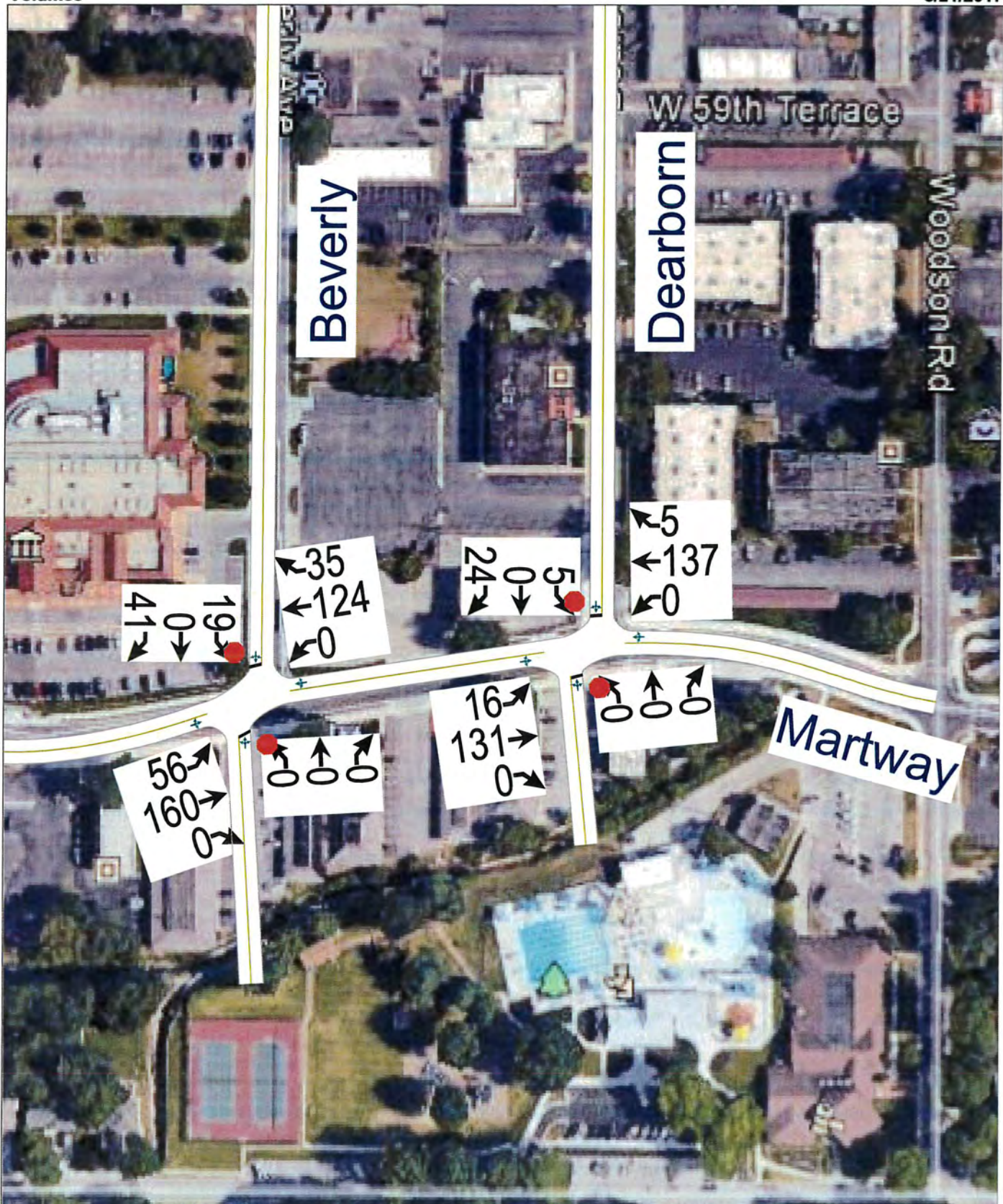
Martway Mixed-Use, 6045 Martway, Mission, Kansas



Appendix-IV - Synchro Results, AM Peak Traffic Conditions / Pre-Development

Map - Martway Mixed Use-AM Pre-Development
Volumes

8/21/2017



Martway Mixed Use-AM Pre-Development

C:\Users\Traffic User\Desktop\175085 - Martway\Synchro\Martway AM Pre.syn

Intersection

Int Delay, s/veh 2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	56	160	0	0	124	35	0	0	0	19	0	41
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	61	174	0	0	135	38	0	0	0	21	0	45

Major/Minor	Major1	Major2	Minor1	Minor2								
Conflicting Flow All	173	0	0	174	0	0	472	469	174	450	450	154
Stage 1	-	-	-	-	-	-	296	296	-	154	154	-
Stage 2	-	-	-	-	-	-	176	173	-	296	296	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1404	-	-	1403	-	-	502	492	869	519	504	892
Stage 1	-	-	-	-	-	-	712	668	-	848	770	-
Stage 2	-	-	-	-	-	-	826	756	-	712	668	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1404	-	-	1403	-	-	459	468	869	500	480	892
Mov Cap-2 Maneuver	-	-	-	-	-	-	459	468	-	500	480	-
Stage 1	-	-	-	-	-	-	678	636	-	807	770	-
Stage 2	-	-	-	-	-	-	785	756	-	678	636	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2	0	0	10.5
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1404	-	-	1403	-	-	715
HCM Lane V/C Ratio	-	0.043	-	-	-	-	-	0.091
HCM Control Delay (s)	0	7.7	0	-	0	-	-	10.5
HCM Lane LOS	A	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	-	0.1	-	-	0	-	-	0.3

HCM 2010 TWSC
3: Martway & Dearborn

8/21/2017

Intersection

Int Delay, s/veh 1.2

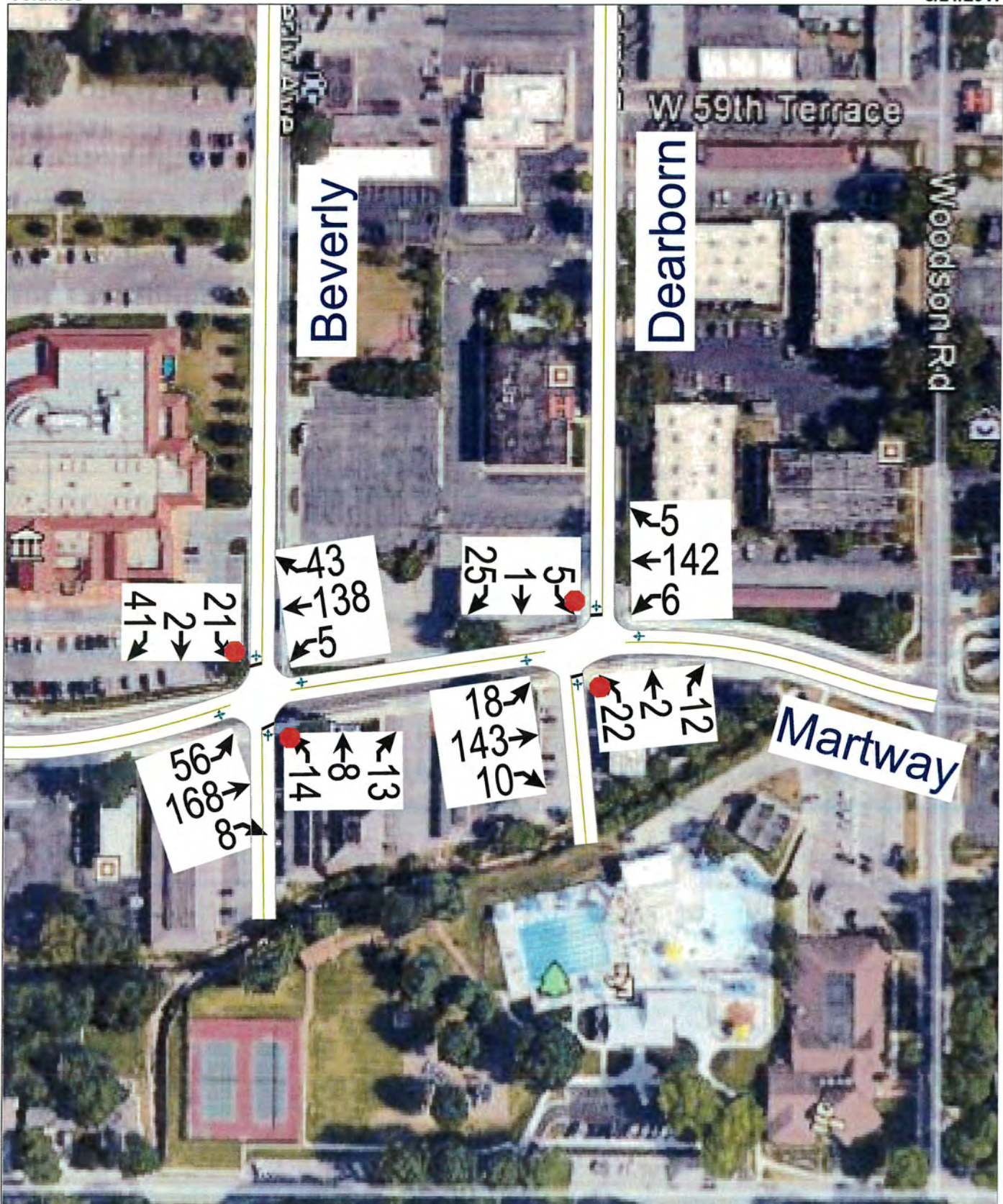
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	16	131	0	0	137	5	0	0	0	5	0	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	142	0	0	149	5	0	0	0	5	0	26

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	154	0	0	142	0	0	342	331	142	329	329	152
Stage 1	-	-	-	-	-	-	177	177	-	152	152	-
Stage 2	-	-	-	-	-	-	165	154	-	177	177	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1426	-	-	1441	-	-	612	588	906	624	590	894
Stage 1	-	-	-	-	-	-	825	753	-	850	772	-
Stage 2	-	-	-	-	-	-	837	770	-	825	753	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1426	-	-	1441	-	-	588	580	906	618	582	894
Mov Cap-2 Maneuver	-	-	-	-	-	-	588	580	-	618	582	-
Stage 1	-	-	-	-	-	-	814	743	-	839	772	-
Stage 2	-	-	-	-	-	-	813	770	-	814	743	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0	0	9.5
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1426	-	-	1441	-	-	830
HCM Lane V/C Ratio	-	0.012	-	-	-	-	-	0.038
HCM Control Delay (s)	0	7.6	0	-	0	-	-	9.5
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0.1

Appendix V - Synchro Results, AM Peak Traffic Conditions / Post-Development



Intersection

Int Delay, s/veh 3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	56	168	8	5	138	43	14	8	13	21	2	41
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	61	183	9	5	150	47	15	9	14	23	2	45

Major/Minor	Major1	Major2	Minor1	Minor2								
Conflicting Flow All	197	0	0	191	0	0	517	517	187	504	497	173
Stage 1	-	-	-	-	-	-	309	309	-	184	184	-
Stage 2	-	-	-	-	-	-	208	208	-	320	313	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1376	-	-	1383	-	-	469	462	855	478	475	871
Stage 1	-	-	-	-	-	-	701	660	-	818	747	-
Stage 2	-	-	-	-	-	-	794	730	-	692	657	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1376	-	-	1383	-	-	425	437	855	444	449	871
Mov Cap-2 Maneuver	-	-	-	-	-	-	425	437	-	444	449	-
Stage 1	-	-	-	-	-	-	666	627	-	777	744	-
Stage 2	-	-	-	-	-	-	748	727	-	638	624	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.9	0.2	12.4	11.2
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	527	1376	-	-	1383	-	-	648
HCM Lane V/C Ratio	0.072	0.044	-	-	0.004	-	-	0.107
HCM Control Delay (s)	12.4	7.7	0	-	7.6	0	-	11.2
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	0.4

Intersection												
Int Delay, s/veh	2.3											

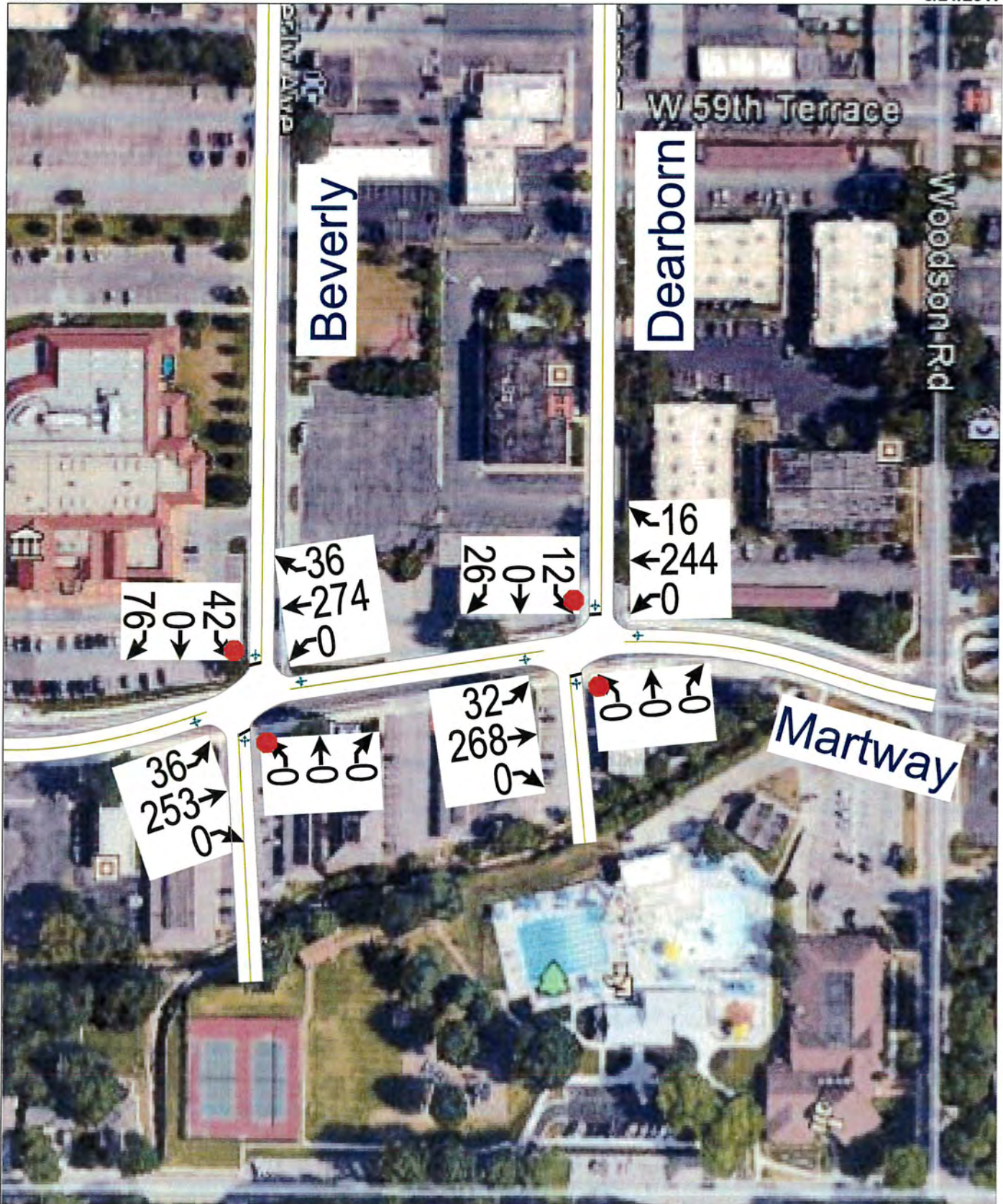
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	18	143	10	6	142	5	22	2	12	5	1	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	155	11	7	154	5	24	2	13	5	1	27

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	160	0	0	166	0	0	384	373	161	378	375	157
Stage 1	-	-	-	-	-	-	200	200	-	170	170	-
Stage 2	-	-	-	-	-	-	184	173	-	208	205	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1419	-	-	1412	-	-	574	557	884	580	556	889
Stage 1	-	-	-	-	-	-	802	736	-	832	758	-
Stage 2	-	-	-	-	-	-	818	756	-	794	732	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1419	-	-	1412	-	-	547	545	884	561	544	889
Mov Cap-2 Maneuver	-	-	-	-	-	-	547	545	-	561	544	-
Stage 1	-	-	-	-	-	-	789	724	-	819	754	-
Stage 2	-	-	-	-	-	-	788	752	-	767	720	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0.3	11.1	9.7
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	626	1419	-	-	1412	-	-	797
HCM Lane V/C Ratio	0.063	0.014	-	-	0.005	-	-	0.042
HCM Control Delay (s)	11.1	7.6	0	-	7.6	0	-	9.7
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.1

Appendix VI - Synchro Results, PM Peak Traffic Conditions / Pre-Development



Intersection

Int Delay, s/veh 2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	36	253	0	0	274	36	0	0	0	42	0	76
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	39	275	0	0	298	39	0	0	0	46	0	83

Major/Minor	Major1	Major2	Minor1	Minor2								
Conflicting Flow All	337	0	0	275	0	0	712	690	275	670	670	317
Stage 1	-	-	-	-	-	-	353	353	-	317	317	-
Stage 2	-	-	-	-	-	-	359	337	-	353	353	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1222	-	-	1288	-	-	347	368	764	371	378	724
Stage 1	-	-	-	-	-	-	664	631	-	694	654	-
Stage 2	-	-	-	-	-	-	659	641	-	664	631	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1222	-	-	1288	-	-	298	354	764	360	364	724
Mov Cap-2 Maneuver	-	-	-	-	-	-	298	354	-	360	364	-
Stage 1	-	-	-	-	-	-	639	607	-	668	654	-
Stage 2	-	-	-	-	-	-	584	641	-	639	607	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1	0	0	13.9
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1222	-	-	1288	-	-	532
HCM Lane V/C Ratio	-	0.032	-	-	-	-	-	0.241
HCM Control Delay (s)	0	8	0	-	0	-	-	13.9
HCM Lane LOS	A	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	-	0.1	-	-	0	-	-	0.9

HCM 2010 TWSC
3: Martway & Dearborn

8/21/2017

Intersection

Int Delay, s/veh 1.1

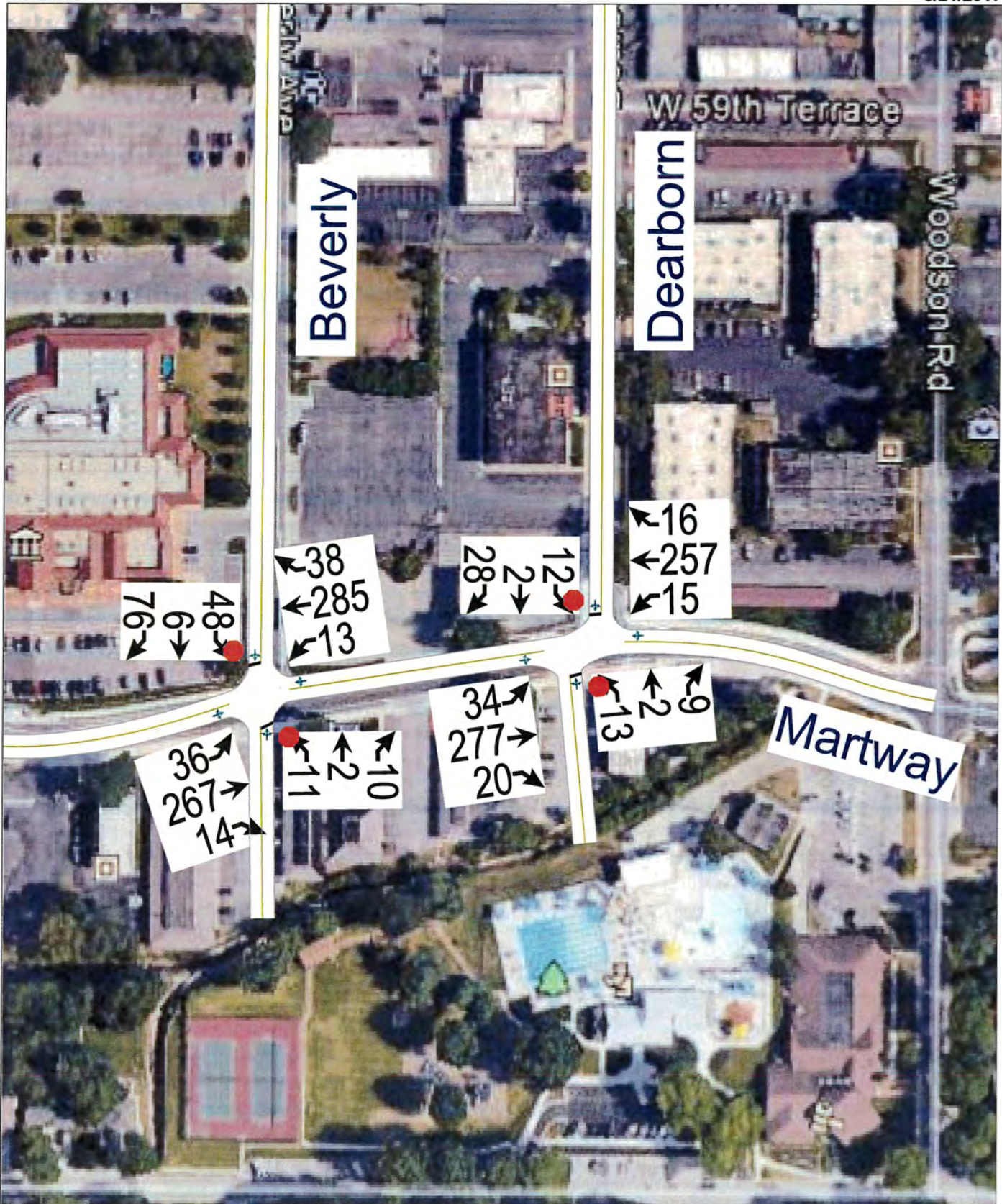
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	32	268	0	0	244	16	0	0	0	12	0	26
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	35	291	0	0	265	17	0	0	0	13	0	28

Major/Minor	Major1	Major2	Minor1	Minor2								
Conflicting Flow All	283	0	0	291	0	0	649	644	291	635	635	274
Stage 1	-	-	-	-	-	-	361	361	-	274	274	-
Stage 2	-	-	-	-	-	-	288	283	-	361	361	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1279	-	-	1271	-	-	383	391	748	391	396	765
Stage 1	-	-	-	-	-	-	657	626	-	732	683	-
Stage 2	-	-	-	-	-	-	720	677	-	657	626	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1279	-	-	1271	-	-	360	378	748	381	383	765
Mov Cap-2 Maneuver	-	-	-	-	-	-	360	378	-	381	383	-
Stage 1	-	-	-	-	-	-	635	605	-	708	683	-
Stage 2	-	-	-	-	-	-	693	677	-	635	605	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0	0	11.7
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1279	-	-	1271	-	-	580
HCM Lane V/C Ratio	-	0.027	-	-	-	-	-	0.071
HCM Control Delay (s)	0	7.9	0	-	0	-	-	11.7
HCM Lane LOS	A	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	-	0.1	-	-	0	-	-	0.2

Appendix VII - Synchro Results, PM Peak Traffic Conditions / Post-Development



Intersection												
Int Delay, s/veh	3.5											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	36	267	14	13	285	38	11	2	10	48	6	76
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	39	290	15	14	310	41	12	2	11	52	7	83

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	351	0	0	305	0	0	779	755	298	742	743	330
Stage 1	-	-	-	-	-	-	376	376	-	359	359	-
Stage 2	-	-	-	-	-	-	403	379	-	383	384	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1208	-	-	1256	-	-	313	338	741	332	343	712
Stage 1	-	-	-	-	-	-	645	616	-	659	627	-
Stage 2	-	-	-	-	-	-	624	615	-	640	611	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1208	-	-	1256	-	-	262	320	741	312	325	712
Mov Cap-2 Maneuver	-	-	-	-	-	-	262	320	-	312	325	-
Stage 1	-	-	-	-	-	-	620	592	-	633	618	-
Stage 2	-	-	-	-	-	-	538	606	-	604	587	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	0.3	15.3	16.1
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	373	1208	-	-	1256	-	-	466
HCM Lane V/C Ratio	0.067	0.032	-	-	0.011	-	-	0.303
HCM Control Delay (s)	15.3	8.1	0	-	7.9	0	-	16.1
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	1.3

HCM 2010 TWSC
3: Martway & Dearborn

8/21/2017

Intersection

Int Delay, s/veh 1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	34	277	20	15	257	16	13	2	9	12	2	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	37	301	22	16	279	17	14	2	10	13	2	30

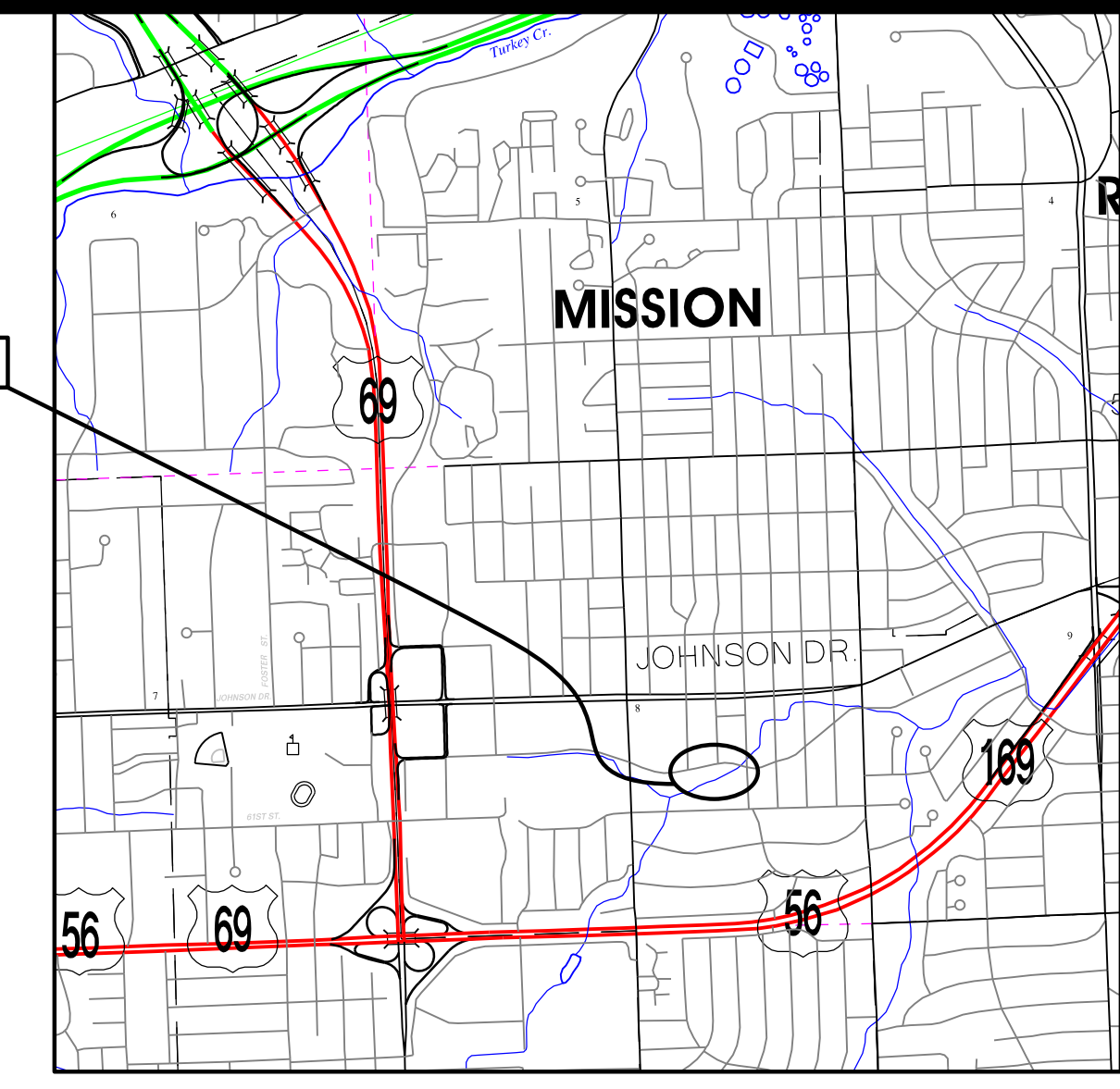
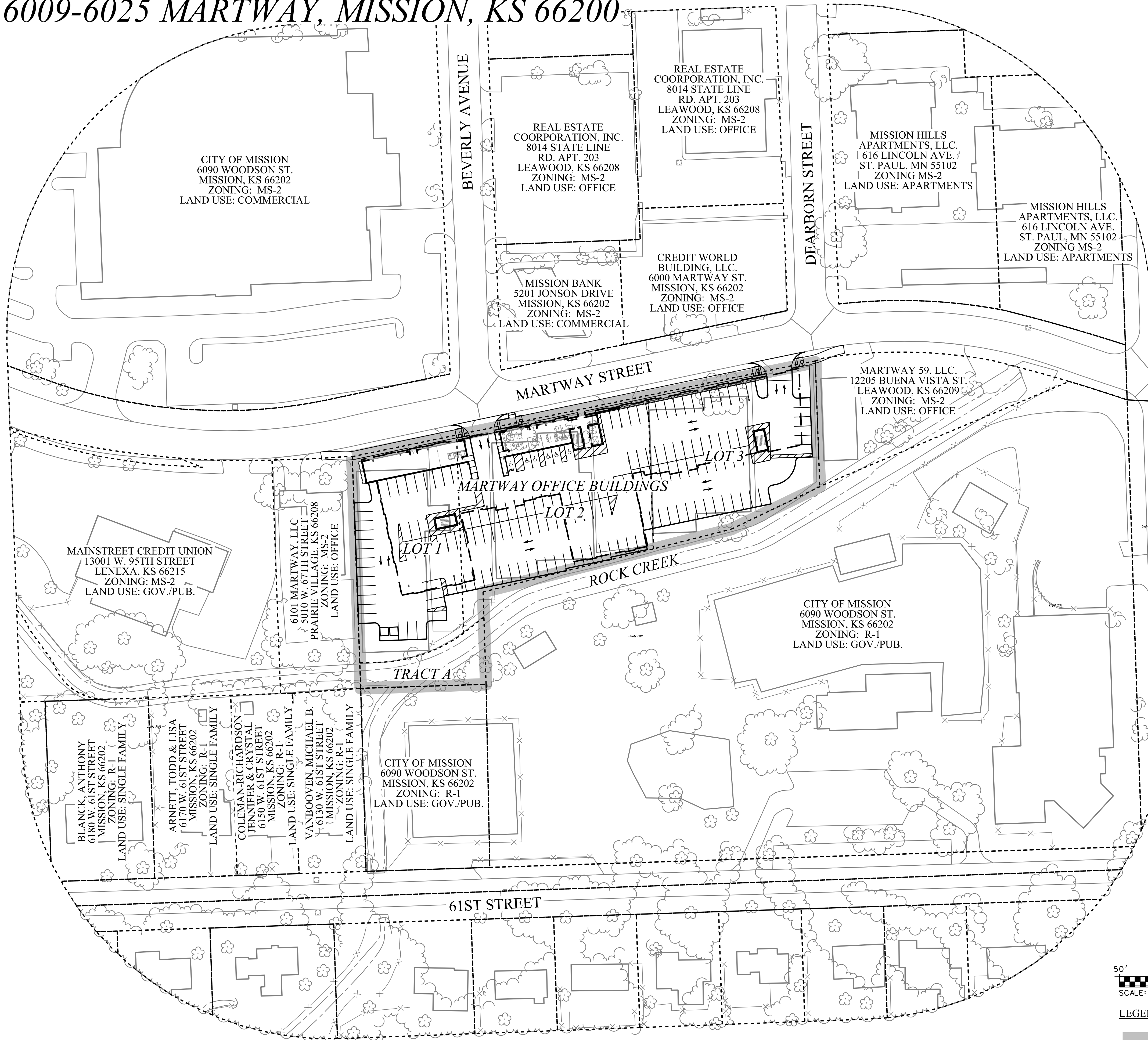
Major/Minor	Major1	Major2	Minor1	Minor2								
Conflicting Flow All	297	0	0	323	0	0	723	715	312	713	718	288
Stage 1	-	-	-	-	-	-	386	386	-	321	321	-
Stage 2	-	-	-	-	-	-	337	329	-	392	397	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1264	-	-	1237	-	-	342	356	728	347	355	751
Stage 1	-	-	-	-	-	-	637	610	-	691	652	-
Stage 2	-	-	-	-	-	-	677	646	-	633	603	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1264	-	-	1237	-	-	314	338	728	327	337	751
Mov Cap-2 Maneuver	-	-	-	-	-	-	314	338	-	327	337	-
Stage 1	-	-	-	-	-	-	614	588	-	666	642	-
Stage 2	-	-	-	-	-	-	637	636	-	600	581	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0.4	14.6	12.5
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	402	1264	-	-	1237	-	-	526
HCM Lane V/C Ratio	0.065	0.029	-	-	0.013	-	-	0.087
HCM Control Delay (s)	14.6	7.9	0	-	7.9	0	-	12.5
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	0.3

MARTWAY MIXED USE

PRELIMINARY DEVELOPMENT PLAN 6009-6025 MARTWAY, MISSION, KS 66200



VICINITY MAP:

LEGAL DESCRIPTION

LOTS 1, 2 AND 3 OF MARTWAY OFFICE BUILDINGS A SUBDIVISION OF LAND IN THE NORTHWEST QUARTER OF SECTION 8, TOWNSHIP 25 SOUTH, RANGE 25 EAST OF THE SIXTH PRINCIPLE MERIDIAN IN THE CITY OF MISSION, JOHNSON COUNTY, KANSAS.

SITE DEVELOPMENT SUMMARY TABLE

EXISTING ZONING: MS-2
 LAND AREA: 1.767 ACRES OR 76,971 SQUARE FEET MORE OR LESS
 LAND USE:
 EXISTING: OFFICE
 PROPOSED: A MIXED USE DEVELOPMENT WITH A 5-STORY APARTMENT COMPLEX WITH COMMERCIAL SPACE AND PARKING DECK ON THE FIRST FLOOR
 BUILDING HEIGHT:
 MAXIMUM BUILDING HEIGHT: 3-STORY/45'-0"
 PROPOSED BUILDING HEIGHT: 5-STORY/67'-0"
 BUILDING FLOOR AREA:
 FIRST FLOOR: 3,491 S.F.
 SECOND FLOOR: 38,977 S.F.
 THIRD FLOOR: 38,977 S.F.
 FOURTH FLOOR: 38,977 S.F.
 FIFTH FLOOR: 38,977 S.F.
 TOTAL FLOOR AREA 159,399 S.F.

FLOOR AREA RATIO

2.07

PARKING SUMMARY

PROPOSED PARKING RATIO: 0.79

BUILDING USE	SPECIFIC USE REQUIREMENT	SPACE REQUIREMENT
COMMERCIAL SPACE	4 SPACES PER 1000 S.F. 3,491 S.F.	14 SPACES
EFFICIENCY APARTMENTS	1 SPACE PER UNIT 24 UNITS	24 SPACES
ONE BEDROOM APARTMENTS	1 SPACE PER UNIT 92 UNITS	92 SPACES
TWO BEDROOM APARTMENTS	2 SPACES PER UNIT 40 UNITS	80 SPACES
TOTAL SPACES REQUIRED		210 SPACES
TOTAL SPACES PROVIDED		**166 SPACES

** 6 ACCESSIBLE SPACES WITH 1 VAN SPACE HAS BEEN PROVIDED

OWNER:

MARTWAY OFFICE WORKS, LLC
 423 DELAWARE STREET, STE. 102
 KANSAS CITY, MO 64105

ARCHITECT:

CLOCKWORK
 423 DELAWARE STREET STE. 102
 KANSAS CITY, MO 64105

DEVELOPER:

MARTWAY OFFICE WORKS, LLC
 423 DELAWARE STREET, STE. 102
 KANSAS CITY, MO 64105

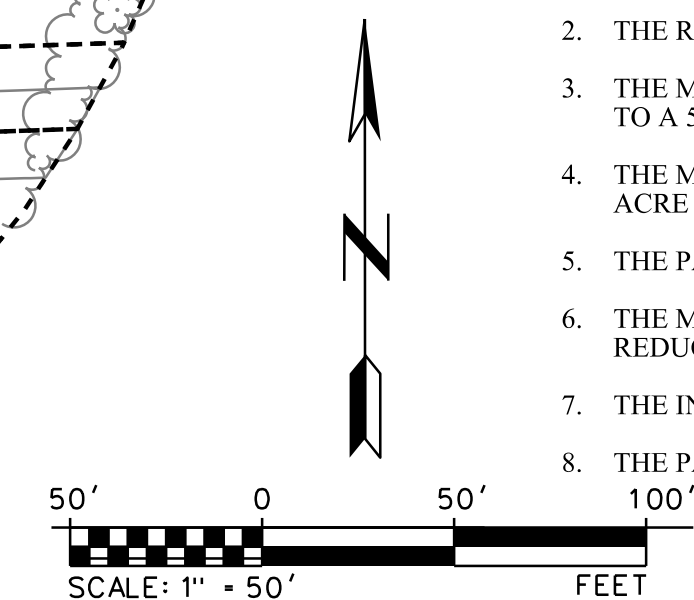
ENGINEER/LANDSCAPE ARCHITECT/SURVEYOR/PLANNER:

CFS ENGINEERS, P.A.
 1421 E. 104TH STREET, SUITE 100
 KANSAS CITY, MO 64131

REQUESTED DEVIATIONS

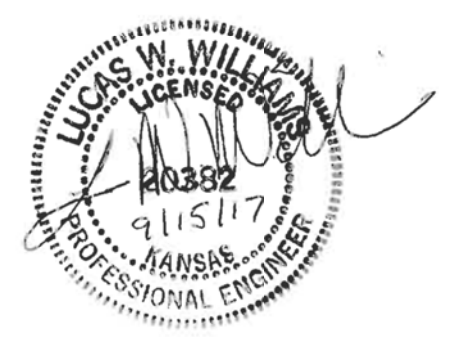
THE DEVELOPER REQUESTS THE FOLLOWING DEVIATIONS TO THE CITY OF MISSION'S MUNICIPAL CODE:

1. THE ONSITE PARKING SPACE REQUIREMENT BE REDUCED FROM 210 SPACES TO 166 SPACES AS LONG AS THE ADDITIONAL 44 SPACES ARE OBTAINED IN AN OFF-SITE PARKING AGREEMENT.
2. THE REAR YARD SETBACK REQUIREMENT BE REDUCED FROM 25' TO A 0' SETBACK.
3. THE MAXIMUM BUILDING HEIGHT REQUIREMENT BE RAISED FROM A 3-STORY 45 FOOT TO A 5-STORY 67 FOOT MAXIMUM BUILDING HEIGHT.
4. THE MINIMUM LOT AREA PER MULTI-FAMILY DWELLING BE RAISED FROM 35 UNITS PER ACRE TO 88.64 UNITS PER ACRE.
5. THE PARKING LOT SETBACK BE REDUCED FROM 6' TO 0'.
6. THE MINIMUM GREEN SPACE BUFFER BETWEEN PARKING AND INTERIOR LOT LINES BE REDUCED FROM 4' TO 0'.
7. THE INTERIOR PARKING LOT TREE REQUIREMENTS.
8. THE PARKING LOT INTERIOR OPEN SPACE REQUIREMENT.



LEGEND:
 LIMITS OF DEVELOPMENT

clockwork
 423 Delaware St Ste 102
 Kansas City MO 64105
 www.clockwork-ad.com



LUCAS W. WILLIAMS - ENGINEER
 KS PE # 20382

Martway Mixed Use

6009 - 6045 Martway
 Mission, KS 64202

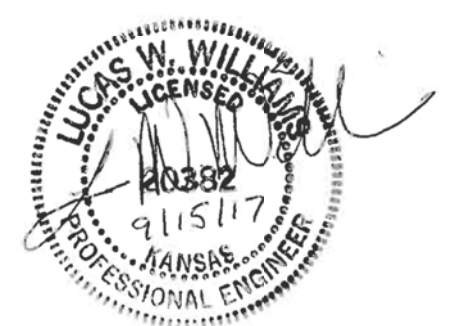
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	PRELIM. DEV. PLAN SUBMITTAL	07.12.2017
	FINAL DEV. PLAN SUBMITTAL	09.15.2017

16.05.Martway

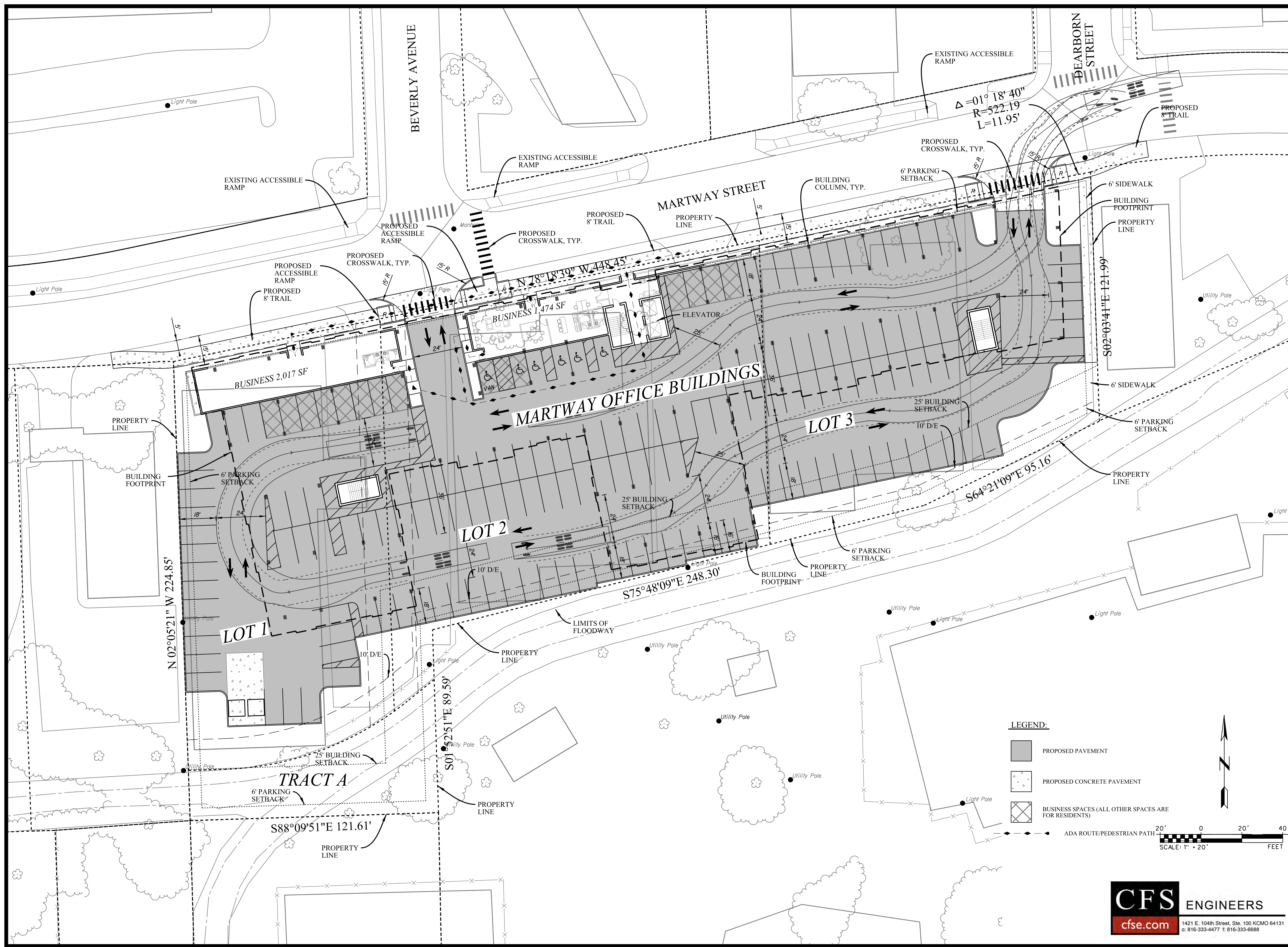
C100

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 o: 816-333-4477 f: 816-333-6688

OVERALL SITE PLAN



LUCAS W. WILLIAMS - ENGINEER
KS PE # 20382



Martway Mixed Use

6009 - 6045 Martway
Mission, KS 64202

rev	issue	date
	PRELIM. DEV. PLAN SUBMITTAL	07.12.2017
	FINAL DEV. PLAN SUBMITTAL	09.15.2017

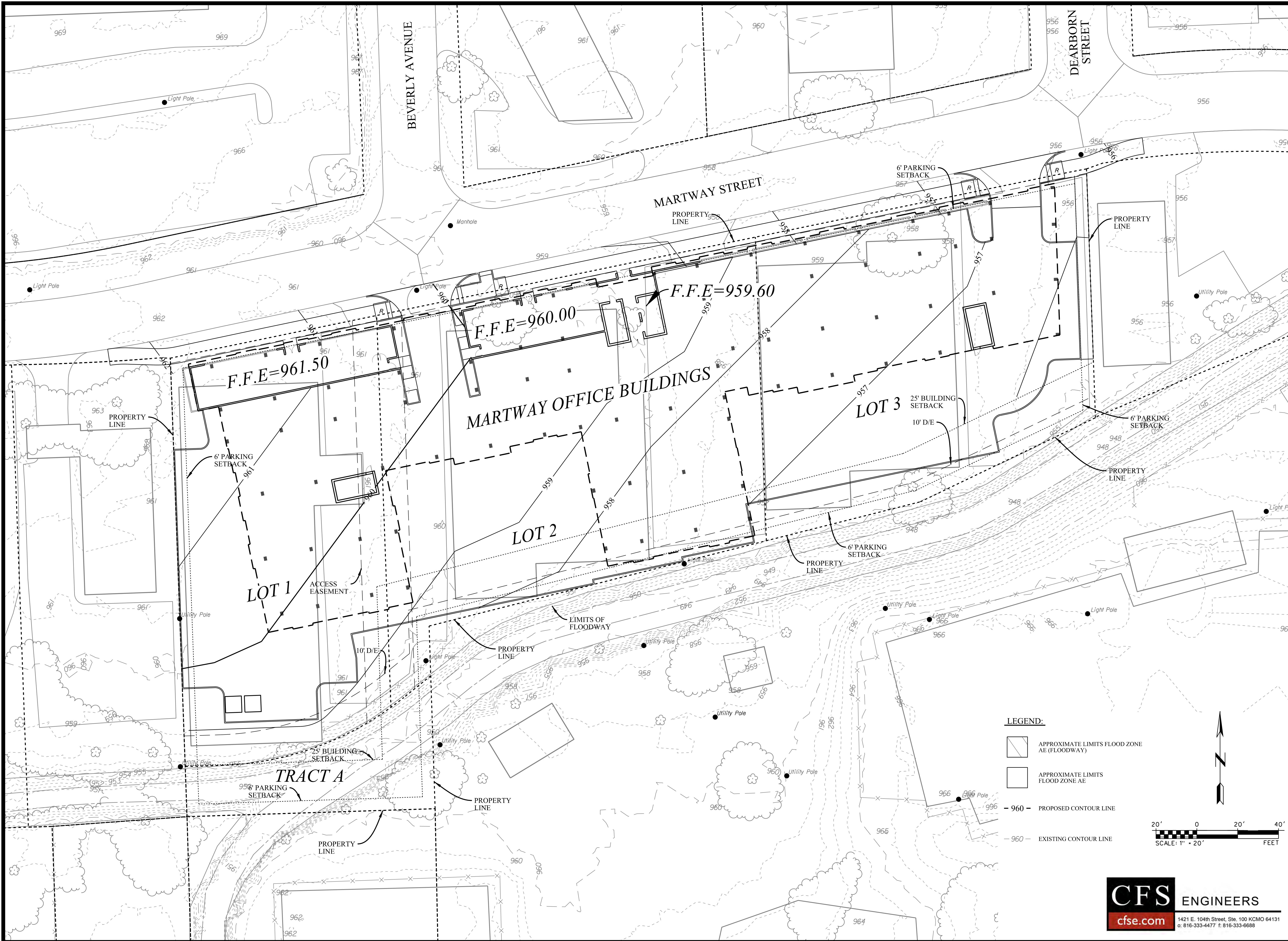
I6.05.Martway

C101





SITE PLAN

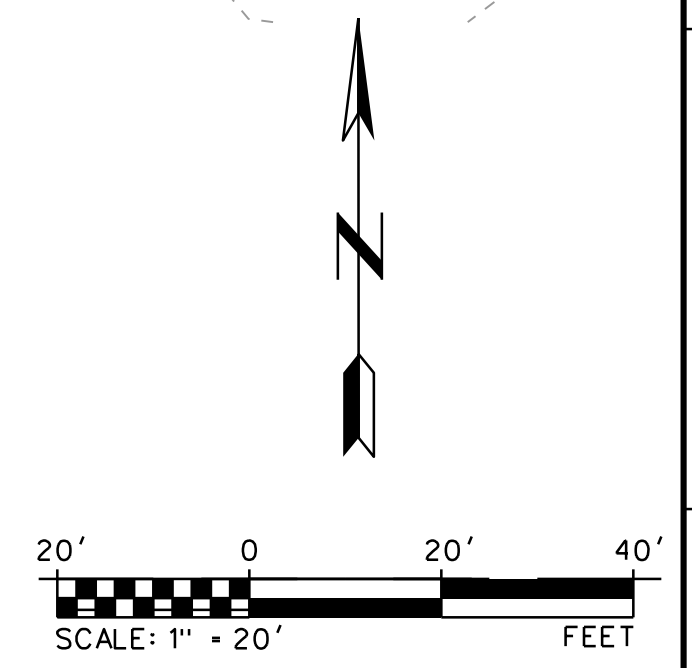
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G:\My Drive\IT5085\CADD\IT5085-ST-SH-Site-Plan.dgn



LEGEND:

-  APPROXIMATE LIMITS FLOOD ZONE AE (FLOODWAY)
-  APPROXIMATE LIMITS FLOOD ZONE AE
-  - 960 - PROPOSED CONTOUR LINE
-  - 960 - EXISTING CONTOUR LINE



LUCAS W. WILLIAMS - ENGINEER
 KS PE # 20382

Martway Mixed Use

6009 - 6045 Martway
 Mission, KS 64202

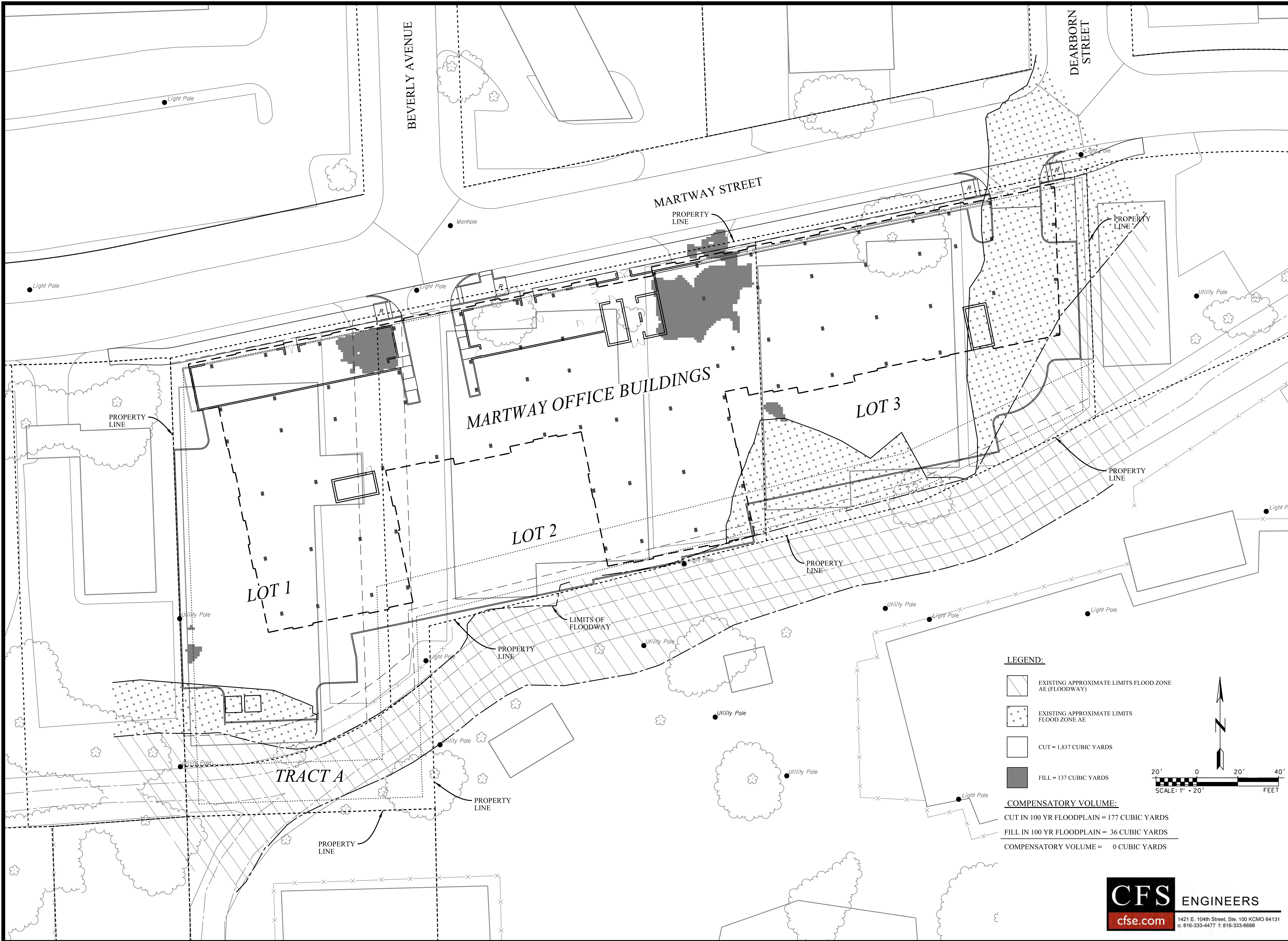
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	FINAL DEV. PLAN SUBMITTAL	09.15.2017

16.05.Martway


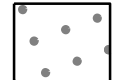
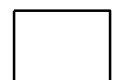

C200

GRADING PLAN

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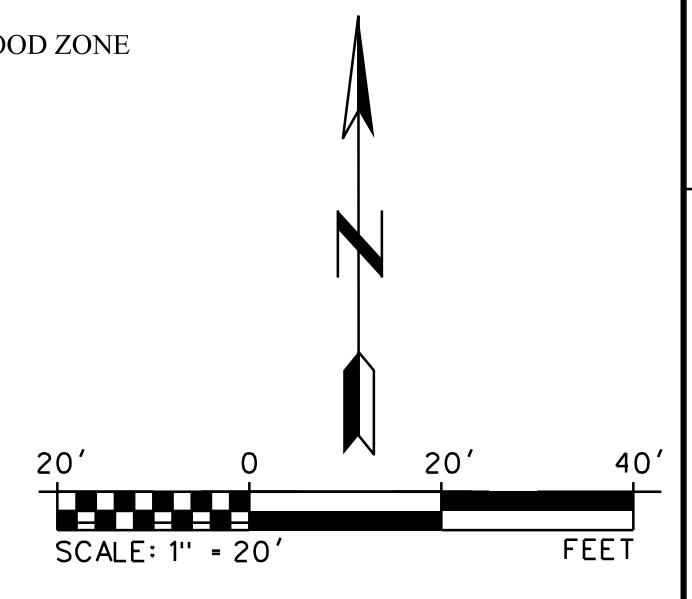


LEGEND:

-  EXISTING APPROXIMATE LIMITS FLOOD ZONE AE (FLOODWAY)
-  EXISTING APPROXIMATE LIMITS FLOOD ZONE AE
-  CUT = 1,837 CUBIC YARDS
-  FILL = 137 CUBIC YARDS

COMPENSATORY VOLUME:

CUT IN 100 YR FLOODPLAIN = 177 CUBIC YARDS
 FILL IN 100 YR FLOODPLAIN = 36 CUBIC YARDS
 COMPENSATORY VOLUME = 0 CUBIC YARDS



LUCAS W. WILLIAMS - ENGINEER
 KS PE # 20382

Martway Mixed Use

6009 - 6045 Martway
 Mission, KS 64202

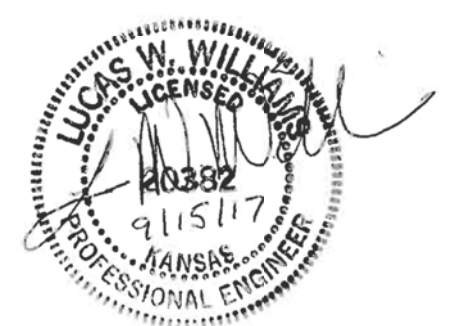
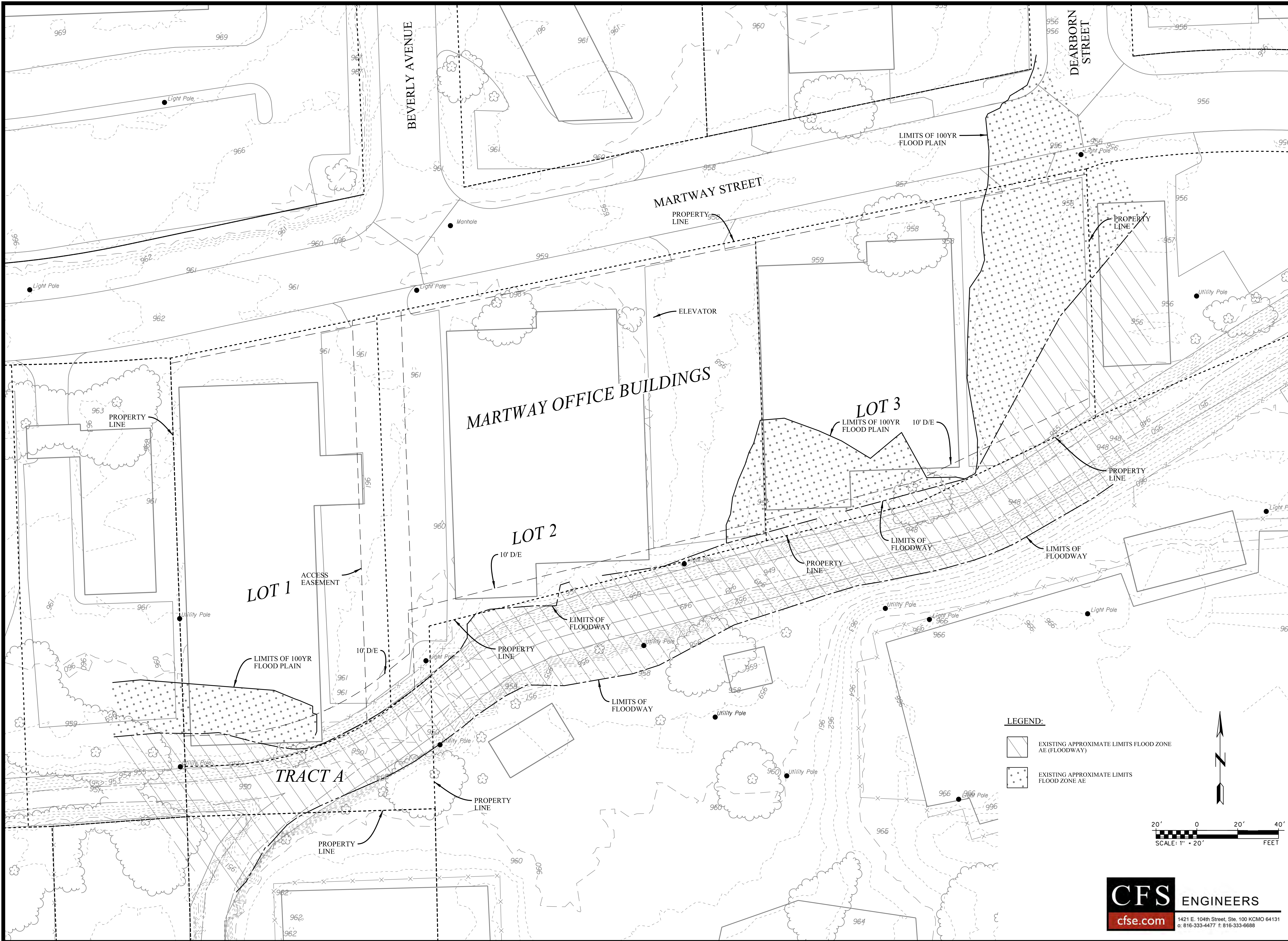
rev	issue	date
	PRELIM. DEV. PLAN SUBMITTAL	07.12.2017
	FINAL DEV. PLAN SUBMITTAL	09.15.2017

16.05.Martway

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C201

CUT & FILL PLAN



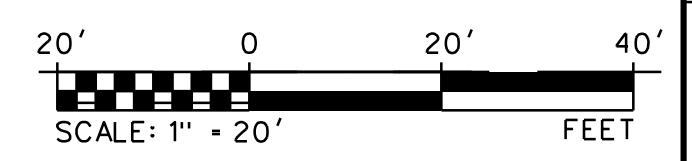
LUCAS W. WILLIAMS - ENGINEER
 KS PE # 20382

Martway Mixed Use

6009 - 6045 Martway
 Mission, KS 64202

LEGEND:

- EXISTING APPROXIMATE LIMITS FLOOD ZONE AE (FLOODWAY)
- EXISTING APPROXIMATE LIMITS FLOOD ZONE AE



rev	issue	date
	PRELIM. DEV. PLAN SUBMITTAL	07.12.2017
	FINAL DEV. PLAN SUBMITTAL	09.15.2017

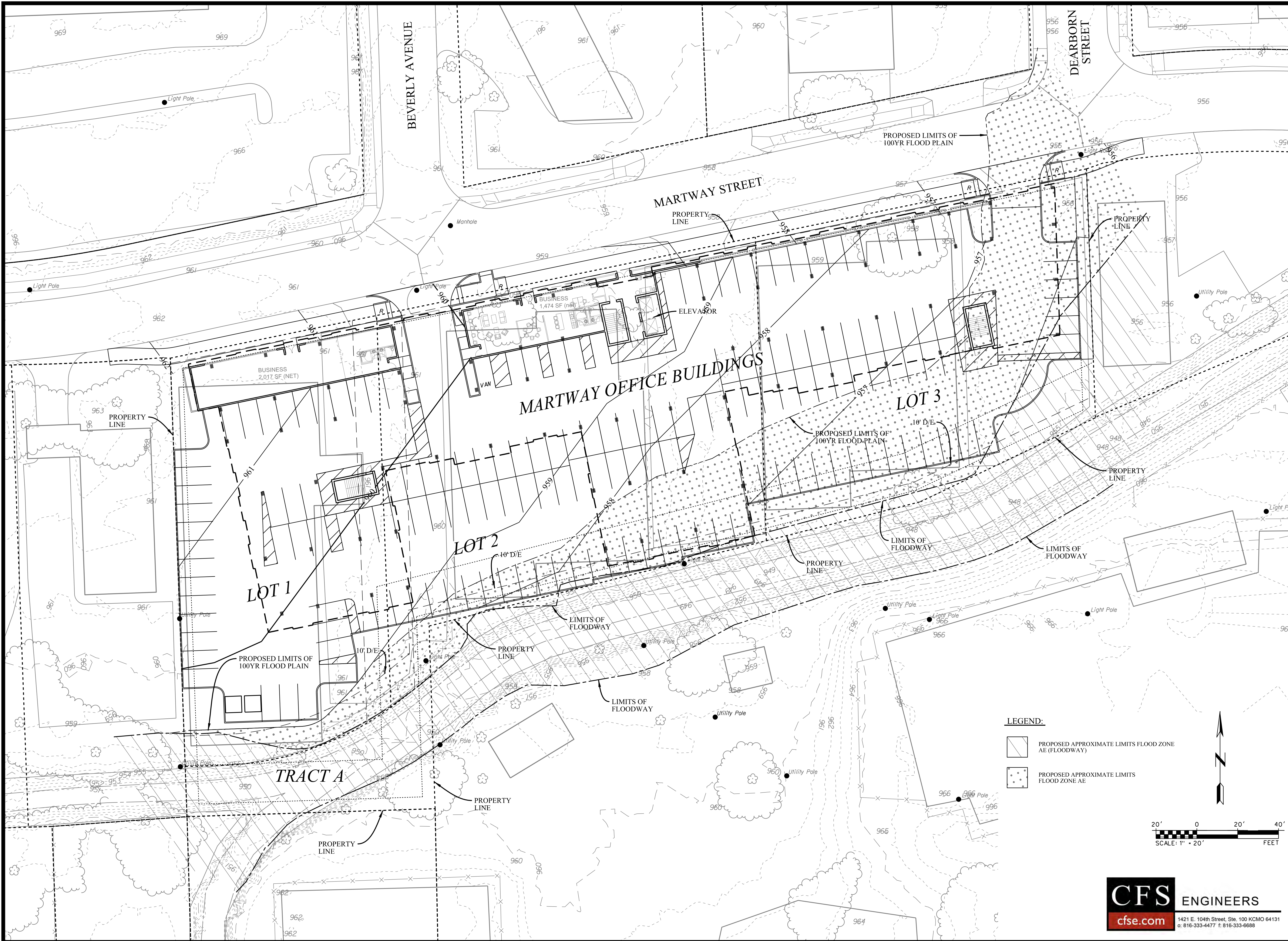
I6.05.Martway



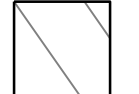
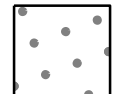
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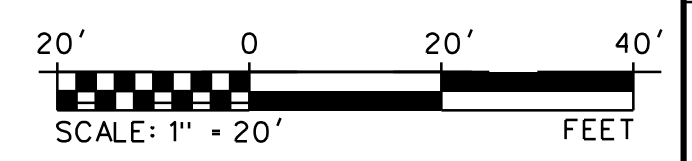
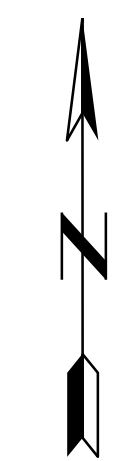
C202

EXISTING FLOOD PLAIN PLAN



LEGEND:

-  PROPOSED APPROXIMATE LIMITS FLOOD ZONE AE (FLOODWAY)
-  PROPOSED APPROXIMATE LIMITS FLOOD ZONE AE



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 KS PE # 20382

Martway Mixed Use

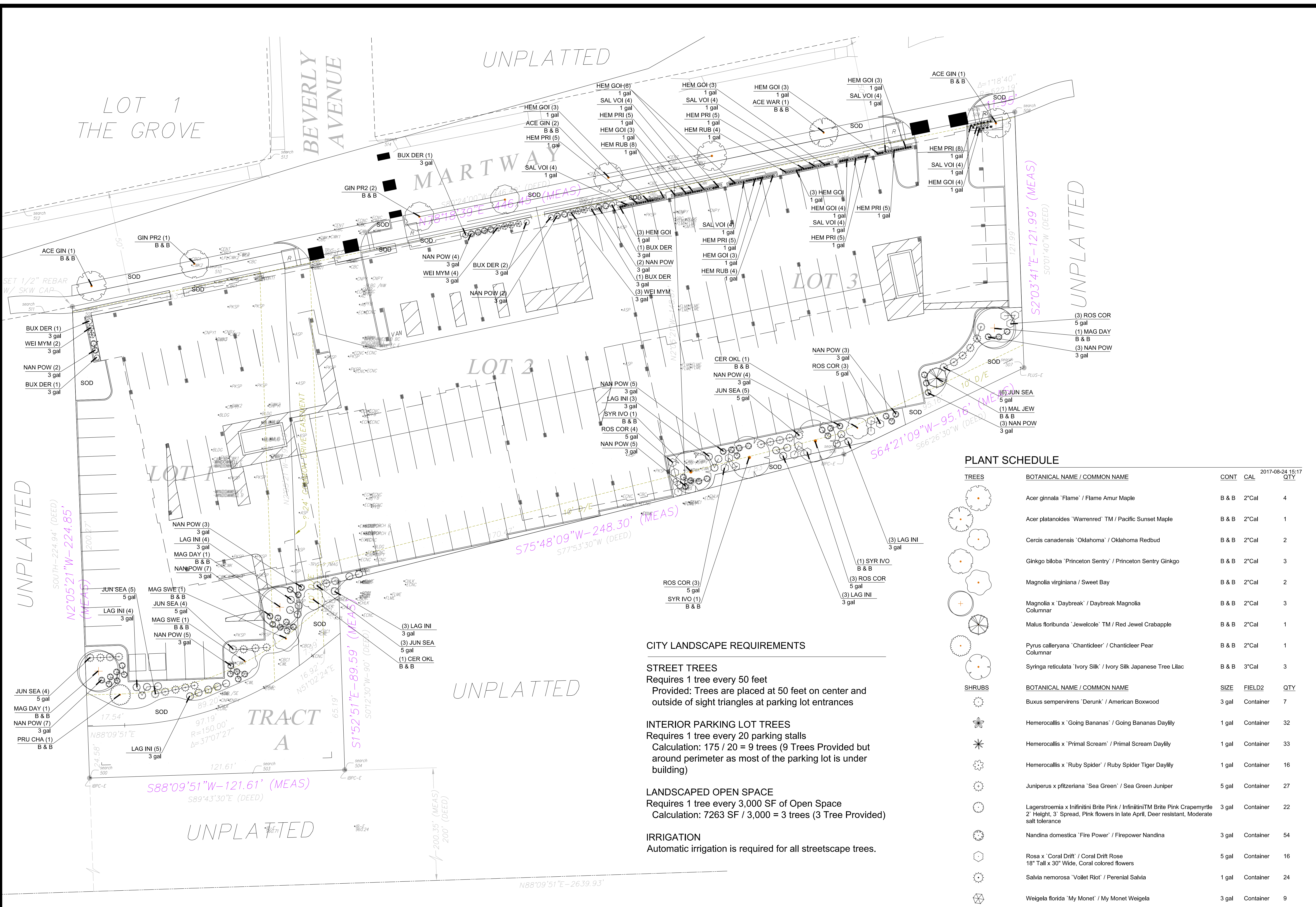
6009 - 6045 Martway
 Mission, KS 64202

rev	issue	date
	PRELIM. DEV. PLAN SUBMITTAL	07.12.2017
	FINAL DEV. PLAN SUBMITTAL	09.15.2017

16.05.Martway

C203

PROPOSED FLOOD PLAIN PLAN



PLANT SCHEDULE

TREES	BOTANICAL NAME / COMMON NAME	CONT	CAL	2017-08-24 15:17 QTY
	Acer ginnala 'Flame' / Flame Amur Maple	B & B	2"Cal	4
	Acer platanoides 'Warrenred' TM / Pacific Sunset Maple	B & B	2"Cal	1
	Cercis canadensis 'Oklahoma' / Oklahoma Redbud	B & B	2"Cal	2
	Ginkgo biloba 'Princeton Sentry' / Princeton Sentry Ginkgo	B & B	2"Cal	3
	Magnolia virginiana / Sweet Bay	B & B	2"Cal	2
	Magnolia x 'Daybreak' / Daybreak Magnolia Columnar	B & B	2"Cal	3
	Malus floribunda 'Jewelcole' TM / Red Jewel Crabapple	B & B	2"Cal	1
	Pyrus calleryana 'Chanticleer' / Chanticleer Pear Columnar	B & B	2"Cal	1
	Syringa reticulata 'Ivory Silk' / Ivory Silk Japanese Tree Lilac	B & B	3"Cal	3
SHRUBS	BOTANICAL NAME / COMMON NAME	SIZE	FIELD2	QTY
	Buxus sempervirens 'Derunk' / American Boxwood	3 gal	Container	7
	Hemerocallis x 'Going Bananas' / Going Bananas Daylily	1 gal	Container	32
	Hemerocallis x 'Primal Scream' / Primal Scream Daylily	1 gal	Container	33
	Hemerocallis x 'Ruby Spider' / Ruby Spider Tiger Daylily	1 gal	Container	16
	Juniperus x pfitzeriana 'Sea Green' / Sea Green Juniper	5 gal	Container	27
	Lagerstroemia x Infinitiini Brite Pink / Infinitiini Brite Pink Crapemyrtle 2' Height, 3' Spread, Pink flowers in late April, Deer resistant, Moderate salt tolerance	3 gal	Container	22
	Nandina domestica 'Fire Power' / Firepower Nandina	3 gal	Container	54
	Rosa x 'Coral Drift' / Coral Drift Rose 18" Tall x 30" Wide, Coral colored flowers	5 gal	Container	16
	Salvia nemorosa 'Voilet Riot' / Perennial Salvia	1 gal	Container	24
	Weigela florida 'My Monet' / My Monet Weigela	3 gal	Container	9

CITY LANDSCAPE REQUIREMENTS

STREET TREES
Requires 1 tree every 50 feet
Provided: Trees are placed at 50 feet on center and outside of sight triangles at parking lot entrances

INTERIOR PARKING LOT TREES
Requires 1 tree every 20 parking stalls
Calculation: 175 / 20 = 9 trees (9 Trees Provided but around perimeter as most of the parking lot is under building)

LANDSCAPED OPEN SPACE
Requires 1 tree every 3,000 SF of Open Space
Calculation: 7263 SF / 3,000 = 3 trees (3 Tree Provided)

IRRIGATION
Automatic irrigation is required for all streetscape trees.

Martway Mixed Use

6009 - 6045 Martway
Mission, KS 64202

REV	ISSUE	DATE
	PRELIM. DEV. PLAN SUBMITTAL	07.12.2017
	FINAL DEV. PLAN SUBMITTAL	09.15.2017

16.05.Martway

L100

LANDSCAPE PLAN





Martway Mixed Use

6009 - 6045 Martway
Mission, KS 64202

rev	issue	date
	PRELIM. DEV. PLAN SUBMITTAL	07.12.2017
	REVISED PRELIM. PLAN SUBMITTAL	09.15.2017

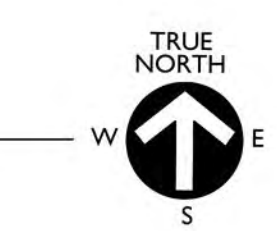
16.05.Martway

A100

FLOOR PLAN



01 | Typical Floor Plan
Scale 1/8" = 1'-0"



- EXTERIOR ELEVATIONS GENERAL NOTES:
1. WE ARE SEEKING A DEVIATION TO ALLOW THE MAXIMUM BUILDING HEIGHT REQUIREMENT BE RAISED FROM A THREE STORY 45' TO A FIVE STORY 65' MAXIMUM BUILDING HEIGHT. ROOF MOUNTED MECHANICAL EQUIPMENT SHALL BE HIDDEN BY THE USE OF PARAPETS.
 - 2.



04 | Elevation - South
Scale 1/16" = 1'-0"

GRAPHIC PATTERN	MATERIAL DESCRIPTION
	NICHIHA 'ILLUMINATION' WALL PANEL VERT. RUNNING BOND 18"x72"
	NICHIHA 'ARCH. BLOCK' WALL PANEL HORIZ. STACK BOND 18"x72"
	NICHIHA SIM. WOOD WALL PANEL (CEDAR) 6"x120"
	NICHIHA 'ILLUMINATION' WALL PANEL VERT. RUNNING BOND 18"x72"



03 | Elevation - West
Scale 1/16" = 1'-0"



02 | Elevation - East
Scale 1/16" = 1'-0"



GLAZING & OPENNESS AREA CALCULATION
TOTAL GLAZING & OPENNESS AREA @ FIRST FLOOR = 3,762 SF
TOTAL FACADE AREA @ FIRST FLOOR = 6,861 SF
TOTAL PERCENTAGE OF GLAZING AND OPENNESS = 55%

01 | Elevation - North
Scale 1/16" = 1'-0"

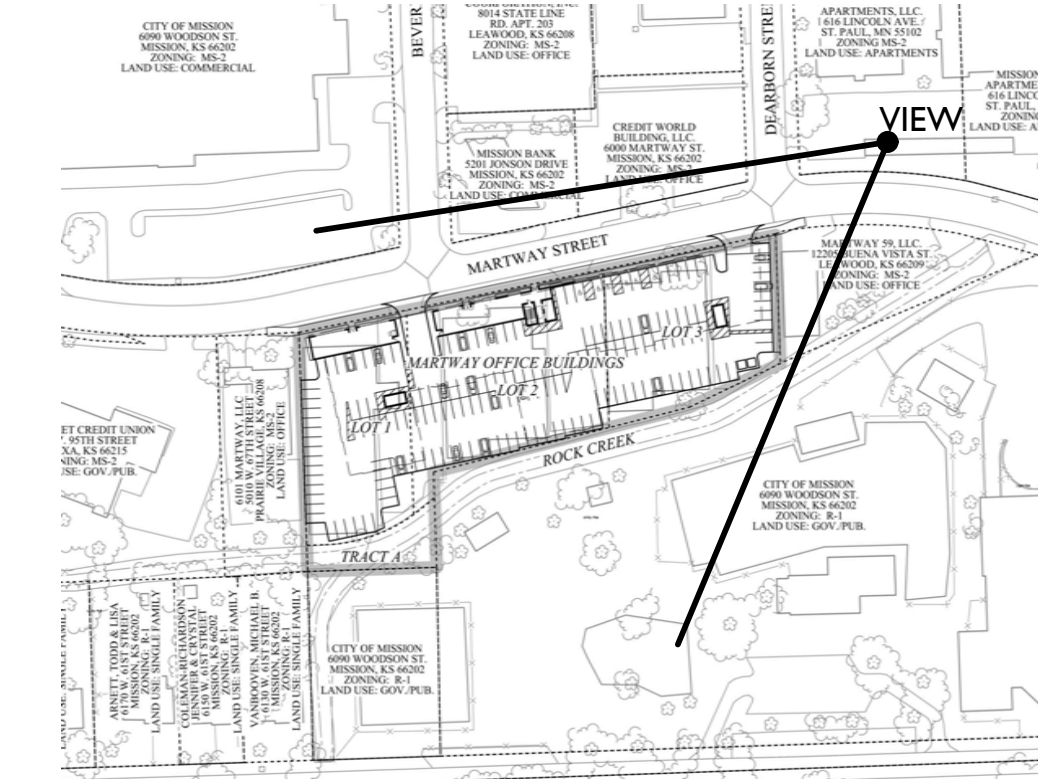
Martway Mixed Use
 6009 - 6045 Martway
 Mission, KS 64202

rev	issue	date
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	REVISED PRELIM. PLAN SUBMITTAL	09.15.2017

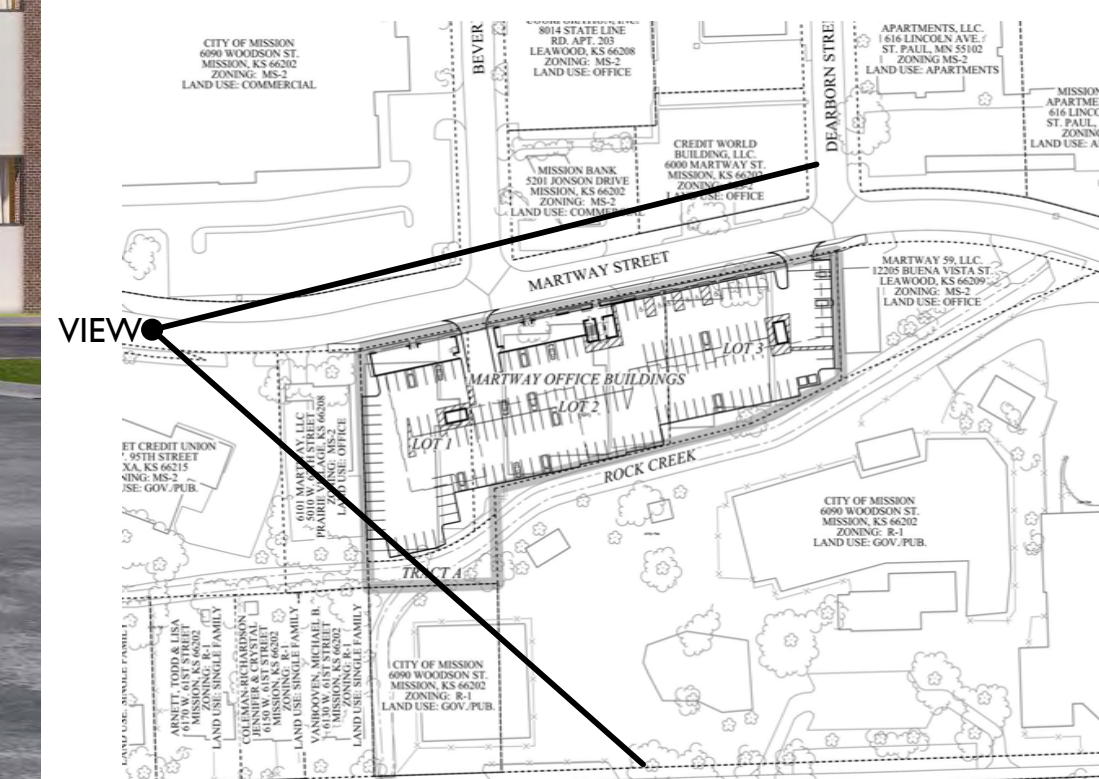
16.05.Martway

A200

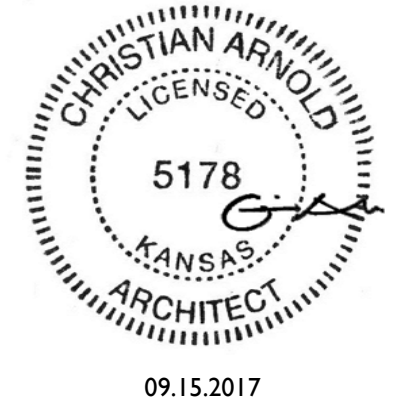
ELEVATIONS



02 Perspective View Looking Southwest
Scale N.T.S.



01 Perspective View Looking Southeast
Scale N.T.S.



09.15.2017

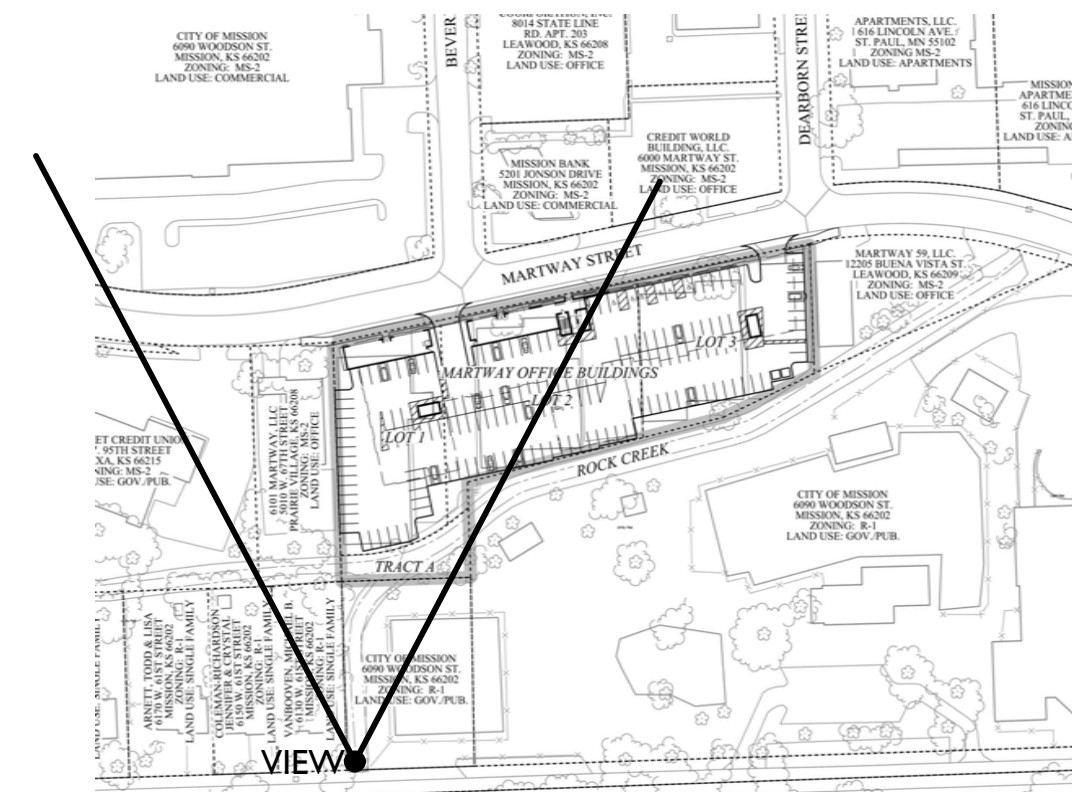
Martway Mixed Use

6009 - 6045 Martway
Mission, KS 64202

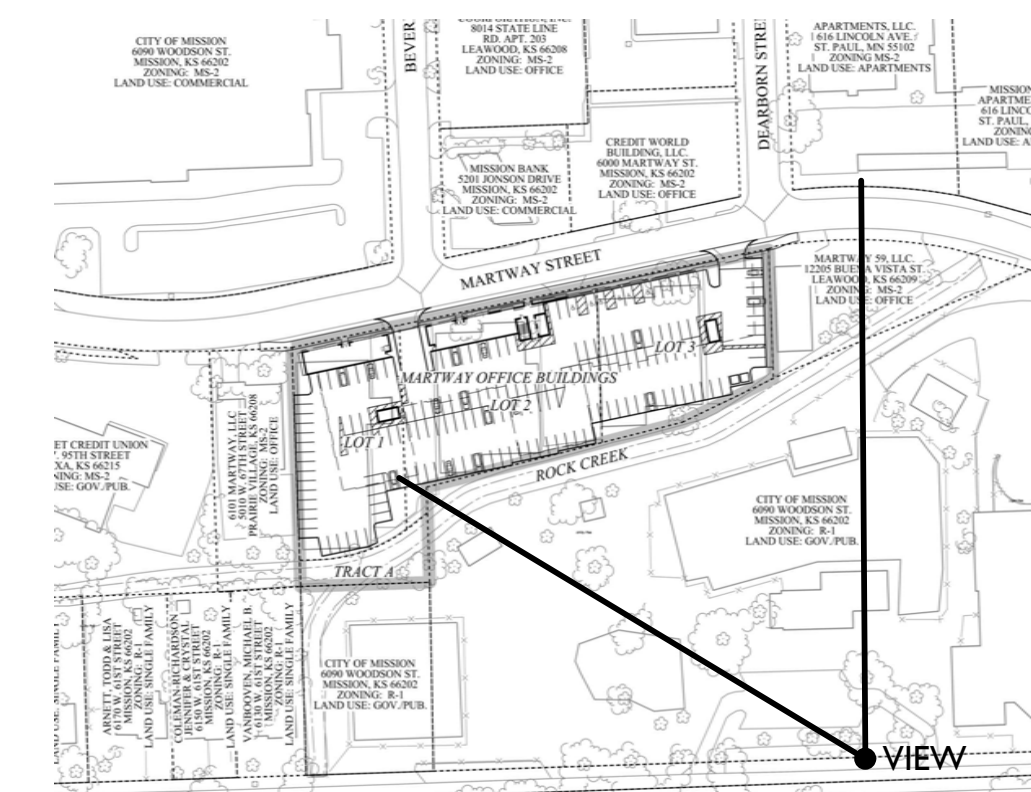
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16.05.Martway

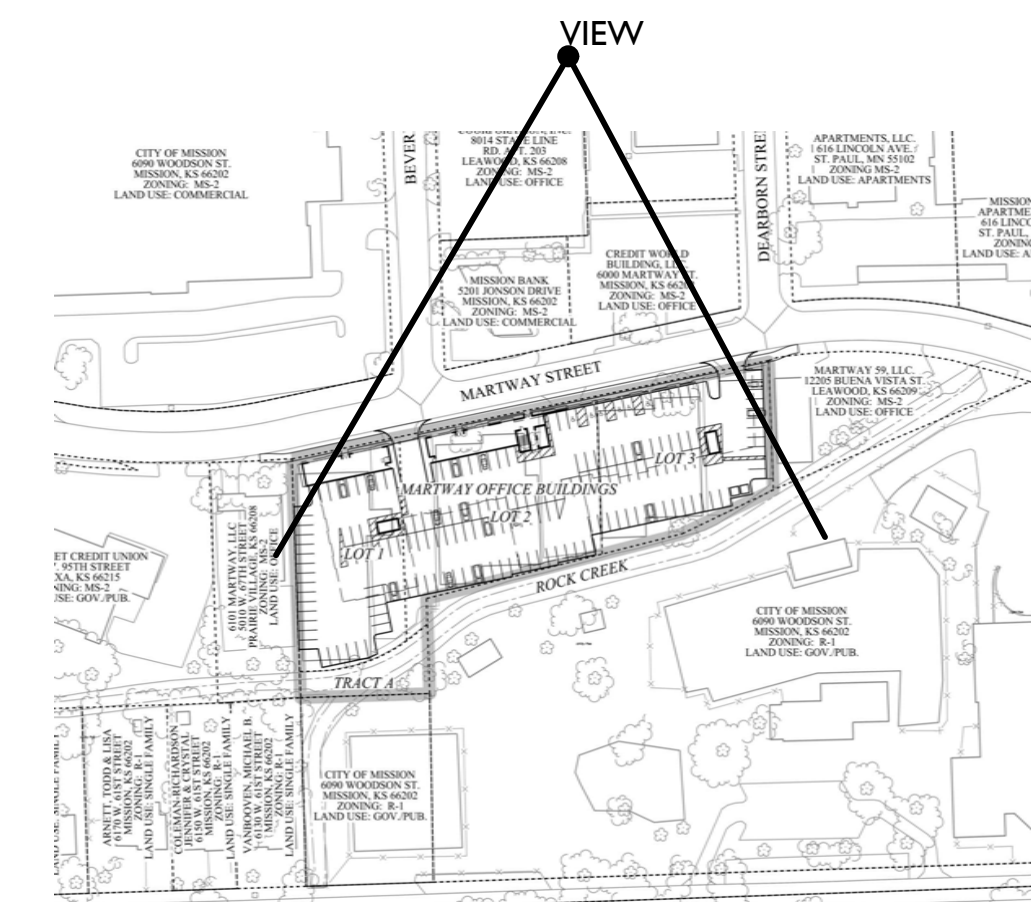
A201



03 | View Looking North
Scale N.T.S.



02 | View Looking Northwest
Scale N.T.S.



01 | View Looking South
Scale N.T.S.



Martway Mixed Use

6009 - 6045 Martway
Mission, KS 64202

rev	issue	date
	PRELIM. DEV. PLAN SUBMITTAL	07.12.2017
	REVISED PRELIM. PLAN SUBMITTAL	09.15.2017

16.05.Martway

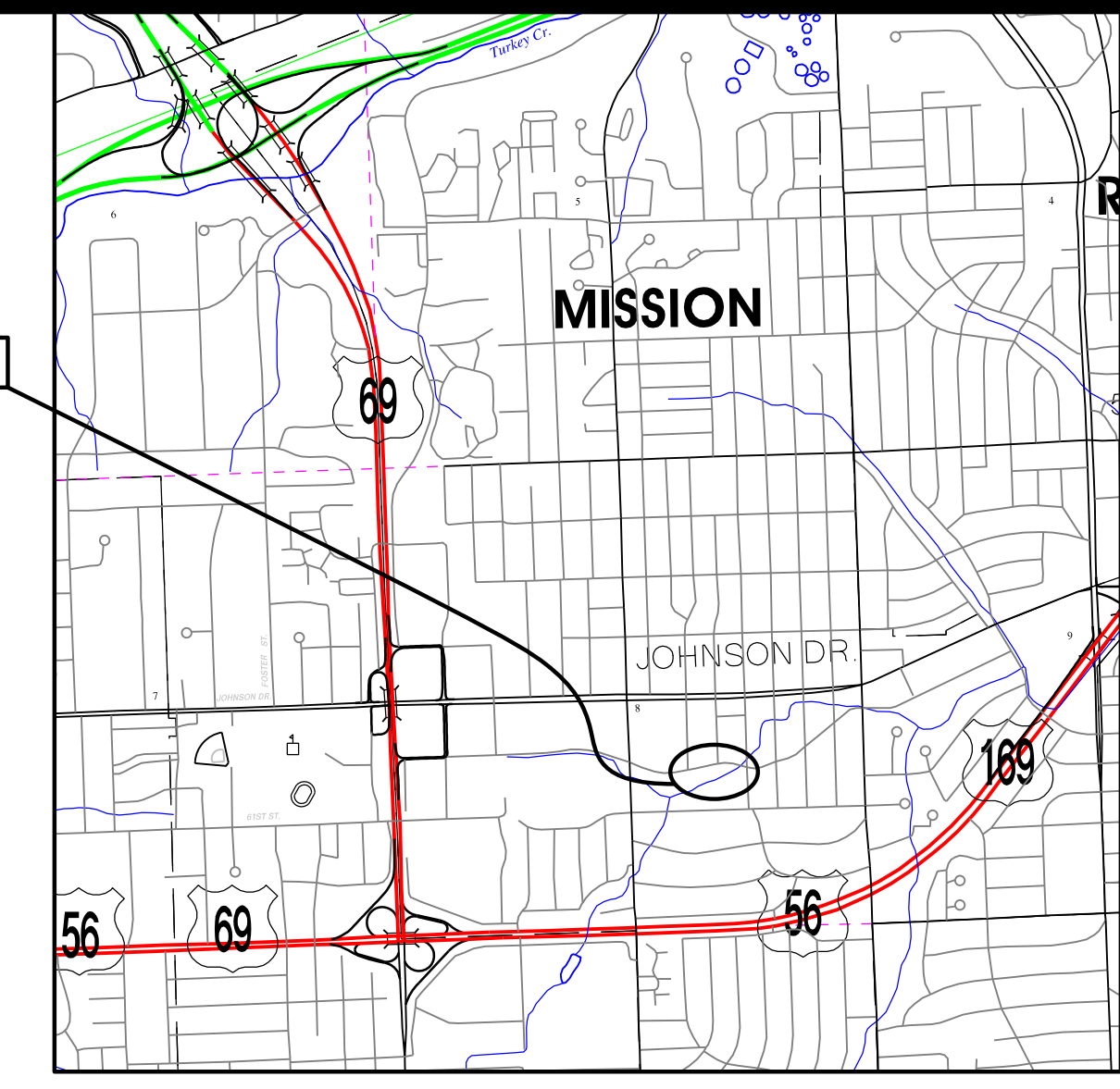
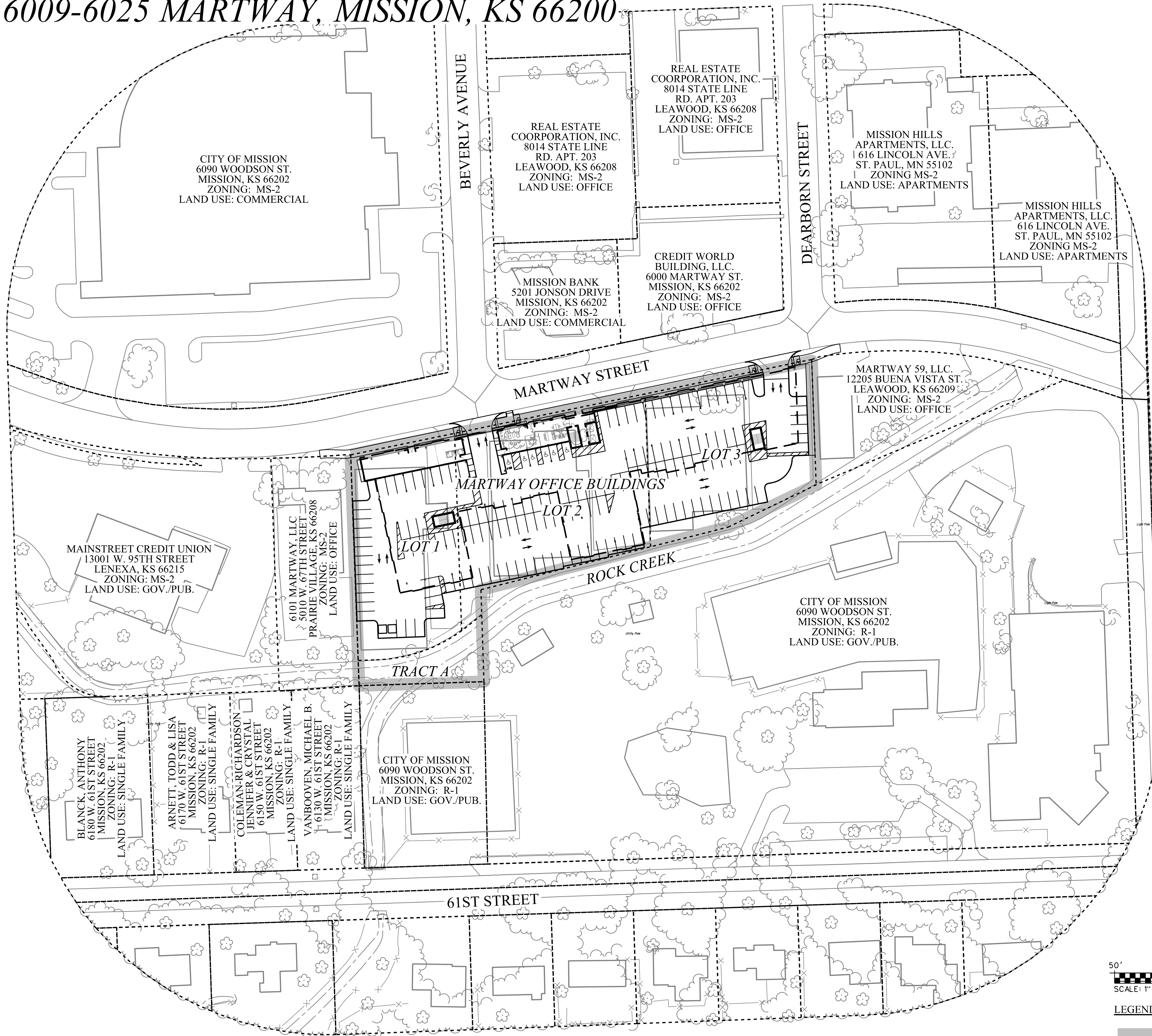
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EXTERIOR VIEWS

MARTWAY MIXED USE

PRELIMINARY DEVELOPMENT PLAN

6009-6025 MARTWAY, MISSION, KS 66200



VICINITY MAP:

LEGAL DESCRIPTION

LOTS 1, 2 AND 3 OF MARTWAY OFFICE BUILDINGS A SUBDIVISION OF LAND IN THE NORTHWEST QUARTER OF SECTION 8, TOWNSHIP 25 SOUTH, RANGE 25 EAST OF THE SIXTH PRINCIPLE MERIDIAN IN THE CITY OF MISSION, JOHNSON COUNTY, KANSAS.

SITE DEVELOPMENT SUMMARY TABLE

EXISTING ZONING: MS-2

LAND AREA: 1.767 ACRES OR 76,971 SQUARE FEET MORE OR LESS

LAND USE:

EXISTING: OFFICE

PROPOSED: A MIXED USE DEVELOPMENT WITH A 4-STORY APARTMENT COMPLEX WITH COMMERCIAL SPACE AND PARKING DECK ON THE FIRST FLOOR

BUILDING HEIGHT:

MAXIMUM BUILDING HEIGHT: 3-STORY/45'-0"
PROPOSED BUILDING HEIGHT: 4-STORY/56'-3"

BUILDING FLOOR AREA:

FIRST FLOOR:	3,491 S.F.
SECOND FLOOR:	38,977 S.F.
THIRD FLOOR:	38,977 S.F.
FOURTH FLOOR:	38,977 S.F.
TOTAL FLOOR AREA	120,422 S.F.

FLOOR AREA RATIO: 1.56

PARKING SUMMARY

PROPOSED PARKING RATIO: 1.03

PARKING SUMMARY TABLE		
BUILDING USE	SPECIFIC USE REQUIREMENT	SPACE REQUIREMENT
COMMERCIAL SPACE	4 SPACES PER 1000 S.F. x 3491 S.F.	14 SPACES
EFFICIENCY APARTMENTS	1 SPACE PER UNIT x 18 UNITS	18 SPACES
ONE BEDROOM APARTMENTS	1 SPACE PER UNIT x 69 UNITS	69 SPACES
TWO BEDROOM APARTMENTS	2 SPACES PER UNIT x 30 UNITS	60 SPACES
	TOTAL SPACES REQUIRED	161 SPACES
	TOTAL SPACES PROVIDED	**166 SPACES

** 6 ACCESSIBLE SPACES WITH 1 VAN SPACE HAS BEEN PROVIDED

OWNER: MARTWAY OFFICE WORKS, LLC
423 DELAWARE STREET, STE. 102
KANSAS CITY, MO 64105

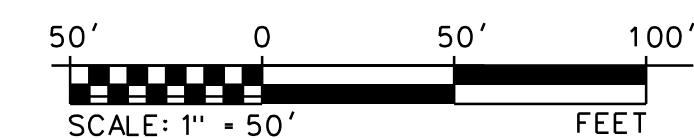
ARCHITECT: CLOCKWORK
423 DELAWARE STREET STE. 102
KANSAS CITY, MO 64105

DEVELOPER: MARTWAY OFFICE WORKS, LLC
423 DELAWARE STREET, STE. 102
KANSAS CITY, MO 64105

ENGINEER/LANDSCAPE ARCHITECT/SURVEYOR/PLANNER: CFS ENGINEERS, P.A.
1421 E. 104TH STREET, SUITE 100
KANSAS CITY, MO 64131

REQUESTED DEVIATIONS

- THE DEVELOPER REQUESTS THE FOLLOWING DEVIATIONS TO THE CITY OF MISSION'S MUNICIPAL CODE:
1. THE REAR YARD SETBACK REQUIREMENT BE REDUCED FROM 25' TO A 0' SETBACK.
 2. THE MAXIMUM BUILDING HEIGHT REQUIREMENT BE RAISED FROM A 3-STORY 45' TO A 4-STORY 56'-3" MAXIMUM BUILDING HEIGHT.
 3. THE MINIMUM LOT AREA PER MULTI-FAMILY DWELLING BE RAISED FROM 35 UNITS PER ACRE TO 66.21 UNITS PER ACRE.
 4. THE PARKING LOT SETBACK BE REDUCED FROM 6' TO 0' AT WEST PROPERTY LINE ONLY.
 5. THE MINIMUM GREEN SPACE BUFFER BETWEEN PARKING AND INTERIOR LOT LINES BE REDUCED FROM 4' TO 0' AT WEST PROPERTY LINE ONLY.
 6. THE INTERIOR PARKING LOT TREE REQUIREMENTS.
 7. THE PARKING LOT INTERIOR OPEN SPACE REQUIREMENT.



LEGEND:

LIMITS OF DEVELOPMENT

clockwork
423 Delaware St Ste 102
Kansas City MO 64105
www.clockwork-ad.com



LUCAS W. WILLIAMS - ENGINEER
KS PE # 20382

Martway Mixed Use

6009 - 6045 Martway
Mission, KS 64202

rev	issue	date
	PRELIM. DEV. PLAN SUBMITTAL	07.12.2017
	FINAL DEV. PLAN SUBMITTAL	09.15.2017
	REV. PRELIM. DEV. PLAN SUBMITTAL	11.06.2017

16.05.Martway

C100

CFS ENGINEERS
cfs.com
1421 E. 104th Street, Ste. 100 KCMO 64131
o: 816-333-4477 f: 816-333-6688

OVERALL SITE PLAN



LUCAS W. WILLIAMS - ENGINEER
KS PE # 20382

Martway Mixed Use

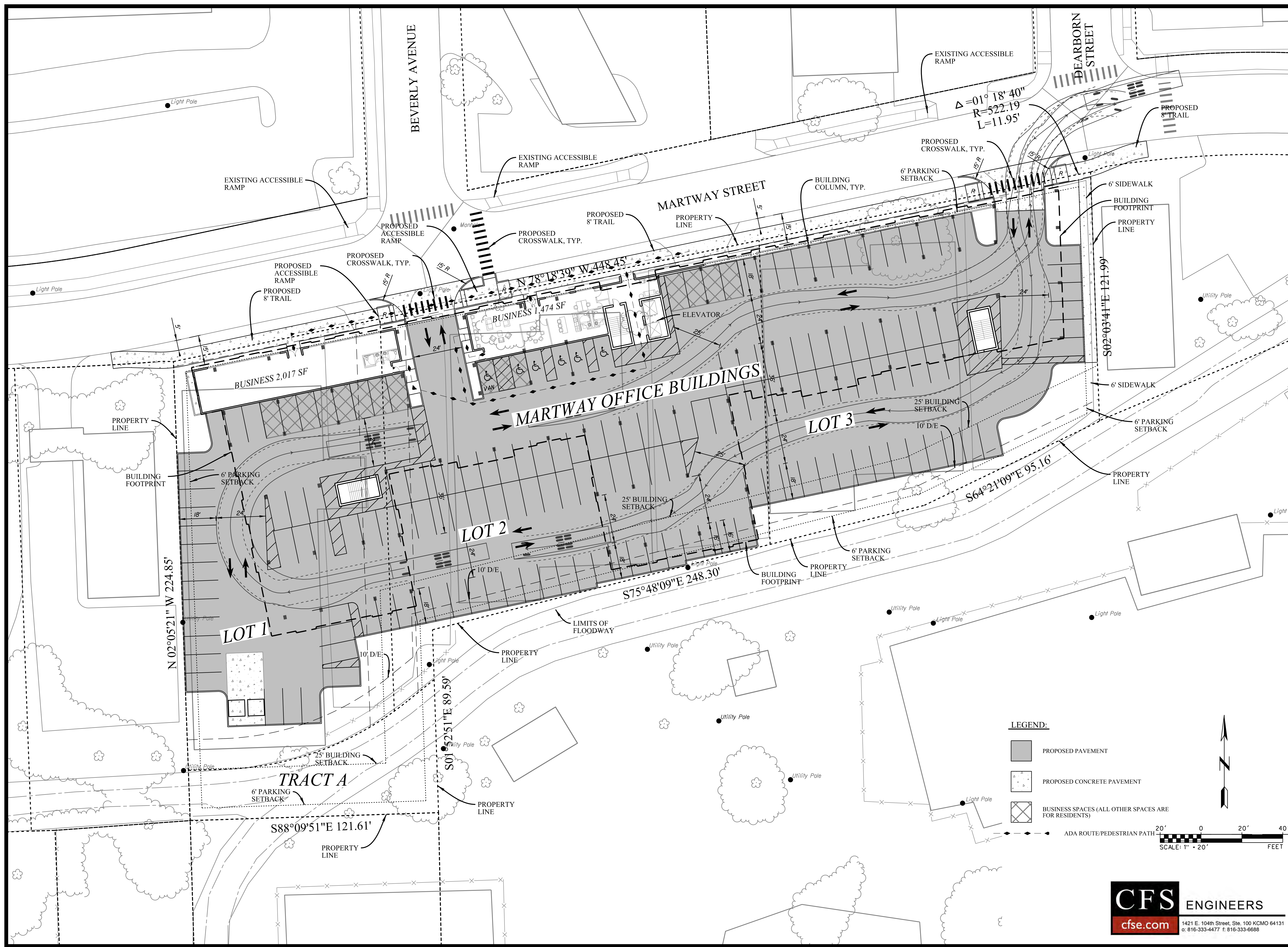
6009 - 6045 Martway
Mission, KS 64202

rev	issue	date
	PRELIM. DEV. PLAN SUBMITTAL	07.12.2017
	FINAL DEV. PLAN SUBMITTAL	09.15.2017
	REV. PRELIM. DEV. PLAN SUBMITTAL	11.06.2017

I6.05.Martway

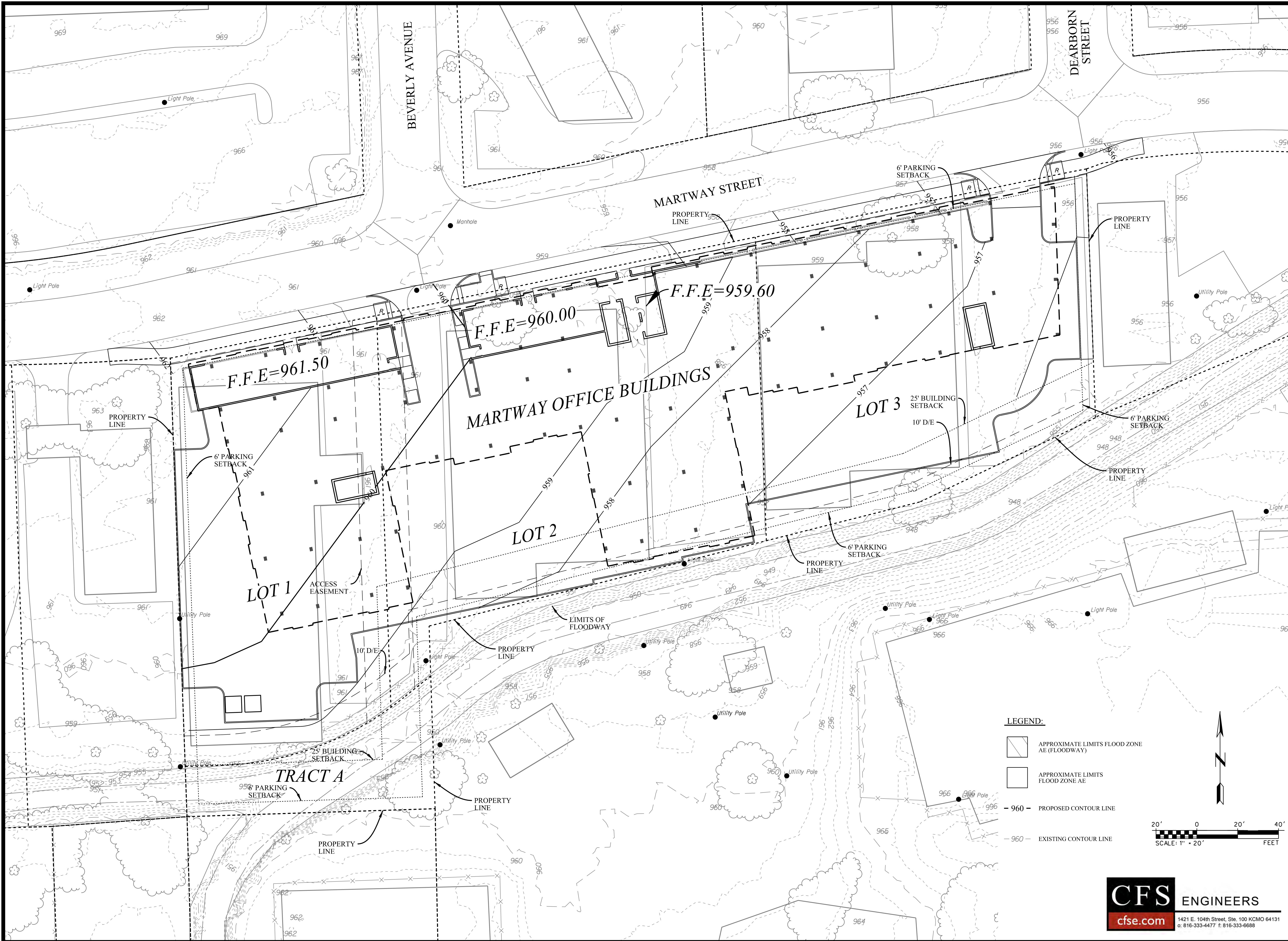
C101

SITE PLAN



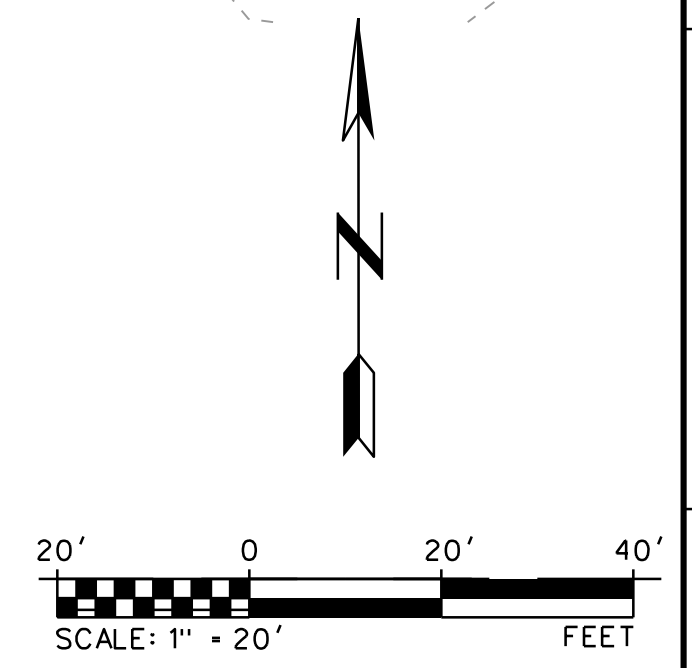
CFS ENGINEERS
cfe.com
1421 E. 104th Street, Ste. 100 KCMO 64131
o: 816-333-4477 f: 816-333-6688

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LEGEND:

- APPROXIMATE LIMITS FLOOD ZONE AE (FLOODWAY)
- APPROXIMATE LIMITS FLOOD ZONE AE
- 960 - PROPOSED CONTOUR LINE
- 960 - EXISTING CONTOUR LINE



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LUCAS W. WILLIAMS - ENGINEER
 KS PE # 20382

Martway Mixed Use

6009 - 6045 Martway
 Mission, KS 64202

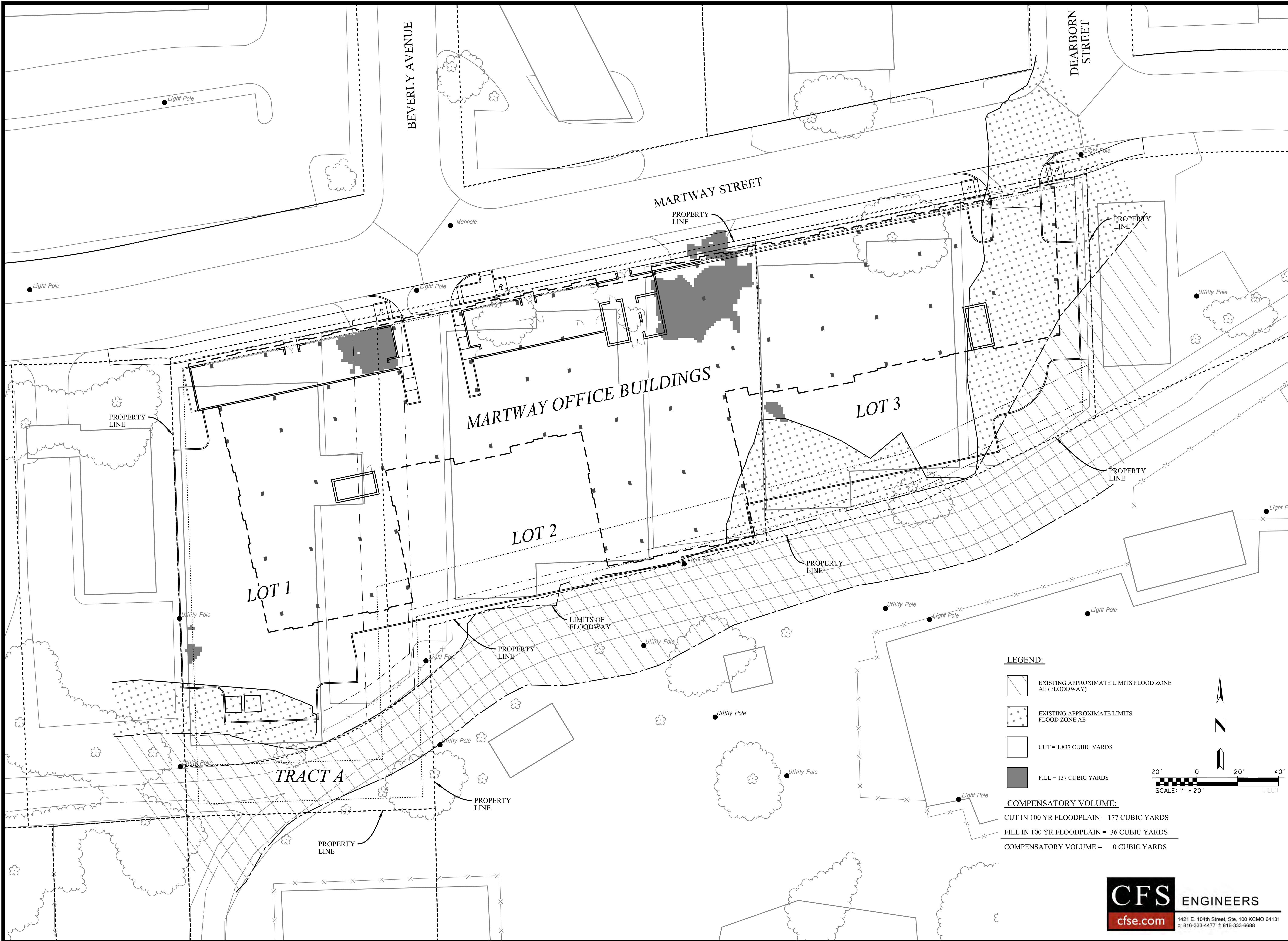
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	FINAL DEV. PLAN SUBMITTAL	09.15.2017
	REV. PRELIM. DEV. PLAN SUBMITTAL	11.06.2017

16.05.Martway

C200

GRADING PLAN

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LUCAS W. WILLIAMS - ENGINEER
 KS PE # 20382

Martway Mixed Use

6009 - 6045 Martway
 Mission, KS 64202

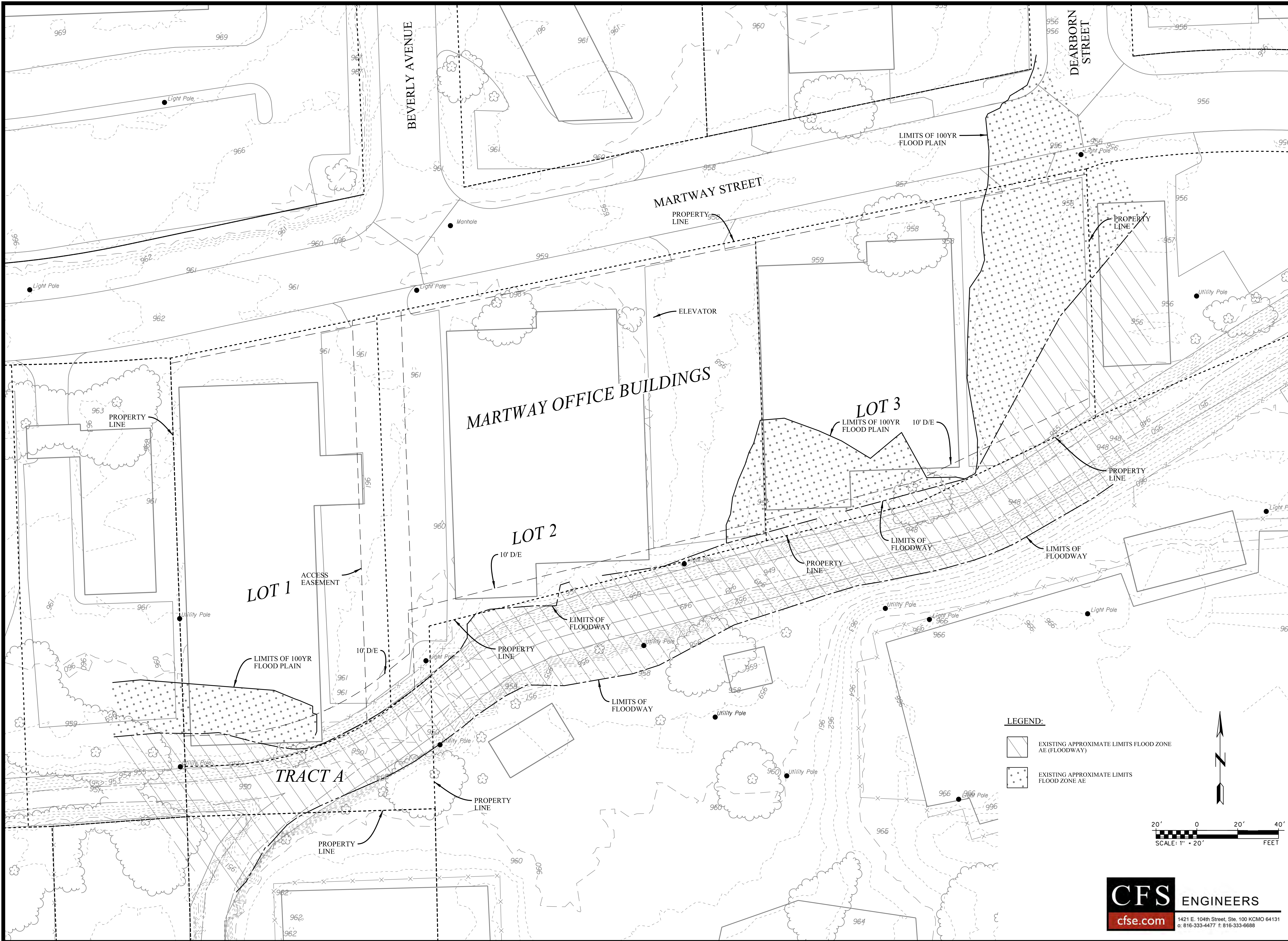
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	FINAL DEV. PLAN SUBMITTAL	09.15.2017
	REV. PRELIM. DEV. PLAN SUBMITTAL	11.06.2017

16.05.Martway

C201

CUT & FILL PLAN

CFS ENGINEERS
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 o: 816-333-4477 f: 816-333-6688

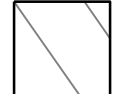
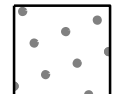


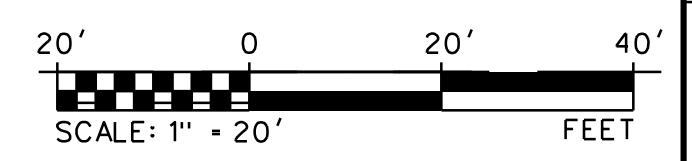
LUCAS W. WILLIAMS - ENGINEER
 KS PE # 20382

Martway Mixed Use

6009 - 6045 Martway
 Mission, KS 64202

LEGEND:

-  EXISTING APPROXIMATE LIMITS FLOOD ZONE AE (FLOODWAY)
-  EXISTING APPROXIMATE LIMITS FLOOD ZONE AE



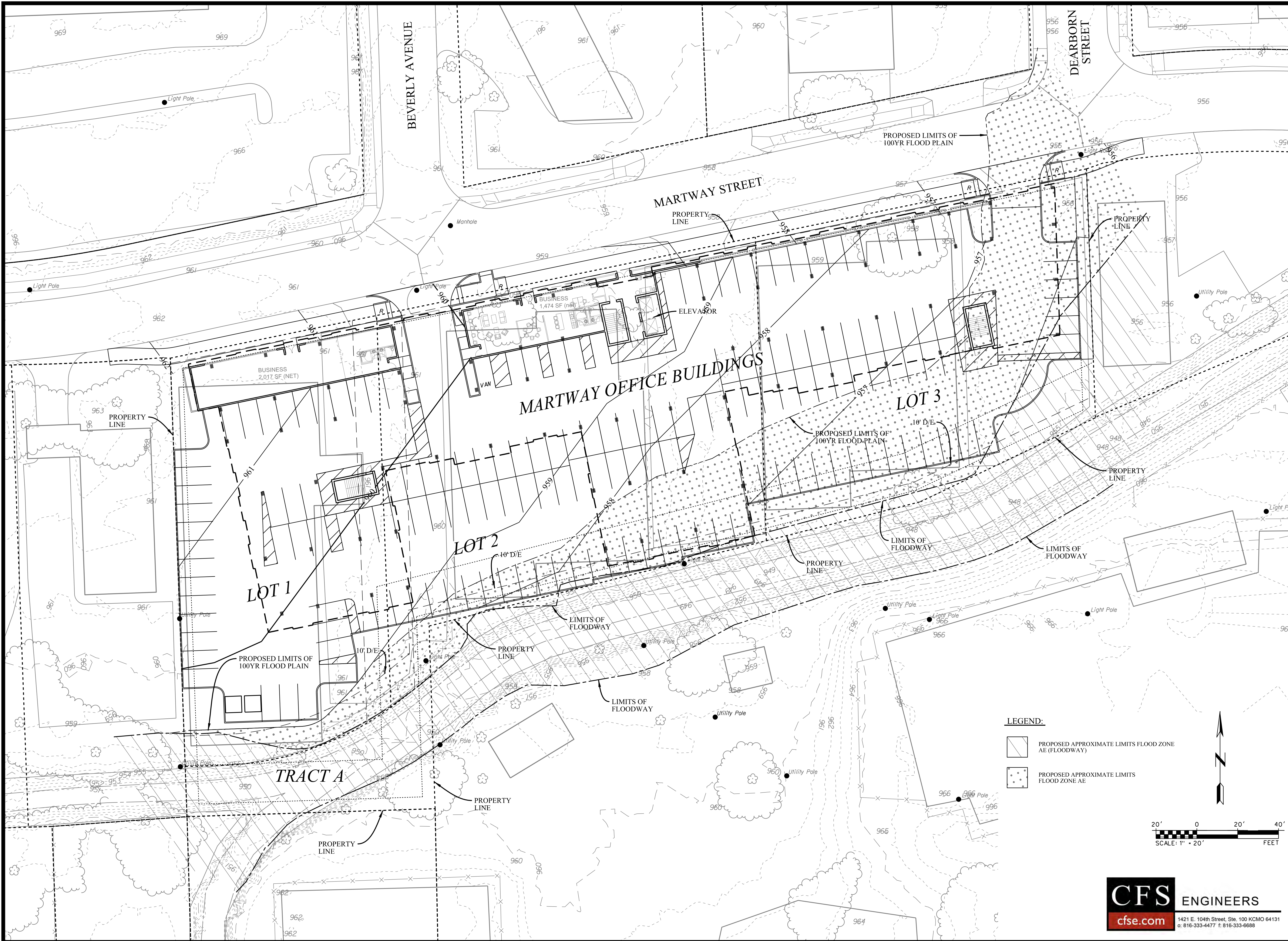
1421 E. 104th Street, Ste. 100 KCMO 64131
 o: 816-333-4477 f: 816-333-6688

rev	issue	date
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	FINAL DEV. PLAN SUBMITTAL	09.15.2017
	REV. PRELIM. DEV. PLAN SUBMITTAL	11.06.2017

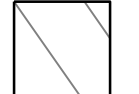
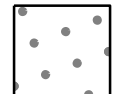
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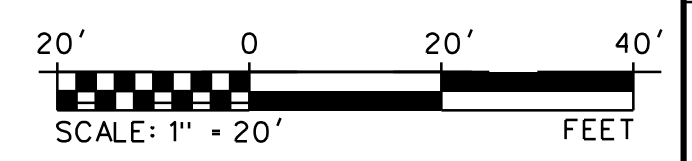
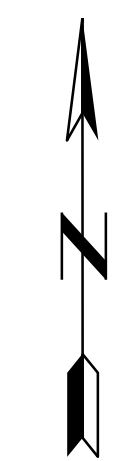
C202

EXISTING FLOOD PLAIN PLAN



LEGEND:

-  PROPOSED APPROXIMATE LIMITS FLOOD ZONE AE (FLOODWAY)
-  PROPOSED APPROXIMATE LIMITS FLOOD ZONE AE



CFS ENGINEERS
 cfse.com
 1421 E. 104th Street, Ste. 100 KCMO 64131
 o: 816-333-4477 f: 816-333-6688



LUCAS W. WILLIAMS - ENGINEER
 KS PE # 20382

Martway Mixed Use

6009 - 6045 Martway
 Mission, KS 64202

rev	issue	date
	PRELIM. DEV. PLAN SUBMITTAL	07.12.2017
	FINAL DEV. PLAN SUBMITTAL	09.15.2017
	REV. PRELIM. DEV. PLAN SUBMITTAL	11.06.2017

16.05.Martway

C203

PROPOSED FLOOD PLAIN PLAN



Martway Mixed Use

6009 - 6045 Martway
Mission, KS 64202

rev	issue	date
	PRELIM. DEV. PLAN SUBMITTAL	07.12.2017
	REVISED PRELIM. PLAN SUBMITTAL	09.15.2017
	REV. PRELIM. DEV. PLAN SUBMITTAL	11.06.2017

MARTWAY UNIT MIX			
	SQ.FT.	UNITS PER FLOOR	TOTAL UNITS
1B/1B (MICRO)	504	4	12
1B/1B (ADA)	644	2	6
1B/1B	720	23	69
2B/2B (ADA)	1,104	3	9
2B/2B	1,112	5	15
2B/2B	1,144	2	6
TOTAL:		39	117
AVERAGE UNIT SIZE =			795.48
FLOORS 2-4 FOOTPRINT AREA = 38,977 SF			# OF BEDS = 147

01 Typical Floor Plan
Scale 1/8" = 1'-0"



A100

FLOOR PLAN





EXTERIOR ELEVATIONS GENERAL NOTES:

1. WE ARE SEEKING A DEVIATION TO ALLOW THE MAXIMUM BUILDING HEIGHT REQUIREMENT BE RAISED FROM A THREE STORY 45' TO A FOUR STORY 56'-3" MAXIMUM BUILDING HEIGHT.
2. ROOF MOUNTED MECHANICAL EQUIPMENT SHALL BE HIDDEN BY THE USE OF PARAPETS.



04 | Elevation - South
Scale 1/16" = 1'-0"

GRAPHIC PATTERN	MATERIAL DESCRIPTION
	NICHIHA 'ILLUMINATION' WALL PANEL VERT. RUNNING BOND 18"x72"
	NICHIHA 'ARCH. BLOCK' WALL PANEL HORIZ. STACK BOND 18"x72"
	NICHIHA SIM. WOOD WALL PANEL (CEDAR) 6"x120"
	NICHIHA 'ILLUMINATION' WALL PANEL VERT. RUNNING BOND 18"x72"



03 | Elevation - West
Scale 1/16" = 1'-0"



02 | Elevation - East
Scale 1/16" = 1'-0"



GLAZING & OPENNESS AREA CALCULATION
TOTAL GLAZING & OPENNESS AREA @ FIRST FLOOR = 3,762 SF
TOTAL FACADE AREA @ FIRST FLOOR = 6,861 SF
TOTAL PERCENTAGE OF GLAZING AND OPENNESS = 55%

01 | Elevation - North
Scale 1/16" = 1'-0"

Martway Mixed Use

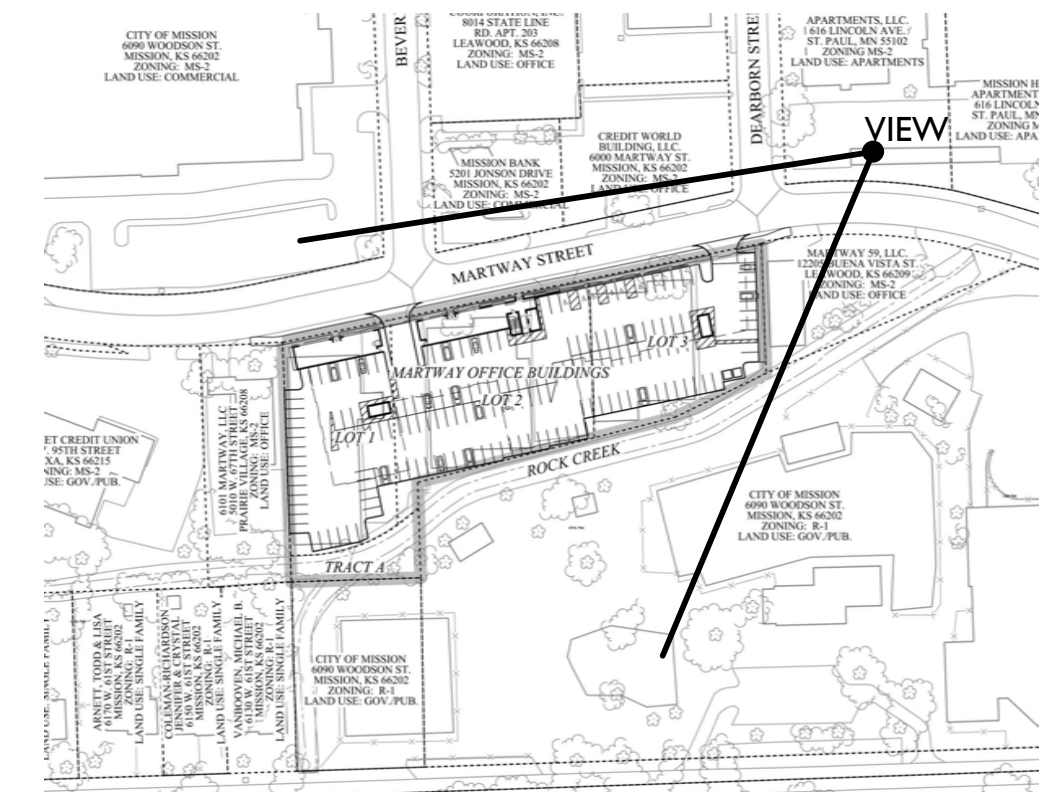
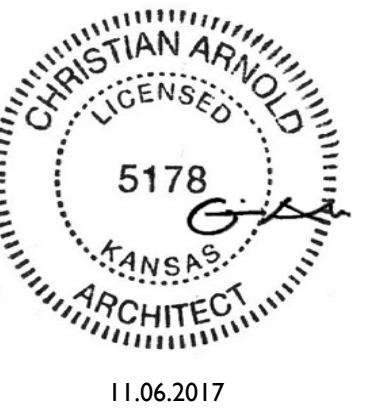
6009 - 6045 Martway
Mission, KS 64202

rev	issue	date
	PRELIM. DEV. PLAN SUBMITTAL	07.12.2017
	REVISED PRELIM. PLAN SUBMITTAL	09.15.2017
	REV. PRELIM. DEV. PLAN SUBMITTAL	11.06.2017

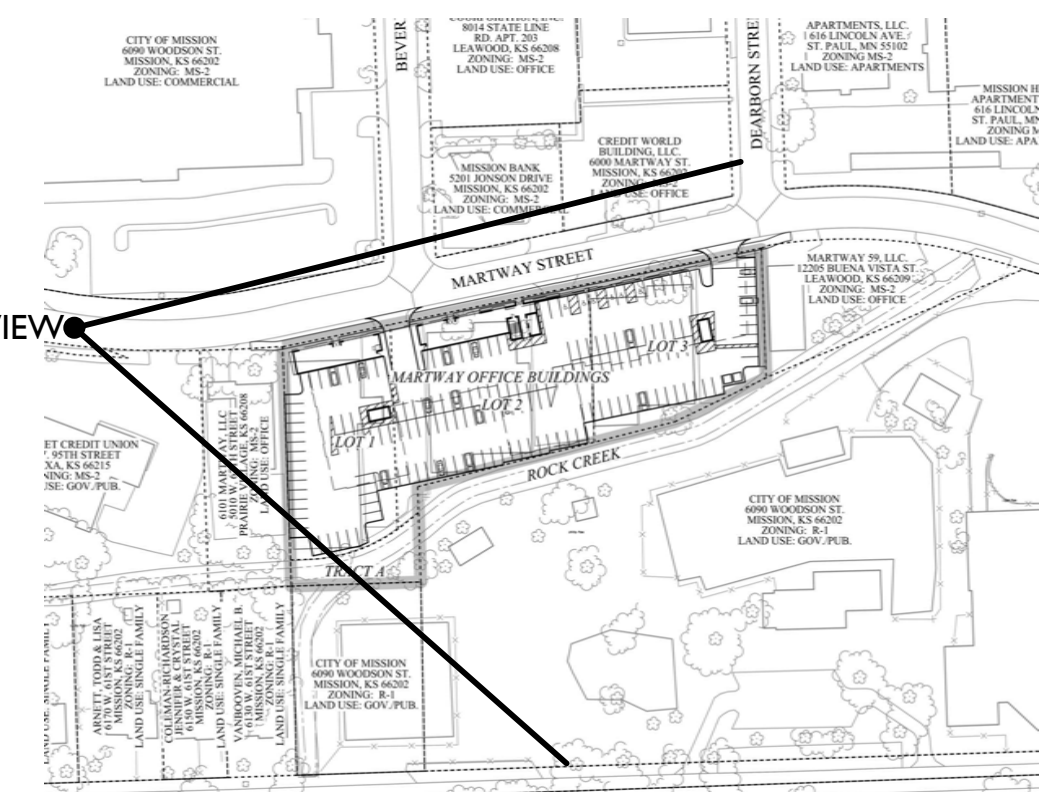
16.05.Martway

A200

ELEVATIONS



02 Perspective View Looking Southwest
 Scale N.T.S.



01 Perspective View Looking Southeast
 Scale N.T.S.

Martway Mixed Use

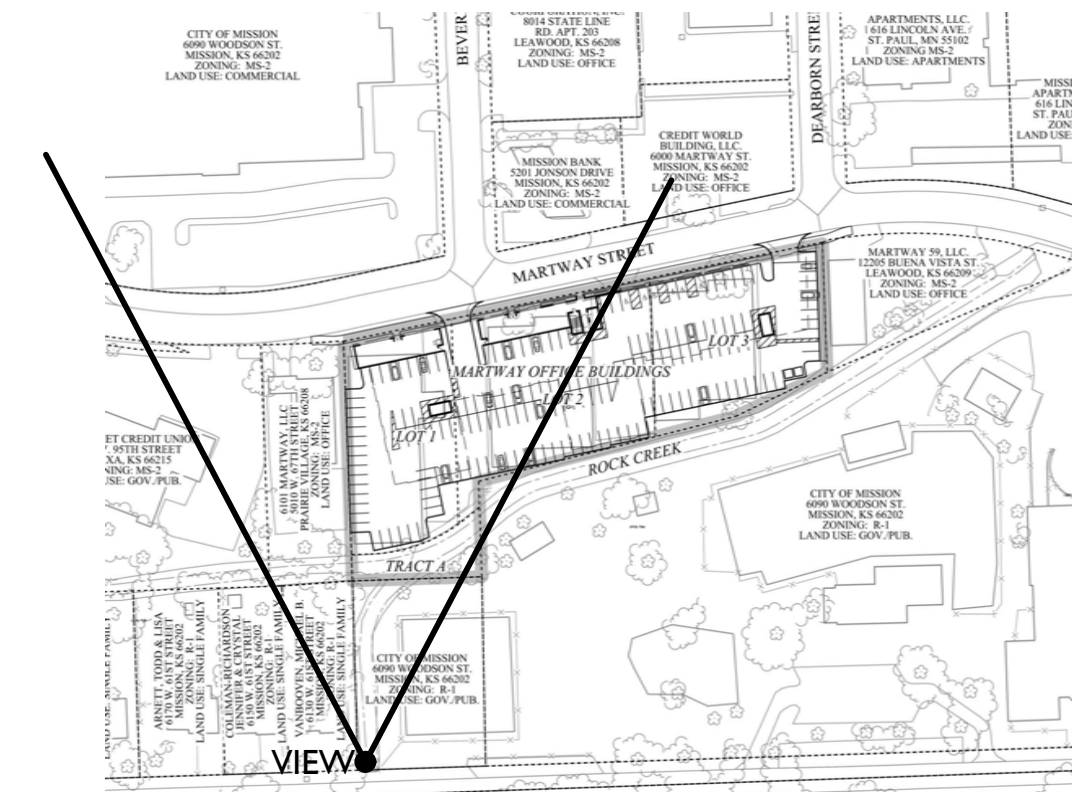
6009 - 6045 Martway
 Mission, KS 64202

rev	issue	date
	PRELIM. DEV. PLAN SUBMITTAL	07.12.2017
	FINAL PRELIM. PLAN SUBMITTAL	09.15.2017
	REV. PRELIM. DEV. PLAN SUBMITTAL	11.06.2017

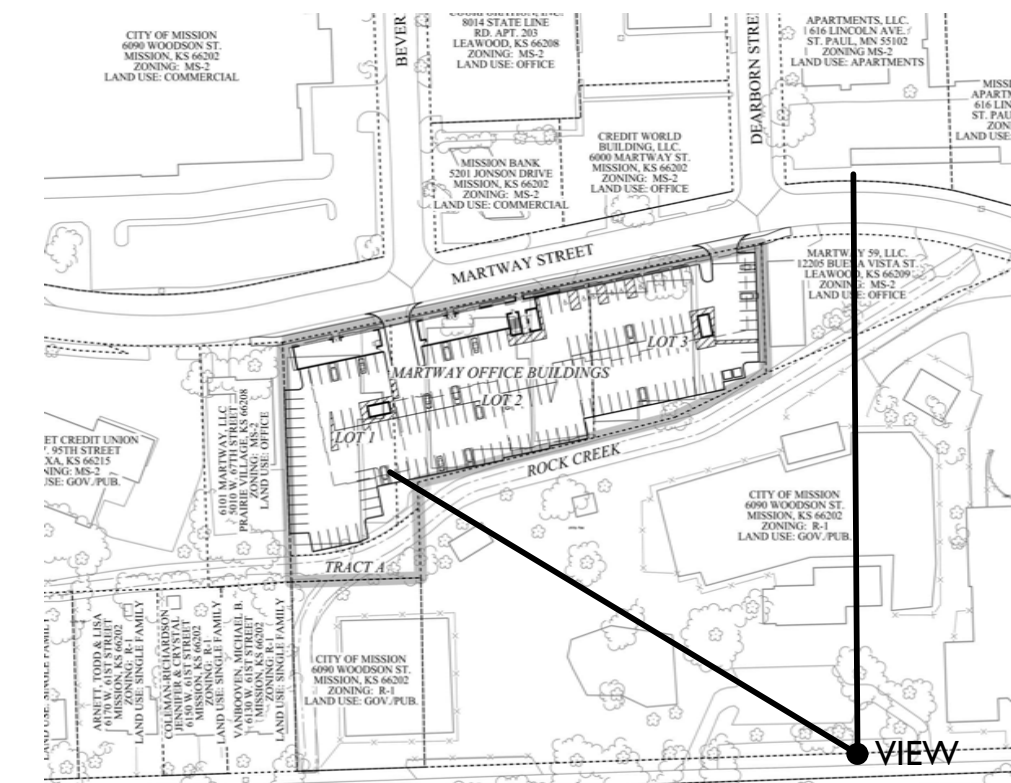
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A201

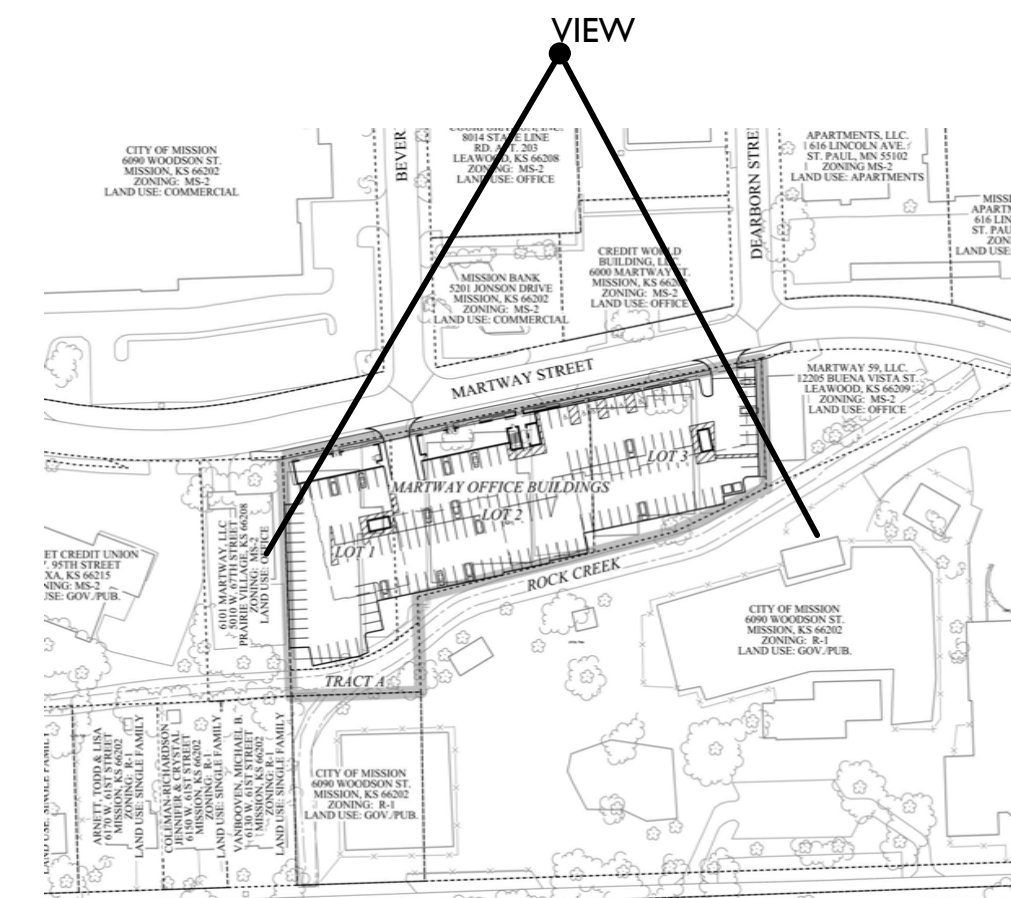
EXTERIOR RENDERINGS



03 | View Looking North
Scale N.T.S.



02 | View Looking Northwest
Scale N.T.S.



01 | View Looking South
Scale N.T.S.



Martway Mixed Use

6009 - 6045 Martway
Mission, KS 64202

rev	issue	date
	PRELIM. DEV. PLAN SUBMITTAL	07.12.2017
	FINAL PRELIM. PLAN SUBMITTAL	09.15.2017
	REV. PRELIM. DEV. PLAN SUBMITTAL	11.06.2017

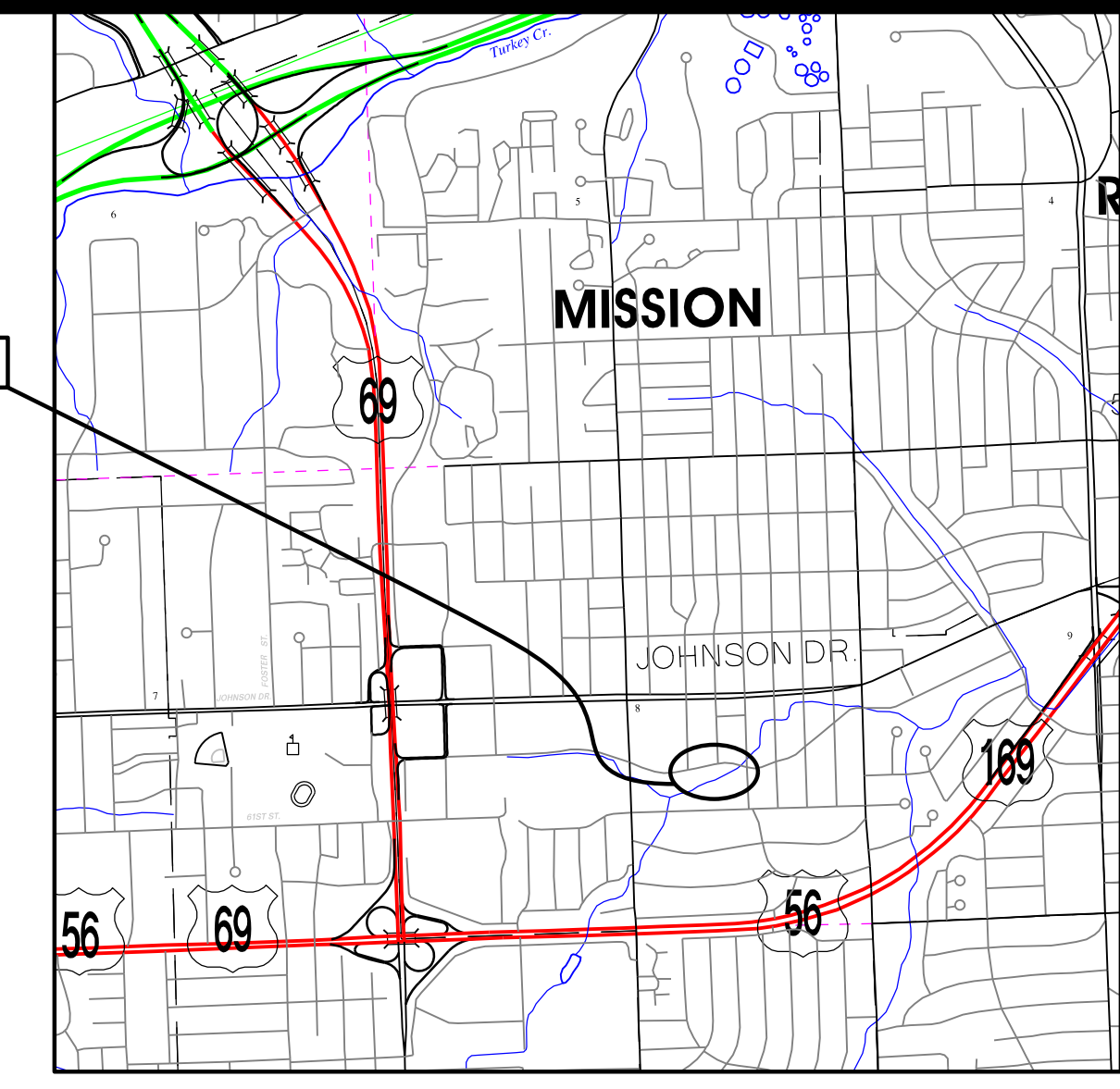
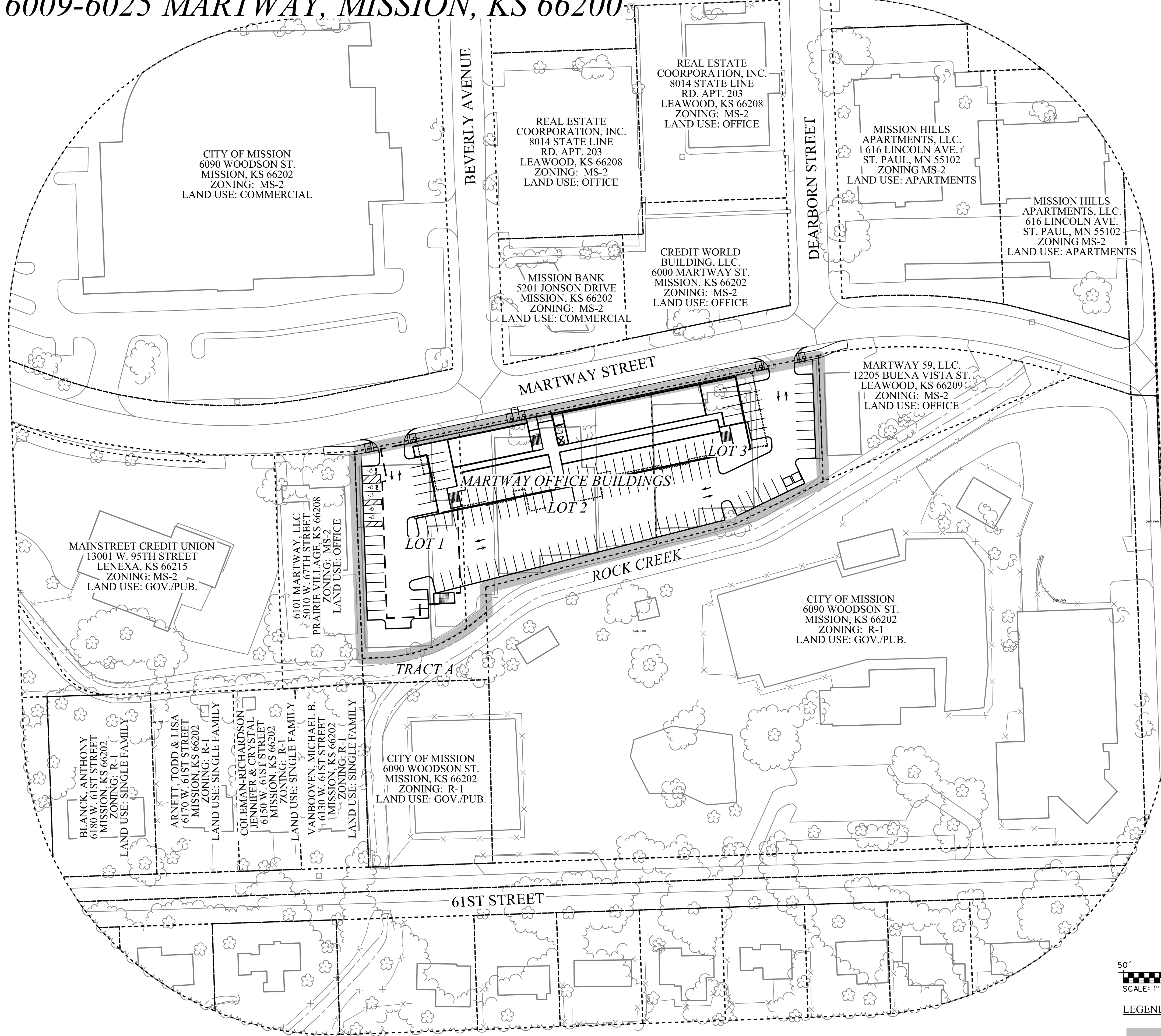
16.05.Martway

A202

EXTERIOR VIEWS

MARTWAY MIXED USE

PRELIMINARY DEVELOPMENT PLAN 6009-6025 MARTWAY, MISSION, KS 66200



VICINITY MAP:

LEGAL DESCRIPTION

LOTS 1, 2 AND 3 OF MARTWAY OFFICE BUILDINGS A SUBDIVISION OF LAND IN THE NORTHWEST QUARTER OF SECTION 8, TOWNSHIP 25 SOUTH, RANGE 25 EAST OF THE SIXTH PRINCIPLE MERIDIAN IN THE CITY OF MISSION, JOHNSON COUNTY, KANSAS.

SITE DEVELOPMENT SUMMARY TABLE

EXISTING ZONING:
MS-2

LAND AREA:
1.667 ACRES OR 72,615 SQUARE FEET MORE OR LESS

LAND USE:

EXISTING:
OFFICE

PROPOSED:
A MIXED USE DEVELOPMENT WITH A 4-STORY APARTMENT COMPLEX WITH OFFICE SPACE AND PARKING DECK ON THE FIRST FLOOR.

BUILDING HEIGHT:
MAXIMUM BUILDING HEIGHT: 3-STORY/45'-0"
PROPOSED BUILDING HEIGHT: 4-STORY/44'-0"

BUILDING FLOOR AREA:

FIRST FLOOR:	22,125 S.F.
SECOND FLOOR:	24,256 S.F.
THIRD FLOOR:	34,320 S.F.
FOURTH FLOOR:	34,320 S.F.
TOTAL FLOOR AREA	115,021 S.F.

FLOOR AREA RATIO
1.58

PARKING SUMMARY
PROPOSED PARKING RATIO: 1.00

BUILDING USE	SPECIFIC USE REQUIREMENT	SPACE REQUIREMENT
OFFICE SPACE	4 SPACES PER 1000 SF x 6,250 SF	25 SPACES
EFFICIENCY APARTMENTS	1 SPACE PER UNIT x 12 UNITS	12 SPACES
ONE BEDROOM APARTMENTS	1 SPACE PER UNIT x 31 UNITS	31 SPACES
TWO BEDROOM APARTMENTS	2 SPACES PER UNIT x 27 UNITS	54 SPACES
TOTAL SPACES REQUIRED		142 SPACES
TOTAL SPACES PROVIDED		**142 SPACES

** 5 ACCESSIBLE SPACES WITH 1 VAN SPACE HAS BEEN PROVIDED

OWNER:
MARTWAY OFFICE WORKS, LLC
423 DELAWARE STREET, STE. 102
KANSAS CITY, MO 64105

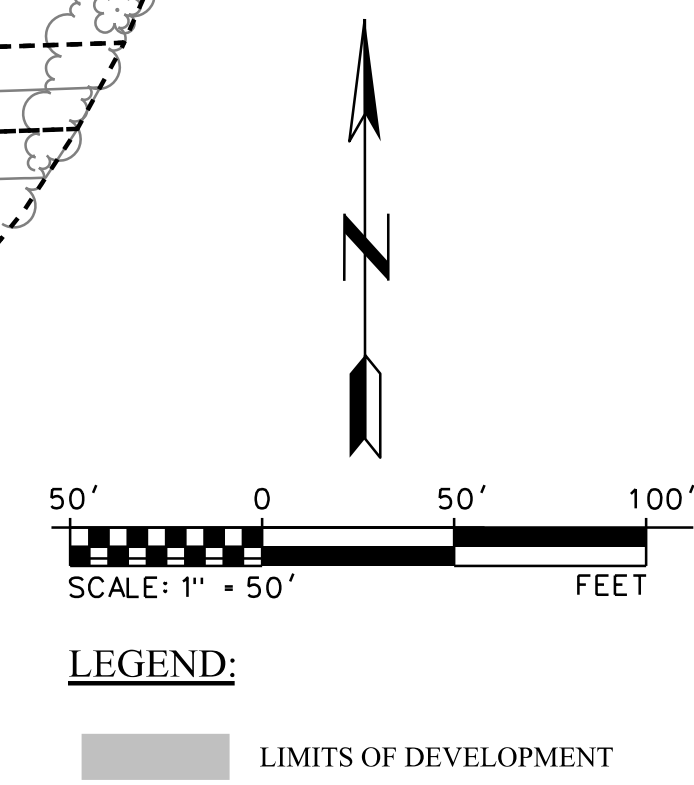
ARCHITECT:
CLOCKWORK
423 DELAWARE STREET STE. 102
KANSAS CITY, MO 64105

DEVELOPER:
MARTWAY OFFICE WORKS, LLC
423 DELAWARE STREET, STE. 102
KANSAS CITY, MO 64105

ENGINEER/LANDSCAPE ARCHITECT/SURVEYOR/PLANNER:
CFS ENGINEERS, P.A.
1421 E. 104TH STREET, SUITE 100
KANSAS CITY, MO 64131

REQUESTED DEVIATIONS
THE DEVELOPER REQUESTS THE FOLLOWING DEVIATIONS TO THE CITY OF MISSION'S MUNICIPAL CODE:

- THE MINIMUM LOT AREA PER MULTI-FAMILY DWELLING BE RAISED FROM 35 UNITS PER ACRE TO 53.89 UNITS PER ACRE.



clockwork
423 Delaware St Ste 102
Kansas City MO 64105
www.clockwork-ad.com



LUCAS W. WILLIAMS - ENGINEER
KS PE # 20382

Martway Mixed Use

6009 - 6045 Martway
Mission, KS 64202

rev	issue	date
	PRELIM. DEV. PLAN SUBMITTAL	07.12.2017
	FINAL DEV. PLAN SUBMITTAL	09.15.2017
	REV. PRELIM. DEV. PLAN SUBMITTAL	11.06.2017
	REV. PRELIM. DEV. PLAN SUBMITTAL	03.16.2018

16.05.Martway

C100

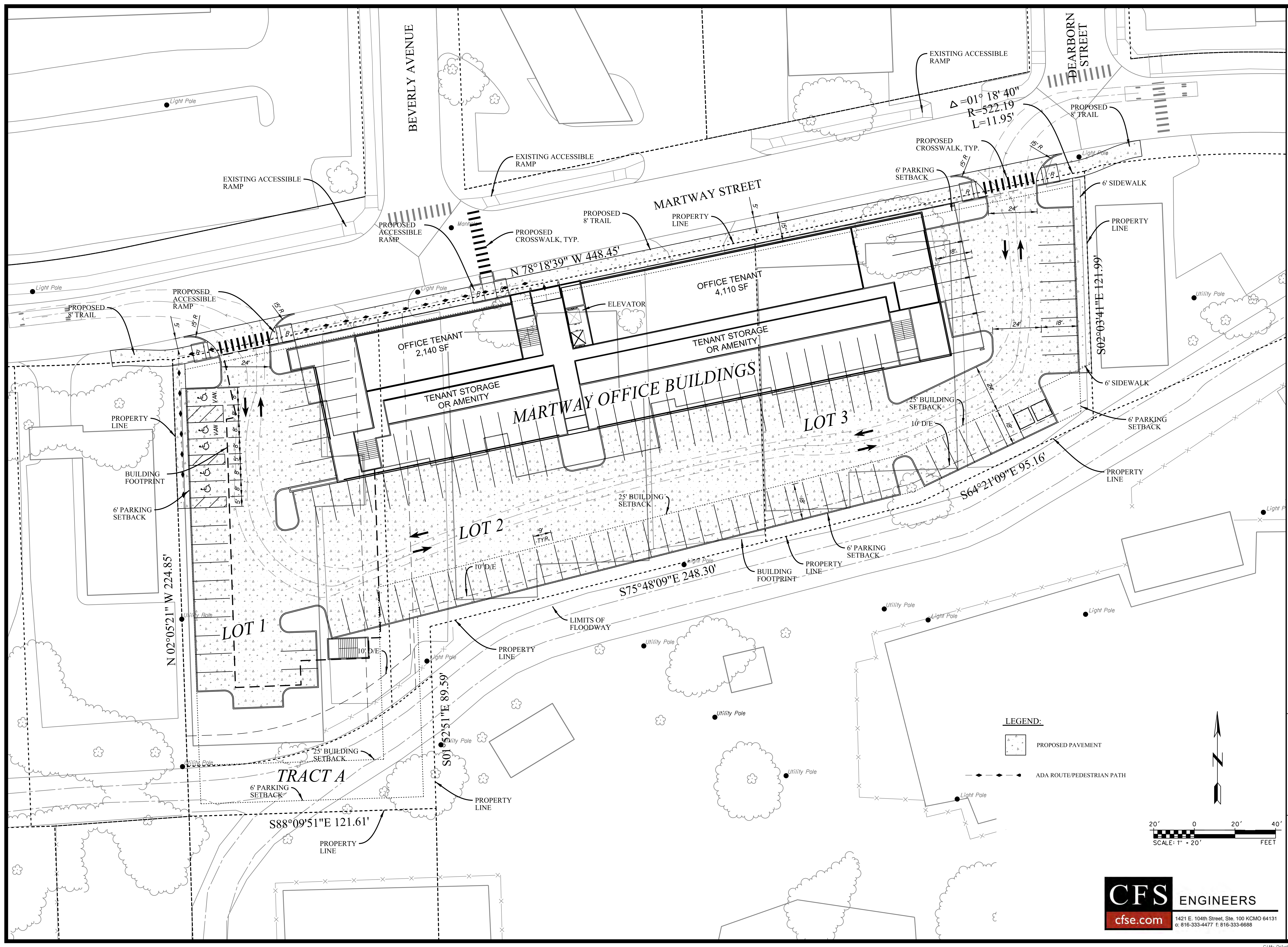
CFS ENGINEERS
cfse.com
1421 E. 104th Street, Ste. 100 KCMO 64131
o: 816-333-4477 f: 816-333-6688

OVERALL SITE PLAN

G:\My Drive\IT5085\CADD\IT5085-ST-SH-Overall-Site-Plan.dgn



LUCAS W. WILLIAMS - ENGINEER
KS PE # 20382

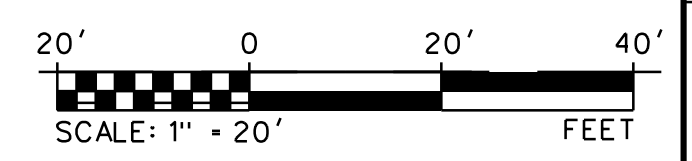


Martway Mixed Use

6009 - 6045 Martway
Mission, KS 64202

LEGEND:

- PROPOSED PAVEMENT
- ADA ROUTE/PEDESTRIAN PATH



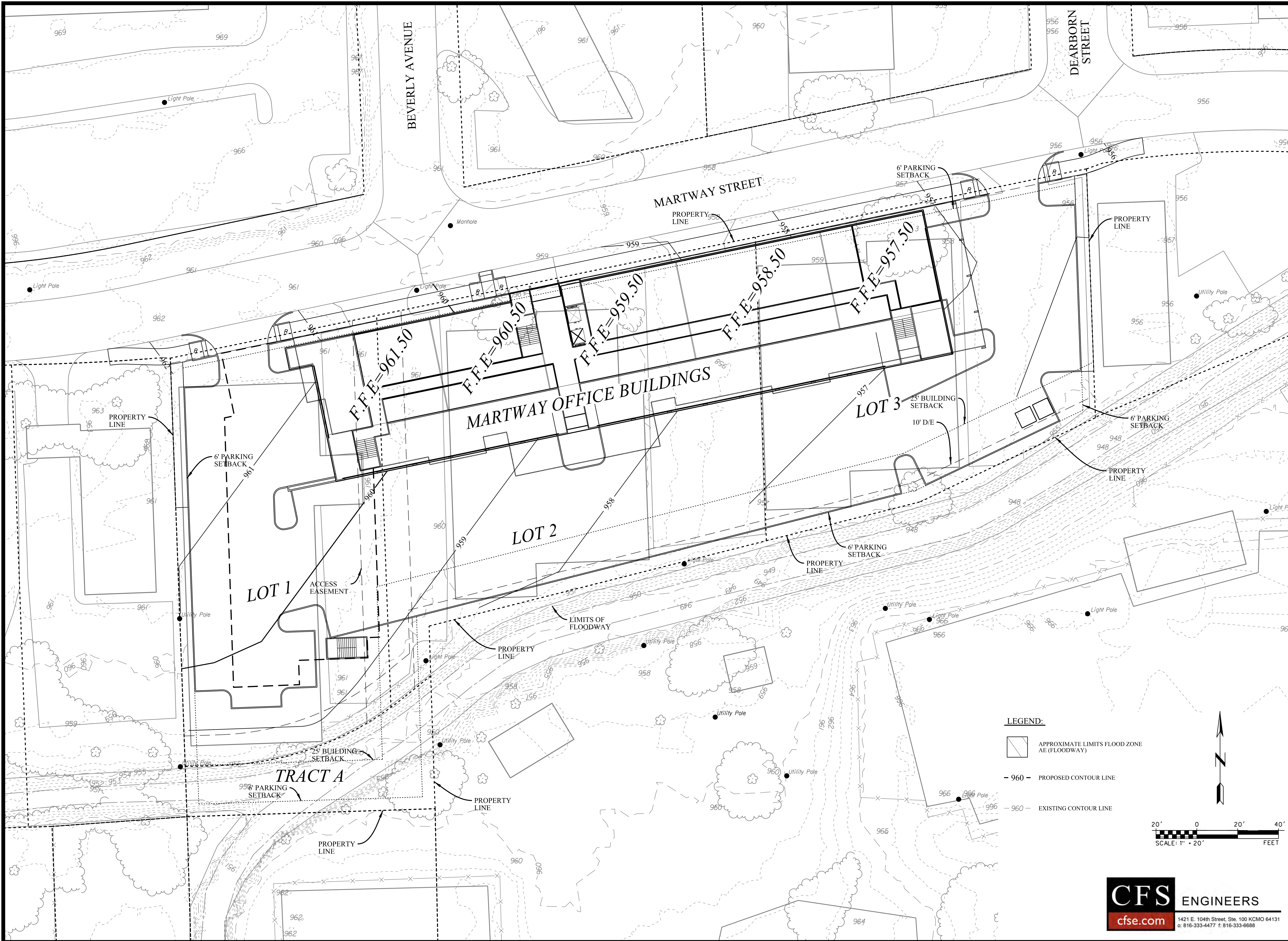
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rev	issue	date
	PRELIM. DEV. PLAN SUBMITTAL	07.12.2017
	FINAL DEV. PLAN SUBMITTAL	09.15.2017
	REV. PRELIM. DEV. PLAN SUBMITTAL	11.06.2017
	REV. PRELIM. DEV. PLAN SUBMITTAL	03.16.2018

I6.05.Martway

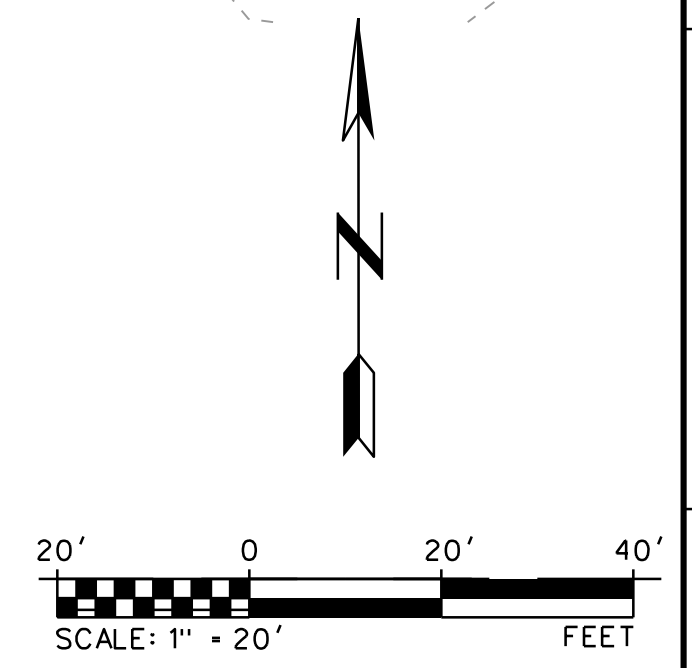
C101

SITE PLAN



LEGEND:

- APPROXIMATE LIMITS FLOOD ZONE AE (FLOODWAY)
- 960 - PROPOSED CONTOUR LINE
- 960 - EXISTING CONTOUR LINE



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LUCAS W. WILLIAMS - ENGINEER
 KS PE # 20382

Martway Mixed Use

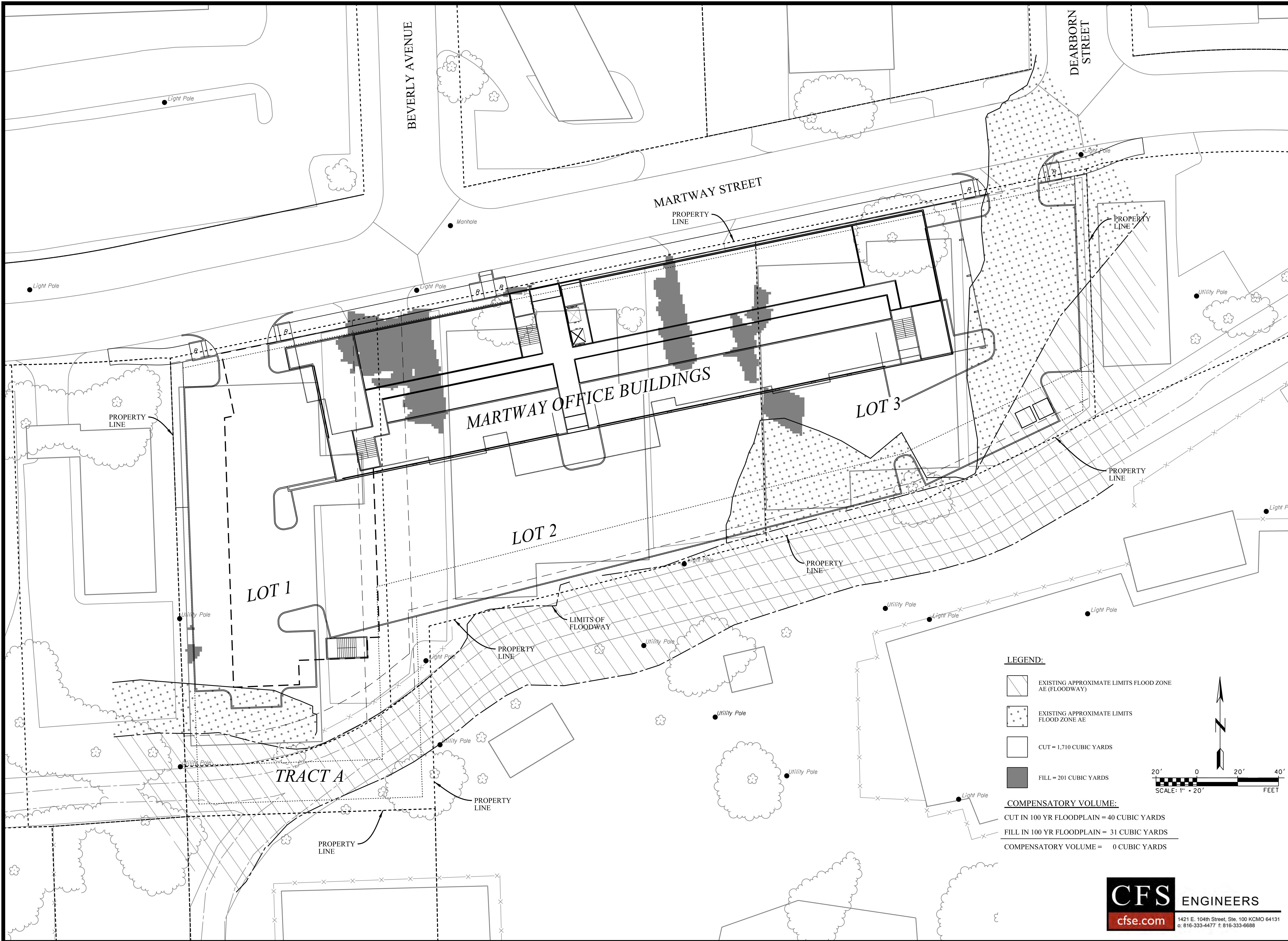
6009 - 6045 Martway
 Mission, KS 64202

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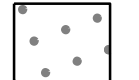
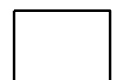

16.05.Martway

C200

GRADING PLAN

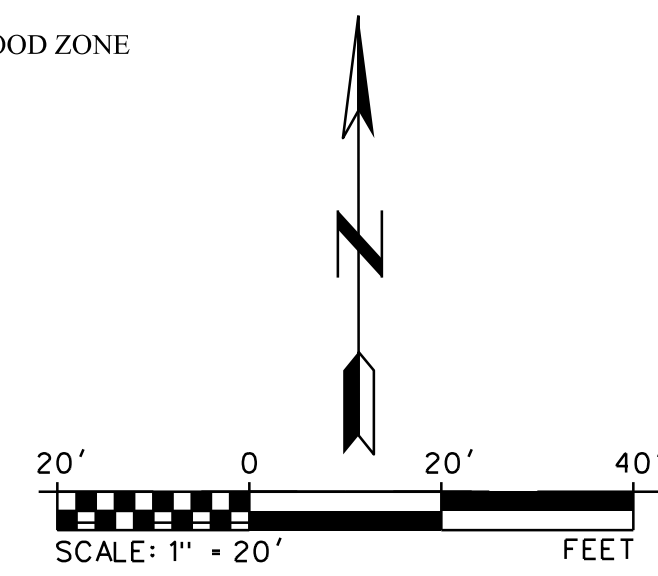


LEGEND:

-  EXISTING APPROXIMATE LIMITS FLOOD ZONE AE (FLOODWAY)
-  EXISTING APPROXIMATE LIMITS FLOOD ZONE AE
-  CUT = 1,710 CUBIC YARDS
-  FILL = 201 CUBIC YARDS

COMPENSATORY VOLUME:

CUT IN 100 YR FLOODPLAIN = 40 CUBIC YARDS
 FILL IN 100 YR FLOODPLAIN = 31 CUBIC YARDS
 COMPENSATORY VOLUME = 0 CUBIC YARDS



LUCAS W. WILLIAMS - ENGINEER
 KS PE # 20382

Martway Mixed Use

6009 - 6045 Martway
 Mission, KS 64202

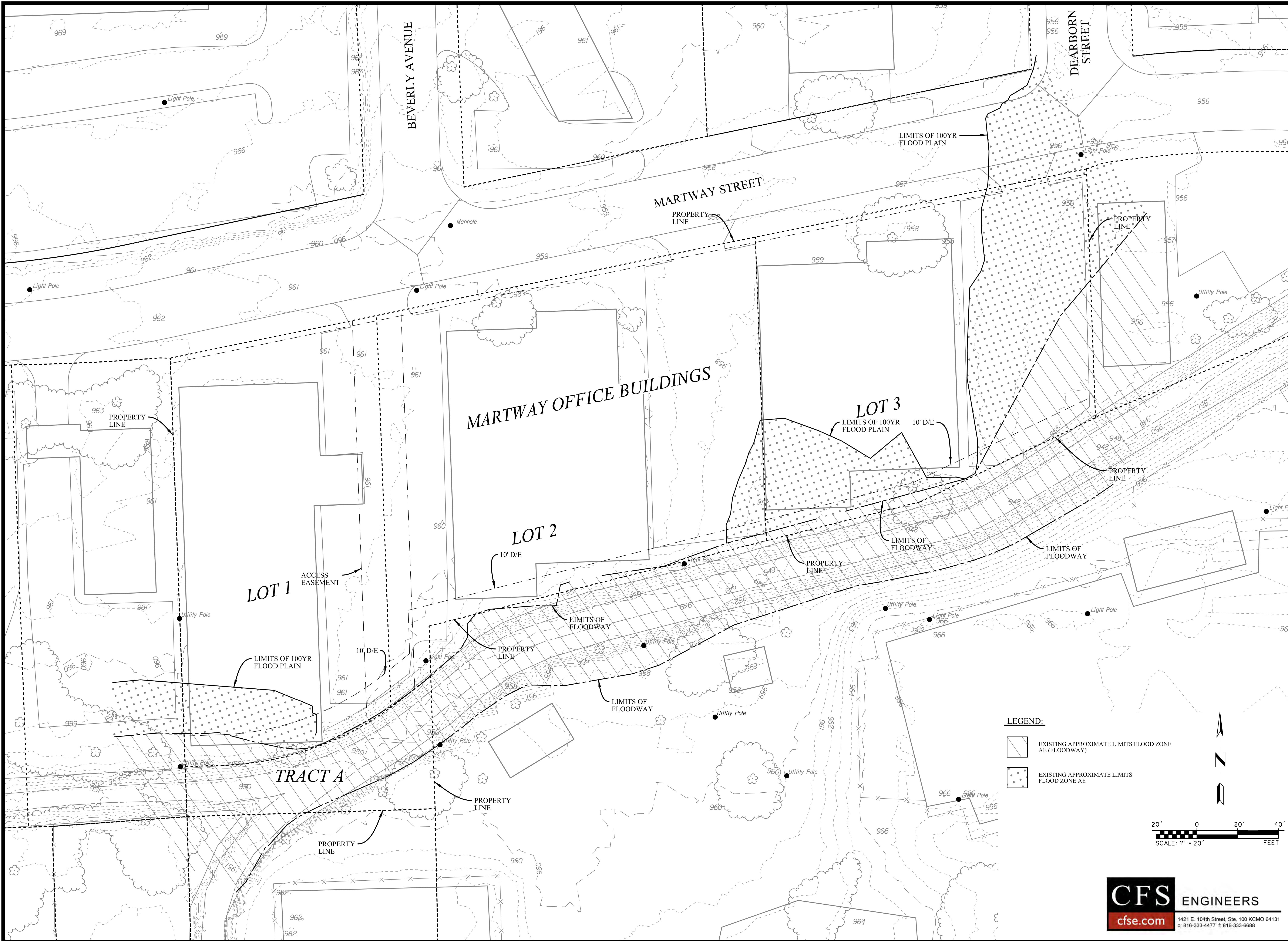
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16.05.Martway

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C201

CUT & FILL PLAN



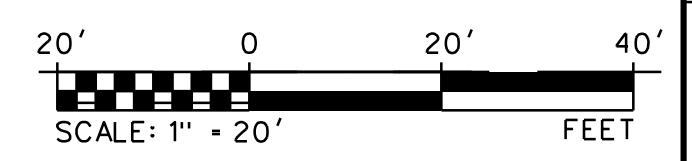
LUCAS W. WILLIAMS - ENGINEER
 KS PE # 20382

Martway Mixed Use

6009 - 6045 Martway
 Mission, KS 64202

LEGEND:

- EXISTING APPROXIMATE LIMITS FLOOD ZONE AE (FLOODWAY)
- EXISTING APPROXIMATE LIMITS FLOOD ZONE AE



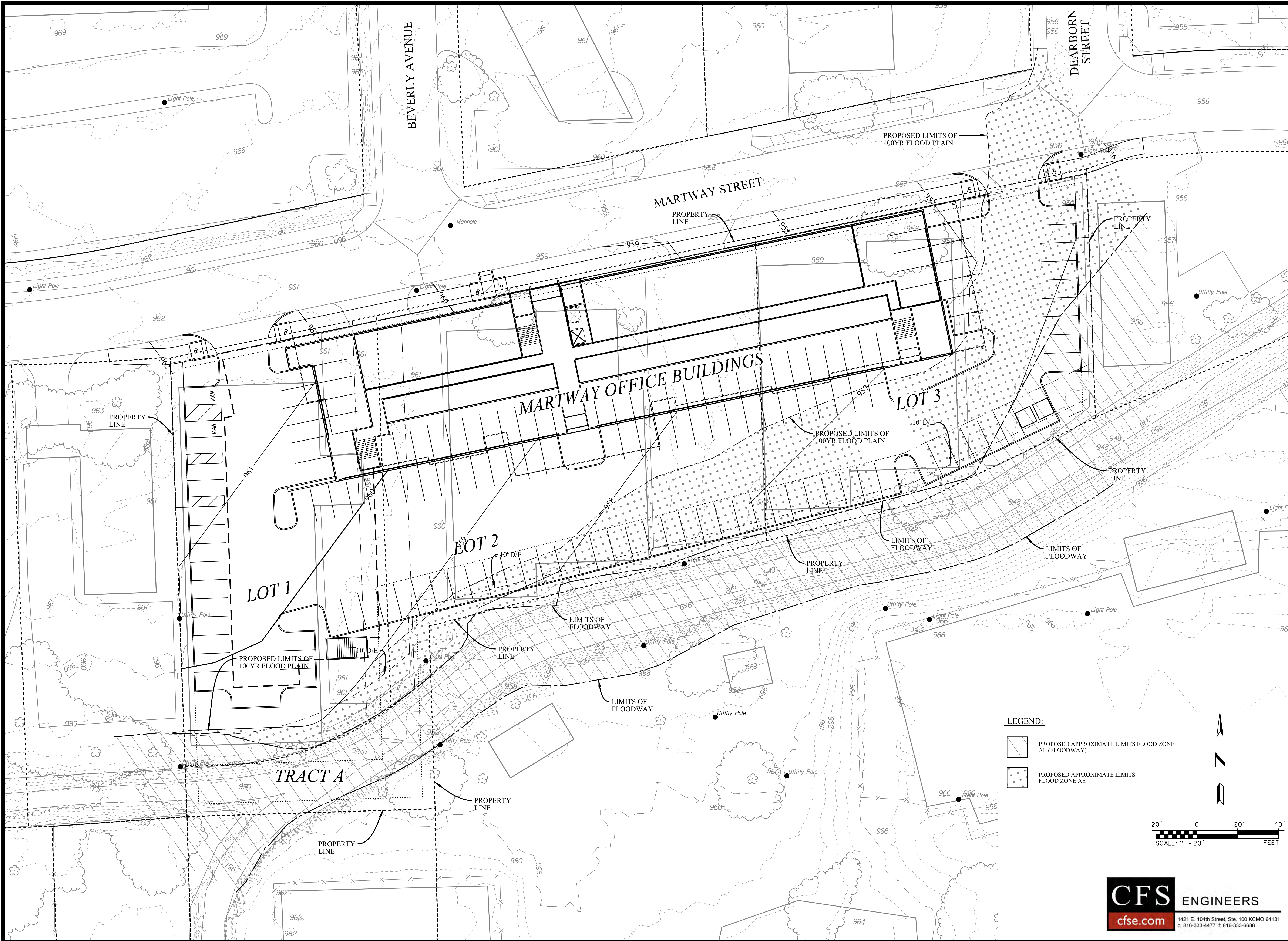
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I6.05.Martway

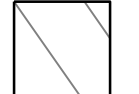
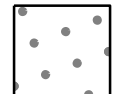
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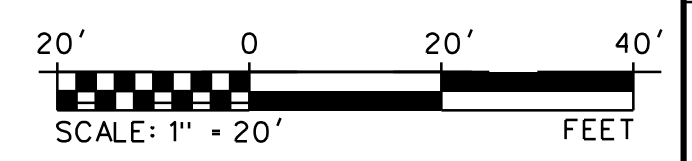
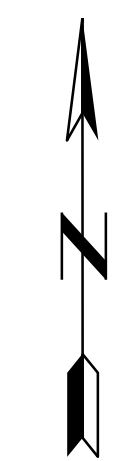
C202

EXISTING FLOOD PLAIN PLAN



LEGEND:

-  PROPOSED APPROXIMATE LIMITS FLOOD ZONE AE (FLOODWAY)
-  PROPOSED APPROXIMATE LIMITS FLOOD ZONE AE



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LUCAS W. WILLIAMS - ENGINEER
 KS PE # 20382

Martway Mixed Use

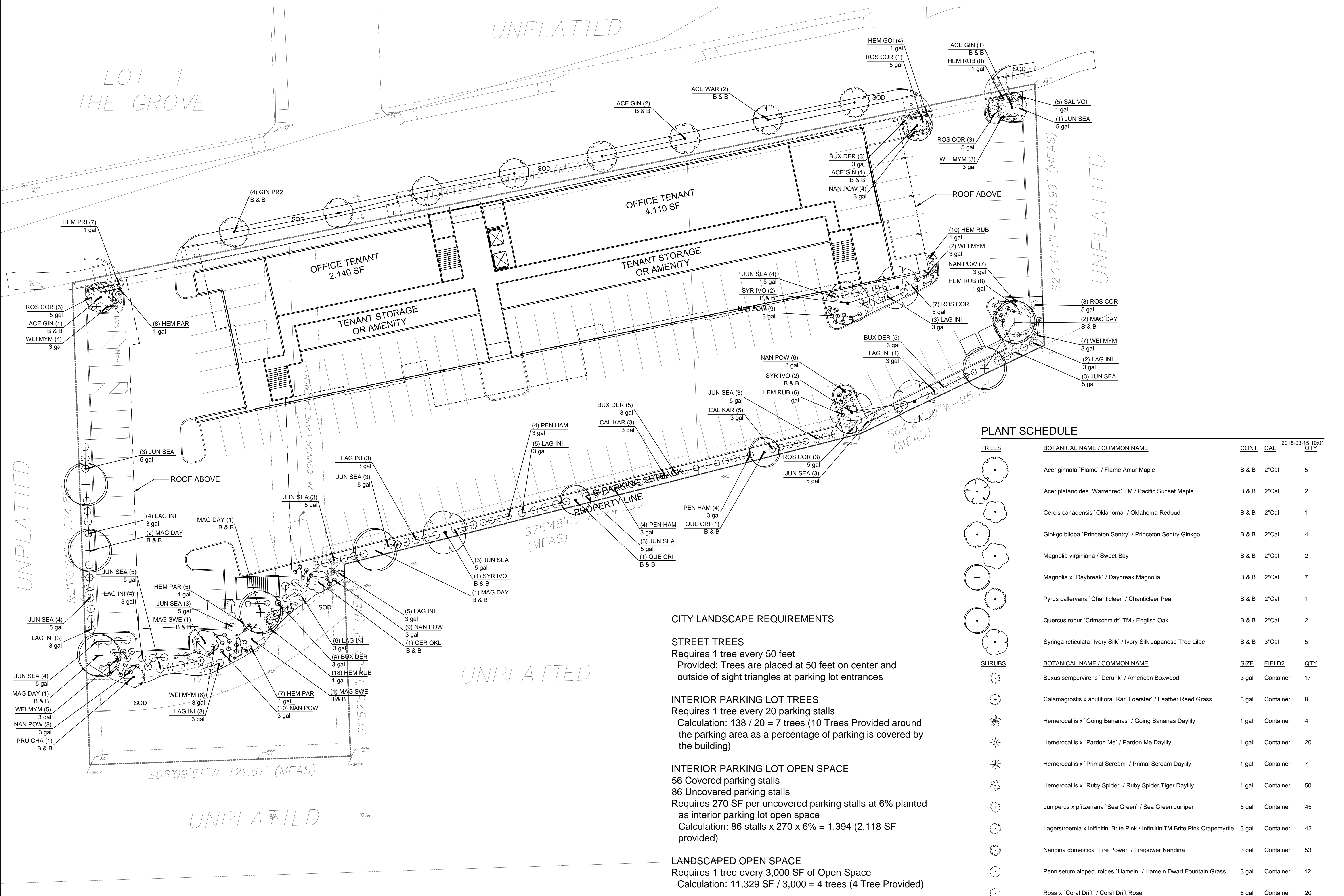
6009 - 6045 Martway
 Mission, KS 64202

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16.05.Martway

C203

PROPOSED FLOOD PLAIN PLAN



PLANT SCHEDULE

TREES	BOTANICAL NAME / COMMON NAME	CONT	CAL	2018-03-15 10:01	
				QTY	
	Acer ginnala 'Flame' / Flame Amur Maple	B & B	2"Cal	5	
	Acer platanoides 'Warrenred' TM / Pacific Sunset Maple	B & B	2"Cal	2	
	Cercis canadensis 'Oklahoma' / Oklahoma Redbud	B & B	2"Cal	1	
	Ginkgo biloba 'Princeton Sentry' / Princeton Sentry Ginkgo	B & B	2"Cal	4	
	Magnolia virginiana / Sweet Bay	B & B	2"Cal	2	
	Magnolia x 'Daybreak' / Daybreak Magnolia	B & B	2"Cal	7	
	Pyrus calleryana 'Chanticleer' / Chanticleer Pear	B & B	2"Cal	1	
	Quercus robur 'Crimschmidt' TM / English Oak	B & B	2"Cal	2	
	Syringa reticulata 'Ivory Silk' / Ivory Silk Japanese Tree Lilac	B & B	3"Cal	5	
SHRUBS	BOTANICAL NAME / COMMON NAME	SIZE	FIELD2	QTY	
	Buxus sempervirens 'Derunk' / American Boxwood	3 gal	Container	17	
	Calamagrostis x acutiflora 'Karl Foerster' / Feather Reed Grass	3 gal	Container	8	
	Hemerocallis x 'Going Bananas' / Going Bananas Daylily	1 gal	Container	4	
	Hemerocallis x 'Pardon Me' / Pardon Me Daylily	1 gal	Container	20	
	Hemerocallis x 'Primal Scream' / Primal Scream Daylily	1 gal	Container	7	
	Hemerocallis x 'Ruby Spider' / Ruby Spider Tiger Daylily	1 gal	Container	50	
	Juniperus x pfizeriana 'Sea Green' / Sea Green Juniper	5 gal	Container	45	
	Lagerstroemia x Inifinitini Brite Pink / Inifinitini Brite Pink Crapemyrtle	3 gal	Container	42	
	Nandina domestica 'Fire Power' / Firepower Nandina	3 gal	Container	53	
	Pennisetum alopecuroides 'Hamel' / Hamel Dwarf Fountain Grass	3 gal	Container	12	
	Rosa x 'Coral Drift' / Coral Drift Rose	5 gal	Container	20	
	Salvia nemorosa 'Violet Riot' / Perennial Salvia	1 gal	Container	5	
	Weigela florida 'My Monet' / My Monet Weigela	3 gal	Container	27	

CITY LANDSCAPE REQUIREMENTS

STREET TREES
Requires 1 tree every 50 feet
Provided: Trees are placed at 50 feet on center and outside of sight triangles at parking lot entrances

INTERIOR PARKING LOT TREES
Requires 1 tree every 20 parking stalls
Calculation: 138 / 20 = 7 trees (10 Trees Provided around the parking area as a percentage of parking is covered by the building)

INTERIOR PARKING LOT OPEN SPACE
56 Covered parking stalls
86 Uncovered parking stalls
Requires 270 SF per uncovered parking stalls at 6% planted as interior parking lot open space
Calculation: 86 stalls x 270 x 6% = 1,394 (2,118 SF provided)

LANDSCAPED OPEN SPACE
Requires 1 tree every 3,000 SF of Open Space
Calculation: 11,329 SF / 3,000 = 4 trees (4 Tree Provided)

IRRIGATION
Automatic irrigation is required for all streetscape trees.

Martway Mixed Use

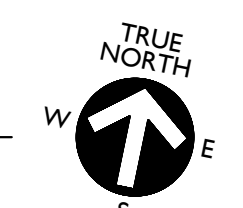
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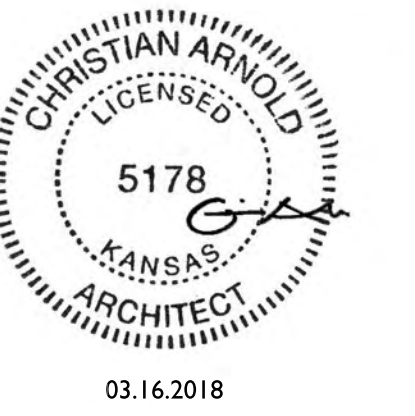
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16.05.Martway

L100

LANDSCAPE PLAN





Martway Mixed Use
 6009 - 6045 Martway
 Mission, KS 64202

MARTWAY UNIT MIX				
	SQ. FT.	UNITS PER FLOOR	TOTAL UNITS	TOTAL SQ. FT.
STUDIO	520	4	12	6,240
1B/1B (WALKUP/ADA)	620	4	11	6,820
1B/1B	775	15	40	31,000
2B/2B (ADA)	1,160	2	5	5,800
2B/2B	1,160	8	22	25,520
TOTAL:		33	90	75,380
AVERAGE UNIT SIZE = 837.5				
LEVELS 2-3 FOOTPRINT AREA = 34,320 SF # OF BEDS = 117				

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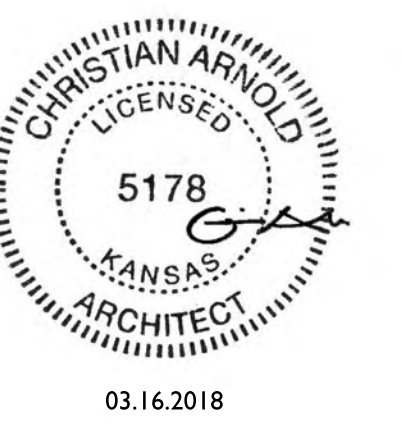
16.05.Martway

A100

FLOOR PLAN

01 Typical Floor Plan - Ground Floor
 Scale 1/8" = 1'-0"





24 UNITS / FLOOR
 RESIDENTIAL:
 (13) 1 BR
 (7) 2 BR
 (4) STUDIO

MARTWAY UNIT MIX				
	SQ. FT.	UNITS PER FLOOR	TOTAL UNITS	TOTAL SQ. FT.
STUDIO	520	4	12	6,240
1B/1B (WALKUP/ADA)	620	4	11	6,820
1B/1B	775	15	40	31,000
2B/2B (ADA)	1,160	2	5	5,800
2B/2B	1,160	8	22	25,520
TOTAL:		33	90	75,380
AVERAGE UNIT SIZE = 837.5				
LEVELS 2-3 FOOTPRINT AREA = 34,320 SF		# OF BEDS = 117		

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Martway Mixed Use
 6009 - 6045 Martway
 Mission, KS 64202

16.05.Martway

A101

FLOOR PLAN





Martway Mixed Use

6009 - 6045 Martway
 Mission, KS 64202



33 UNITS / FLOOR
 RESIDENTIAL:
 (19) 1 BR
 (10) 2 BR
 (4) STUDIO

25' BUILDING SETBACK

MARTWAY UNIT MIX				
	SQ. FT.	UNITS PER FLOOR	TOTAL UNITS	TOTAL SQ. FT.
STUDIO	520	4	12	6,240
1B/1B (WALKUP/ADA)	620	4	11	6,820
1B/1B	775	15	40	31,000
2B/2B (ADA)	1,160	2	5	5,800
2B/2B	1,160	8	22	25,520
TOTAL:		33	90	75,380
AVERAGE UNIT SIZE = 837.5				
LEVELS 2-3 FOOTPRINT AREA = 34,320 SF			# OF BEDS = 117	

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16.05.Martway

A102

FLOOR PLAN





04 | Elevation - South
Scale 1/16" = 1'-0"



03 | Elevation - West
Scale 1/16" = 1'-0"



02 | Elevation - East
Scale 1/16" = 1'-0"

MATERIAL LEGEND

GRAPHIC PATTERN	MATERIAL DESCRIPTION
[Pattern]	NICHIHA 'ILLUMINATION' WALL PANEL VERT. RUNNING BOND 18"x72"
[Pattern]	NICHIHA 'ARCH. BLOCK' WALL PANEL HORIZ. STACK BOND 18"x72"
[Pattern]	NICHIHA SIM. WOOD WALL PANEL (CEDAR) 6"x120"
[Pattern]	NICHIHA 'ILLUMINATION' WALL PANEL VERT. RUNNING BOND 18"x72"



GLAZING & OPENNESS AREA CALCULATION
TOTAL GLAZING & OPENNESS AREA @ FIRST FLOOR = 1,810 SF
TOTAL FACADE AREA @ FIRST FLOOR = 3,572 SF
TOTAL PERCENTAGE OF GLAZING AND OPENNESS = 51%

01 | Elevation - North
Scale 1/16" = 1'-0"

Martway Mixed Use

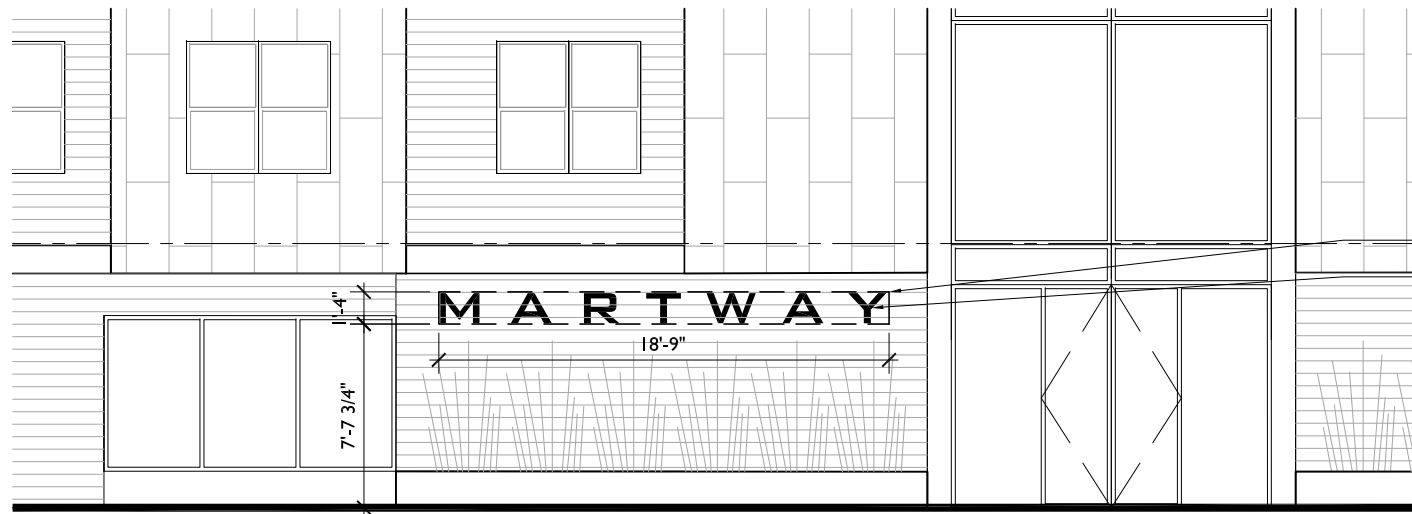
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16.05.Martway

A200

ELEVATIONS

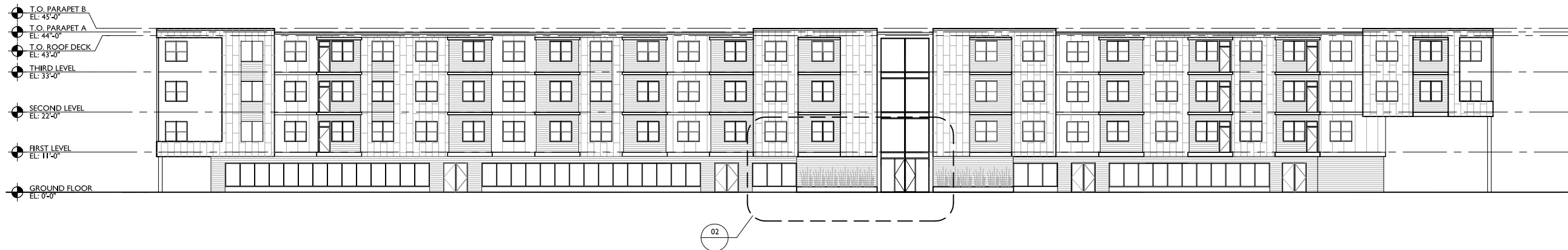


TOTAL SIGN AREA = 25 SF (.0016% OF TOTAL FACADE AREA)
 PIN MOUNTED STAINLESS STEEL LETTERS
 BACKLIT WITH WHITE LED TAPE LIGHT

SIGNAGE GENERAL NOTES:

1. SIGNAGE TO COMPLY WITH MISSION KS DESIGN GUIDELINES AND SIGNAGE CRITERIA - SECTION 430.090 'SIGNS PERMITTED IN COMMERCIAL AND INDUSTRIAL DISTRICTS' AND SECTION 430.120 'PRIVATE SIGN CRITERIA'.
2. FOR ANY ADDITIONAL SIGNAGE PROVIDED AT COMMERCIAL TENANT SPACES AS REQUIRED, PROVIDE COMPLIANT SIGNAGE IN ACCORDANCE WITH ABOVE SECTIONS, WITH TOTAL SIGNAGE AREA TO BE LESS THAN OR EQUAL TO 10% TOTAL FACADE AREA.

02 | Enlarged Signage Elevation
 Scale 1/8" = 1'-0"



01 | North Elevation
 Scale 1/32" = 1'-0"

MINUTES OF THE MISSION CITY COUNCIL MEETING, FEBRUARY 21, 2018

The Mission City Council met in regular session at Mission City Hall on Wednesday, February 21, 2018. The meeting was called to order by Mayor Appletoft. The following councilmembers were present: Ken Davis, Sollie Flora, Kristin Inman, Debbie Kring, Pat Quinn, Arcie Rothrock, Nick Schlossmacher, and Hillary Thomas.

REVISED AGENDA

Mayor Appletoft stated that the agenda has been revised to reflect the need for an executive session.

Moved by Davis, seconded by Kring to approve the revised agenda as printed. There was no discussion on this item. Voting AYE: Davis, Flora, Inman, Kring, Quinn, Rothrock, Schlossmacher, Thomas. **Motion carried.**

SPECIAL PRESENTATIONS

There were no special presentations.

CONSENT AGENDA

Moved by Kring, seconded by Quinn to approve the Consent Agenda, items 3a through 3f.

- 3a. Minutes of the January 17, 2018 City Council Meeting
- 3b. Surplus Property Resolution
- 3c. Replacement of Police Vehicle
- 3d. Contract for Arborist Consultant
- 3e. Purchase of MFAC Lounge Chairs
- 3f. 2018-2019 Nuisance Abatement Contractor

Voting AYE: Davis, Flora, Inman, Kring, Quinn, Rothrock, Schlossmacher, Thomas.
Motion carried.

PUBLIC COMMENTS

There were no public comments.

ACTION ITEMS
PLANNING COMMISSION

Martway Mixed Use Development Preliminary Site Plan, 6005-6045 Martway

Mayor Appletoft stated that Ms. Sitzman will provide an overview of this project, Christian Arnold, developer, will make a presentation of the proposed project, and there will then be an opportunity for comments from the public.

Ms. Sitzman stated that the proposed site of the Martway Mixed-Use Apartments currently has three small office buildings on it with approximately 34,000 sq. ft. total on a 1.8 acre lot. These buildings are from the 1960's. The site was platted into three lots and Christian Arnold recently purchased the property. Mr. Arnold is proposing a 4-story building containing apartments and retail space. The lowest level will be parking with a small amount of retail/office and three stories of apartments above. This property is in the Downtown District and the building would be a concrete podium with parking on the ground floor since it would be in the floodplain. The upper floors would contain 117 apartments (approximately 116,000 sq. ft.). Two public hearings have been held on this project and the Planning Commission recently recommended approval with a variety of conditions. She noted that this is a preliminary site plan and that there will be additional engineering review and additional comments from staff as they move closer to a final plan. This proposed site plan was recommended for approval by the Planning Commission with conditions 1-10 as presented and additional staff conditions.

Mr. Arnold presented a powerpoint presentation of his proposed project, which included:

- Changing neighborhoods that reflect growth in households and housing preferences from 2010-2040. Only 10% of people live in neighborhoods where they are able to walk to work or shops. Infill development will help meet this need, and increased density will help support businesses.
- Critical mass - enough residents and visitors are needed to support retail and services. This project brings increased density, although less than the Mission Trails apartment project.
- A recent poll by the Shawnee Mission Post showed that there was "great support" for this project, even when it was proposed at a greater height. Since that time, one full floor has been eliminated. He stated that he has been working with staff since June 2016 on this project.
- The project would be on a unique site and the current code allows for deviations. This project would be close to Andersen Park and the outdoor pool, Rock Creek

MINUTES OF THE MISSION CITY COUNCIL MEETING, FEBRUARY 21, 2018

Trail, and the Community Center. Due to the location near residential to the south, he is proposing a “Class A” building.

- The site is in the floodplain and there is currently a TIF in place. The building would be raised elevation to stay out of the floodplain and allow fire department access. He stated that the southwest corner of the building would be 76 ft. from the property line of the nearest residential property. This is more than is required and he feels this is a good buffer. He expressed his desire to work with residents in the area.
- There is a grade change at this location and with the 25-30 ft. change in elevation, he feels this minimizes the height impact of the building.
- Specific information on the project was presented: First floor office space with 166 parking spaces provided (161 required) and upper floors residential, one and two bedroom apartments.
- The elevations of the project were described with an overall height of 54-56 ft. He stated that the recently approved Mission Trails apartment project is higher than this. He also presented information on composite views looking various directions, and the complimentary scale of this proposed project with that of Mission Square and Mission Trails. He stated that the scale from 61st street would only be slightly taller than the homes along that street.
- Information on other projects by Clockwork Development were also presented and he noted that this project would be similar in nature and quality. He again stressed that this project will have a “Class A building and residents.”

Mayor Appletoft opened the floor to public comments.

Aaron Wingert, Mission resident (61st Street), stated that he has lived in his home for 28 years and that it was his grandparents home so he has a great connection to the neighborhood. He supports the right to develop apartments, but is not excited and can not support this project as as proposed. His concerns include the effect apartments in general will have on residential property values in the area (discussed specific data indicating it could be lowered by up to 13.8% - nationwide average), Mission’s rental percentage which he does not want to see increase, and the proposed variances/deviations, particularly height and setbacks. He feels this building would tower over the park, is a departure from City ordinances, uses the park and Rock Creek for a setback, and should allow for the access of emergency vehicles by conventional means. He also expressed his concerns with the elimination of trees (“insult to injury”) and the density variance allowing for additional apartments, including “micro apartments,” that he feels will deteriorate in 10-15 years. The developer chose to purchase this property and he does not feel it is government’s role to take a sympathetic

MINUTES OF THE MISSION CITY COUNCIL MEETING, FEBRUARY 21, 2018

position to his inability to build within the current code. He feels this is granting a privilege for profitability. He is concerned with what could be built on the current Barn Players site if this project moves forward. He asked that Council remand this proposed preliminary site plan back to the Planning Commission.

Mary Ann Martens, Mission resident (61st Street), stated that she has lived in the neighborhood since 1993. Growth and sustainability are very important, but she is concerned with the number of rental units in the City. She discussed the current number of rental units and those that will be added with the Gateway and Mission Trails projects. She feels this will result in a ratio of 60/40 percent of rental v. owned. She questioned how much density is too much, and asked if business owners are asking for additional apartments for their employees. Ms. Martens expressed her concerns with the deviation regarding setbacks, and feels more consideration should be given to current residents. This proposed apartment building would be built next to Mission's "most used park" with no screening. Rock creek is a "drainage ditch" that quickly fills in a rain event and this project should meet the requirements for greenspace due to increased chances of flooding. She wants the project to adhere to current codes regarding density, height, greenspace, and parking for residents and guests.

Sarah Flogel, Mission resident (61st Street), stated that she is new to Mission and lives east of Woodson, but will also be affected by this development. She feels this area is a "sweet spot" in Johnson County, a "millenials dream," and stated that they love their quiet street, visits to the park and pool. She feels this proposed project is a grandiose plan for a small lot that will change the city-scape. She also expressed her concerns for increased traffic in the area. She encouraged responsible development and feels this project will devastate a highly desirable area.

Jennifer Coleman-Richardson, Mission resident (61st Street), stated that her back yard backs up to the proposed project. She discussed her family's decision to move to their current home and noted that if apartments would have already been built there, they would not have considered the house. She stated that apartments are "great," but these will "hulk over her backyard." She also expressed her concern with a path from the park to the apartments stating that she does not want the playground to become the apartment playground. She feels this project will adversely affect property values and that many people in the area want it to stay the same as it is currently.

Dan Aldrich, Mission resident (61st Street), thanked all for coming to express their opinions this evening. He stated that Council has been provided a copy of their petition in opposition to this development, which includes signatures from 100% of households

MINUTES OF THE MISSION CITY COUNCIL MEETING, FEBRUARY 21, 2018

on 61st Street, Lamar to Outlook. He discussed the relationship between residents and Council and feels approval of this project would damage the relationship between residents and Council and Planning Commission. He discussed the code and the “business mentality” in residential areas. Setbacks are in place for a reason and he feels there are opportunities for this project to work in a different way or at another location. He would like for Council to consider looking at options to make this site greenspace. He expressed his concerns with protecting the park, potential overflow parking, setbacks, and the height of the building. He feels the increased noise, light pollution, and density of the project next to a park and homes is not a good use. He asked Council to not set a precedent by approving this project.

Vicky Aldrich, Mission resident (61st Street), stated that they have lived in their home for 27 years and she wanted to clarify previous comments regarding the survey. She stated that only the facts were presented when asking for signatures on the petition, that they could have obtained more signature but chose not to, and that 100% of the households between Woodson and Lamar signed the petition. She supports the City “staying within our codes.”

Mary Horvatin, Leawood resident and Mission business owner, stated that she owns Yoga Fix on Johnson Drive and has previously lived in a home with a similar situation. At that location, an AMC theater and Target were built, which she stated was a “nightmare” and there was a great deal of light pollution. She feels the project should be scaled back. Businesses want more business and she described Mission as unique with a small geography and great community feel. She would hate to see this lost. She also expressed her concerns with “micro apartments.” She stated that she is impartial, and asked that Council not reject the project outright but, rather, work with the developer.

Brad Gregory, Mission resident (61st Street), stated that he lives across the street from the pool and that others “have said it all.” He does not feel people are opposed to development, but wants it done according to our codes. Our codes are in place to protect residents from this type of development and he is “outraged” with the Planning Commission as he does not feel these are just “deviations,” but are adding two times the number of people as allowed by code. We should respect the developers of the city and our history, and he expressed his fears about the height precedent being set. He stated that the developer knew what he was buying when he bought the site.

William Wilson, Mission resident (61st Street), stated that he has recently completed some renovations to his property, and is now concerned that if this project is approved

MINUTES OF THE MISSION CITY COUNCIL MEETING, FEBRUARY 21, 2018

he will be looking at a parking lot and trash containers. He feels the building is too tall and is concerned with the potential for trash in the creek, light pollution, and increased traffic. He feels the property owner knew what he was buying and the residents should not have to “pay for that in the long run.”

Kevin Fullerton, Mission resident and business owner, appeared on behalf of the Mission Business Partnership that is in favor of this development. He stated that the City needs to grow, and because we can't grow out, we need to grow up and increase density. He discussed millennials desire for apartments and the benefits to helping build a vibrant downtown. They feel this project is good for Mission as a whole, and will help to add to the business community and add taxpayers to the City. With regard to the requested deviations, Mr. Fullerton stated that this is a planned district and it is meant to have deviations. These areas need flexibility and this project will bring additional value to a site in the floodplain. If the developer is willing to develop, then we should be supportive. If we want this project moved, then he questioned where that would be. He stated that he hopes Council will consider approving this project.

There being no further comments, Mayor Appletoft closed the public comments for this item.

Moved by Davis, seconded by Rothrock to remand Case #17-08 to the Planning Commission for the reconsideration of the height, density, and setback deviations within the Code. Councilmember Davis asked for clarification on the greenspace along Rock Creek between Beverly and Woodson that is included in the Comprehensive Plan. Ms. Sitzman stated that there were a variety of studies done leading to the Comprehensive Plan. One potential solution was leaving the creek in its natural state and adding greenspace to allow for flooding. This study was used when developing the Comprehensive Plan for this medium density area. It was not parcel specific and some parcels were considered for medium density use, not greenspace. Over the years, Council looked at other engineering studies, including not daylighting the creek. She stated that the Comprehensive Plan is somewhat out of date, which is not uncommon. Councilmember Davis also asked for clarification on the area of the tracts included in calculations for density. Ms. Sitzman stated that she believes an error was made in the land area included, but these calculations were recalculated with the additional small area included and there is very little different in the results. This new calculation does not change what the Planning Commission considered.

Councilmember Flora asked for additional information on additional open spaces and where these would be. Ms. Sitzman stated that there would be buffer strips, but not

MINUTES OF THE MISSION CITY COUNCIL MEETING, FEBRUARY 21, 2018

useable greenspace. She noted that the code states where “reasonably possible” and that in a planned district you look at where these could be in the plan if appropriate space allows.

Councilmember Davis asked Mr. Arnold for clarification of the Planning Commission minutes describing the elevation of the project. Mr. Arnold described the clearance required for fire access, and noted that he worked with Fire Marshal Todd Kerkhoff of Consolidated Fire District #2. Discussion continued on whether the increased elevation of the parking structure was required for fire truck access or to accommodate the 9 ft. office building ceiling and the required duct work/electrical for the building. Mr Arnold stated that the increase began with the floodplain issues, but grew as the project developed. Councilmember Davis also discussed the rear access to the Mission Trails project, and whether a turn-around area for this project would eliminate the need for setback. He stated that Mr. Arnold’s height argument seems to be contingent on fire access requirements, but if there was a setback, there would be room for a fire lane behind the building. Mayor Appletoft stated that fire codes are not driving the design of this building.

Councilmember Davis asked Mr. Arnold if following the public comments at this meeting whether he would prefer to withdraw his application or have this remanded back to the Planning Commission.

Mr. Arnold provided the following clarifications to previous comments and questions:

- He feels there is opposition to apartments in general and discussed the stigma with rental. He noted that many residents are renters by choice, including millennials and seniors. Many residents want to stay in their community, but without yardwork.
- Homes are not always the best investment, which results in more renters by choice.
- This project will be a “class A project” with higher rental rates.
- If he were to reduce the density of the project, there would not be parking on the first level, and the project would have lower rents.
- The cost of the podium is \$2.8 million and the unit cost has increased from \$16,000 to \$21,000 to cover the cost of this.
- An alternate to the current project would be a “walk-up” apartment complex that would not be suitable for many seniors as it would not include elevators.

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- This project does not include “micro apartments,” which are usually considered to be around 300 sq. ft. (allowed in Mission). The proposed project does have studio apartments at approximately 500 sq. ft.
- The setbacks on the project are exceeded on one side of the project by three times (76 ft.) which is closest to a home. He stated that he thought this was a good plan to work with the neighbors. By extending the setback on the side closest to the home he pushed the other side closer to the creek. He stated that he could move the building 50 ft. closer to the residential lot.
- This project adds 20 trees in back, and there are two large ones in front.
- This project will not work if it is two stories of apartments on top of parking. He wanted to elevate the quality of the structure by using steel rather than wood frame construction. He stated that he could come back with a three story, ground level project with lower density and no elevator, but that is not what he wants to do.

Councilmember Quinn thanked all who attended the meeting and noted the “spirit of the community.” He discussed the original planners of the City and stated that if great variances are needed, the code should first be changed. He applauded Mr. Fullerton’s remarks on behalf of the businesses, and understands the desire for growth and density, but feels this project at this location requires too many variances and should be sent back to the Planning Commission.

Councilmember Flora stated that she supports sending this project back to the Planning Commission. She does not necessarily think the deviations need to be removed, but she would like to have the Planning Commission “take another look” and would like greater evidence presented.

Councilmember Kring asked if pervious v. impervious parking lot surface has been considered for the project. Mr. Arnold stated that it has not as pervious surface makes the most sense on exposed lots. Most of the rain water will fall on the roof of this project. Councilmember Kring also stated that she supports the residents and their opinions, and questioned the possibility of this project being built at another location in the city.

Mr. Arnold stated that Mission is a great community and he felt that his substantial investment would be well received. He understands the residents concerns with the height of the building and appreciates their suggestion of the project being built elsewhere and this site becoming greenspace, but someone would need to purchase this property from him. He has been working on this project for the past 18 months.

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Councilmember Schlossmacher referenced the motion on the table and stated that he is not as concerned with density. He does have concerns with the height of the building and the setbacks.

Moved by Schlossmacher, seconded by Flora to amend the original motion to remove the density consideration from the remand of the Martway Mixed Use Development Project back to the Planning Commission for reconsideration. Councilmember Davis stated that he believes if the plan is modified (height, etc.) this will also modify the density issue. The question was called on the amendment to the original motion. Voting AYE: Schlossmacher. NAY: Davis, Flora, Inman, Kring, Quinn, Rothrock, Thomas. **Motion failed.**

Councilmember Davis stated that he feels the standard must be more stringent in residential boundary areas. Councilmember Flora again stated that she would just like for the Planning Commission to take a closer look at the proposed project and deviations. Councilmember Thomas thanked those attending this meeting, and stated that she drove the area as suggested by residents at the committee meeting. She does not believe enough evidence has been provided that this project will not adversely affect residential properties in the neighborhood.

The question was called on the original motion. Voting AYE: Davis, Flora, Inman, Kring, Quinn, Rothrock, Thomas. NAY: Schlossmacher. **Motion carried.**

Special Use Permit, 5655 Broadmoor Street

Ms. Sitzman provided background information on the proposed special use permit for off-site surface parking at 5655 Broadmoor. The property was purchased in 2015 by Mission Towers for additional off-site parking. Due to zoning of the property, a special use permit is required for this use. A site plan has been submitted which includes sidewalk improvements and a new crosswalk, street trees and landscaping, and bollard lighting. They will also remove any nuisances currently on site, such as the basketball hoop. The privacy fence on the east side of the lot will remain. The Planning Commission recommends approval of the special use permit with the following conditions:

1. Limit the use of the property to the parking of vehicles to support the daily employee parking needs of 5700 Broadmoor Street.
2. Require that the on-site and off-site improvements as detailed in the submitted site plans be substantially completed no later than November 1, 2018.

MINUTES OF THE MISSION CITY COUNCIL MEETING, FEBRUARY 21, 2018

3. Require the platting of the property for the dedication of right-of-way be completed prior to the issuance of any permits for improvements.
4. The final location of the crosswalk and sidewalk is to be coordinated with City Staff.

Councilmember Quinn asked if there is a term limit for this special use permit. Ms. Sitzman stated that it will run with the use of the property, but there are ways to revoke it if necessary (i.e., November deadline for substantially completing project).

Councilmember Flora requested information on “change of conditions” and how this affects the special use permit. Ms. Sitzman stated that if conditions change and it is no longer an appropriate use, then the permit could be revoked. She provided the example of a donation center which over time was no longer a compatible use so City Council took action to revoke the special use permit.

Moved by Kring, seconded by Quinn to uphold the recommendation of the Planning Commission for approval of the Special Use Permit for 5655 Broadmoor Street with the conditions noted, and adopt an ordinance authorizing certain property within the City of Mission, Kansas to be used for or occupied by a special use. Voting AYE: Davis, Flora, Inman, Kring, Quinn, Rothrock, Schlossmacher, Thomas. **Motion carried.**

FINANCE & ADMINISTRATION COMMITTEE

Magazine / Holiday Adoption Program Coordination

Councilmember Schlossmacher reported that Mission has several programs and projects that distinguish us from other cities not only in Johnson County, but throughout the metro area. These include the Mission Magazine and Holiday Adoption Programs. Suzie Gibbs was instrumental in the formation of both, and during her tenure as a City Councilmember, assumed the primary responsibility for their management, coordination, and promotion. Ms. Gibbs has expressed her willingness to continue to serve in a similar capacity, ensuring the City is able to maintain consistency and continuity for these programs, and to assist in their transition. A job description has been developed for this position, which will be compensated in the amount of \$250 per month to account for time, travel, and other expenses associated with program administration. This position will be considered an independent contractor.

Moved by Schlossmacher, seconded by Davis to approve a contract with Suzie Gibbs to manage, document, and prepare to transition the coordination of the Mission

MINUTES OF THE MISSION CITY COUNCIL MEETING, FEBRUARY 21, 2018

Magazine and the Holiday Adoption Programs. Councilmember Kring asked if there is a term on this contract with Ms. Gibbs. Mayor Appletoft stated that there is the ability for either party to terminate the contract with a 30-day notice. He also stated that there will be the expectation for an annual report on the programs and if the person in the position does not live up to expectations, the contract could be reconsidered at that time. Councilmember Flora stated that she would like to ensure the transition process is included as an expectation for this position as it is not specifically listed in the job description. Mayor Appletoft stated that it is not included in the job description as this will be used going forward for anyone with this position, but noted that the need to assist with transitioning the programs has been included in the Action Item for this item as well as the motion. Voting AYE: Davis, Flora, Inman, Kring, Quinn, Rothrock, Schlossmacher, Thomas. **Motion carried.**

COMMUNITY DEVELOPMENT COMMITTEE

2018 Farmers Market Schedule

Councilmember Inman reported that last November, Council held a work session to review the market's performance for the 2017 season. Vendor and customer attendance in 2017 was similar to previous years, but lower than expectations established at the beginning of 2017. Growth of the market has been slower than anticipated due to a variety of reasons, including the availability of home delivery and local produce in grocery stores, competition with other Saturday markets and other weekend obligations, the availability of home delivery and CSA's, and a relatively lower number of vendors compared to other markets. Discussion at the November work session included the possibility of moving the market to Thursday evenings. This was again discussed at the January and February committee meetings, and the committee also expressed a desire to include more food trucks and possibly a beer garden at a Thursday evening market, 4:30-8:00 p.m. from June through September. Following formal approval of the new market schedule for 2018, staff will move ahead with recruitment of vendors and publicize the new market schedule.

Moved by Inman, seconded by Kring to approve the schedule for the 2018 Mission Farm and Flower Market for Thursdays, June through September, from 4:30 - 8:00 p.m. Councilmember Thomas stated that she wants the market to succeed, but expressed her concerns with the lack of secured vendors. She enjoys the Saturday market and hopes that there may be some impromptu events at the market site on Saturdays in the future. Councilmember Schlossmacher stated that he also enjoys the Saturday market, but understands the concerns with continuing on this day. He does not want the market

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to fold and feels moving the market to Thursdays is “worth a shot.” Adjustments to the schedule can be made next year if necessary. Councilmember Davis stated that he too will miss the Saturday market, but noted that some residents he has spoken with are very excited about Thursday, and noted that a local artist has already approached staff about participating. Voting AYE: Davis, Flora, Inman, Kring, Quinn, Rothrock, Schlossmacher, Thomas. **Motion carried.**

NEW BUSINESS

Selection of Council Vice President

Mayor Appletoft stated that with recent changes to the Governing Body, there are several positions that need to be filled. These include Council Vice President, and committee vice chair positions.

Councilmember Davis nominated Councilmember Quinn to serve as Council Vice President. Councilmember Quinn currently serves as Council President so the motion was withdrawn.

Councilmember Kring nominated Councilmember Inman to serve as Council Vice President with a term expiring April 2019. Councilmember Thomas seconded the nomination.

Councilmember Quinn nominated Councilmember Kring to serve as Council Vice President with a term expiring April 2019. Councilmember Rothrock seconded the nomination. Councilmember Kring declined the nomination. **Councilmember Quinn withdrew his motion with the consent of Councilmember Rothrock.**

The question was called on the nomination of Councilmember Inman to serve as Council Vice President with a term expiring April 2019. Voting AYE: Davis, Flora, Inman, Kring, Quinn, Rothrock, Schlossmacher, Thomas. **Motion carried.**

Selection of Finance & Administration Committee Vice Chairperson

Councilmember Schlossmacher nominated Councilmember Davis for the position of Finance & Administration Committee Vice Chairperson with a term expiring May 2018. Councilmember Quinn seconded the nomination. Voting AYE: Davis, Flora, Inman, Kring, Quinn, Rothrock, Schlossmacher, Thomas. **Motion carried.**

Selection of Community Development Committee Vice Chairperson

Councilmember Inman nominated Councilmember Flora for the position of Community Development Committee Vice Chairperson with a term expiring May 2018. Councilmember Schlossmacher seconded the nomination. Voting AYE: Davis, Flora, Inman, Kring, Quinn, Rothrock, Schlossmacher, Thomas. **Motion carried.**

COMMENTS FROM THE CITY COUNCIL

Councilmember Quinn announced that there will be a Ward I meeting on March 1 at 7:00 p.m. at the Community Center. All were invited to attend.

Councilmember Thomas thanked Mr. Belger and the Public Works staff for their efforts in clearing roads after the recent snow/ice events.

MAYOR'S REPORT

Appointments

City Treasurer

Mayor Appletoft stated that Don Chamblin recently retired after serving as Treasurer for many years. He put before Council the appointment of Debbie Long as City Treasurer.

Moved by Davis, seconded by Kring to uphold the appointment of Debbie Long as City Treasurer. Voting AYE: Davis, Flora, Inman, Kring, Quinn, Rothrock, Schlossmacher, Thomas. **Motion carried.**

Planning Commission

Mayor Appletoft put before Council the appointment of Pete Christiansen, Ward IV, to the Planning Commission with a term on December 31, 2019.

Moved by Davis, seconded by Thomas to uphold the appointment of Pete Christiansen to the Planning Commission with a term expiring December 31, 2019. Voting AYE: Davis, Flora, Inman, Kring, Quinn, Rothrock, Schlossmacher, Thomas. **Motion carried.**

Parks, Recreation & Tree Commission

Mayor Appletoft put before Council the appointment of Amy Burkes, Ward IV to the Parks, Recreation & Tree Commission with a term expiring December 31, 2019.

Moved by Davis, seconded by Rothrock to uphold the appointment of Amy Burkes to the Parks, Recreation & Tree Commission with a term expiring December 31, 2019. Voting AYE: Davis, Flora, Inman, Kring, Quinn, Rothrock, Schlossmacher, Thomas. **Motion carried.**

CITY ADMINISTRATOR'S REPORT

Ms. Smith stated that there are no meetings scheduled for next Wednesday evening, and encourage all those wanting to attend the upcoming KOMA/KORA training session presented by the District Attorney's Office to RSVP to Ms. Sumrall.

EXECUTIVE SESSION

Moved by Quinn, seconded by Kring to adjourn to executive session to discuss current litigation pursuant to the exception for consultation with an attorney on matters deemed privileged, K.S.A. 75-4319(b)(2). Also attending will be City Administrator Laura Smith and City Attorney David Martin. The open meeting will resume in Council Chambers at 9:15 p.m. (15 minutes). Voting AYE: Davis, Flora, Inman, Kring, Quinn, Rothrock, Schlossmacher, Thomas. **Motion carried.**

Council adjourned to executive session at 9:02 p.m.

Council reconvened in Council Chambers at 9:17 p.m.

ADJOURNMENT

Moved by Quinn, seconded by Kring to adjourn the meeting at 9:18 p.m. All present voted AYE. **Motion carried.**

Respectfully submitted by Martha Sumrall, City Clerk.

Ronald E. Appletoft, Mayor

MINUTES OF THE MISSION CITY COUNCIL MEETING, FEBRUARY 21, 2018

Martha M. Sumrall, City Clerk

City of Mission	Item Number:	3.
ACTION ITEM SUMMARY	Date:	April 4, 2018
Community Development	From:	Danielle Sitzman

Action items require a vote to recommend the item to full City Council for further action.

RE: Stormwater BMP Cost Share Program - Interlocal Agreement

RECOMMENDATION: Approve the Interlocal Agreement to participate in Johnson County's Stormwater Best Management Practices (BMP) Cost Share program in 2018.

DETAILS: The County's Stormwater BMP Cost Share Program allows Mission residents and businesses to receive County financial assistance - up to 50% of cost - to implement stormwater Best Management Practices (BMPs) on their property. The County will contribute up to \$5,000 towards use of the program in Mission.

Unmanaged stormwater adversely affects City streams and creeks by causing water pollution, stream bank erosion, and downstream flooding. BMP projects are designed to capture, filter, or slow down the flow of rainwater on a property.

Examples of Stormwater Best Management Practices (BMP)

- Rain barrels
- Rain gardens and bioswales
- Native tree plantings
- Stream buffers
- Native vegetation filter strips

Mission property owners must apply and be pre-approved for the program on a first-come, first-served basis. Applicants initially pay project costs out-of-pocket, and the City then reimburses 50% of costs incurred following an inspection. Project spending caps range from \$75-\$1,000 depending on the project submitted. There is no limit on how much an individual property can receive. The County then reimburses the City for funds awarded. The funded improvement must be maintained for a minimum period of three years as a condition of the grant.

The attached Interlocal Agreement serves as the City's agreement to participate in the program in 2018. This represents the fourth year Mission has participated in the Cost Share program. If approved by the Council, Neighborhood Services will immediately begin to advertise the opportunity to Mission property owners.

Last year three residents took advantage of the program. Two homeowners installed a rain barrel, the other installed a native rain garden.

CFAA CONSIDERATIONS/IMPACTS: Addressing stormwater on-site lessens the impact to city-wide systems which require greater capital investment and maintenance to operate, thus reducing the financial burden on residents in their tax contributions.

Related Statute/City Ordinance:	N/A
Line Item Code/Description:	N/A
Available Budget:	\$0 - 100% of cost reimbursed by Johnson County.

Agreement

For Stormwater BMP Cost-Share Program

THIS AGREEMENT is entered into by and between the Board of County Commissioners of Johnson County Kansas by Public Works Department (hereinafter “the County”) and the city of Mission, Kansas, acting through the Mission Neighborhood Services Department (hereinafter “the City”) (hereinafter collectively “the Parties”) as of the ___ day of _____, 2018.

Recitals

A. The City and the County cooperate, in general, and have entered into numerous beneficial arrangements in the past for the control of stormwater runoff to reduce the amount of pollutants in local streams, prevent stream bank erosion, and reduce flooding caused by stormwater.

B. The Stormwater Management Advisory Council determined that it is in the best interests of the residents of Johnson County for the County’s Stormwater Management Program to participate in a cost-share program with the City that promotes the use of rain barrels, rain gardens, and native plantings on residential property to reduce stormwater runoff as well as increase public awareness of stormwater-related issues, all as required by federal NPDES stormwater rules and regulations.

C. The City has developed BMP cost-share program (“Program”) which allows its residents to seek and receive reimbursement for a portion of costs related to the installation of certain BMPs.

D. The County, with the concurrence of the Stormwater Management Advisory Council, hereby agrees to provide \$5,000.00 to the City for its Program upon the following terms and conditions:

Agreement

1. **Purpose of Agreement.** The Parties enter into this Agreement for the purpose of providing City residents the opportunity to receive partial reimbursement for implementing certain stormwater best management practices. The Parties acknowledge that residents shall be allowed to apply for funding in accordance with the Program requirements set forth in the attached Exhibit A.
2. **County Contribution.** The County agrees to contribute up to \$5,000 towards the Program. Not more than once each calendar quarter, the City shall submit to the County a statement satisfactory in form and content to the Manager of the Stormwater Management Program detailing the expenditure of funds during the preceding calendar quarter.
3. **Administration of Program.** It is acknowledged and agreed that the City shall enter into all contracts relating to the Program in its own name and not as an agent of the County. The City agrees to be solely responsible for the administration of all other contracts for the Program. Any contract disputes shall be resolved by the City at the City’s sole cost and expense.

4. **Reporting Requirements.** The City agrees to provide a final report to the County summarizing the projects completed under the Program.
5. **Duration and Expiration of Agreement.** This Agreement shall be effective as of March 1, 2018, and shall expire on January 31, 2019. The Parties acknowledge and agree that any prior agreements on the same subject matter have expired and neither party has any unfilled obligations under that agreement.

IN WITNESS WHEREOF, the above and foregoing Agreement has been executed in duplicate by each of the Parties hereto.

City of Mission

Johnson County Public Works Department

Ronald E. Appletoft
Mayor

Brian Pietig
Director of Public Works

Approved as to form:

Approved as to form:

David K. Martin, City Attorney

Robert A. Ford, Asst. County Counselor

EXHIBIT A

2018 Stormwater Best Management Practices Program Requirements

The City encourages individual homeowners and businesses to incorporate Stormwater Best Management Practices (BMPs) on their property to aid in the improvement of local and regional water quality. The program will reimburse applicants, up to 50% of eligible expenses, not to exceed a project reimbursement cap for the proper installation of the following best management practices:

Project Type	Project Reimbursement Cap
● Rain barrel	\$75.00 per barrel, up to two
● Native tree planting	\$150.00 per tree, up to two
● Rain garden	\$1,000
● Native planting stream buffer/swale	\$1,000

Program Applicant Conditions

1. The applicant shall be responsible for all project costs. The City of Mission will provide reimbursement after the costs have been incurred. After submitting all final costs and receipts, the City of Mission will reimburse the applicant.
2. All projects or installations must be completed by October 31, 2018.
3. Additional program requirements apply for native tree plantings. Check specifically with Neighborhood Services to confirm that your plantings qualify.
4. The City of Mission will require access to your property for evaluation of the application prior to the start of construction, during construction, and after construction is complete for final inspection of the project.
5. Implementation of an approved project is the sole responsibility of the property owner. The City of Mission is not liable for personal injury or property damage resulting from said work.
6. Projects approved for funding carry no implied warranty by the City of Mission.
7. The funded practice shall be maintained for a minimum period of three years. All maintenance costs are the responsibility of the property owner.
8. The applicant is responsible for obtaining all applicable permits. This includes notifying Kansas One-Call before digging.

Instructions

1. Complete the application. Include all of the following:
 - Summary or description of the project
 - Photos of project location
 - Cost summary and/or contractor's estimate for the project
 - Contractor's Certificate of Insurance (If applying for rain garden, buffer, or swale project)
 - Anticipated project schedule and expected completion date
2. Make sure the application is signed by the property owner.
3. Submit the completed application and all required documents to Neighborhood Services.
4. After application approval, contact Neighborhood Services prior to starting the project for an initial site visit.
5. Call Neighborhood Services for a final inspection after the project is completed.
6. Submit final receipts to Neighborhood Services for approval and payment.

Contact Information

City of Mission - Neighborhood Services
6090 Woodson St., Mission, KS 66202
913-676-8360 ~ www.missionks.org

CITY OF MISSION KANSAS

2018 Stormwater Best Management Practices Application

Applicant information

Applicant/Property owner name:

Street address:

City: _____ State: _____ Zip code: _____

Owner phone number: _____

Owner email address: _____

Project proposed

- Single Rain Barrel (1)
- Multiple Rain Barrels (Up to 2)
- Rain Garden
- Native Planting Stream Buffer/Swale
- Single Native Tree
- Multiple Native Trees (Up to 2)

Projects are subject to applicable laws and provisions including but not limited to the City of Mission Municipal Code.

Application attachments

Please attach the following:

1. Summary or description of the project
2. Photos of project location
3. Cost summary and/or contractor's estimate for the project
4. Contractor's Certificate of Insurance (If applying for rain garden, buffer, or swale project)
5. Anticipated project schedule and expected completion date
6. Site plan showing the project location and area being treated with BMP's and plant list

CITY OF MISSION

KANSAS

Total project cost estimate before reimbursement:

Amount requested:

(Up to 50% of total estimated project cost, not to exceed \$1,000 for rain garden/stream buffer/swale, \$75.00 for rain barrels, up to two, and \$150 for native trees, up to two.)

Signature

The City of Mission requires access to your property for evaluation of this application and inspection of the completed project.

- Yes, the City of Mission may have access to my property
- I understand that failure to maintain the BMP for at least 3-years will require repayment of the matching funds.

By signing this application, the applicant agrees that all information provided in this application and the accompanying documents is accurate and agrees to the conditions of this program, including maintenance of the facility for a period of three (3) years.

All projects or installations must be completed before October 31st.

Applicant/Property Owner Signature

Date

--	--

City of Mission Use Only

Amount requested: _____ Pre-construction inspection date: _____

Amount approved: _____ Post-construction inspection date: _____

Reimbursement mailed: _____ Post-construction photos: _____

Staff Signature: _____ Date: _____

City of Mission	Item Number:	4.
ACTION ITEM SUMMARY	Date:	March 23, 2018
Parks & Recreation	From:	Christy Humerickhouse

Action items require a vote to recommend the item to full City Council for further action.

RE: Interlocal Agreements between NE Johnson County cities for use of swimming pool facilities (Super Pool Pass Program)

RECOMMENDATION: Authorize the Mayor to sign the interlocal agreement allowing Mission to participate in the Super Pool Pass Program for 2018, including the Swim Meet Letter of Understanding.

DETAILS: For the last nine years, Mission has participated in the Super Pool Pass Program. This program offers residents and qualified non-residents (those purchasing a membership in the year immediately preceding) of participating cities who purchase a family or individual season pass to their “home” city’s pool facility the option of purchasing a “super” pass that provides access to all other participating facilities.

The program is intended to increase usage at local outdoor aquatic facilities by allowing patrons access to multiple venues and amenities. The cities of Fairway, Leawood, Merriam, Mission, Prairie Village, Roeland Park and the Johnson County Park and Recreation District participate in the program.

The cost of a Super Pool Pass for residents is \$60 per family (up to five members) plus a charge of \$5 for each additional family member, or \$25 for an individual membership. For qualified non-residents, the cost of the Super Pool Pass is \$65 per family (up to five members) plus a charge of \$5 for each additional family member, or \$30 for an individual membership. The Super Pool Pass fee is collected by each city in the same manner as standard seasonal pool passes. Passes are designated with a high quality, not easily reproducible sticker, which is added to the regular seasonal pass card.

Each city retains one-half of the Super Pool Pass revenue, and holds the other half in suspense until the end of the season. The shared revenue is then totaled, and the cost of the stickers is deducted off the top. The remaining pooled revenue is then distributed proportionally to each city based on the Super Pool Pass usage count at each city’s pool facility divided by the total number of Super Pool Pass visits to all participating members.

A summary of the revenue generated for Mission in previous years from the Super Pool Pass program is included below:

Related Statute/City Ordinance:	NA
Line Item Code/Description:	NA
Available Budget:	NA

City of Mission	Item Number:	4.
ACTION ITEM SUMMARY	Date:	March 23, 2018
Parks & Recreation	From:	Christy Humerickhouse

Action items require a vote to recommend the item to full City Council for further action.

Year	Passes sold in Mission	Super Pool Pass visits to Mission from other cities	\$ Generated for Mission
2009	161	678	\$2,418.21
2010	166	704	\$2,953.32
2011	138	818	\$3,389.84
2012	187	1,000	\$3,966.48
2013	148	573	\$3,902.77
2014	157	2,333	\$6,035.83
2015	111	2,676	\$4,900.80
2016	155	4,371	\$7,221.12
2017	121	4,329	\$8,360.58
		Total Revenue	\$43,148.95

In order to implement the program, each city executes the interlocal agreement and a Swim Meet Letter of Understanding. The letter of understanding allows the residents of the Super Pool Pass city hosting a swim meet free admission to any of the other facilities on the day the swim meet is being held. The documents have been reviewed and approved by the City's legal counsel.

CFAA CONSIDERATIONS/IMPACTS: This activity supports section 4-A of the Communities for All Ages Checklist, which establishes as a goal that "the city and its partners understand the demographic makeup of residents, engages with the community and then designs programming, including recreational opportunities, that respects the needs and interests of diverse populations." The Super Pool Pass provides an affordable recreational program that benefits users of all ages, especially families with children.

Related Statute/City Ordinance:	NA
Line Item Code/Description:	NA
Available Budget:	NA

AGREEMENT BY AND AMONG THE CITY OF FAIRWAY, KANSAS, THE CITY OF LEAWOOD, KANSAS, THE CITY OF MERRIAM, KANSAS, THE CITY OF MISSION, KANSAS, THE CITY OF PRAIRIE VILLAGE, KANSAS, THE CITY OF ROELAND PARK, KANSAS, AND JOHNSON COUNTY PARK AND RECREATION DISTRICT FOR USE OF SWIMMING POOL FACILITIES

This Agreement made and entered into as of the effective date specified herein by and among the City of Fairway, Kansas (“Fairway”), the City of Leawood, Kansas (“Leawood”), the City of Merriam, Kansas (“Merriam”), the City of Mission, Kansas (“Mission”), the City of Prairie Village, Kansas (“Prairie Village”), the City of Roeland Park, Kansas (“Roeland Park”), and Johnson County Park and Recreation District (“JCPRD”) as operator of the Roeland Park swimming pool facility.

RECITALS

A. The cities of Fairway, Leawood, Merriam, Mission, Prairie Village and Roeland Park (each a “City” and collectively the “Cities”) and JCPRD as operator of the swimming pool facility for Roeland Park, operate the public outdoor swimming pool facilities (“Pool Facilities”) described on the attached Exhibit A.

B. The Cities desire to enter into this Agreement to allow the residents of each City the option to use all of the Pool Facilities during the 2018 swim season with the purchase of a special pass.

C. K.S.A. § 12-2908 authorizes the cities to enter into this agreement.

D. K.S.A. § 19-2862 authorizes JCPRD to enter into this agreement.

NOW, THEREFORE, pursuant to, and in accordance with, the statutory authority invested in the parties to this Agreement, and in consideration of the mutual advantage received by each party, the parties hereto enter into this Agreement upon, and subject to, the following terms and conditions:

I. PURPOSE AND INTENT.

The purpose of this agreement is establish cooperation among the Cities, and JCPRD as operator of the Roeland Park pool facility, by making all of the Pool Facilities available for use by the qualified patrons of all the Cities with the purchase of a special pass during the 2018 swim season, which commences approximately May 26, 2018 and ends approximately September 3, 2018.

II. EFFECTIVE DATE AND TERM.

This Agreement shall become effective upon its adoption by each participating jurisdiction and shall remain in full force and effect for a term of one (1) year from the effective date hereof.

III. COOPERATION USE OF POOL FACILITIES.

As part of its program for use of its Pool Facilities during the 2018 swim season, each City shall establish and authorize a category of pool pass entitled "Super Pool Pass" with the following features:

a. The Super Pool Pass will be offered by each City as an additional option to Qualified Patrons, defined below, who are purchasing a family or individual season pass to that City's Pool Facilities. As to each City, the term "Qualified Patron" means (a) residents of the City, and (b) non-residents of the City who have purchased a pool membership in the City for the immediately preceding year.

b. For Qualified Patrons who are residents of a City, the cost of a Super Pool Pass will be \$60 per up to five (5) person family category of seasonal pool pass, with an additional charge of \$5 for each additional family member, and \$25 per individual category of seasonal pool pass. For Qualified Patrons who are non-residents of a City, the cost of a Super Pool Pass will be \$65 per up to five (5) person family category of seasonal pool pass, with an additional charge of \$5 for each additional family member, and \$30 per individual category of seasonal pool pass.

c. The Super Pool Pass fee will be collected by each City in the same manner as standard seasonal pool passes.

d. The Super Pool Pass will be designated with a high quality, not easily reproducible sticker added to the seasonal pass card of qualified patrons. The Cities will agree in advance on the form and cost of the sticker. Cities without seasonal pass cards will need to produce a form of season pass card on which to affix the sticker. The cost of the stickers will be funded by the pooled dollars described below.

e. The Super Pool Pass will authorize the holders access to any of the Pool Facilities described on the attached Exhibit A during the 2018 swim season.

f. Each City will keep track of (i) the sales of Super Pool Passes by category, and (ii) the number of times each day a Super Pool Pass is used to enter any of its Pool Facilities and how

many individuals are admitted for each use of a family Super Pool Pass; and report these counts by email at the end of the season to the Assistant to the City Administrator at Prairie Village. Prairie Village will email the tally to all of the Cities promptly upon receipt of the tallies from all Cities.

g. Each City will retain one-half of the Super Pool Pass revenue, and hold the other half (the “Shared Revenue”) in suspense until the end of the season.

h. The Shared Revenue will be summed to reach a total of pooled revenue, and used initially to pay for the cost of the stickers. The remaining pooled revenue will then be distributed proportionally to each City based on the Super Pool Pass use count at the City’s Pool Facilities divided by the total number of Super Pool Pass use count. The calculation will be used to determine the transfer of funds among Cities based on money collected and due each entity. For example, if at the end of the 2018 swim season Super Pool Passes were used on 500 occasions at all Pool Facilities, and on 100 occasions at the Mission Pool Facilities, then Mission would be credited 1/5th of the pooled revenue. This number will be compared to dollars collected in Mission to determine transfer in or out of funds.

i. Qualified Patrons who are residents may only purchase Super Pool Passes from the City in which they reside.

IV. POOL SAFETY STANDARDS

Each City agrees to operate and maintain its Pool Facility in compliance with safety standards generally applicable to municipal pool facilities in Kansas, including, but not limited to, the following practices:

a. All Pool Facilities must comply with federal regulations contained in the Virginia Graeme-Baker Act.

b. All Pool Facilities must be municipally owned and either (a) operated by municipal staff, (b) operated by a professional pool management company engaged by the city, or (c) operated by JCPRD.

c. All Pool Facilities must meet facility standards in regards to proper placement of guards, number of guards on duty and facility readiness standards as published by the American Red Cross, Ellis and Associates, or Starguard.

d. All lifeguards must receive lifeguard certification from an accredited association.

V. LIABILITY

The purpose of this Agreement is only to set forth the rights and duties of the parties with regard to the cooperative use of Pool Facilities described above. This Agreement does not create any right, benefit, or cause of action for any third party. By executing this Agreement, none of the parties waives, nor shall be deemed hereby to waive, any immunity or defense that would otherwise be available to it against claims arising in the exercise of governmental powers and functions. Each party shall be solely responsible for any loss, damage, injury, or death to a third party (parties) arising out of or related to the acts or omissions of its employees or agents and not those of any other party.

IN WITNESS WHEREOF, the above and foregoing Agreement has been executed by each of the parties hereto on the day and year indicated by each signature.

[signature pages follow]

CITY OF FAIRWAY, KANSAS

By _____
Melanie Hepperly, Mayor

Attest:

City Clerk

Approved as to Form:

City Attorney

CITY OF LEAWOOD, KANSAS

By _____
Peggy Dunn, Mayor

Attest:

City Clerk

Approved as to Form:

City Attorney

CITY OF MERRIAM, KANSAS

By _____
Ken Sissom, Mayor

Attest:

City Clerk

Approved as to Form:

City Attorney

CITY OF MISSION, KANSAS

By _____
Ron Appletoft, Mayor

Attest:

City Clerk

Approved as to Form:

City Attorney

CITY OF PRAIRE VILLAGE, KANSAS

By _____
Laura Wassmer, Mayor

Attest:

City Clerk

Approved as to Form:

City Attorney

CITY OF ROELAND PARK, KANSAS

By _____
Mike Kelly, Mayor

Attest:

City Clerk

Approved as to Form:

City Attorney

JOHNSON COUNTY PARKS AND
RECREATION DISTRICT

By _____
Paul Snider, Board Chair

Attest:

Steven L. Baru, Secretary

Approved as to Form:

Ernie Ballweg, District Legal Counsel

Exhibit A

CITY	OUTDOOR POOL FACILITIES
Fairway	6136 Mission Road Fairway, KS 66205
Leawood	10601 Lee Boulevard Leawood, KS 66206
Merriam	6040 Slater Merriam, KS 66202
Mission	6090 Woodson Road Mission, KS 66202
Prairie Village	7711 Delmar Street Prairie Village, KS 66208
Roeland Park/Parks and Recreation District	4843 Rosewood Drive Roeland Park, KS 66205

Letter of Understanding

This UNDERSTANDING (“Understanding”) is made and entered into this ___ day of _____, by and between the **Johnson County Park & Recreation District** and the **Cities of Fairway, Leawood, Prairie Village, Roeland Park, Mission and Merriam** (individually referred to as “Hosting Agency and collectively as “Hosting Agencies”), for the following arrangement (the "Arrangement"): On days when an agency hosts a swim or dive meet, all other non-hosting agencies will honor host agency memberships.

RECITALS

1. The Hosting Agencies recognize the importance of cooperation for the purposes of providing high quality services to their constituents; and
2. Each of the Hosting Agencies is involved in the Johnson County Swim and Dive League or the MOKAN Swim and Dive League.

CONDITIONS

1. This Arrangement shall only apply to the 2018 swim and dive team season from the beginning of June to the end of July.
2. This Arrangement is only applicable on days when a Hosting Agency must be closed during regular business hours to host a meet.
3. Members of the Hosting Agencies may gain admission, at no cost, to any non-Hosting Agency’s outdoor swimming pool facilities by providing agency issued membership identification.
4. Non-Hosting Agencies will honor host agency memberships during ALL regular business hours on meet days.
5. Any Hosting Agency may “opt out” of this Arrangement by providing written notice to each other Hosting Agency. Hosting Agencies shall meet at the end of the season to evaluate the success of the Arrangement and determine participation for the 2019 season.
6. The purpose of this Agreement is only to set forth the rights and duties of the parties with regard to the cooperative use of Pool Facilities described above. This Agreement does not create any right, benefit, or cause of action for any third party. By executing this Agreement, none of the parties waives, nor shall be deemed hereby to waive, any immunity or defense that would otherwise be available to it against claims arising in the exercise of governmental powers and functions. Each party shall be solely responsible for any loss, damage, injury, or

death to a third party (parties) arising out of or related to the acts or omissions of its employees or agents and not those of any other party.

[signatures]

CITY OF FAIRWAY, KANSAS

By: _____
Melanie Hepperly, Mayor

Attest: _____

CITY OF LEAWOOD, KANSAS

By: _____
Peggy Dunn, Mayor

Attest: _____

CITY OF MERRIAM, KANSAS

By: _____
Ken Sissom, Mayor

Attest: _____

CITY OF MISSION, KANSAS

By: _____
Ron Appletoft , Mayor

Attest: _____

CITY OF PRAIRIE VILLAGE, KANSAS

By: _____
Laura Wassmer, Mayor

Attest: _____

CITY OF ROELAND PARK, KANSAS

By: _____
Mike Kelly, Mayor

Attest: _____

JOHNSON COUNTY PARK AND RECREATION DISTRICT

By: _____
Paul Snider, Board Chair

Attest: _____

City of Mission	Item Number:	5.
ACTION ITEM SUMMARY	Date:	March 26,2018
Public Works Department	From:	John Belger

Action items require a vote to recommend the item to full City Council for further action.

RE: Resolution Approving 2019-2023 CARS Project List

RECOMMENDATION: Approve the Resolution adopting the Five Year City/County Street Improvement Program for the City of Mission for 2019-2023.

DETAILS: Using a combination of state gas tax dollars and County General Fund revenues, the CARS program provides funds to cities to construct and maintain eligible streets. Each year, cities submit a 5-year road improvement plan to the County. The County scores projects and selects those which will receive funding (up to 50% of the project's construction and construction inspection costs). Cities are responsible for design, right-of-way, and utility relocation costs. Mission's CARS-eligible streets include:

- Lamar (Foxridge to 67th)
- 51st (Lamar east to City Limit)
- Foxridge (56th to Lamar)
- Johnson Drive (Metcalf to Roe)
- Roe (Johnson Drive to 63rd)
- Nall (Johnson Drive to 67th)
- Martway (Metcalf to Roeland)
- Roeland Dr (Johnson Drive to SMP)
- Broadmoor (Johnson Drive to Martway)

Similar to the City's CIP, this document primarily serves as a budgeting and forecasting tool. Each City is required to pass a resolution adopting a 5-year plan based on their own unique goals and objectives. These plans are reviewed by CARS staff, who program projects for the next fiscal year.

The projects are presented to the Board of County Commissioners, and ultimately adopted as part of their annual budget process. The final commitment of funds for both the County and participating cities occurs through the approval of specific interlocal agreements for each project. Staff recommends the following CARS projects be included in the 2019-2023 planning cycle:

Related Statute/City Ordinance:	N/A
Line Item Code/Description:	Various
Available Budget:	Included in 2019-2023 CIP and funded with Street Sales Tax revenues and/or the mill levy designated for streets.

City of Mission	Item Number:	5.
ACTION ITEM SUMMARY	Date:	March 26,2018
Public Works Department	From:	John Belger

Action items require a vote to recommend the item to full City Council for further action.

2019	2020	2021	2022	2023
Broadmoor (Johnson Drive to Martway)	Foxridge Phase II (51st to Lamar Ave)	None	None	Johnson Drive (Metcalf to Lamar)

The project details include:

Broadmoor- Johnson Drive to Martway: Full reconstruction, including new curb, storm sewer infrastructure, ADA improvements, pavement, pavement markings, and street signs. Installation of a new traffic signal at Johnson Drive and Broadmoor. Total estimated project cost: \$1,329,855

Foxridge Phase II: Foxridge Drive between 51st Street and Lamar Avenue is a two lane, 32 ft. wide, minor collector serving multi-family, residential, commercial and industrial traffic. Due to the location of the street being at the bottom of a hill, there is a significant amount of water damage to the surface of the pavement, subgrade, and curb and gutter. This section of Foxridge Drive lacks sidewalks, leaving pedestrians to walk in the street. Proposed improvements call for full depth pavement replacement, replacement of curb and gutter, and new stormwater infrastructure. An underdrain system will be installed to better handle runoff. Pedestrian improvements will be made. Total estimated project cost: \$5,575,314

Johnson Drive- Metcalf to Lamar: Full depth street rehabilitation and Johnson Drive stormwater interceptor, new catch basins, storm sewers, curb/gutter, sidewalks, pavement markings, street signs, ADA ramps, street lights, and traffic signals. Total estimated project cost: \$10,815,685

Approval of the attached resolution does not specifically commit to any expenditure of funds and its purpose is to communicate to the County the CARS eligible projects the City is considering over the 2019-2023 planning horizon.

CFAA CONSIDERATIONS/IMPACTS: These projects support a number of the checklist items in the Transportation and Mobility category. They will address ADA compliance and sidewalk connectivity to provide pedestrian modes of transportation. Street lighting will be evaluated to ensure adequate lighting in these areas.

Related Statute/City Ordinance:	N/A
Line Item Code/Description:	Various
Available Budget:	Included in 2019-2023 CIP and funded with Street Sales Tax revenues and/or the mill levy designated for streets.

**CITY OF MISSION
RESOLUTION NO. _____**

A RESOLUTION APPROVING A FIVE-YEAR CITY/COUNTY STREET IMPROVEMENT PROGRAM.

WHEREAS, The City of Mission desires to obtain County funds for certain street improvement projects within the City; and

WHEREAS, in order to have projects considered for the CARS Program by the Johnson County Board of Commissioners, the Governing Body must submit a written five-year road improvement program request; and

WHEREAS, all requests must be accompanied by a resolution which provides that included projects have been reviewed and approved by the Governing Body; and

WHEREAS, the 2019-2023 CARS Program is an important budgeting and planning document for both the City of Mission and Johnson County; and

WHEREAS, submission of the 2019-2023 CARS program does not specifically commit any expenditures on behalf of the City of Mission.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF MISSION, KANSAS:

SECTION 1. That the attached Five-Year City/County Street Improvement Program has been reviewed and approved for submittal to the Johnson County Board of Commissioners as the City's 2019-2023 CARS Program request.

THIS RESOLUTION IS PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF MISSION, THIS 18th DAY OF APRIL 2018.

THIS RESOLUTION IS APPROVED BY THE MAYOR THIS 18th DAY OF APRIL 2018.

Ronald E. Appletoft, Mayor

ATTEST: (Seal)

Martha Sumrall, City Clerk

County Assistance Road System

2019-2023 Five Year Program

Participating City: Mission

Priority	Project Location	Proposed Start/ Finish	Project Description	CARS Route Classification		CARS Program Funding Request	CARS Participation Eligible		Comprehensive Project Budget Total
				Major	Minor		Yes	No	
2019	Broadmoor (Johnson Drive to Martway)	3/18-12/18	Full reconstruction, including new curb, storm sewer infrastructure, ADA improvements, pavement, pavement markings, and street signs. Installation of a new traffic signal at Johnson Drive and Broadmoor.		X	\$570,000	\$1,148,355	\$181,500	\$1,329,855
2020	Foxridge (51st to Lamar)	3/19-12/19	Full reconstruction, including new curb/gutter, catch basin, storm sewer, sidewalks, ADA ramps, pavement markings, and street signs, and installation of a 1,000-1,500 ft. under-drain to catch downhill runoff		X	\$2,000,000	\$4,137,927	\$812,567	\$4,950,494
2021	No Project	N/A	N/A			-	-	-	-
2022	No Project	N/A	N/A			-	-	-	-
2023	Johnson Drive (Metcalf to Lamar)	3/22-12/22	Full depth street rehabilitation and Johnson Drive stormwater interceptor, new catch basins, storm sewers, curb/gutter, sidewalks, pavement markings, street signs, ADA ramps, street lights, and traffic signals	X		\$1,500,000	\$8,677,989	\$2,094,269	\$10,772,258
				TOTALS:		\$4,070,000	\$13,964,271	\$3,088,336	\$17,052,607