

REVISED

CITY OF MISSION, KANSAS
COMMUNITY DEVELOPMENT COMMITTEE

WEDNESDAY, AUGUST 5, 2020

7:30 P.M.

(or immediately following 6:30 p.m. Finance & Administration Committee Meeting)
Meeting Held Virtually via Zoom

In consideration of the COVID-19 social distancing recommendations, this meeting will be held virtually via Zoom (<https://zoom.us/join>). The public may participate with comments by using the “chat” feature, please note all statements are made visible to the group.

Information will be posted, prior to the meeting, on how to join at <https://www.missionks.org/calendar.aspx>. Please contact the Administrative Offices, 913-676-8350, with any questions or concerns.

PUBLIC COMMENTS

PUBLIC PRESENTATIONS / INFORMATIONAL ONLY

1. WCA Mid-Year Service Update - Tom Coffman (no attachments)

Tom Coffman, Municipal Representative with WCA, will present a mid-year service update and be available to answer questions regarding the city-wide residential solid waste contract that began January 1, 2020.

ACTION ITEMS

2. Acceptance of the July 1, 2020 Community Development Committee Minutes - Audrey McClanahan ([page 4](#))

Draft minutes of the July 1, 2020 Community Development Committee meeting are included for review and acceptance.

3. Pre-Development Agreement with Mission Bowl, LLC - Brian Scott ([page 15](#))

Sunflower Development Group has expressed an interest in redeveloping the former Mission Bowl property at 5399 Martway Street into a multi-family residential development project. Sunflower has formed Mission Bowl, a limited liability corporation, for this undertaking and they will be making a request for public assistance. It is Mission’s standard practice for the City to enter into a pre-development agreement with the developer for the purpose of outlining terms for review and consideration of the development project, including any public assistance that may be requested with the project. The pre-development agreement does not obligate the City

to any approvals, but ensures costs incurred in the review and analysis of the request will be covered by the developer.

4. Adoption of the 2018 Edition of the International Codes for Building Construction and the 2017 Edition of the National Electrical Code - Jim Brown

(Item Moved to the September 2nd Community Development Committee Meeting)

5. Ratify Emergency Expenditure for Repairs for Chiller - Laura Smith/Penn Almonee [\(page 22\)](#)

On July 20, 2020 the chiller serving the southern portion of the Community Center facility stopped operating due to faulty/rusted sensors and terminals. As a result of the failure, there was no way to cool the southern portion of the facility, making the temperatures uncomfortable for patrons and staff. The chiller is original to the building's construction (20+ years old). In order to keep the facility operational as a larger audit of the HVAC systems progresses, it was necessary to replace the sensors and terminals at a cost of \$28,488 to restore air conditioning to the south half of the building. Without air conditioning the facility potentially loses even more revenue than what has already been impacted by COVID-19. The City Administrator approved an emergency expenditure of \$28,488 with Design Mechanical, Inc. on July 23, 2020 to complete the sensor/terminal repairs. In accordance with Section 120.140 (5) of the Mission Municipal Code, emergency expenditures approved by the City Administrator must be ratified by the City Council.

DISCUSSION ITEMS

6. Hodges/61st Terrace Intersection - Celia Duran [\(page 27\)](#)

The planters along Hodges Drive at 61st Terrace, 62nd Street, and 62nd Terrace were installed in the mid-1990s to replace barricades that had been in place since the 1970s. One of the planters was severely damaged in early 2018, and from August 2018 through September 2019, the City facilitated public meetings and a working group composed of residents, staff, and representatives from GBA (the City's On-Call Engineer) to evaluate long-term alternatives and solutions. Following consensus of the working group, Council authorized staff to proceed with an alternate design for the intersections beginning with the damaged planter at the intersection of Hodges and 61st Terrace. Estimated costs for one intersection were \$15,000. The project was designed by GBA and bids were solicited in late spring 2020. The four bids received ranged from approximately \$34,000 to \$43,000. Staff reconvened the working group on July 23, 2020 to discuss alternatives, and we are currently working to explore revised alternatives which still meet the intent of the project with available funds. Staff anticipates a final recommendation will be presented at the September 2, Committee meeting.

7. Update on Johnson Drive Reconfiguration - Celia Duran [\(page 35\)](#)

At various retreats over the course of the last 12-18 months, Council has expressed a desire to engage in an evaluation of the functionality of the Johnson Drive corridor (Nall to Lamar) following the street's extensive reconstruction in 2014. At the December 4, 2019 Community Development Committee (CDC) meeting, staff recommended collecting additional data (traffic volumes, pedestrian counts, speed analysis, crash (accident) rates to assess appropriate solutions for this corridor. The traffic volumes and pedestrian counts were not completed in Spring 2020 as planned due to lane drops from construction on Johnson Drive and COVID-19.

These events resulted in decreased traffic which would not reflect representative data if counts were performed. Since it is unknown how long it will take for traffic to normalize, staff is providing options for Council to consider in order to move this work forward.

8. Stormwater Condition Inventory - Celia Duran (page 46)

At the September 18, 2019 Council meeting, a contract with BHC Rhodes was approved to perform an stormwater and condition inventory. This data will assist the City in long-range project planning and budgeting for stormwater projects city-wide. A total of \$46.8 million has been estimated for repairing/replacing the entire storm sewer system over the system's estimated useful life of 50 years, with \$5.4 million needed to address immediate needs (infrastructure with ratings over 3.1). These estimated costs reflect corrugated metal pipe (CMP) systems and structures and exclude work in the channels. Staff and Council can now begin to develop an annual replacement program that addresses citywide infrastructure with the highest risk of failure. This discussion will kick-off next steps for review and implementation of a city-wide stormwater management program.

9. Street Program - Celia Duran (page 50)

The City Council approved a contract on March 18, 2020 with Stantec for development of a 10-year Street Preservation Program. Based on the 2017 data collected by Stantec, Mission has 89 lane miles of streets and an overall network PCI of 56.1 meaning the overall network condition is considered "fair". (This PCI was updated to include the Lamar Ave. resurfacing project.) Stantec has identified a total estimated cost of \$35.8 million dollars to address current maintenance needs for Mission streets. \$27.7 million dollars is estimated for street treatments and the remaining \$8.1 million dollars is estimated for curb, sidewalk, and ramp repair. The majority of the costs (approximately \$21.6 million) are for streets requiring full depth reconstruction due to insufficient asphalt thickness. During the August 5 Committee meeting, we will begin our review and evaluation of the data which will continue in future meetings.

OTHER

10. Department Updates - Laura Smith

Sollie Flora, Chairperson
Trent Boultinghouse, Vice-Chairperson
Mission City Hall, 6090 Woodson St
913-676-8350

City of Mission	Item Number:	2.
ACTION ITEM SUMMARY	Date:	August 5, 2020
Administration	From:	Audrey McClanahan

Action items require a vote to recommend the item to the full City Council for further action.

RE: July 1, 2020 Community Development Committee minutes.

RECOMMENDATION: Review and accept the July 1, 2020 minutes of the Community Development Committee.

DETAILS: Minutes of the July 1, 2020 Community Development Committee meeting are presented for review and acceptance. At the committee meeting, if there are no objections or recommended corrections, the minutes will be considered accepted as presented.

Draft minutes are linked to the City Council agenda packet so that the public may review the discussion from the committee meeting in advance of the Council action on any particular item.

CFAA CONSIDERATIONS/IMPACTS: N/A

Related Statute/City Ordinance:	NA
Line Item Code/Description:	NA
Available Budget:	NA

MINUTES OF THE MISSION COMMUNITY DEVELOPMENT COMMITTEE

July 1, 2020

The Mission Community Development Committee met virtually via ZOOM on, Wednesday, July 1 at 6:30 p.m. The following Committee members were present: Trent Boultinghouse, Hillary Thomas, Arcie Rothrock, Nick Schlossmacher, Kristin Inman, Debbie Kring, Sollie Flora and Ken Davis. Mayor Appletoft was also present. Councilmember Flora called the meeting to order at 6:30 p.m.

The following staff were present: City Administrator Laura Smith, Assistant City Administrator Brian Scott, City Clerk Audrey McClanahan, Assistant to the City Administrator Emily Randel, Public Works Director Celia Duran, Public Works Superintendent Brent Morton, Parks & Recreation Director Penn Almoney and Police Chief Ben Hadley.

Public Comments

Councilmember Flora reminded the public they can participate via the chat feature on ZOOM. All comments will be visible to the group.

There were no public comments.

Public Presentations

Communities for All Ages Update

Ms. Randel presented an update on the Communities for All Ages (CFAA) program which is supported by the Mid-America Regional Council and strives to promote livable communities, in the Kansas City region, for all ages. There are currently seventeen metro cities participating in the program which has three achievement levels (Bronze, Silver and Gold). The City of Mission received gold-level status/recognition in 2018 and has worked to maintain that status since that time. Mission's program checklist incorporates five categories including efforts to promote accessible public outdoor spaces and buildings, housing and commercial development, transportation and mobility, social inclusion and communication as well as civic participation and employment. Success in these categories has been achieved through things like handicap accessible park accommodations, improving pedestrian infrastructure and adding youth member seats on the Sustainability Commission and Parks, Recreation and Tree Commission. To further the progress of the program, City staff will work to assess where future development and adjustments are needed. There will also be integration of the program with the City's upcoming Comprehensive Plan Update facilitated by Confluence. Finally, the City will participate with other surrounding Cities to evaluate programs and continue adapting resources.

Acceptance of the June 3, 2020 Community Development Committee Minutes

Minutes of the June 3, 2020 Community Development Committee were provided to the Committee. There being no objections or corrections, the minutes were accepted as presented.

2020 Rock Salt Contract

Mr. Morton reported on the 2020-2021 Rock Salt Supplier Contract, communicating that rock salt is an essential commodity for snow removal activities. Salt effectively lowers the freezing point of water and acts as a melting agent. When applied to the pavement, it prevents frozen precipitation from sticking to surfaces and works in conjunction with plowing activities to penetrate ice and snow in order to remove it from the roadway.

The City went out to bid with Overland Park and several other surrounding cities for quotes from salt suppliers who guarantee the product will be available for delivery during winter storm events. The City's salt storage dome holds approximately 1,800 tons of salt. Based on the activity during the winter of 2019-2020, current salt stores were significantly reduced, leaving the dome approximately half full.

Public Works will be "restocking" it this year to have salt on hand. This contract locks in the price for 2020-2021 with the cost of salt decreasing from \$59.54 to \$48.14 per ton. During mild winters, any unused funds in the salt line item are rolled over into the General Fund fund balance. Bids were solicited from several suppliers with Central Salt LLC. being the lowest qualified bid. The 2020 Budget has \$42,000 allocated for the purchase of salt (reduced from the original \$60,000). If the City Council approves the price quoted by Central Salt LLC, staff will purchase 800 tons up front at a cost of \$38,512 to be able to refill the salt dome within the current budget parameters. This contract also allows the City to purchase additional salt later in the year if necessary.

Councilmember Davis recommended the contract with Central Salt, LLC. at a unit price of \$48.14 per ton of bulk deicing salt delivered be forwarded to Council for approval. All on the Committee agreed, this will be a consent agenda item.

Comprehensive Plan Update Restart

Mr. Scott reported on the recommendation to restart the Comprehensive Plan Update process. The City's most recent plan was prepared in 2007, and in order to comply with State statutes, a significant update is necessary to accurately reflect the values of the Community and emerging trends in land use management and development. After last summer's request for proposals was issued, the City selected Confluence to assist in this endeavor and a contract was approved by the City Council in late fall. Unfortunately, due to the Coronavirus pandemic and subsequent stay at home orders issued by the Governor and the Board of County

Commissioners, as well as the City closing its facilities and hosting no in-person meetings, plan update activity halted.

Chris Cline with Confluence presented information for re-initiating the plan update now that facilities have begun to reopen. During a joint City Council/Planning Commission retreat in March, Confluence used several visioning exercises to begin to identify potential opportunities and challenges to redevelopment in Mission. Positives included the City's location within the Kansas City metro area, enhanced parks, affordable housing, environmental policies, and young and diverse populations. The biggest challenges included aging infrastructure, affordable housing and new development versus existing character. Mr. Cline stated that Confluence will continue to engage the community through methods such as social media, project surveys, open houses, workshops and interviews. They also have been reviewing existing plans to gather and analyze information as well as identify areas of potential concern.

As part of their proposed tasks, Confluence will evaluate the population, housing, commercial and emerging trends. They will look at the transportation network and establish high-level goals, policy, and action item recommendations as needed. Their analysis of the City's technology infrastructure will provide a summary description of coverages with supporting mapping information. Finally, they will assess current land use classifications and zoning, and prepare detailed scenarios and recommendations for each component of the Comprehensive Plan.

Mr. Cline introduced a new, interactive, civic engagement tool that Confluence believes will be beneficial for Mission's plan update process going forward. This tool becomes a part of the website that is being created for the project and allows for Steering Committee members, and members of the public when appropriate, to make recommendations, comments and rate suggestions. There are survey tools available, and the ability to "pin" comments to a map of the City and for others to comment on those "pins." It takes the work that was originally planned to be conducted through in-person meetings and transitions it to a virtual environment.

Councilmember Kring asked how Crux and Confluence will interact or if they will be standalone entities with this project. Ms. Randel replied that during Crux's research phase they reached out to the community to gather information which has been passed along and is now being utilized by Confluence. Mr. Scott added that Confluence will take the work that Crux has completed, they will then review it as they have done with other master plans before applying the research to the Comprehensive Plan.

Councilmember Kring asked how the website will be produced and implemented. Mr. Cline said they can develop content for a page that is accessible on the City's website. The interactive website, which has the civic engagement tool, is standalone but can be linked to the City's website as well.

Councilmember Davis questioned the Steering Committee composition, if eleven members was a typical committee size and if there could be more diversity represented on the Committee.

Councilmember Flora commented about adding age diversity within the Committee to better support the Community for All Ages initiative. Mr. Scott replied that we can seek out those perspectives and welcome any recommendations for people who might be interested in the Committee. Mr. Cline commented that there will also be many individual interviews available for participation.

Councilmember Thomas had a request for staff to compare the timelines between Crux and Confluence to potentially have a better understanding of the how the City's rebranding rollout timeline would mesh with the Comprehensive Plan update.

Councilmember Davis recommended the proposed timeline and tools to be utilized for the comprehensive plan update process going forward, and review of the membership of the Steering Committee recommended to assist in facilitating the process be forwarded to Council for approval. All on the Committee agreed this will be under Committee Reports.

Playground Equipment Repairs

Mr. Almoney presented on the needed repairs for various playground structures in Mission. The playgrounds at Andersen, Broadmoor, Mohawk and Waterworks Parks were installed in 1996 and 2001, they have received no significant re-investment or upgrades since that time. Playgrounds generally have an anticipated useful life of 20 years depending on various elements. Continued impact, use and temperature changes along with UV rays deteriorate the structure components and play features over time. Playgrounds provide significant benefits to a community including social interaction, exercise, safe and family-friendly environments, and visually enhancing the perception of the park.

Staff used standards and guidelines established by the American Society for Testing and Materials (ASTM) and the Consumer Product Safety Commission (CPSC) to inspect Mission's playground structures. Any hazards identified are prioritized with guidance that high risk elements (priority 1 hazards) should be corrected immediately whereas medium risk elements (priority 2 hazards) should be corrected as soon as possible per ASTM F1487 standards. During the recent annual inspections at each park, staff found several medium to high risk elements on the playground decks, steps and hardware attachment points.

Mission is liable to ensure that playgrounds are as safe and secure as manufacturer designed intentions. During the June Parks, Recreation and Tree Commission (PRT) meeting, members and staff recommend resolving all risk elements immediately to show citizens that safety and proper operation of equipment is a priority for the City. Capital improvement project funds (CIP) of \$100,000.00 were budgeted for outdoor park improvements in 2020. The costs to repair the structures in all four parks has been quoted at \$54,564.45. The anticipated timeline for equipment order and repair is 4 weeks. The seriously damaged attachments at Mohawk Park have been closed using plywood, caution tape and fencing while staff awaits final direction on which course of action to take.

Miracle Custom Play Systems is a sole source vendor for this playground equipment and American Midwest Contractors is their bonded installer who guarantees compliance with manufacturer designs and specifications. The scope of installation is beyond the expertise of internal staff as there are certain attachments and play features that require manipulation of plastic using heat which could easily damage the integrity. For that reason, each manufacturer has a preferred installer who has been through rigorous training to ensure compliance with safety and design standards.

Councilmember Davis commented that this is a good idea to move forward and emphasized the importance of public safety and correcting these hazardous issues. Councilmember Thomas agreed and thanked Mr. Almoney for all the work they have done.

Councilmember Davis recommended the contract with Miracle Custom Play Systems for playground part replacement and repair in an amount not to exceed \$37,629.00 and a contract with American Midwest Contractors for playground part installation in an amount not to exceed \$16,935.45 be forwarded to Council for approval. All on the Committee agreed, this will be a consent agenda item.

Drone Ordinance

Mr. Almoney presented on the proposed Ordinance regulating the use of Unmanned Aircraft Systems (Drones) in the City. Unmanned aircraft systems (UAS) have a host of applications including law enforcement, land surveillance, wildlife tracking, search and rescue operations, disaster response and recreational use. During the April 2020 Parks, Recreation and Tree Commission (PRT) discussion of Mohawk Park and the anticipated improvements, the Commission addressed concerns of increased visitor activity paired with potential negative impacts from UAS trends. Their primary consideration being the frequent use of videography by real estate companies via UAS combined with operator ability, intent and permissions in public/private spaces. The PRT Commission and staff recommended, to the Community Development Committee, the consideration of an ordinance before the City is faced with the need to enforce the use of UAS. Council was supportive of the recommendation and directed staff to prepare the necessary ordinance for discussion in July.

Staff reviewed UAS content from state laws and various municipal ordinances and partnered with the Mission Police Department and the City Attorney to draft an ordinance. The ordinance considerations include drone registration, privacy concerns, event usage and permissions, reckless operating, property permissions, impeding or obstructing public safety operations and personnel, and penalty. The penalty mirrors the current structure associated with other general non-aggravating citations with the typical fine amount ranging between \$100 - \$150 including mandatory \$40 court costs. A judge has the flexibility to determine the fine amount and depending on circumstances suspending part or all of that penalty. Staff spoke with Judge Drill about whether the general provisions were appropriate to use for various offenses. He

supported the unclassified violation range due to the variation and severity of the misuse within each section and recommended that the amount not be added to the Fine Schedule.

Councilmember Flora clarified that such as with similar offenses, there is a penalty range then it is left to the Judge's discretion to determine appropriate violation reprimand. Councilmember Flora asked why real estate services were exempt as a private entity. Mr. Almoney answered that there is accountability with their information being publicly displayed on their vehicle or person, they are activity patrolling for a specific purpose and if there was an issue then the company could be easily referenced. If they were not identifiable then they would be considered under general hobbyist usage and the police could be contacted.

Councilmember Davis recommended the Ordinance outlining expectations for UAS use within Mission's public and private spaces be forwarded to Council for approval. All on the Committee agreed, this will be a non-consent agenda item.

Amendment to Special Purpose Permit Granted to Sandhills Brewing for Use of a Public Sidewalk for Outdoor Dining

Mr. Scott stated that this Special Purpose Permit for Sandhills Brewing regarding use of a public sidewalk for outdoor dining was brought to the Council last month. This is now an amendment to the permit, expanding the address to include both 5610 and 5612 Johnson Drive, and is presented through an ordinance.

Ms. Service reported on the amendment and expansion. On June 17, 2020, the City granted a Special Purpose Permit - Resolution 1057 - allowing Sandhills to use a portion of the public sidewalk in front of their location for an outdoor patio for the consumption of their product. Sandhills recently signed a lease to expand into the adjacent unit at 5610 Johnson Drive, which was formerly Mission Artists Workshoppe. They expect to take possession of the space no later than August 1, 2020. Sandhills is now requesting to amend the permit to allow the sidewalk patio to extend in front of the additional thirteen feet of storefront they will soon occupy.

Section 515.050 of Mission's Municipal Code allows the Governing Body to grant a permit for use of a portion of a sidewalk, street, or other public property. The Governing Body may grant a permit to the applicant under such terms, conditions and restrictions as it deems are in the public interest, and any permit granted will be subject to revocation by the Governing Body in the event the property is required for public purposes or if the abutting property owners fail or neglect to use the same for the purposes for which the permit was granted. Staff recommends that a six foot passageway be maintained at all times between the edge of the outdoor dining area and the edge of the sidewalk or any planter boxes, bicycle racks, benches or other permanent streetscape elements to ensure pedestrian movement is not impeded. Secondly, the appearance and care of the outdoor dining area is important. The expanded patio will continue the aesthetic that was established in the original patio application. The additional thirteen feet of storefront space will be defined by oak barrels that are connected with a chain.

Councilmember Davis asked and was confirmed that this only extends the property to the east of Johnson Drive. He commented that this was a good idea and is pleased to see they will have more space to conduct business. Councilmember Schlossmacher agreed and clarified that this still conforms with ADA standards.

Councilmember Flora brought to the attention the address change that needed to be updated in Section 3 of the Ordinance. She asked about the size differentiation of the space and Mr. Scott confirmed that would be adjusted if necessary. Lastly, Councilmember Flora commented that this was a great project and thanked Ms. Service for her work on the sidewalk guideline resource.

Mr. Scott added he thought this would be better presented as an ordinance. This will provide a more effective mechanism for control and is more consistent with other zoning matters. In addition, staff is now recommending that a term of five years be placed on the permit. This will allow time to evaluate the use and make adjustments if necessary when Sandhills chooses to renew. All other conditions for the use of the sidewalk as an outdoor dining area remain the same as in the original Resolution.

Councilmember Davis recommended the amendment to Special Purpose Permit granted to Sandhills Brewing for use of a public sidewalk for outdoor dining be forwarded to Council for approval. All on the Committee agreed, this will be a consent agenda item.

Discussion Items

Summit Condominiums - Private Street Acceptance

Ms. Smith reported on The Summit Condominiums Homeowners Association (HOA) request for the City of Mission to consider accepting and taking over maintenance responsibilities for the private roads located within this housing complex at 48th/Horton (east of Lamar). When townhomes/condominiums are built, the developer constructs the streets within the community which remain private since they serve the residents and are not a thoroughfare for main traffic. When the development is initially created, there is a time to designate those streets as public and turn them over to the City with a declaration recorded through the County. Summit Condominiums' streets, with its forty-four residences, were private with no dedication recorded since construction. At other similar locations such as Apollo Gardens or Lincolnshire Townhomes, documentation was produced showing that the intent was to make the streets public. The Kennett Place subdivision did not want their streets to become public, however, through a longstanding agreement with the City they were able to receive some financial support for street maintenance.

Ms. Duran added that on June 12, 2020, the City enlisted our on-call engineers', Olsson, to evaluate the existing pavement and curb condition in order to determine maintenance costs should the City Council agree to accept the private street network as public streets. They

performed a site inspection and observed deteriorated pavement in poor condition with large areas of alligator cracking. Three pavement cores were collected at locations with two of the cores showing 0.2 feet or 2.4 inches of asphalt over an aggregate base of the same thickness. The third core showed 0.5 feet or 6 inches of asphalt over an aggregate base of the same thickness. This thin asphalt pavement indicates insufficient asphalt depth and base to support vehicles and heavy trucks over time, which will result in further deterioration of the road and ongoing maintenance. As a result, a 2-inch mill and overlay is not possible since there is not enough pavement structure left after the mill to overlay asphalt and a full depth reconstruction is necessary.

If the City decides to take over the private streets, Olsson estimates a construction cost of approximately \$470,000 in today's dollars to perform a full depth reconstruction and curb replacement, including design and construction inspection. Staff would recommend that the parking spaces and curbs adjacent to the parking spaces remain private, as well as the private lights inside the entrance median. This would be consistent with the position the City took with respect to the Lincolnshire Townhome development. Additionally, it would recommend that the HOA repair the parking spaces and curb at the time the City completes the full depth reconstruction and for the Condominiums to give a right-of-way easement for the streets.

Other considerations to take into account in regards to accepting maintenance responsibilities include:

- In general, typically streets are considered public only when they are connected to other public streets and benefit the entire city (i.e., provide a street network that serves more than just the residents that live in a housing complex).
- The City currently has numerous public streets that are in immediate need of maintenance and currently has limited funding to complete this existing work (although funding sources are currently being evaluated).
- If the City were to take on these private streets, this work would be prioritized against existing needs.
- Although current Councilmembers are not bound by decisions made by previous City Councils, a number of private streets in the past have been converted to public streets. Summit Condominium and Kennet Place streets are the only private streets left, within the City, except for streets and parking lots within complexes.

Councilmember Flora asked and Ms. Smith confirmed there has been no documentation with an intent to assume or an attempt to assist with repairs for the Condominiums.

Councilmember Boultinghouse thanked Ms. Smith and Ms. Duran for their presentation, stating that he would like to help out this Community but is worried about balancing this project with the current budget, since it has been impacted from the COVID-19 pandemic. He would like to see other options that could help out the Condominiums. While he would prefer to see all streets

under City control, he stressed the importance of making sure it is handled fairly, so all residential streets are receiving adequate attention and maintenance.

Councilmember Davis asked in terms of going forward, for future developments, what are the principles that are evaluated in relation to this issue. Ms. Smith replied the opportunity is limited since it's not predicted for a developer to be coming into the City and constructing a development that would require a new street system. If this does occur, then the developer would need to construct the streets to City standards with the possibility that they are deemed public once completed. The City would also have the challenge of outlining and developing a series of specific street standards to implement and reference.

Councilmember Flora liked the idea of staff evaluating other possibilities, such as special assessments, to assist the HOA over time rather than the City committing to a project of this cost. While the staff is assessing, Councilmember Flora recommends this be held for any further Council discussion until we receive the comprehensive Stantec results regarding street conditions. This would allow Council to see how many full-depth street reconstruction projects that the City will need to undertake.

Councilmember Thomas asked if there was an update on Stantec and their timeline. Ms. Duran replied that she is planning on bringing more information to the August Committee meeting, including details on the proposed street treatments with recommendations and a total cost analysis to bring the street up to a certain standard. Stormwater will also need to be considered and incorporated into final costs estimates. Next steps include looking at budget options and funding scenarios.

Councilmember Schlossmacher asked if Condominiums' streets were made public how would parking be affected, is there any precedent to have only private, resident parking, on a public street. Ms. Duran replied it would have to be enforced as far as concerns and accidents with no parking allowed on the public streets, since the space is not large enough. Ms. Smith added that the parking lot, including under the carports, would remain the property of the HOA as only resident/owner parking, they would have to enforce rules/regulations on those areas. However, the streets would be too narrow to allow for on-street parking.

Councilmember Boultinghouse stated for transparency that he lives at The Summit Condominium community.

Councilmember Flora suggested that the other options for assistance are assessed and that the Council is provided the Stantec report before future discussions on this item, the Council agreed.

Other

Department Updates

Ms. Duran provided an update on the Lamar Project with the contractor, Superior Bowen, finishing pavement the previous week. There are some manhole adjustments, in the street, that will need to be finished. They seeded all the soil areas behind the sidewalk, if it doesn't produce then they will come back in the spring to lay sod. Superior Bown completed this job thirty-days earlier than expected. Ms. Duran thanked Public Works Superintendent, Brent Morton, for all his hard work on this project to make it successful.

The next update was on the bike lanes and pavement markings. The City is working with KDOT to see if the contractor can complete the work, they are currently scheduling a pre-construction conference with anticipation completion in late July or possibly sooner.

They have removed trees on Rock Creek in order to build the wall and make the area more stable. They have also made progress on erosion control and have brought in fill-dirt with the expectation to start installing support blocks in the next couple weeks.

Finally, with the Johnson Drive reconfiguration as previously discussed, the traffic and pedestrian counts along with the evaluation was scheduled for Spring 2020. However, due to The Locale's lane usage and COVID-19, there have been reduced counts. They plan to bring options to Council for discussion in August, including the possibility of holding off on the evaluation until traffic increases or moving forward with data collection with a projected estimate of what it would represent under normal conditions.

Councilmember Schlossmacher asked if we had done a traffic analysis within the last two years and if that could be used for evaluation. Ms. Duran replied that it would be more helpful to have the counts on all intersections to see the volume on the side streets and what's going through the intersections.

Meeting Close

There being no further business to come before the Committee, the meeting of the Community Development Committee adjourned at 8:30 p.m.

Respectfully submitted,



Audrey M. McClanahan
City Clerk

City of Mission	Item Number:	3.
ACTION ITEM SUMMARY	Date:	July 27, 2020
Community Development	From:	Brian Scott

Action items require a vote to recommend the item to the full City Council for further action.

RE: Pre-Development Agreement with Mission Bowl, LLC

RECOMMENDATION: Approve the pre-development agreement with Mission Bowl, LLC for review and consideration of the redevelopment of the former Mission Bowl site at 5399 Martway Street.

DETAILS: The Sunflower Development Group has been in discussions with the City about the possible redevelopment of the former Mission Bowl property located at 5399 Martway Street. Sunflower is proposing to construct a 160 unit (+/-), multi-family residential structure on the site. Preliminary development plans have been submitted to the City for review and consideration by the Planning Commission at their August 24th meeting.

Sunflower is also seeking assistance from the City to cover some of the extraordinary costs that will be incurred with the development project including demolition of the vacant bowling alley on the site, re-alignment of a sanitary sewer main from the sanitary sewer lift station behind the site to a connection point with another main underneath Martway, and construction of a concrete wall in the Rock Creek channel along the southeast boundary of the site.

Sunflower recently submitted an application to the City for consideration of tax increment financing and the use of the sales tax exemption associated with industrial revenue bonds to help in offsetting these costs. Before City staff begins spending time and resources to review these applications and engage in negotiations with the Sunflower Group, it would be appropriate to enter into a pre-development agreement with Sunflower. The pre-development agreement recognizes Sunflower as the exclusive developer of the project and requires that they provide an upfront payment of \$10,000 to cover the City's costs in reviewing their application.

It is important to note that the pre-development agreement does not bind the City to accepting the proposed development project, nor does it obligate the City to approve the use of tax increment financing or the issuance of industrial revenue bonds for the sale tax exemption. Instead, it is merely a first-step in the process and sets the stage for consideration of the project and possible public assistance.

Sunflower has formed Mission Bowl, a limited liability corporation, for the purpose of conducting this redevelopment project.

CFAA CONSIDERATIONS/IMPACTS: N/A

Related Statute/City Ordinance:	K.S.A 12-1770
Line Item Code/Description:	N/A
Available Budget:	N/A

PREDEVELOPMENT AGREEMENT

THIS PREDEVELOPMENT AGREEMENT (this “Agreement”) is entered into as of the ___ day of _____, 2020, between the CITY OF MISSION, KANSAS, a municipal corporation of the State of Kansas (the “City”), and MISSION BOWL APARTMENTS, LLC, a Kansas limited liability company, and its successors and assigns (the “Developer”) (the City and Developer are hereby collectively referred to as the “Parties”).

RECITALS

A. The Parties desire to enter into this Agreement in order to designate the Developer as the exclusive developer during the term of this Agreement for the purpose of studying the feasibility of a multi-family housing development (“Development”) to be located at 5399 Martway, Mission, Kansas (“Project Area”) and determining matters that may be included in a development agreement between the Parties (“Development Agreement”).

NOW, THEREFORE, in consideration of the mutual covenants and agreements contained herein, the City and the Developer agree as follows:

1. DEVELOPER OF RECORD. The City acknowledges that there are risks and costs of preliminary planning activities and other requirements associated with the preparation of a project plan under development. As an inducement to Developer to assume those costs and undertake those activities set forth herein, and for the other consideration described herein, the City designates Developer as the exclusive developer of record for the Project Area for a period of nine (9) months from the date hereof, expiring _____, 2021 (“Term”). During the Term,

as long as this Agreement is in effect, the City agrees that it will not enter into an agreement with any other person or entity for the implementation of any redevelopment project within the Project Area without the written consent of Developer.

2. BASIC TERMS OF FINAL DEVELOPMENT AGREEMENT.

The Parties agree that before either party is obligated to proceed with any development within the Project Area, a Development Agreement, satisfactory to both Parties in their sole and absolute discretion, must be entered into. Although the specific terms of such Development Agreement must be negotiated between the Parties, the Parties presently believe that such terms must necessarily address, at a minimum, the following matters, to-wit:

A. Determination of Development. The Parties must agree on the proposed square footages of each building, number of living units and the exterior design for the Development.

B. Agreement on Site Work, Infrastructure and Utilities. The Parties shall agree on how site work, utilities, street, intersection, sidewalk and similar improvements are to be addressed by any development plan.

C. Agreement on Plans and Specifications. The Parties shall agree on the plans and specifications of the exterior design of the Development.

D. Agreement on Progress Schedule. The Parties shall agree on a progress schedule by which the Development will be undertaken and completed, subject to force majeure.

E. Zoning Changes. The Parties shall agree as to how any necessary zoning changes will be addressed. Nothing contained within this Agreement, nor any future agreement, shall be deemed to bind the City, acting in its governmental capacity, to make any such zoning changes.

F. Public Incentives. The Parties shall agree on public incentives, if any, for which the Development qualifies.

G. Other Matters. The Development Agreement shall also address any other matters that either party deems appropriate.

In the event of a conflict between this Agreement and the Development Agreement, the terms of the Development Agreement shall control.

3. OBLIGATIONS OF THE PARTIES TO PROCEED.

The obligation of the Parties to proceed beyond this Agreement is dependent upon the Parties entering into a Development Agreement prior to the termination of this Agreement. Nothing contained herein shall: (i) obligate the City to create or approve the Development; (ii) obligate the City to create or approve a development plan for Project Area; (iii) obligate the City to approve or provide public incentives; or (vi) obligate either party to enter into a Final Development Agreement.

4. FEASIBILITY STUDY. The City may wish to obtain a third-party Feasibility Study (the “Study”) to determine whether the Development’s benefits and tax increment revenue and other available revenues are expected to exceed or be sufficient to pay for the eligible costs of the Development. Developer shall reasonably cooperate with the City and its consultants in connection with the Study, including but not limited to sharing non-proprietary information, attending public input sessions and attending City Council work sessions.

5. MISCELLANEOUS.

A. Costs. Except as otherwise provided specifically herein, each party shall be solely responsible for all costs and expenses incurred by such party in connection with the matters contemplated by this Agreement. Provided, however, that the Developer will reimburse and pay the City for its expenses incurred (“City Expenses”) following execution of this Agreement.

i. In order to ensure the prompt and timely payment of the City Expenses, the Developer will establish a fund (the "Fund") in the amount of \$10,000.00 ("Initial Deposit") by paying such amount to the City contemporaneously with the execution of this Agreement, receipt of which is hereby acknowledged.

ii. City shall provide Developer with a written description of each City Expense containing the name of the party to which the expense will be owed and a reasonable description of the work to be performed or service to be provided. Developer shall have fifteen (15) days after receipt of the City's notice to approve or deny the expense or request additional detail. In the event Developer fails to respond within the fifteen (15) day period, the expense shall be deemed approved. In the event Developer denies any City Expense, the City and Developer shall attempt in good faith to resolve Developer's objection thereto; in the event the parties are unable to resolve such objection, City may terminate this Agreement.

iii. On a monthly basis, the City will pay the approved City Expenses from the Fund and will submit to Developer monthly statements itemizing the approved City Expenses paid from the Fund during the preceding month.

iv. In the event the City determines that the total of the City Expenses will exceed the balance in the Fund, the City will submit an itemized statement therefor to the Developer to replenish the Fund so that there is a cash balance available against which additional City Expenses may be applied on a current basis.

v. All statements of approved City Expenses will be payable by Developer within thirty (30) days of receipt thereof.

vi. If economic incentives are extended to Developer for its project, and any City Expenses are eligible for reimbursement through such incentives, the City will not oppose such reimbursement.

vii. All studies, reports, and other work product, other than attorney-client work product, prepared for City and paid out of the Fund shall be provided to Developer at no charge to Developer.

B. Assignability. Neither party shall assign this Agreement without the written consent of the other party.

C. Amendments. This Agreement may be supplemented or amended only by written instrument executed by the Parties affected by such supplement or amendment.

D. Applicable Law. This Agreement shall be deemed to be entered into in the state of Kansas, and shall be enforceable under the laws of that state.

E. Binding Effect. This Agreement shall inure to the benefit of, and be binding upon the Parties hereto, and the permitted successors and assigns of the Parties.

F. Non-liability of City Officials and Employees. No member of the governing body, official or employee of the City shall be personally liable to Developer, or any successor in interest to Developer, pursuant to the provisions of this Agreement, nor for any default or breach of the Agreement by the City.

G. Not A Partnership. The provisions of this Agreement are not intended to create, nor shall they in any way be interpreted or construed to create, a joint venture, partnership, or any other similar relationship between the Parties.

H. Termination. Developer may terminate this Agreement upon ten (10) days' advance written notice to the City, in which event (i) the City will be reimbursed for all approved City Expenses actually incurred by the City prior to the receipt of such termination notice, (ii) all remaining moneys on deposit in the Fund shall immediately be returned to Developer, and (iii) this Agreement shall automatically terminate and the Parties shall have no further obligations hereunder.

IN WITNESS WHEREOF, the Parties have duly executed this Agreement pursuant to all requisite authorizations as of the date first above written.

CITY OF MISSION, a Kansas municipal
corporation

Ronald E. Appletoft, Mayor

ATTEST:

Audrey M. McClanahan, City Clerk

MISSION BOWL APARTMENTS, LLC, a
Kansas limited liability company

By: 

Jason Swords, Manager

City of Mission	Item Number:	5.
ACTION ITEM SUMMARY	Date:	August 5, 2020
PARKS & RECREATION	From:	Penn Almoney

Action items require a vote to recommend the item to full City Council for further action.

RE: Emergency expenditure of funds to repair the chiller at the Community Center.

RECOMMENDATION: Approve the Resolution ratifying an emergency expenditure not to exceed \$28,488.00 with Design Mechanical Inc. for repair of the chiller which serves the southern half of the Community Center facility.

DETAILS: On July 20 the chiller serving the southern portion of the Community Center facility stopped operating. The City's HVAC and mechanical system contractor, Design Mechanical, was called in to determine the problem and recommend solutions.

The entire system was assessed and the failure lies with the sensors and rusted terminals connecting to the compressor. The chiller is original to the building's construction and is now 20+ years old. As a result of the failure, there was no way to cool the southern portion of the facility, making the temperatures uncomfortable for patrons and staff.

All of the Center's HVAC and mechanical systems are part of an energy audit that is in progress. For several years, we have recognized the need for a comprehensive solution to replace the 20+ year old system that has reached its useful life. In order to keep the facility cool while the audit work continues, the prudent decision was to replace the sensors and terminals at a cost of \$28,488 to restore air conditioning to the south half of the building.

Without air conditioning, the facility becomes too warm and to remain open, even in a limited capacity. The facility is air conditioned well into the fall. This further reduces opportunities for revenue generation at the Center. Revenues which have already been significantly impacted by the COVID-19 pandemic. The sensor and terminal replacement will serve as a short-term remedy for the next 12-18 months as a long-term replacement plan is finalized.

On July 23, 2020 the City Administrator approved an emergency expenditure of \$28,488 with Design Mechanical, Inc. to complete the sensor/terminal repairs. The chiller was back in service by July 29, 2020.

In accordance with Section 120.140 (5) of the Mission Municipal Code emergency expenditures approved by the City Administrator must be ratified by the City Council.

Related Statute/City Ordinance:	120.140 (5)
Line Item Code/Description:	45-90-805-09
Available Budget:	\$28,488.00

City of Mission	Item Number:	5.
ACTION ITEM SUMMARY	Date:	August 5, 2020
PARKS & RECREATION	From:	Penn Almoney

Action items require a vote to recommend the item to full City Council for further action.

CFAA CONSIDERATIONS/IMPACTS: 4-A This chiller repair work will help ensure that patrons of all ages and abilities will be able to enjoy the facility for the duration of the summer and fall heat.

Community Center Chiller: sensor and terminal connection failure



Related Statute/City Ordinance:	120.140 (5)
Line Item Code/Description:	45-90-805-09
Available Budget:	\$28,488.00

**CITY OF MISSION
RESOLUTION NO. _____**

A RESOLUTION OF THE CITY OF MISSION, KANSAS RATIFYING THE EMERGENCY EXPENDITURE OF FUNDS TO COMPLETE REPAIRS TO THE SENSORS AND TERMINAL CONNECTIONS FOR THE CHILLER AT THE SYLVESTER POWELL, JR. COMMUNITY CENTER.

WHEREAS, on July 20, 2020 the chiller serving the southern portion of the Community Center facility stopped operating and the City's HVAC maintenance company, Design Mechanical, was called in to determine the problem and recommend solutions; and

WHEREAS, The entire system was assessed and the failure was determined to rest with the sensors and terminals connecting to the compressor; and

WHEREAS, the chiller is original to the building's construction and is now 20+ years old, and as a result of the failure, there is no way to cool the southern portion of the facility, making the temperatures uncomfortable for patrons and staff; and

WHEREAS, All of the Center's HVAC and mechanical systems are part of an energy audit currently in progress, and the prudent decision was to replace the sensors and terminals at a cost of \$28,488 to restore air conditioning to the south half of the building which will serve as a short-term remedy for the next 12-18 months as a long-term replacement plan is finalized; and

WHEREAS, without air conditioning, the facility cannot remain open, even in a limited capacity, further reducing opportunities for revenue generation already significantly impacted by the COVID-19 pandemic; and

WHEREAS, a quote was secured from Design Mechanical, Inc. in an amount not to exceed \$28,488 which is included as Exhibit A; and

WHEREAS, in accordance with Section 120.140 (5) of the Mission Municipal Code the City Administrator authorized the emergency repair of the retaining wall on July 23, 2020.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF MISSION, KANSAS:

Section 1. That the emergency expenditure with Design Mechanical, Inc. for replacement of the sensors and terminal connections on the chiller at the Sylvester Powell, Jr. Community Center in an amount not to exceed \$28,488 is hereby ratified.

PASSED AND APPROVED BY THE CITY COUNCIL this 19th day of August 2020.

APPROVED BY THE MAYOR this 19th day of August 2020.

Ronald E. Appletoft, Mayor

ATTEST:

Audrey M. McClanahan, City Clerk

Mechanical Contractors
DESIGN
Mechanical, Inc.



Off: 913-281-7200
Fax: 913-281-7201
100 Greystone Ave. Kansas City, KS 66103

July 21, 2020

Aaron Cherry

Subject: Sylvester Powell Junior Community Center Chiller Repairs:

Dear Aaron:

Design Mechanical, Inc. (DMI) is pleased to quote the NTE price for the Trane Chiller repairs:

1. Remove end of compressor to access leaking terminals.
2. Remove all terminals for line wiring and sensor wiring.
3. Provide and install new motor and sensor terminals.
4. Provide and install a new refrigerant filter and oil filter and all gasket.
5. Check for leaks on terminals
6. Evacuate chiller of all impurities.
7. Charge system with new R22
8. Start chiller and check for best operation.

The above installation shall be performed for a NTE price of **\$28,448.00**, excluding applicable taxes, including material and labor.

Price includes labor for Saturday and Sunday.

Thank you for the opportunity to provide this proposal. If you have any questions, feel free to call me at (913) 915-2566. If you would like to proceed with the above work, please sign below and return via fax at (913) 281-7201 or scan & email to mjeffries@dmi-kc.com.

Sincerely,

DESIGN MECHANICAL

Mitchell Jeffries
Service Sales Engineer

Approved: *[Signature]*
Title: City Administrator
Date: 7/23/2020
P.O. # _____

City of Mission	Item Number:	6.
DISCUSSION ITEM SUMMARY	Date:	August 5, 2020
Public Works	From:	Celia Duran

Discussion items allow the committee the opportunity to freely discuss the issue at hand.

RE: Hodges/61st Terrace Intersection

DETAILS: The planters along Hodges Drive at 61st Terrace, 62nd Street, and 62nd Terrace were installed in the mid-1990s to replace barricades that had been in place since the 1970s. The planters present ongoing concerns for the City including, but not limited to: emergency services response, snow plow operations, street construction specifications, and safety. There were discussions with the neighbors in the 1970s, 1990s, and late summer of 2018 (following significant damage to one of the planters) regarding removal of the barricades/planters; however, each time there was significant opposition from the neighborhood.

From late 2018 through September 2019, there were many additional discussions, including public meetings, development of a summary report presenting various options, and formation of a working group composed of residents, staff, and representatives from GBA. Following consensus of the working group and presentation of the summary report at the September 4, 2019 Community Development Committee, Council authorized staff to:

1. Leave the existing planters intact until such time as 62nd St. and 62nd Terrace are reconstructed with reflective signage being installed at this time.
2. Remove the existing planters and install gates in association with a combination island/street paver component approved by the working group, beginning with the intersection of Hodges and 61st Terrace.

In November 2019, George Butler Associates (GBA) began design of this project and following completion of design, a request for bids (RFB) was sent out, and four contractors submitted bids ranging from \$34,671.05 to \$42,239.00. The design alternative for the Hodges/61st Terrace Intersection was originally budgeted at approximately \$15,000. Since the bid prices were much higher than originally anticipated, staff began exploring other alternatives, and reconvened the working group on July 23, 2020 to discuss.

The working group and staff identified some additional alternatives which staff will work with GBA to review and price with the goal of reaching a solution which still meets the intent of the project within the anticipated budget. Staff would anticipate a final recommendation coming forward to the September 2, 2020 Committee meeting.

CFAA CONSIDERATIONS/IMPACTS: N/A

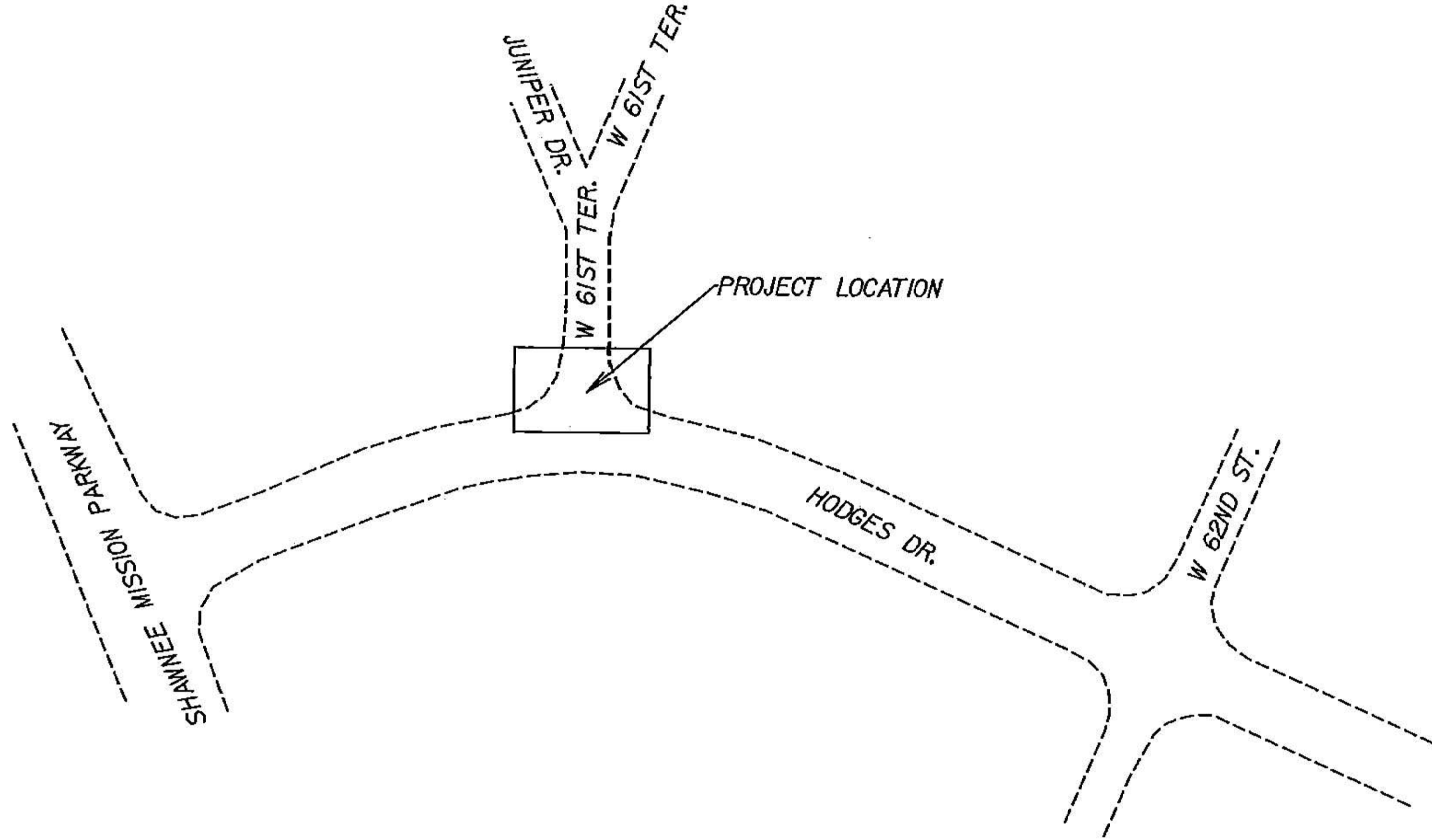
Related Statute/City Ordinance:	
Line Item Code/Description:	
Available Budget:	\$15,000

HODGES DRIVE MISSION, KANSAS

NOT TO SCALE

INDEX OF SHEETS

TITLE SHEET	1
GENERAL NOTES	2
PLAN SHEET/QUANTITIES	3
STANDARD DETAIL	4-6



BY	DATE

Drawn By: idonnelly
File: R0001.dgn
Plotted: 02-APR-2020 10:08

SHEET NUMBER	TOTAL SHEETS
1	6

YEAR
2020
PROJECT NO.
14184.02

DATE	DESCRIPTION

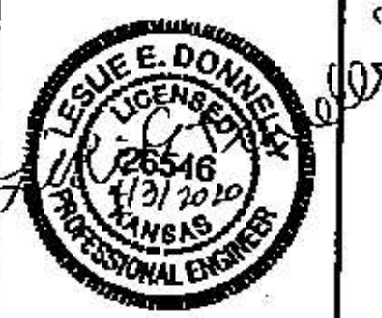
CITY OF MISSION, KANSAS
HODGES DRIVE &
W 61ST TERRACE

TITLE SHEET

GBA
9801 Renner Blvd. Ste. 300
Lenexa, KS 66219
913.497.0400
GBAteam.com

© GEORGE BUTLER
ASSOCIATES, INC.

APPROVED BY:
Chris D.
CITY OF MISSION
4/4/2020
DATE




DATE	
BY	
REFERENCES NOTED	
REFERENCES CHECKED	

1. All millings and other waste material shall be disposed of by the contractor and shall be subsidiary to other bid items. All disposal sites must be approved by the Kansas Department of Health and Environment. Material either stockpiled or disposed of in a flood plain would require a Kansas State Board of Agriculture Permit. Any material dumped in waters of the United States or wetlands is subject to U.S. Corps of Engineers permitting regulations.
2. The contractor shall thoroughly review and become familiar with the specifications and special conditions of the contract documents prior to beginning construction on this project.
3. All workmanship and materials shall be subject to the inspection and approval by city personnel.
4. The contractor shall be responsible for the restoration of right-of-way and for damaged improvements such as curbs, sidewalks, driveways, street light and traffic signal boxes, traffic signal loop lead-ins, signal poles, etc. Damaged improvements shall be repaired in conformance with the latest city standards and to the city's satisfaction at the contractor's expense.
5. The contractor shall be responsible for maintaining and, if damaged, restoring mailboxes, driveway markers, yard lights, basement drains. Roof drains, sprinkler systems, utility service line connections and septic systems to a condition equal to that before damage occurred.
6. All concrete used in this work shall meet the requirements of the OPMC (Overland Park Municipal Code). KCMMB concrete shall be used throughout, unless otherwise noted. The contractor shall, at the contractor's expense, submit and receive approval of a concrete mix design by the city engineer prior to placement of any concrete. The mix design shall include certified test results by an independent laboratory for the Aggregate tests required by the Overland Park Municipal Code. All ready-mix concrete delivered to the job site shall be so certified. Any reference(s) made to JCCB (Johnson County Concrete Board) shall be hereto revised to KCMMB.
7. Saw cuts shall be full depth. This shall be subsidiary to paving items.
8. Police, fire, med-act and school bus companies shall be notified prior to closing of any street with approval of the city engineer.
9. The information shown on these plans concerning the type and location of underground utilities is not guaranteed to be accurate or all inclusive. The contractor is responsible for contacting all utility companies for field location of all underground utility lines prior to any excavation and for making his own verification as to the type and location of underground utilities as may be necessary to avoid damage thereto.
10. The contractor shall at no time leave equipment, materials or debris at locations that could obstruct intersection sight distance, obstruct any existing capacity of storm sewer system, or cause flooding or erosion to residences.
11. If contractor disturbs any properties due to construction activities, contractor is required to restore to its original quality, including but not limited to sodding. This work will be at the contractor's cost.

Plotted : 02-APR-2020 10:11

Drawn By : ldonnelly
File : R0200GN.dgn

SHEET NUMBER 2	TOTAL SHEETS 6
YEAR 2020	
PROJECT NO. 14184.02	
CITY OF MISSION, KANSAS HODGES DRIVE & W 61ST TERRACE	
DESCRIPTION	
DATE	
GENERAL NOTES	
 9801 Renner Blvd. Ste. 300 Lenexa, KS 66219 913.492.0400 GBAteam.com © GEORGE BUTLER ASSOCIATES, INC.	

DATE	
BY	
REFERENCES NOTED	
REFERENCES CHECKED	

Plotted : 07-APR-2020 13:27

Drawn By : Idonnelly
File : R1301.dgn

ITEM NO.	BID ITEM	QUANTITY	UNITS
1	REMOVALS ∅	1	LS
2	MOBILIZATION	1	LS
3	7.5" CONCRETE PAVEMENT	7	SY
4	TYPE "A" DRY CURB	87	LF
5	GRASS PAVERS Δ	48	SY
6	GATE Ⓢ	1	EACH

∅ "REMOVALS" INCLUDES REMOVAL OF ALL PAVEMENT, PLANTERS, ETC. THAT NEEDS TO BE REMOVED FOR CONSTRUCTION OF PROPOSED PROJECT. CONTRACTOR RESPONSIBLE FOR DISPOSAL OF ALL REMOVALS.

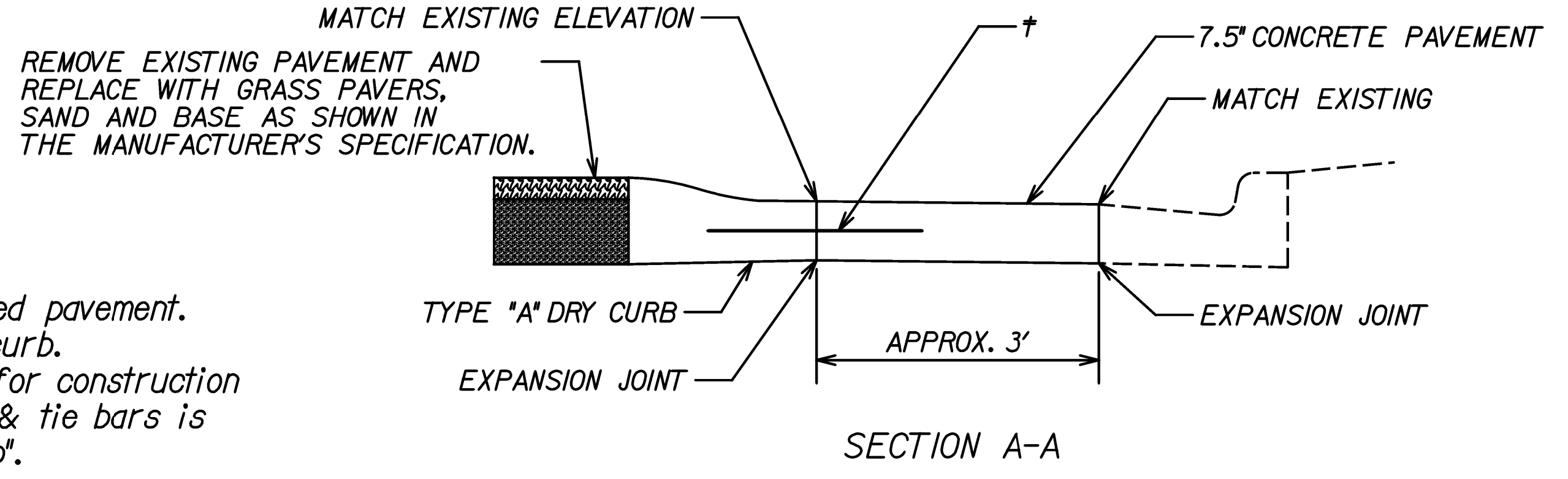
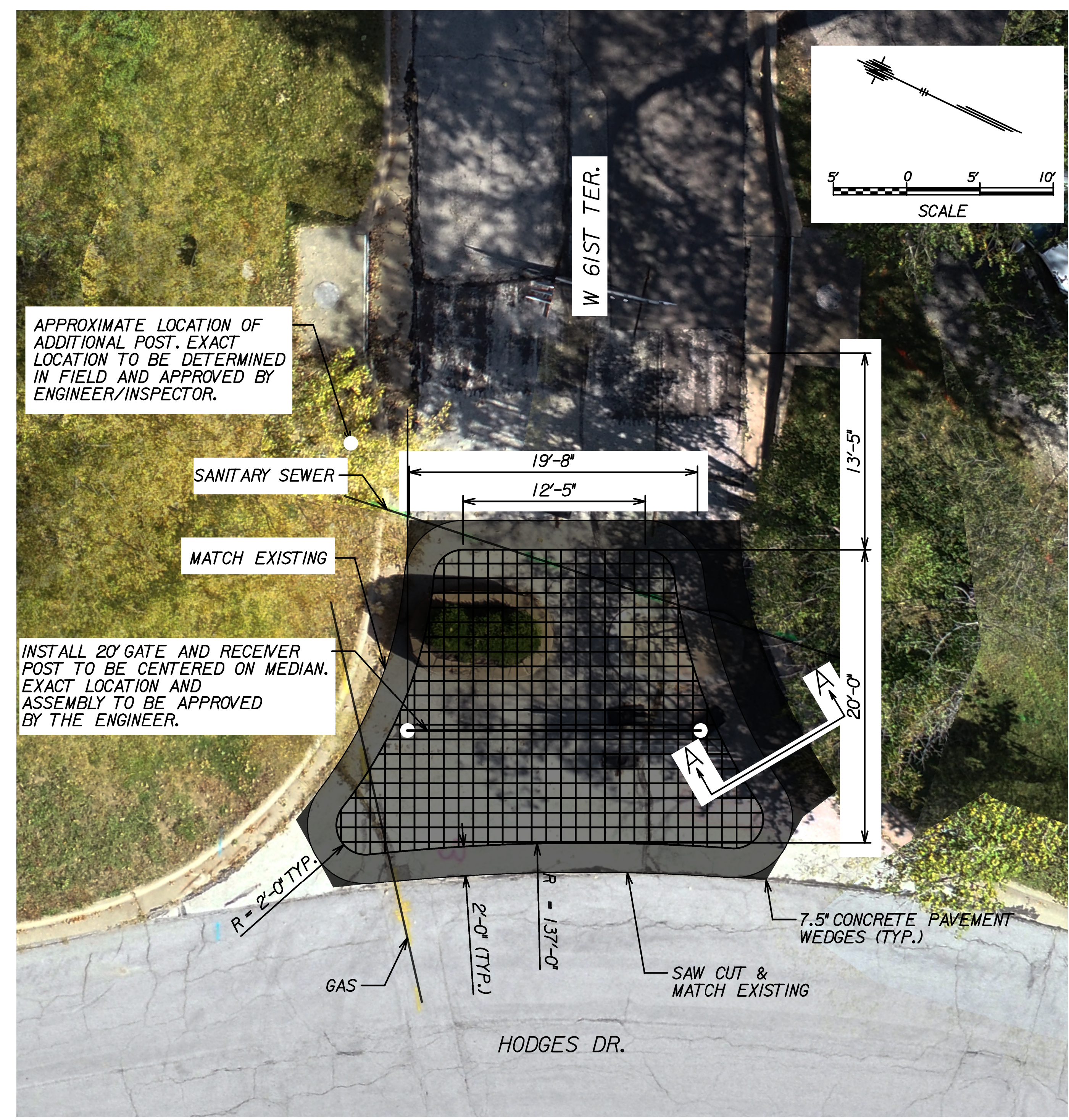
Ⓢ GATE SHALL BE LIFTMASTER 14010-20 OR APPROVED EQUAL AND SHALL BE INSTALLED PER MANUFACTURER'S SPECIFICATIONS. ADDITIONAL POSTS WILL BE REQUIRED AND EXACT GATE LOCATION AND ASSEMBLY TO BE APPROVED BY ENGINEER.

HIGH REFLECTIVITY TAPE TO BE USED ON HORIZONTAL GATE MEMBERS IN 2' INTERVALS. COST OF "GATE" TO INCLUDE COST OF GATE, POSTS, TAPE, LABOR AND ALL NECESSARY ITEMS TO INSTALL GATE INCLUDING BUT NOT LIMITED TO FOUNDATIONS, HINGES, POSTS, ETC.

Δ "GRASS PAVERS" TO BE DRIVABLE GRASS® OR APPROVED EQUAL AND INSTALLED PER MANUFACTURER'S SPECIFICATIONS. ALL WORK, EQUIPMENT, LABOR, SEED, BASE, ETC. NECESSARY FOR PROPER INSTALLATION OF "GRASS PAVERS" SHOWN IN SPECIFICATION IS SUBSIDIARY TO "GRASS PAVERS" AND PAID FOR BY THE SY OF "GRASS PAVERS". CONTRACTOR RESPONSIBLE TO ENSURE SEED TAKES ROOT AND MAINTAIN GRASS FOR 60 DAYS.

CONTRACTOR IS RESPONSIBLE FOR ALL NECESSARY TRAFFIC CONTROL. ANY TRAFFIC CONTROL MEASURES USED MUST BE APPROVED BY THE ENGINEER AND CONFORM TO MUTCD STANDARDS. TRAFFIC CONTROL WILL BE SUBSIDIARY TO OTHER BID ITEMS.

† Drill and epoxy Tie Bar into existing/proposed pavement. #5 x 2.5 bars @ 2' ctrs. for all proposed curb. All materials, equipment, labor, etc. necessary for construction of curb including but not limited to saw cut & tie bars is subsidiary to the bid item "Type "A" Dry Curb".



7.5" CONCRETE PAVEMENT
 GRASS PAVERS

SHEET NUMBER	3	TOTAL SHEETS	6
YEAR	2020		
PROJECT NO.	14184.02		

CITY OF MISSION, KANSAS
HODGES DRIVE &
W 61ST TERRACE

DESCRIPTION	DATE

PLAN AND QUANTITIES

GBA
 9801 Renner Blvd, Ste. 300
 Lenexa, KS 66219
 913.492.0400
 GBAteam.com
© GEORGE BUTLER ASSOCIATES, INC.

OVERLAND PARK STANDARDS ARE INTENDED FOR CONSTRUCTION GUIDANCE.

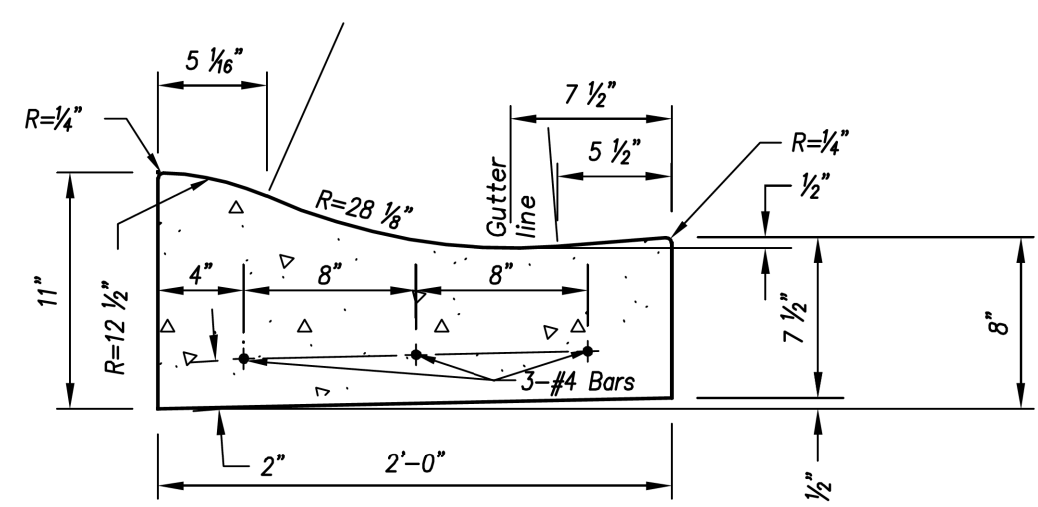
SHEET NUMBER	TOTAL SHEETS
4	6
YEAR 2020	
PROJECT NO. 14184.02	

CITY OF MISSION, KANSAS
HODGES DRIVE &
W 61ST TERRACE

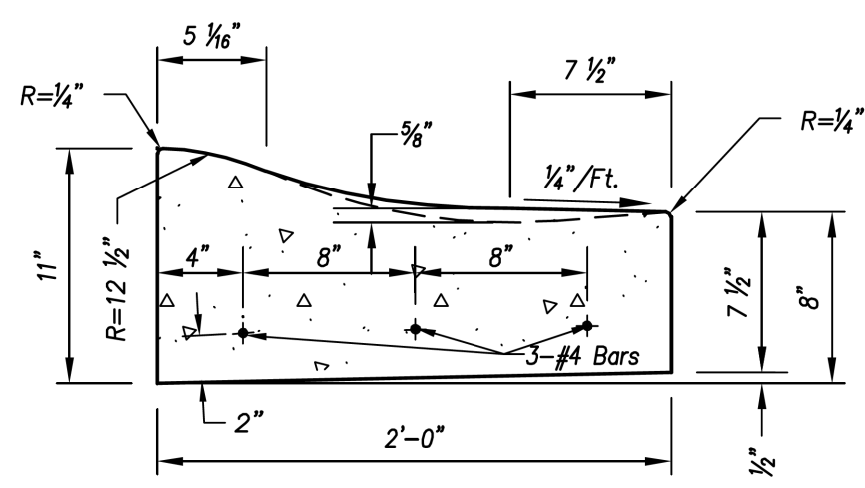
DATE	DESCRIPTION

STANDARD DETAILS

GBA
9801 Renner Blvd, Ste. 300
Lenexa, KS 66219
913.492.0400
GBAteam.com
© GEORGE BUTLER ASSOCIATES, INC.



Standard Type "A" Curb



Type "A - Dry" Curb

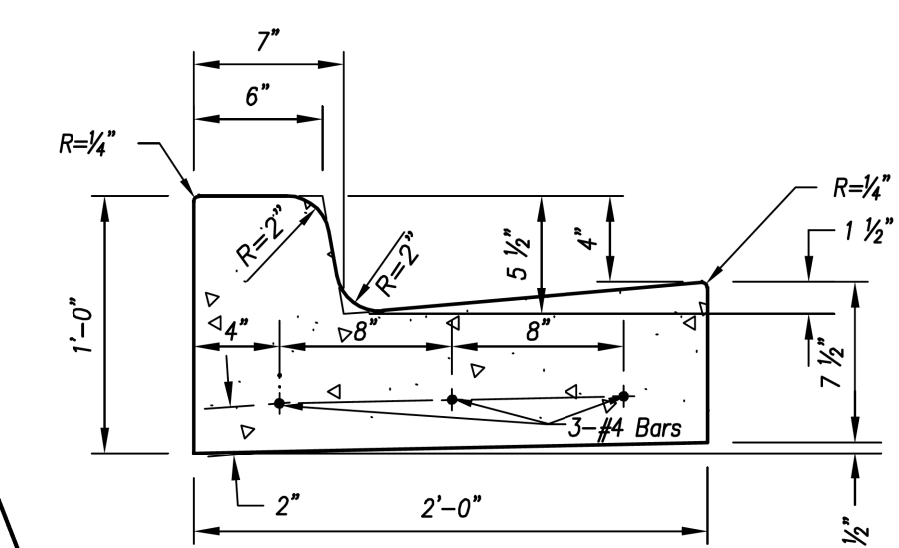
NOTE: in transitions, water shall flow from the gutter of Type "A" curb to the lip of Type "A-Dry" curb at 0.5% min. slope.

Curb & Gutter Notes:

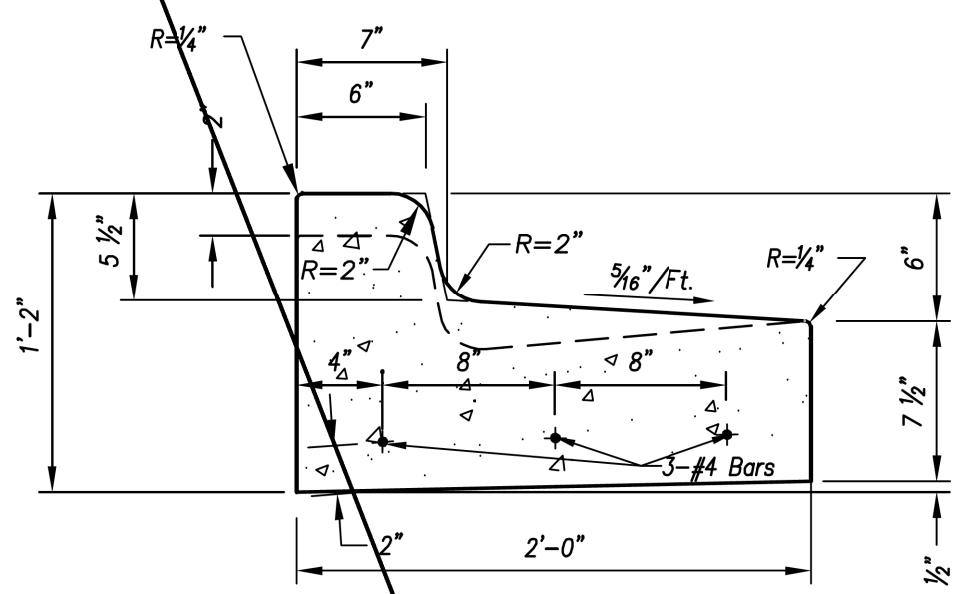
- The Overland Park Municipal Code (OPMC) and Overland Park Design and Construction Standards Manual (OPDCSM) are incorporated, except as otherwise noted.
- 1/2" premolded expansion joints shall be placed at points of curvature, curb returns, curb inlets, and at 250' centers. The expansion joints shall be sealed in accordance with OPDCSM. Contraction joints shall be 2" deep, and placed at 15' intervals equally spaced between expansion joints.
- All concrete used in this work shall meet the requirements of the OPMC. KOMMBAK Concrete shall be used throughout.
- For hand-formed curb all reinforcing steel shall be supported on fabricated steel bar supports @ 3'-0" maximum spacing, or as directed by the City Engineer.
- See sidewalk ramp details for typical sidewalk ramp curb & gutter sections.

CONCRETE CURB & GUTTER

Not to Scale



Standard Type "B" Curb



Type "B - Dry" Curb

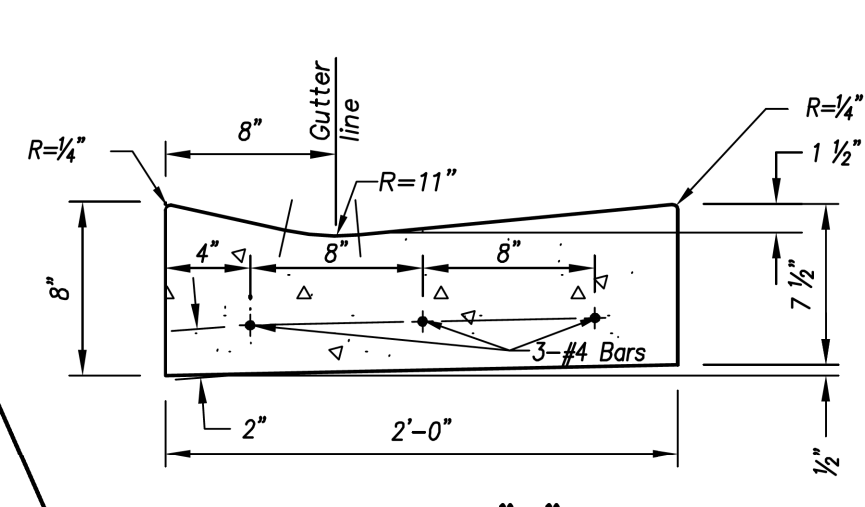
NOTE: in transitions, water shall flow from the gutter of Type "B" curb to the lip of Type "B-Dry" curb at 0.5% min. slope.

Curb & Gutter Notes:

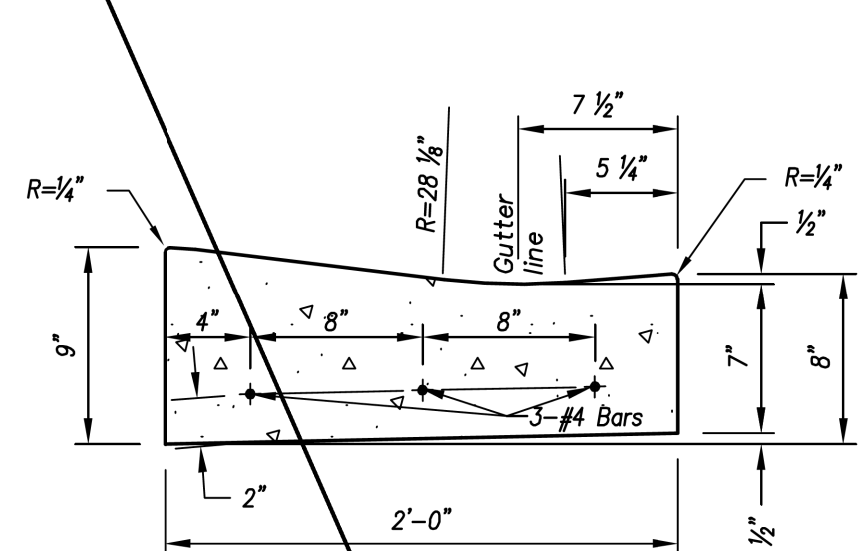
- The Overland Park Municipal Code (OPMC) and Overland Park Design and Construction Standards Manual (OPDCSM) are incorporated, except as otherwise noted.
- 1/2" premolded expansion joints shall be placed at points of curvature, curb returns, curb inlets, and at 250' centers. The expansion joints shall be sealed in accordance with OPDCSM. Contraction joints shall be 2" deep, and placed at 15' intervals equally spaced between expansion joints.
- All concrete used in this work shall meet the requirements of the OPMC. KOMMBAK Concrete shall be used throughout.
- For hand-formed curb all reinforcing steel shall be supported on fabricated steel bar supports @ 3'-0" maximum spacing, or as directed by the City Engineer.
- See sidewalk ramp details for typical sidewalk ramp curb & gutter sections.

CONCRETE CURB & GUTTER

Not to Scale



Standard Type "C" Curb*



Type "C-1" Curb *

(Use w/ type "A" curb)

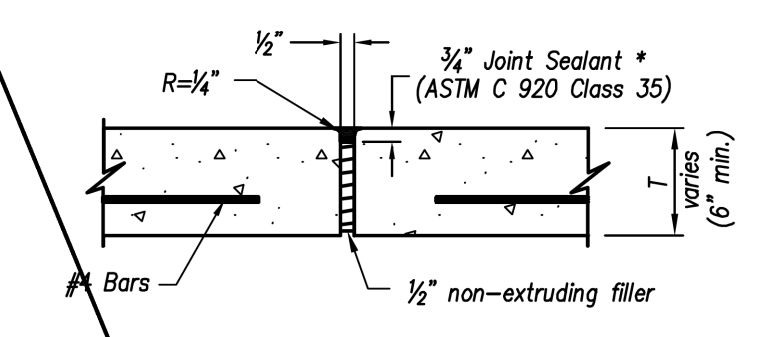
* Use for commercial entrances

Curb & Gutter Notes:

- The Overland Park Municipal Code (OPMC) and Overland Park Design and Construction Standards Manual (OPDCSM) are incorporated, except as otherwise noted.
- 1/2" premolded expansion joints shall be placed at points of curvature, curb returns, curb inlets, and at 250' centers. The expansion joints shall be sealed in accordance with OPDCSM. Contraction joints shall be 2" deep, and placed at 15' intervals equally spaced between expansion joints.
- All concrete used in this work shall meet the requirements of the OPMC. KOMMBAK Concrete shall be used throughout.
- For hand-formed curb all reinforcing steel shall be supported on fabricated steel bar supports @ 3'-0" maximum spacing, or as directed by the City Engineer.
- See sidewalk ramp details for typical sidewalk ramp curb & gutter sections.

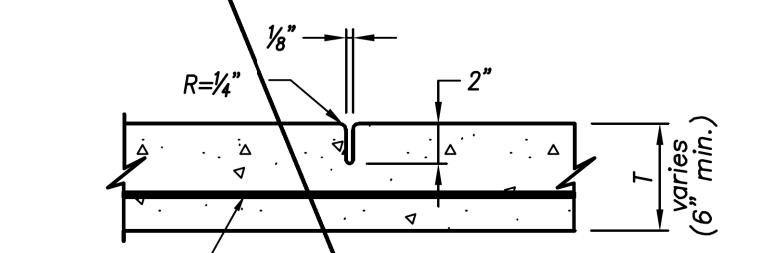
CONCRETE CURB & GUTTER

Not to Scale

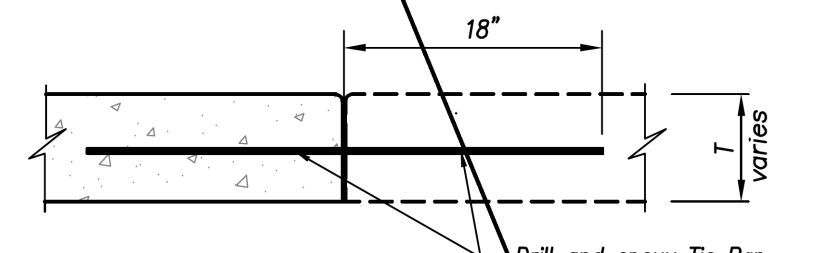


* - Joint Sealant shall be installed within 48 Hours of curb placement

Expansion Joint



Contraction Joint



Drill and epoxy Tie Bar into existing curb or extend Tie Bar at the end of placement for continuation of the curb

Construction Joint

JOINT DETAILS

Not to Scale

REVISIONS:	
07/01/03	Concrete Mix Designation;
Jan. 2008	Notes
Feb. 2008	OPMC Reference
RELATED ORDINANCES:	
OPMC Title 13	

Year 2019 Edition

OVERLAND PARK
KANSAS
ABOVE AND BEYOND. BY DESIGN.

DEPARTMENT OF PUBLIC WORKS
STANDARD DETAILS

CONCRETE CURB WITH ASPHALT PAVEMENT
(COLLECTOR AND RESIDENTIAL STREETS)

DATE: 09/28/99 SHEET: 10

DRAWING NAME: K:\Details_Specs\Detail_Drawings\details_english\revision_19\curb_asphalt.dwg
WEB SITE ADDRESS: <http://www.opkansas.org/Doing-Business/Construction-Details>

DATE	
BY	
REFERENCES NOTED	
REFERENCES CHECKED	

Plotted : 02-APR-2020 10:15

Drawn By : Idonnelly
File : R2101.dgn

SHEET NUMBER	TOTAL SHEETS
5	6
YEAR 2020	
PROJECT NO. 14184.02	

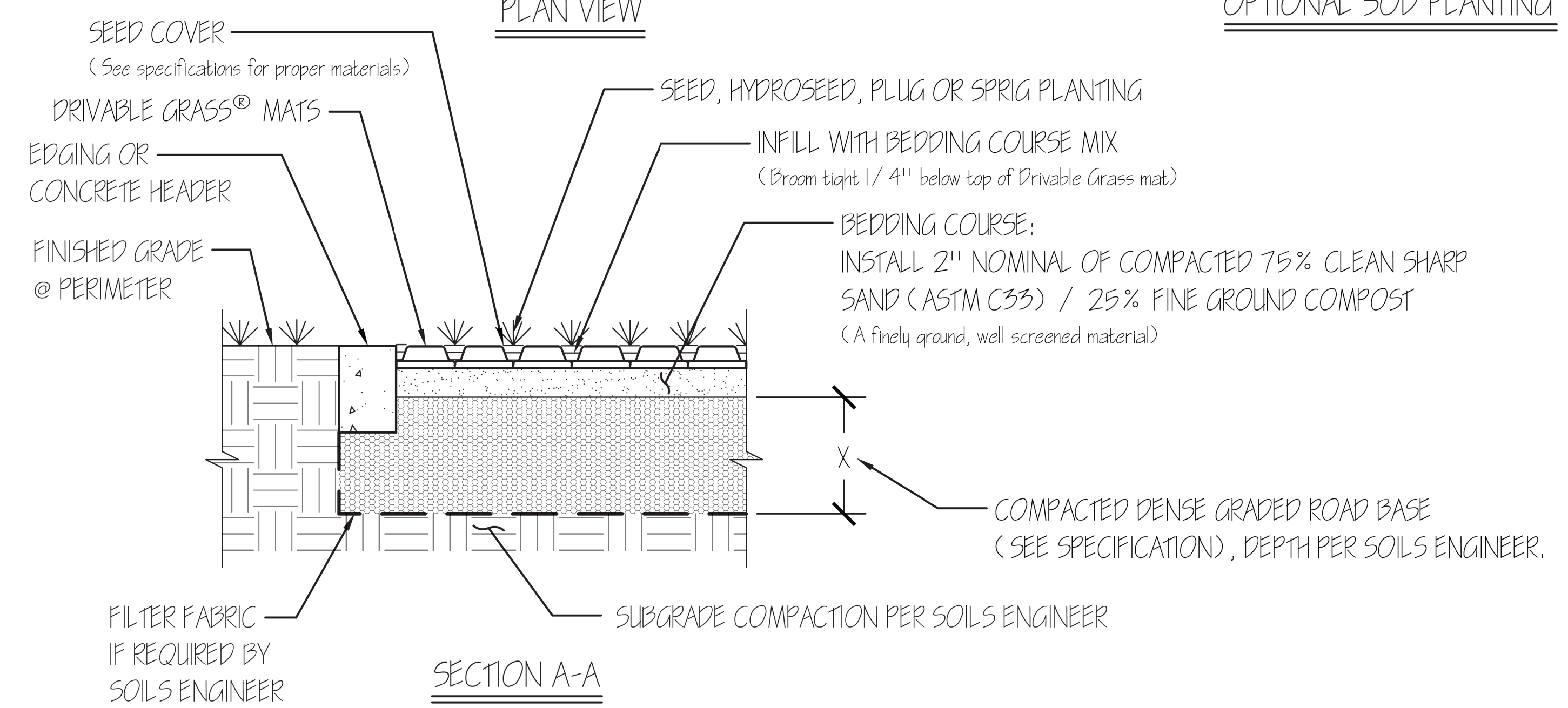
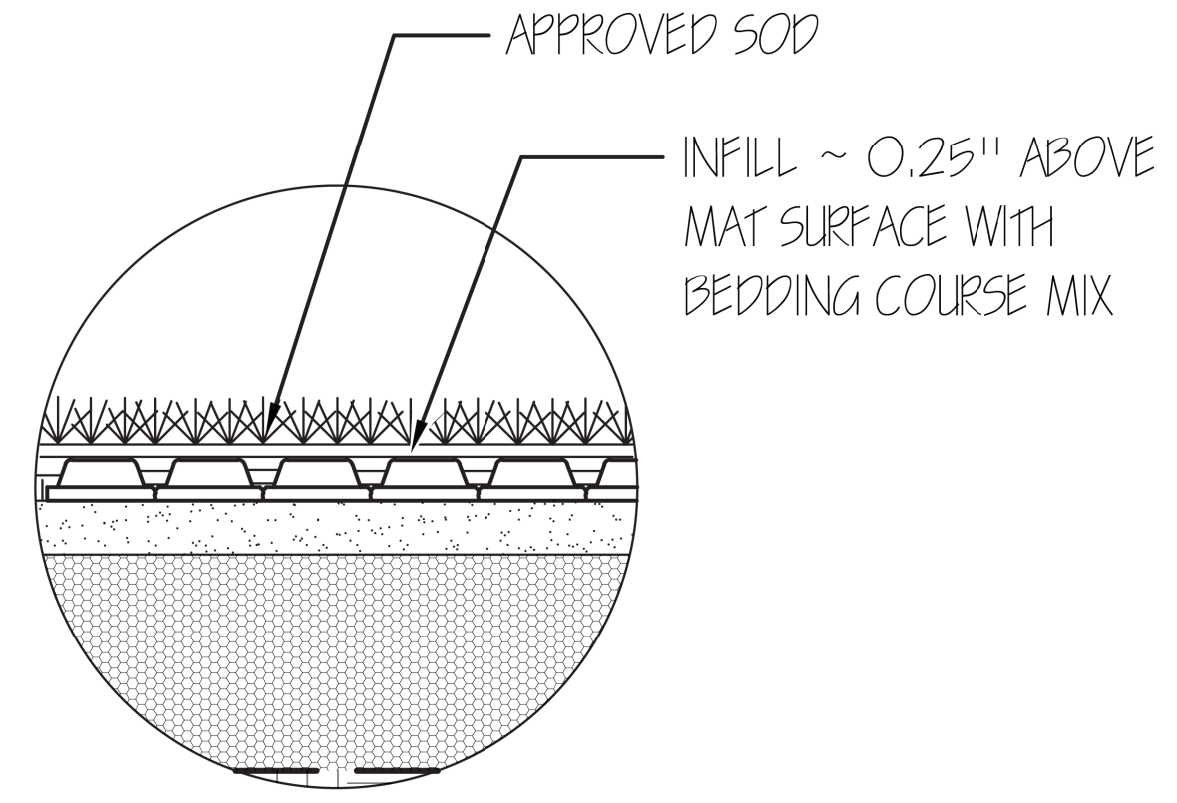
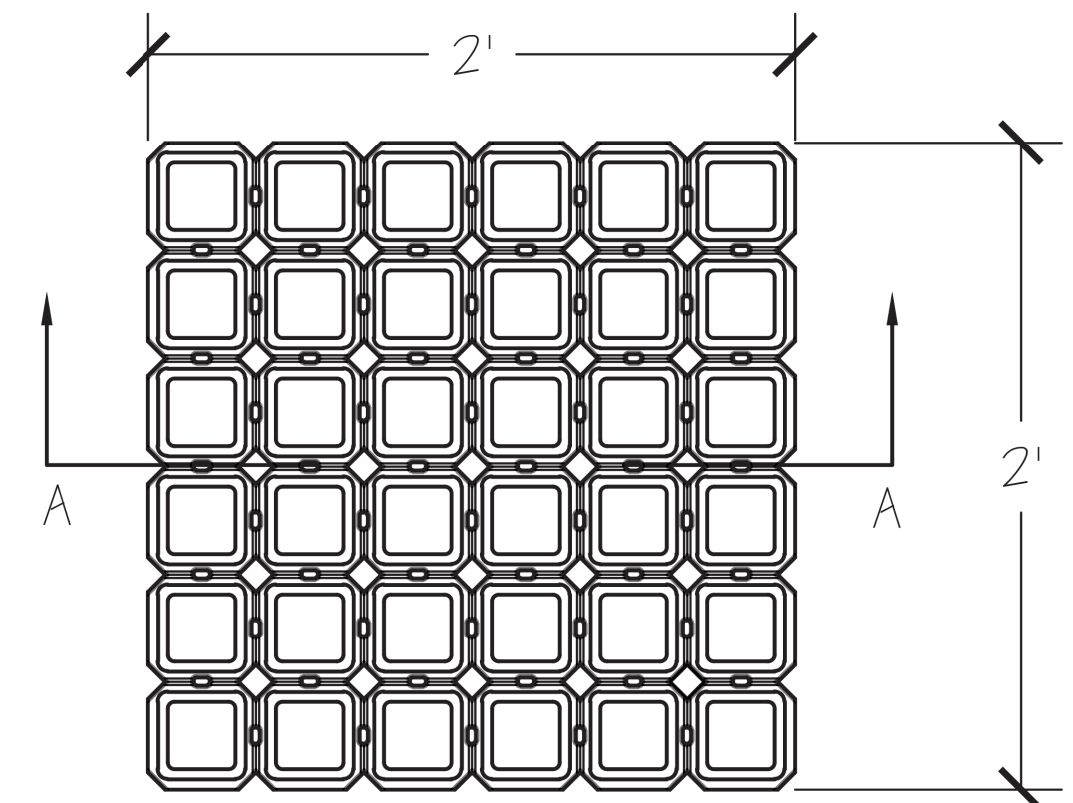
CITY OF MISSION, KANSAS
HODGES DRIVE &
W 61ST TERRACE

DATE	DESCRIPTION

STANDARD DETAILS
SHEET 2 OF 3

GBA
9801 Renner Blvd. Ste. 300
Lenexa, KS 66219
913.492.0400
GBAteam.com
© GEORGE BUTLER ASSOCIATES, INC.

"DRIVABLE GRASS" OR APPROVED EQUAL TO BE USED. QUANTIFIED AND PAID FOR AS "GRASS PAVERS". ALL WORK, EQUIPMENT, LABOR, SEED, BASE, ETC. NECESSARY FOR PROPER INSTALLATION OF "DRIVABLE GRASS" SHOWN BELOW IS SUBSIDIARY TO "GRASS PAVERS" AND PAID FOR BY SY OF "DRIVABLE GRASS" MAT.



TYPICAL PROFESSIONAL DRIVABLE GRASS® DETAIL
SCALE: 1" = 1'



DATE	
BY	
REFERENCES NOTED	
REFERENCES CHECKED	

Plotted : 02-APR-2020 10:18

Drawn By : ldonnelly
File : R2102.dgn

HODGES DRIVE / 61ST TERRACE					Amino		GBA IS		Gunter		Cohorst		
	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	PRICE	UNIT PRICE	PRICE	UNIT PRICE	PRICE	UNIT PRICE	PRICE	UNIT PRICE	PRICE
1	REMOVALS	LS	1	\$1,500.00	\$1,500.00	\$3,066.00	\$3,066.00	\$3,362.55	\$3,362.55	\$9,000.00	\$9,000.00	\$10,000.00	\$10,000.00
2	MOBILIZATION	LS	1	\$1,500.00	\$1,500.00	\$3,969.00	\$3,969.00	\$1,224.31	\$1,224.31	\$3,400.00	\$3,400.00	\$5,500.00	\$5,500.00
3	7.5" CONCRETE PAVEMENT	SY	7	\$90.00	\$630.00	\$112.00	\$784.00	\$557.79	\$3,904.53	\$100.00	\$700.00	\$210.00	\$1,470.00
4	TYPE "A" DRY CURB	LF	87	\$30.00	\$2,610.00	\$75.15	\$6,538.05	\$118.97	\$10,350.39	\$32.00	\$2,784.00	\$50.00	\$4,350.00
5	GRASS PAVERS	SY	48	\$100.00	\$4,800.00	\$264.00	\$12,672.00	\$351.17	\$16,856.16	\$210.00	\$10,080.00	\$200.00	\$9,600.00
6	GATE	EACH	1	\$3,000.00	\$3,000.00	\$3,642.00	\$3,642.00	\$2,541.06	\$2,541.06	\$7,500.00	\$7,500.00	\$4,000.00	\$4,000.00
7	FORCE ACCOUNT	LS	1	\$4,000.00	\$4,000.00	\$4,000.00	\$4,000.00	\$4,000.00	\$4,000.00	\$4,000.00	\$4,000.00	\$4,000.00	\$4,000.00
				TOTAL	\$18,040.00	TOTAL	\$34,671.05	TOTAL	\$42,239.00	TOTAL	\$37,464.00	TOTAL	\$38,920.00

City of Mission	Item Number:	7.
DISCUSSION ITEM SUMMARY	Date:	August 5, 2020
PUBLIC WORKS	From:	Celia Duran/Laura Smith

Discussion items allow the committee the opportunity to freely discuss the issue at hand.

8RE: Discussion on Update of Johnson Drive Reconfiguration

DETAILS: At the December 12, 2019 CDC meeting, there was discussion between City Council and staff regarding safety concerns along Johnson Drive between Lamar Avenue and Nall Avenue. One solution under consideration by Council is restriping this portion from a four-lane section to a three-lane section.

Because Johnson Drive is so vital to the community and a major part of Mission’s identity and character, it is important that many factors be considered and weighed (including potential unintended consequences) prior to making any changes to this corridor. Some of these factors include:

- Increased traffic volumes that will be generated from The Locale and the Gateway development and the ability of the corridor to support these traffic volumes without increased congestion/delay and/or bypass traffic being diverted onto neighborhood streets;
- Increased delay on stop-controlled side streets due to fewer gaps in traffic on Johnson Drive;
- Potential delay on a 3-lane section from on-street parking as a vehicle pulls in and out of a stall;
- Funding/schedule for Johnson Drive improvements (if recommended) since a surface treatment is proposed for 2022 using CARS funds; and
- Data needed to support any changes to this corridor and how to measure whether we’ve been successful in making Johnson Drive safer (i.e., less speeding citations, accidents, etc.?).

During the meeting, staff recommended collecting additional data to assess appropriate solutions for this corridor and to aid in evaluating the factors listed above. The data and analyses that were recommended by staff included:

- Traffic volume collection along Johnson Drive including traffic counts at key intersections in order to evaluate capacity and delay;
- Pedestrian counts at key intersections to evaluate whether there is a safety concern and whether additional measures are needed (ideally this data would be collected in Spring/Summer);
- Speed analyses at various locations throughout the corridor; and
- Evaluation of crash rates (i.e., accidents) to determine the existing crash rate vs. the average crash rate for this type of corridor and preventable measures, if any.

Related Statute/City Ordinance:	N/A
Line Item Code/Description:	N/A
Available Budget:	N/A

City of Mission	Item Number:	7.
DISCUSSION ITEM SUMMARY	Date:	August 5, 2020
PUBLIC WORKS	From:	Celia Duran/Laura Smith

Discussion items allow the committee the opportunity to freely discuss the issue at hand.

The traffic volumes and pedestrian counts along the corridor and at specific intersections were planned to be taken in Spring 2020 when the weather is typically warmer (more pedestrians). Unfortunately, the work was delayed due to lane drops from construction at The Locale and decreased traffic due to COVID-19. Due to the economy shutdown, there is concern that traffic and pedestrian volumes may not normalize until later in 2020 or even into 2021.

At the May 6, 2020 Community Development Committee meeting, City Council again expressed their concerns that evaluation of alternatives for Johnson Drive was not moving forward in a timely manner. Therefore, staff has included some options for the Council to consider in order to make progress toward those Council goals:

- Proceed with the data collection process and project a growth factor to accommodate for the decreased traffic volumes. This will result in a preliminary analyses that will be based on assumptions that may need to be updated with new traffic counts in the future for validation.
- Begin the community engagement process to assess whether there is public support for changes to the corridor if Council is comfortable proceeding without the updated data or completed evaluation;
- Wait to collect the traffic and pedestrian data when things normalize.

One component of the analysis that was able to proceed despite COVID-19 was the crash data analysis, and this information is summarized below and detailed in the attached memorandum.

Olsson collected crash/accident data on Johnson Drive from the Mission Police department for the last three years (2017-2019). Review of these reports is beneficial in determining if recommended improvements can potentially reduce crash occurrence. Information provided in the crash reports/analysis includes specific crash location, crash severity, crash type, weather, lighting (time of day and street lighting) as well as other potentially contributing circumstances.

A total of 53 crashes were reported within the study area between 2017 and 2019. Of the reported crashes, 37 occurred at the intersections and the remaining 16 occurred along a segment of Johnson Drive with the study area.

Intersection Crashes: The intersection crash frequency is provided in the attached table and is also included in the memorandum. Fifteen of the reported crashes at

Related Statute/City Ordinance:	N/A
Line Item Code/Description:	N/A
Available Budget:	N/A

City of Mission	Item Number:	7.
DISCUSSION ITEM SUMMARY	Date:	August 5, 2020
PUBLIC WORKS	From:	Celia Duran/Laura Smith

Discussion items allow the committee the opportunity to freely discuss the issue at hand.

intersections occurred at the intersection of Johnson Drive and Lamar Avenue. The remaining twenty-two crashes were dispersed among the other study intersections. The number of reported crashes at the study intersections is low and does not provide a crash trend.

Intersection Crashes at Lamar Avenue: For the Johnson Drive and Lamar Avenue intersection, the most reported crash type was rear end (53%) followed by angle (20%). Remaining classifications were fixed object and sideswipe. Rear end crashes are a common crash type at signalized intersections. Two crashes were associated with impairment or DUI and eight of the 15 reported crashes were “hit and run” which is a higher percentage of reported crashes than would typically be expected. Based on evaluation of the crash data, a trend in direction or cause was not noted, although driver inattention was noted in several of the reports.

Segment Crash Analysis: A total of sixteen crashes were reported to occur along the Johnson Drive segment between Nall Avenue and Lamar Avenue. Four of the sixteen crashes were related to parking maneuvers within a parking spot or fixed objects unrelated to the roadway section. For the purposes of evaluating the roadway segment and relevant crashes, these crashes were removed from analysis. These crashes by travel direction are summarized in the attached table. The most crash type was angle (42%), followed by rear end (33%), sideswipe (17%) and fixed object (8%). Driver inattention was cited or inferred for several of the crashes.

The segment crash rate was calculated based on the 2017-2019 crashes and is 1.87, which is below the statewide average of 2.02. Results of the analysis indicate that in general there seems to be an indication of driver inattention along the study segment of the roadway.

During the committee meeting, staff will review the crash data and seek input from the Council on the preferred next steps relative to data collection and public engagement.

CFAA CONSIDERATIONS/IMPACTS: N/A

Related Statute/City Ordinance:	N/A
Line Item Code/Description:	N/A
Available Budget:	N/A

Accidents on Johnson Drive (2017-2019)

	2017	2018	2019	Total
Nall	1	5	0	6
Maple	2	0	1	3
Reeds	0	0	1	1
Outlook	1	1	1	3
Woodson	0	0	1	1
Dearborn	0	3	0	3
Beverly	1	1	2	4
Horton	0	1	0	1
Lamar	6	5	4	15
TOTAL	11	16	10	37

Accidents on Johnson Drive by Direction of Travel

DIRECTION	QUANTITY
Johnson Dr Eastbound	6
Johnson Dr. Westbound	6
TOTAL	12

MEMO

	Overnight
	Regular Mail
	Hand Delivery
<input checked="" type="checkbox"/>	Other: <u>E-mail</u>

TO:	Celia Duran, PE, Public Works Director City of Mission, Kansas
FROM:	Tom Fulton, Vice President Shannon Jeffries, PE, PTOE
RE:	Existing Safety Analysis Along Johnson Drive (Lamar Avenue to Nall Avenue)
DATE:	July 1, 2020
PROJECT #:	018-3593

1. INTRODUCTION

This memorandum summarizes a safety analysis conducted for Johnson Drive between Lamar Avenue and Nall Avenue in Mission, Kansas. This information and review are one component in a larger evaluation of the corridor. Due to changes in travel patterns due to COVID-19, traffic count data cannot be collected along the corridor. When travel patterns return to normal, data collection will occur, and further evaluation of the corridor will be conducted.

Crash reports and historical count data was obtained for the study area. A field review was also conducted to confirm intersection geometrics, traffic control, and other intersection conditions for consideration during the analysis of existing conditions.

2. DATA COLLECTION

As referenced in **Section 1.0**, due to COVID-19 restrictions which have impacted travel patterns resulting in reduced traffic volumes across the metropolitan area, count data was not collected and considered for this memorandum. The Kansas Department of Transportation (KDOT) Kansas City Metro traffic count map was referenced to obtain an Average Daily Traffic (ADT) volume for the corridor. Based on data collected in 2017, the ADT along this segment of Johnson Drive is 11,700 vehicles. The ADT represents an average of the total traffic volumes for a roadway over a 24-hour period. ADT data is not only useful for understanding the amount of vehicular traffic along a segment or at an intersection but is also used to determine crash rates.

Crash reports were provided by the City of Mission for the study corridor for the years 2017 to 2019. Review of the crash reports is beneficial in determining if recommended improvements can potentially reduce crash occurrence. Information provided in the crash reports includes specific crash location, crash severity, crash type, weather, lighting (time of day and street lighting) as well as other potentially contributing circumstances.

3. EXISTING CRASH ANALYSIS

Reviewing the data provided, a total of 53 crashes were reported within the study area between the years 2017 to 2019. Of the reported crashes, 37 occurred at the intersections along Johnson Drive. The remaining 16 crashes occurred along a segment of Johnson Drive within the study area.

3.1. INTERSECTION CRASH ANALYSIS

Based on the crash report data provided by the City, the crash frequency at each intersection could be determined. The crash frequency represents the number of crashes reported at an intersection within a certain time period. A summary of crash frequency for the study intersections is provided in **Table 1**.

Table 1. Intersection Crash Frequency.

Intersection with Johnson Drive	Number of Reported Crashes			
	2017	2018	2019	Total
Nall Avenue	1	5	0	6
Maple Street	2	0	1	3
Reeds Road	0	0	1	1
Outlook Street	1	1	1	3
Woodson Street	0	0	1	1
Dearborn Street	0	3	0	3
Beverly Avenue	1	1	2	4
Horton Street	0	1	0	1
Lamar Avenue	6	5	4	15
TOTAL	11	16	10	37

Considering only crash frequency can limit the evaluation of the safety of an intersection when comparing to other intersections. When traffic count data can be collected, intersection counts should be conducted to determine total entering volume for each intersection. This data can then be used to determine intersection crash rates.

Reviewing the crash data provided, a total of 37 crashes were reported at the nine study intersections along Johnson Drive. Fifteen of the reported crashes were noted to occur at the intersection of Johnson Drive and Lamar Avenue, which will be discussed in further detail below. The remaining 22 crashes were dispersed among the other study intersections. The number of reported crashes at the remaining study intersections is low and does not provide enough data to identify a crash trend.

Intersection of Johnson Drive with Lamar Avenue

A total of 15 crashes were reported at the intersection of Johnson Drive with Lamar Avenue.

Table 2 summarizes the number of crashes by intersection approach.

Table 2. Johnson Drive and Lamar Avenue Crashes by Approach

Intersection Approach	Reported Number of Crashes
Johnson Drive Eastbound	9
Johnson Drive Westbound	3
Lamar Avenue Northbound	1
Lamar Avenue Southbound	2
Total	15

Reported crashes were categorized by the observed crash type, as illustrated in **Exhibit 1**. The most reported crash type was rear end (53% of crashes) followed by angle (20%). Remaining classifications were fixed object and sideswipe. Rear end crashes accounted for a total of eight of the 15 reported crashes by crash type. Rear end crashes are a common crash type at signalized intersections. Of the reported rear end crashes, a trend in direction or cause was not noted, although driver inattention was noted in several of the reports.

**JOHNSON DRIVE AND LAMAR AVENUE
INTERSECTION CRASH TYPES**

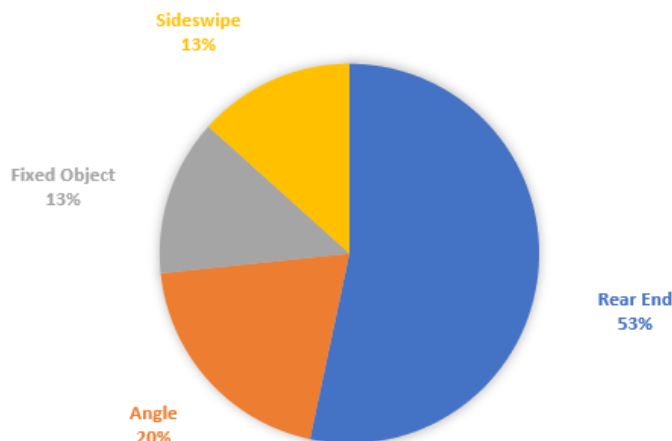


Exhibit 1: Reported Crash Type at Johnson Drive and Lamar Avenue.

Eight of the 15 reported crashes were designated as ‘hit and run’; limited data is available for the causes or factors that may influence a ‘hit and run’ crash, but this represents a higher percentage of reported crashes than would typically be expected. Two crashes were associated with impairment or DUI.

Severity of the reported crashes at the intersection was reviewed. The data provided reported crash severity as property damage only (PDO), minor injury, disabling injury, and fatality.

Exhibit 2 illustrates crash severity classification at the intersection of Johnson Drive and Lamar Avenue. The majority of the crashes at the intersection, 93%, were classified as PDO. The remaining 7% were classified as minor injury. There were no reported disabling or fatal crashes at this intersection

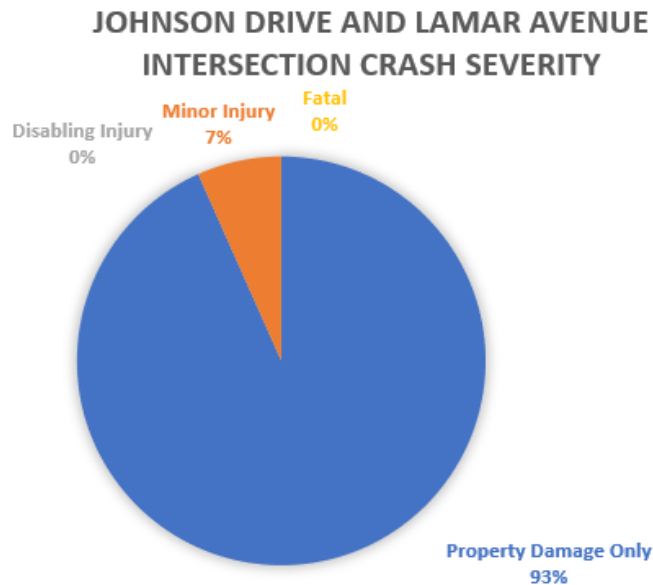


Exhibit 2: Reported Crash Severity at Johnson Drive and Lamar Avenue.

3.2. SEGMENT CRASH ANALYSIS

Crashes occurring along the study segment of Johnson Drive, outside the intersection influence areas of the intersections referenced in **Table 1**, were considered for segment crash review. Reviewing the crash data provided, a total of 16 crashes were reported to occur along the segment of Johnson Drive between Nall Avenue and Lamar Avenue. Reviewing details of the reported crashes, four of the 16 crashes were noted to be related to parking maneuvers within a parking spot or fixed objects unrelated to the roadway section. For the purposes of evaluating the roadway segment and relevant crashes, these crashes were removed from analysis. This resulted in a total of 12 crashes reviewed. **Table 3** summarizes the number of crashes by direction of travel along the roadway segment.

Table 3. Johnson Drive Crashes by Direction of Travel

Direction	Reported Number of Crashes
Johnson Drive Eastbound	6
Johnson Drive Westbound	6
Total	12

Reported crashes were categorized by the observed crash type, as illustrated in **Exhibit 3**. The most reported crash type was angle (42% of crashes), followed by rear end (33%), sideswipe (17%) and fixed object (8%). Driver inattention was either cited within the crash report or inferred from the report detail for several of the crashes. Of the angle crashes, three were indicated to be related to vehicle maneuvers to/from a parking spot. Reviewing all reported crashes for the segment, a specific trend in crash type was not noted.

**JOHNSON DRIVE SEGMENT
CRASH TYPES**

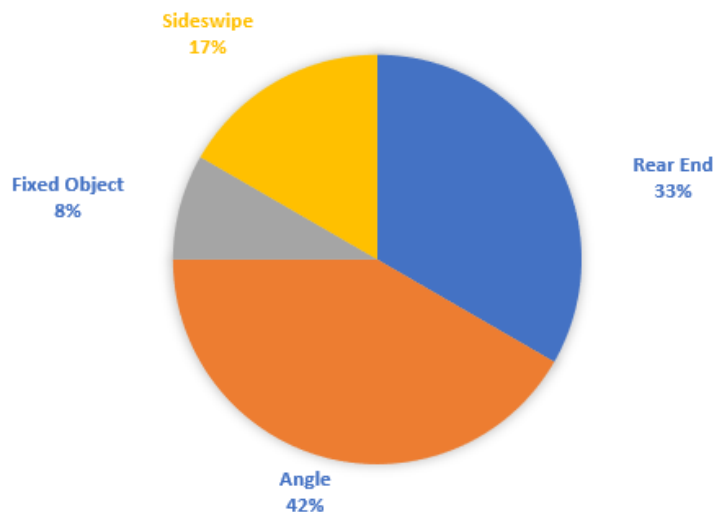


Exhibit 3: Reported Crash Type along Johnson Drive Segment Between Nall Avenue and Lamar Avenue.

Severity of the reported crashes was reviewed. The data provided reported crash severity as property damage only (PDO), minor injury, disabling injury, and fatality. **Exhibit 4** illustrates crash severity classification along the segment of Johnson Drive between Nall Avenue and Lamar Avenue. The majority of crashes at the intersection, 92%, were classified as PDO. PDO was followed by minor injury (8%). There were no reported disabling or fatality crashes along this segment of roadway.

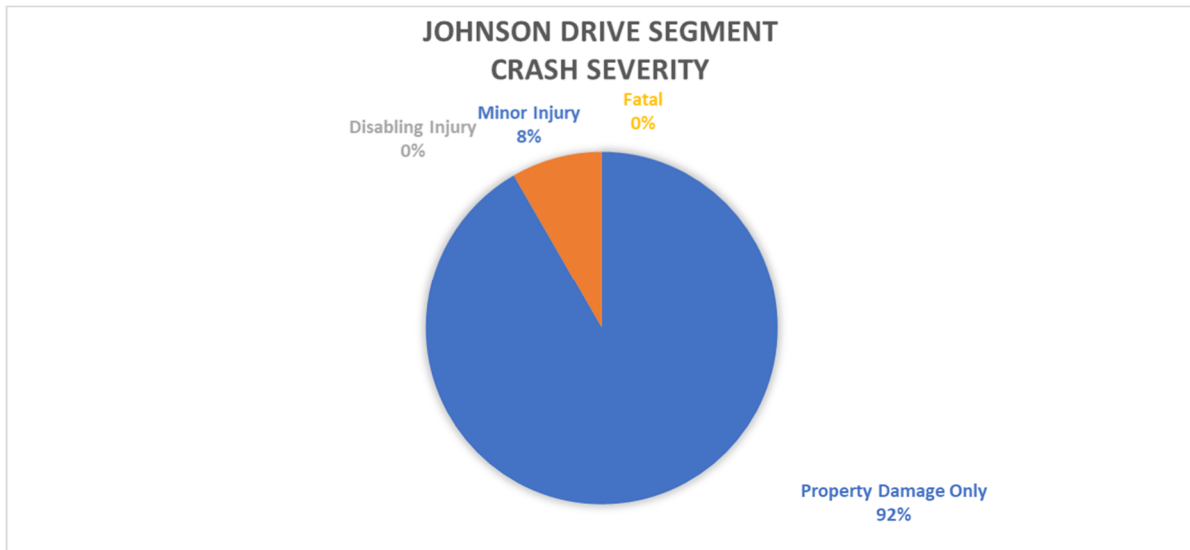


Exhibit 4: Reported Crash Severity along Johnson Drive Segment between Nall Avenue and Lamar Avenue.

Segment Crash Rate

The Johnson Drive roadway segment is approximately 0.5 miles in length. Three years of crash data from 2017 to 2019 was used for determination of the segment crash rate. The crash rate of a segment of roadway considers the number of reported crashes as well as total entering traffic volumes over a specific time period and roadway segment length. The formula that represents the roadway segment crash rate calculation is as follows:

$$CR = \frac{1,000,000 * C}{365 * L * N * V}$$

Where:

CR = Crash rate for the roadway segment as crashes per one million vehicle-miles traveled

C = Total number of reported crashes along the segment for the study period

L = Segment Length

N = Number of years of data

V = Roadway volume, daily

For this segment of Johnson Drive, referencing crash data from 2017-2019, the segment crash rate is 1.87. The 2018 segment crash rate along all public roads per million vehicles-miles traveled (VMT) was obtained from the *2018 Kansas Traffic Crash Facts* document published by KDOT. Based on information provided in this report, the segment crash rate for all public roads is 2.02. The calculated crash rate for the segment is below the state-wide crash rate for public roads. It should be noted that if the crashes that occurred within parking spaces or off the roadway were considered in the total number of crashes, the crash rate would increase.

4. ANALYSIS SUMMARY

Results of the existing crash analysis indicate that in general there seems to be an indication of driver inattention along the study segment of roadway. Additionally, several hit and run crashes were reported. Specific trend in crash type at study intersections or along the segment were not noted. The segment of Johnson Drive from Nall Avenue to Lamar Avenue has a crash rate below the statewide average rate.

When feasible, it is recommended to collect traffic count data at intersections along the corridor and review intersection crash rates. Next steps in conducting analysis of the corridor is to collect vehicular and pedestrian count data, vehicular speed data, and to review that data in conjunction with the reported crash statistics.

DRAFT

City of Mission	Item Number:	8.
DISCUSSION ITEM SUMMARY	Date:	August 5, 2020
PUBLIC WORKS	From:	Celia Duran

Discussion items allow the committee the opportunity to freely discuss the issue at hand.

RE: Stormwater Condition Inventory

DETAILS: At the September 18, 2019 Council meeting, a contract with BHC Rhodes was approved to perform a condition inventory of the City’s stormwater system (pipes and structures) to assist in long-range project planning and budgeting for stormwater projects city-wide. The City will also be eligible to submit stormwater projects for Johnson County Stormwater Management Program (SMP/SMAC) funds if the estimated risk is 3.2 or higher. The BHC Rhodes work did not include any assessment of the condition of the open channels throughout the City.

BHC Rhodes has now completed the inventory and is finalizing the summary report. Stormwater infrastructure pipe and inlets were inventoried and grouped into four zones within city limits. Zone 1 includes the area north of 51st St.; Zone 2 includes the area between 51st St. and 55th St.; Zone 3 includes the area between 55th St. and Johnson Dr.; and Zone 4 includes the area south of Johnson Dr. within city limits.

BHC Rhodes inspected 92,399 linear feet of pipes and 732 inlets, junction boxes, and other structures. These pipes and structures were given a rating of 1 through 5 in accordance with County SMP/SMAC guidelines. In this rating system, “1” is the best (i.e., recently installed/excellent and “5” is the worst (i.e., nearing or at the point of failure). Estimated costs to repair or replace existing pipe and structures were also provided based on unit prices for replacement (construction prices only). Staff will need to assign appropriate engineering and design costs to the work to develop a total estimated cost moving forward.

The attached table summarizes the preliminary costs for each rating by zones based on the work completed by BHC Rhodes. It also includes the pipe and structures that were previously rated and already in Johnson County AIMS. This work is still being reviewed for quality control while the draft report is finalized.

A total of \$46,819,170 has been estimated for repairing/replacing the entire storm sewer system over the estimated service life of 50 years. \$5,395,651 of that total is estimated to be needed to address immediate needs (infrastructure with ratings greater than 3.1). BHC Rhodes has estimated that an estimated annual budget amount of \$900,000 to \$1.0 million would replace the entire system over the estimated 50-year service life.

Depending upon the amount of annual funding included in the stormwater budget, the City can now begin to develop an annual replacement program that addresses citywide

Related Statute/City Ordinance:	
Line Item Code/Description:	22-61-407-05
Available Budget:	\$158,038

City of Mission	Item Number:	8.
DISCUSSION ITEM SUMMARY	Date:	August 5, 2020
PUBLIC WORKS	From:	Celia Duran

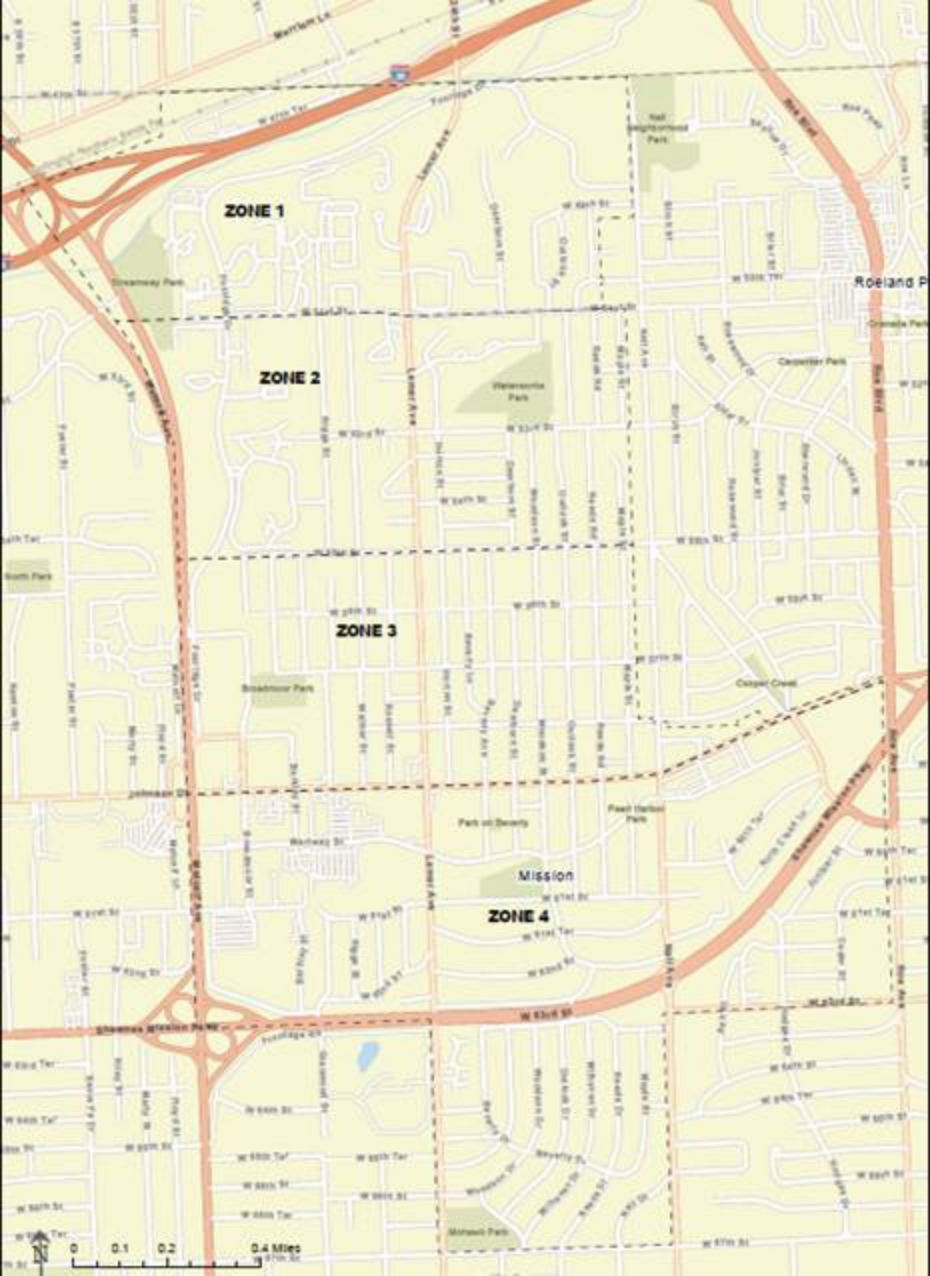
Discussion items allow the committee the opportunity to freely discuss the issue at hand.

infrastructure with the highest risk of failure. This may be a combination of replacing high risk stormwater infrastructure in conjunction with street projects and grouping annual stormwater projects with a “5” rating if street projects do not need stormwater replacement in a specific year. The City will continue to apply for Johnson County CARS and SMAC funding to defray a portion of these maintenance costs.

In order to determine the City’s entire stormwater needs (in addition to stormwater pipe and structures), staff recommends performing an inventory of stormwater channels to determine their condition with estimated costs. There are a number of studies and reports that have been completed over the last 10-15 years, so this information should be able to be updated relatively quickly.

Once complete, the channel assessments when combined with BHC Rhodes inventory will provide a complete assessment of all the City’s stormwater needs. Channel project can then be prioritized in the City’s Capital Improvement Plan alongside stormwater pipe and structure replacement projects.

Related Statute/City Ordinance:	
Line Item Code/Description:	22-61-407-05
Available Budget:	\$158,038



ZONE 1

ZONE 2

ZONE 3

MISSION
ZONE 4

Roeland Park



**Draft Summary Table Prepared by BHC Rhodes
Total Estimated Repair/Replacement Value of Storm Sewer (All Zones and Ratings)**

Combined Estimated Costs for Pipe and Structure Repair/Replacement by Condition (5 = Poor/Failing; 1 = Excellent & EstRisk >3.1 = CARS Eligible)

	<u>5</u>	<u>4</u>	<u>3</u>	<u>2</u>	<u>1</u>	<u>EstRisk>3.1*</u>	<u>EstRisk<=3.1*</u>
Zone 1	\$ 317,277.42	\$ 294,893.48	\$1,202,603.80	\$ 1,068,348.09	\$ 219,769.36	\$ 5,000.00	\$ 1,319,139.02
Zone 2	\$ 445,961.89	\$ 822,027.59	\$ 1,222,779.09	\$ 928,763.46	\$ 139,600.71	\$ 9,080.03	\$ 2,409,593.04
Zone 3	\$ 385,186.41	\$ 682,053.66	\$ 3,693,355.98	\$ 2,624,010.70	\$ 231,201.58	\$ 40,000.00	\$ 3,378,210.32
Zone 4	\$ 704,076.21	\$ 1,423,913.41	\$11,157,955.29	\$ 5,604,195.28	\$ 1,659,873.95	\$ 266,180.69	\$ 4,564,119.71
Estimated Total Replacement Costs Across All Zones =	\$ 1,852,502	\$ 3,222,888	\$ 17,276,694	\$ 10,225,318	\$ 2,250,446	\$ 320,261	\$ 11,671,062

TOTAL \$ 46,819,170

Aggregate Estimated Costs for "5"s, "4"s, and EstRisk>3.1 = 1	\$ 5,395,65
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*=Data obtained from Johnson County AIMS

City of Mission	Item Number:	9.
DISCUSSION ITEM SUMMARY	Date:	August 5, 2020
PUBLIC WORKS	From:	Celia Duran

Discussion items allow the committee the opportunity to freely discuss the issue at hand.

RE: Update on Street Preservation Program

DETAILS: The City Council approved a contract with Stantec for development of a Street Preservation Program at the March 18, 2020 City Council meeting. This scope of work includes use of the pavement condition data collected by Stantec in 2017 for each street along with available geotechnical borings and work history to develop decision criteria to be applied to the development of an on-going street preservation program.

Work completed to date between staff and Stantec includes data gathering, analyses of Pavement Condition Index (PCI) and boring data for each street, development of decision criteria used to determine pavement treatments for various types of streets, recommended timeframes when maintenance should be performed based on PCI, and cost assumptions.

Based on the 2017 data collected by Stantec, Mission has 89 lane miles of streets and an overall network PCI of 56.1 meaning the overall network condition is considered “fair”. (This PCI was updated to include the Lamar Ave. resurfacing project.)

Stantec has identified a total estimated cost of \$35.8 million dollars to address the current maintenance needs for Mission streets. \$27.7 million dollars is estimated for street treatments and the remaining \$8.1 million dollars is estimated for curb, sidewalk, and ramp repair. The majority of the costs (approximately \$21.6 million) are for streets requiring full depth reconstruction due to insufficient asphalt thickness.

Staff will present the assumptions and decision criteria that were used to develop these costs, and requests Council input on any recommended revisions to this criteria. These costs currently do not include stormwater improvements; installation of new sidewalks in areas where sidewalks currently do not exist; driveway replacements and relocation of utility poles within the sidewalk to meet ADA requirements (although removal and replacement of cracked and settled sidewalk panels are included); and streetlight replacements.

Next steps include selecting funding scenarios and determining criteria to be used in developing a prioritized list of roads to be addressed over the next 10 years. This list of roads can be flexible as pavement conditions or priorities change over time; however, this prioritized list will assist the City in determining the annual level of funding available to achieve the desired level of investments in Mission’s streets.

Related Statute/City Ordinance:	N/A
Line Item Code/Description:	N/A
Available Budget:	N/A

City of Mission	Item Number:	9.
DISCUSSION ITEM SUMMARY	Date:	August 5, 2020
PUBLIC WORKS	From:	Celia Duran

Discussion items allow the committee the opportunity to freely discuss the issue at hand.


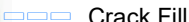
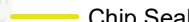

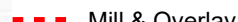

CFAA CONSIDERATIONS/IMPACTS: NA

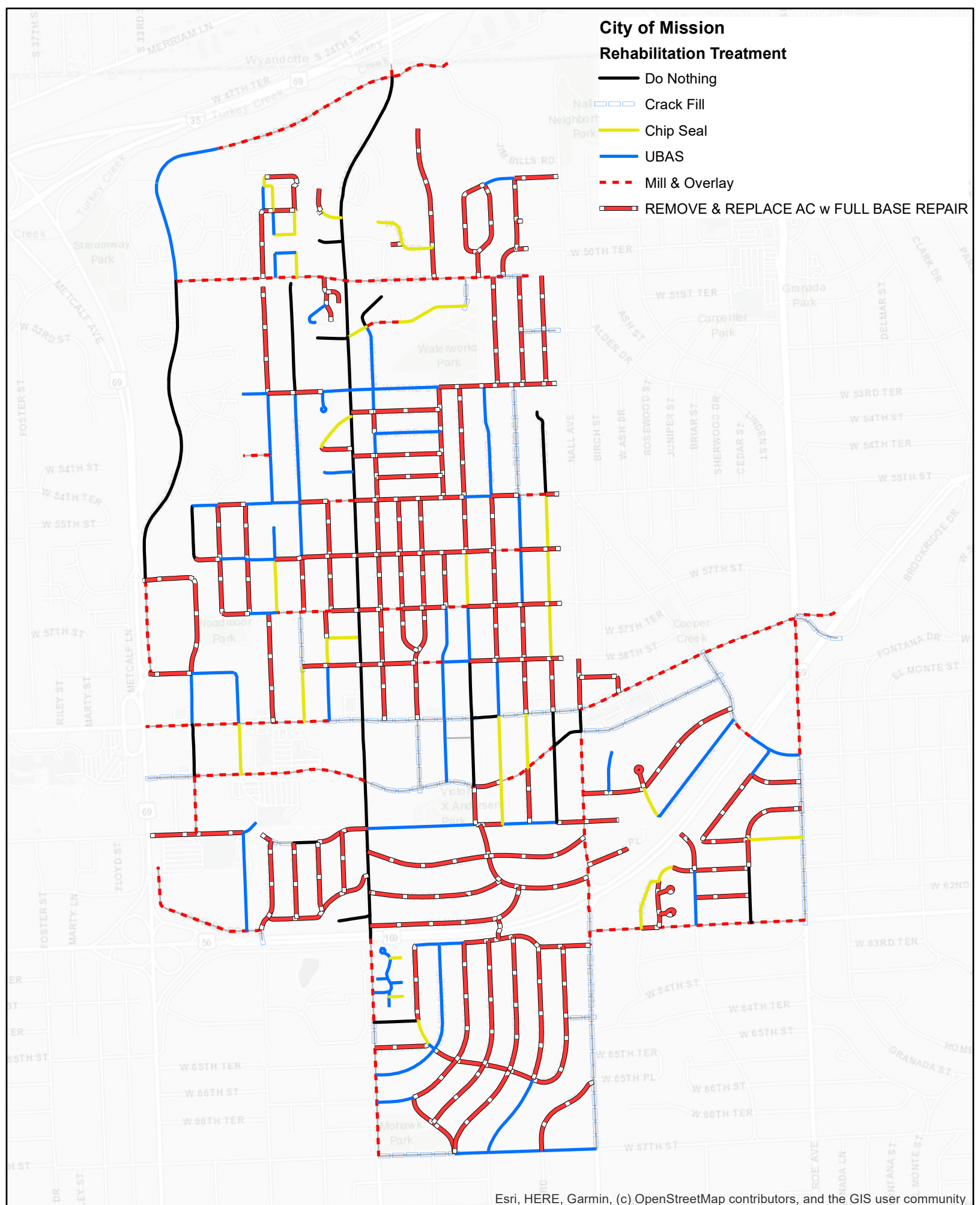
Related Statute/City Ordinance:	N/A
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MILL 2 in & 2 in OL w up to 50% Base Repair	\$ 265,890.00	\$ 78,800.00	\$ 1,038.00	\$ 10,500.00
Mill and Overlay Subtotal	\$ 3,365,304.00			
REMOVE & REPLACE AC w FULL BASE REPAIR	\$ 21,559,156.00	\$ 3,244,300.00	\$ 13,698.00	\$ 151,500.00

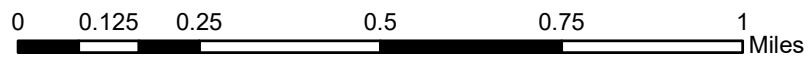
Grand Total \$ 27,678,401.00 \$ 6,998,250.00 \$ 81,015.00 \$ 1,065,000.00

City of Mission Rehabilitation Treatment

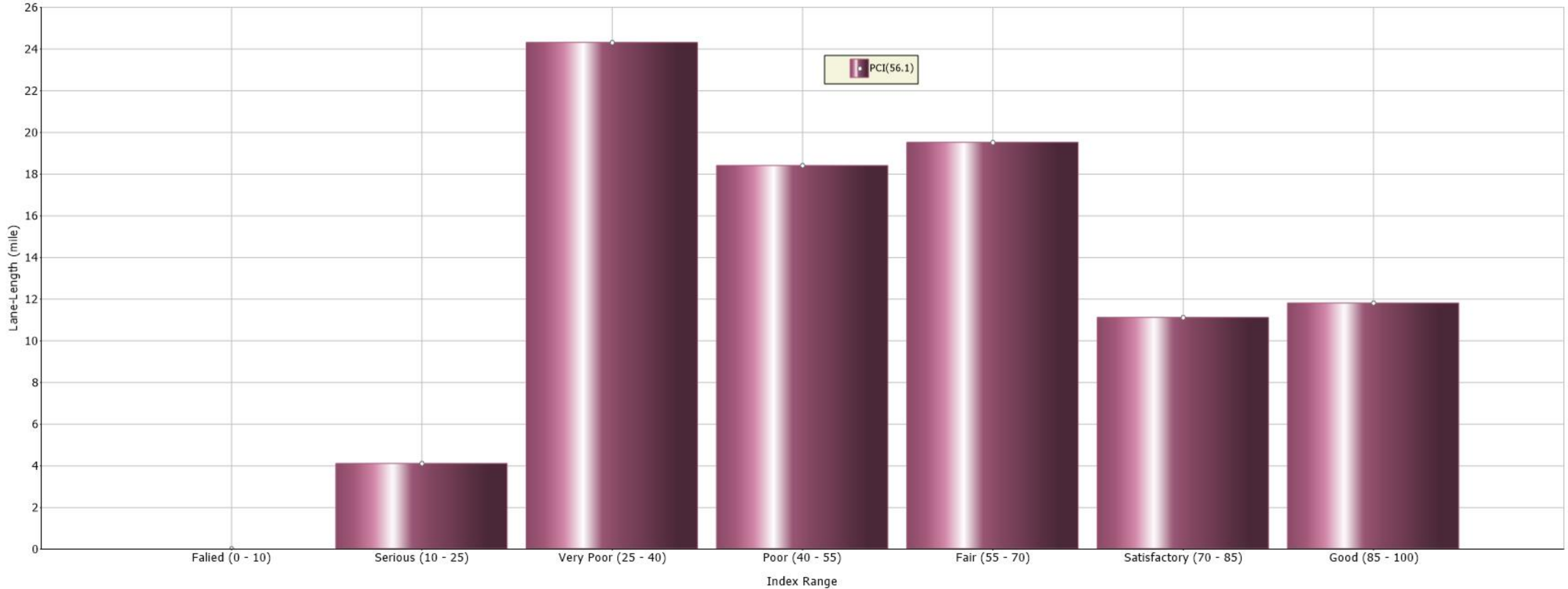
-  Do Nothing
-  Crack Fill
-  Chip Seal
-  UBAS
-  Mill & Overlay
-  REMOVE & REPLACE AC w FULL BASE REPAIR



Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community



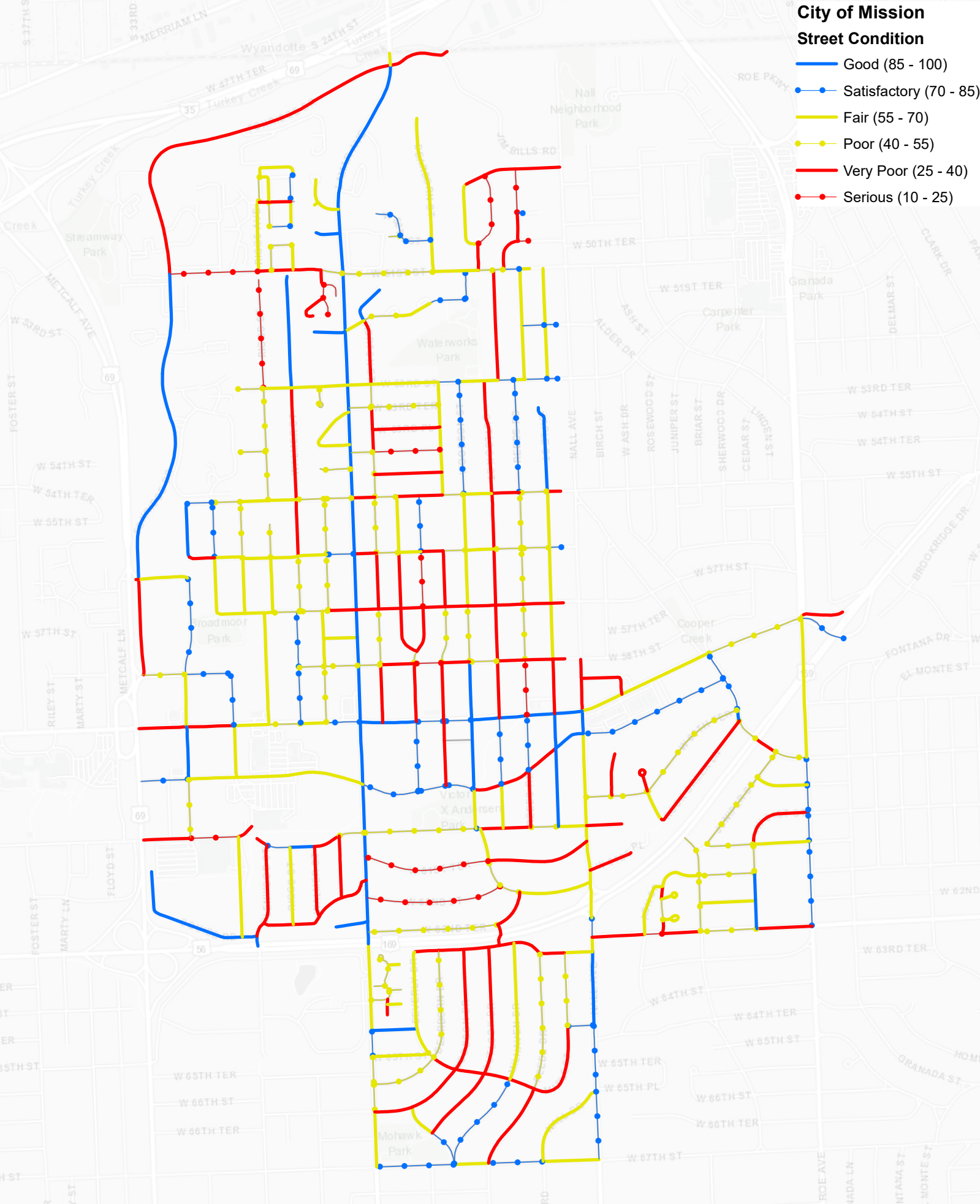
Network Present Status Distribution – 2020
Mission Streets



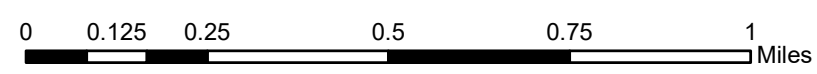
PCI Range	Failed (0 - 10)	Serious (10 - 25)	Very Poor (25 - 40)	Poor (40 - 55)	Fair (55 - 70)	Satisfactory (70 - 85)	Good (85 - 100)	Total
Sections	0	16	125	94	102	54	54	445
Lane-Length (mile)	0	4.1	24.3	18.4	19.5	11.1	11.8	89.2
Lane-Length %	0	4.6	27.2	20.6	21.9	12.4	13.2	100
Area (yd^2)	0	27127.2	174121.8	127495.7	154213.4	88491.9	99430.3	670880.3
Area %	0	4	26	19	23	13.2	14.8	100

City of Mission Street Condition

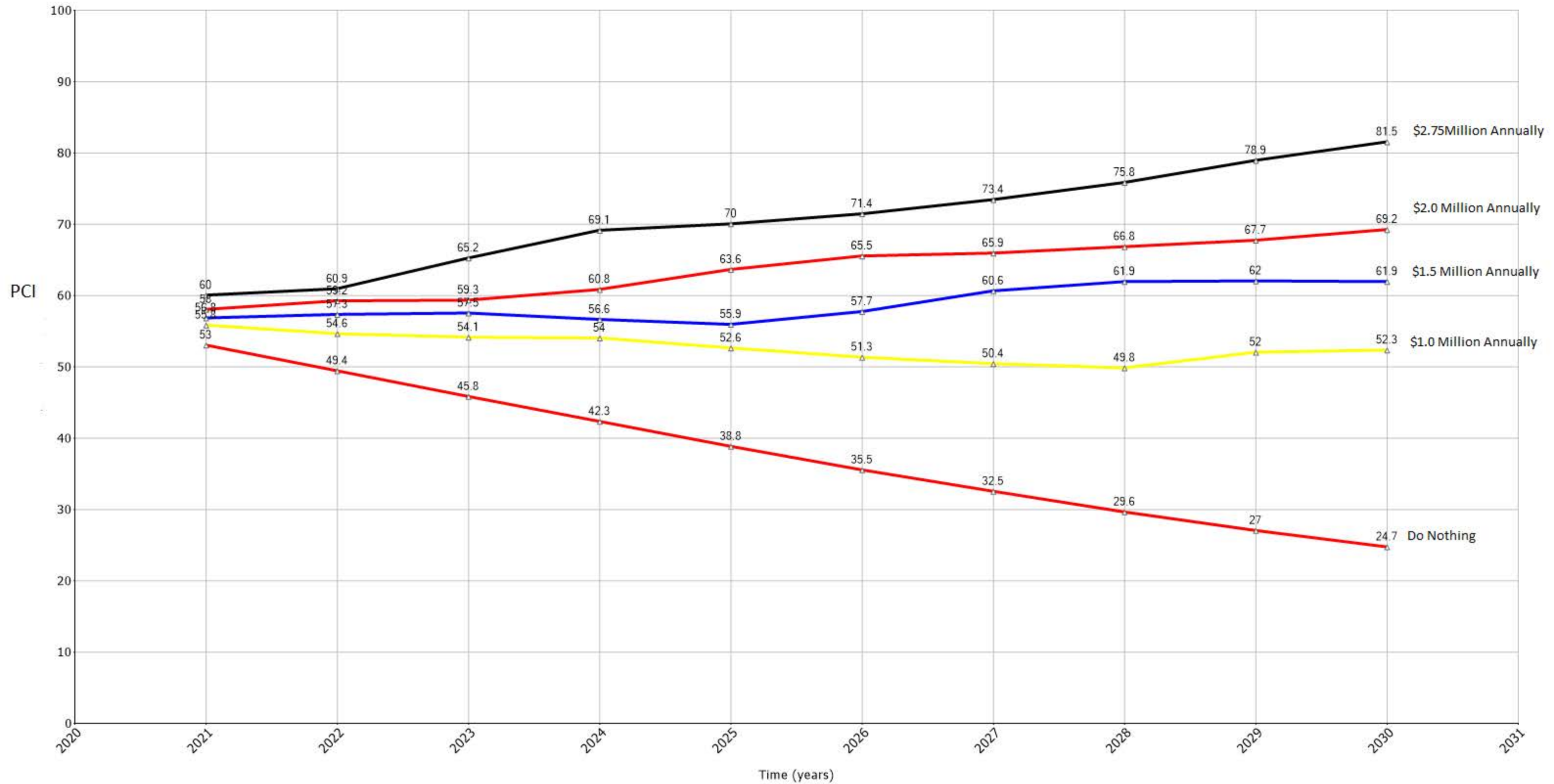
- Good (85 - 100)
- Satisfactory (70 - 85)
- Fair (55 - 70)
- Poor (40 - 55)
- Very Poor (25 - 40)
- Serious (10 - 25)



Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community



Budget Network Performance

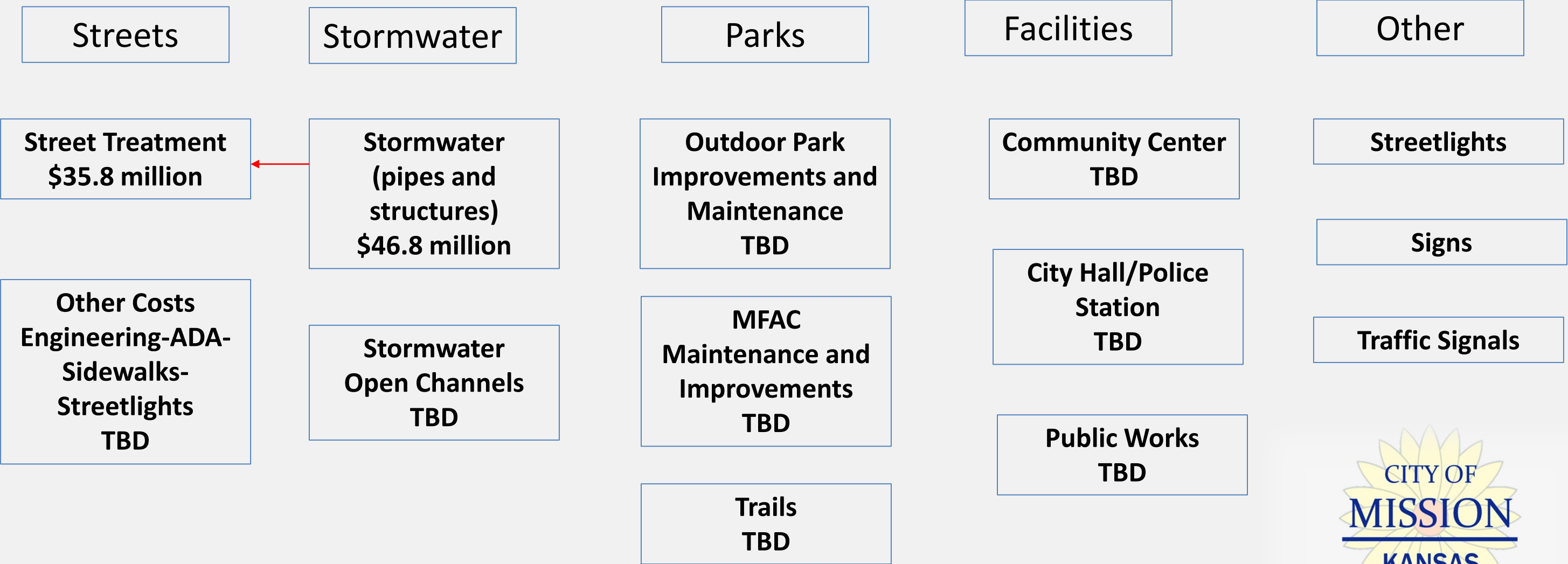


Street Preservation Program Update Mission, Kansas

Celia J. Duran, P.E.
Public Works Director
August 5, 2020



City of Mission – Comprehensive Asset Management



Pavement Management Reality

- Streets are a large portion of Mission's infrastructure and, thus, its annual capital/operating expenditures
- Pavement will continue to deteriorate due to:
 - Degradation due to age and continual use
 - Environmental and climatic conditions
 - Lack of stormwater infrastructure
 - Traffic loading
 - Current limited funding for streets resulting in deferred maintenance



W. 62nd St between Lamar & Woodson



Project Objectives

Answer key questions regarding Mission's street network:

- What do we have as a roadway system?
- What condition is the roadway system in?
- What work needs to be done?
- Estimated costs?
- Pavement management recommendations?



6800 Foxridge



What do we have?

- City Maintained Streets:

- Approx. 89.3 lane miles
- Arterials= 19.9 lane miles
- Collectors=12.1 lane miles
- Local= 57.3 lane miles



What Condition Is Our Network In?

Automated Pavement Data Collection Is:

- Objective
- Accurate
- Repeatable
- Cost Effective
- Data collected by Stantec in 2017
- Recommend evaluate PCI every 3 years



Pavement Condition Data Collection



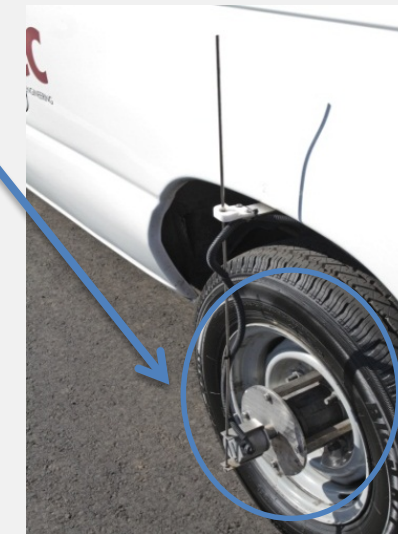
Downward imaging captures pavement images for distress rating



All data tagged with GPS and linear reference



Laser sensors measure longitudinal and transverse profile (IRI and Rutting)



360 camera captures right-of-way images for distress rating and QA/QC



Pavement Condition Data Collection

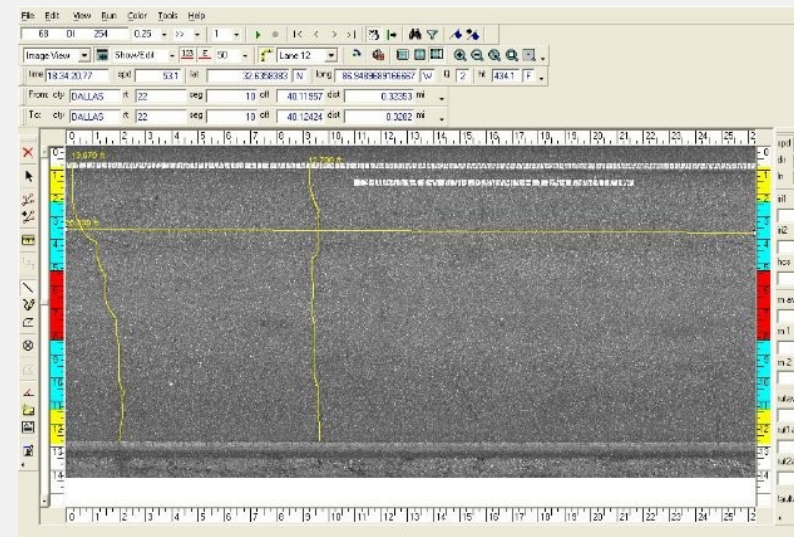
Downward pavement imaging collected at traffic speeds

Uniform illumination using non-visible lasers

Continuous pavement coverage of the traveled lane

All data is linked by GPS ensuring 100% coverage of road network

Synchronized with Right of way images and sensor data



Pavement Condition Data Collection (ASTM D 6433)

Flexible Pavements	Rigid Pavements
<ul style="list-style-type: none">• Alligator Cracking• Bleeding• Block Cracking• Bumps and Sags• Corrugation• Depression• Edge Cracking• Jt. Reflection Cracking• Lane/Shoulder Drop Off• Long and Trans Cracking• Patching• Polished Aggregate• Potholes• Rutting• Shoving• Slippage Cracking• Swell• Weathering/Raveling	<ul style="list-style-type: none">• Blow Up/ Buckling• Corner Break• Divided Slab• Durability Crack• Faulting• Joint Seal• Lane/Shoulder Drop Off• Linear Cracking• Patching (Large)• Patching (Small)• Polished Aggregate• Popouts• Pumping• Scaling• Shrinkage Crack• Spalling Corner• Spalling Joint



Distress Rating – Pavement Imagery



- Each individual distress is categorized by Severity and Extent
- Distresses identified by shape (lines for linear distress (cracking); boxes for area distress (alligator cracking or patching); colors to identify severity
- The condition data is processed continually at 100 ft. intervals

Pavement Distress

Example: Alligator Cracking

Slight

< - - - - >

Moderate

< - - - - >

Severe



Pavement Distress

Example: Rutting

Slight

< - - - - >

Moderate

< - - - - >

Severe



Pavement Distress

Example: Faulting/Joint Stepping

Slight

< - - - - >

Moderate

< - - - - >

Severe



Moderate



Severe



Performance Indicators



RCI (Ride Comfort Index)

- Model that normalizes profile measurements to the “rideability” of a road (0-100 scale)
- IRI (International Roughness Index) is a standardized measure of a vehicle’s suspension response to the changes in profile over a distance (in/mile)
- RCI model correlates these measurements to a human perception or “smoothness”



PCI (Pavement Condition Index)

- Industry standard (0 – 100 Scale)
- Measure of pavement surface deterioration from the distress ratings
- Some distresses heavily impact PCI
(Alligator/Edge Cracking/Severe Rut)
- Means of determining rehabilitation needs and strategies



What Condition Is Our Network In?

PCI Range	Condition Category
86 - 100	Excellent
71- 85	Good
56 - 70	Fair
41 - 55	Poor
26 - 40	Very Poor
11 - 25	Serious
0 - 10	Failed

PCI Range	Level of Service Category
71 -100	Adequate
56 -70	Degraded
0 - 55	Unsatisfactory



What Condition Is Our Network In?



EXCELLENT (PCI 86-100)

Broadmoor, looking SB from Johnson Dr.



FAIR - GOOD (PCI 56-85)

Johnson Dr., looking EB from Dearborn



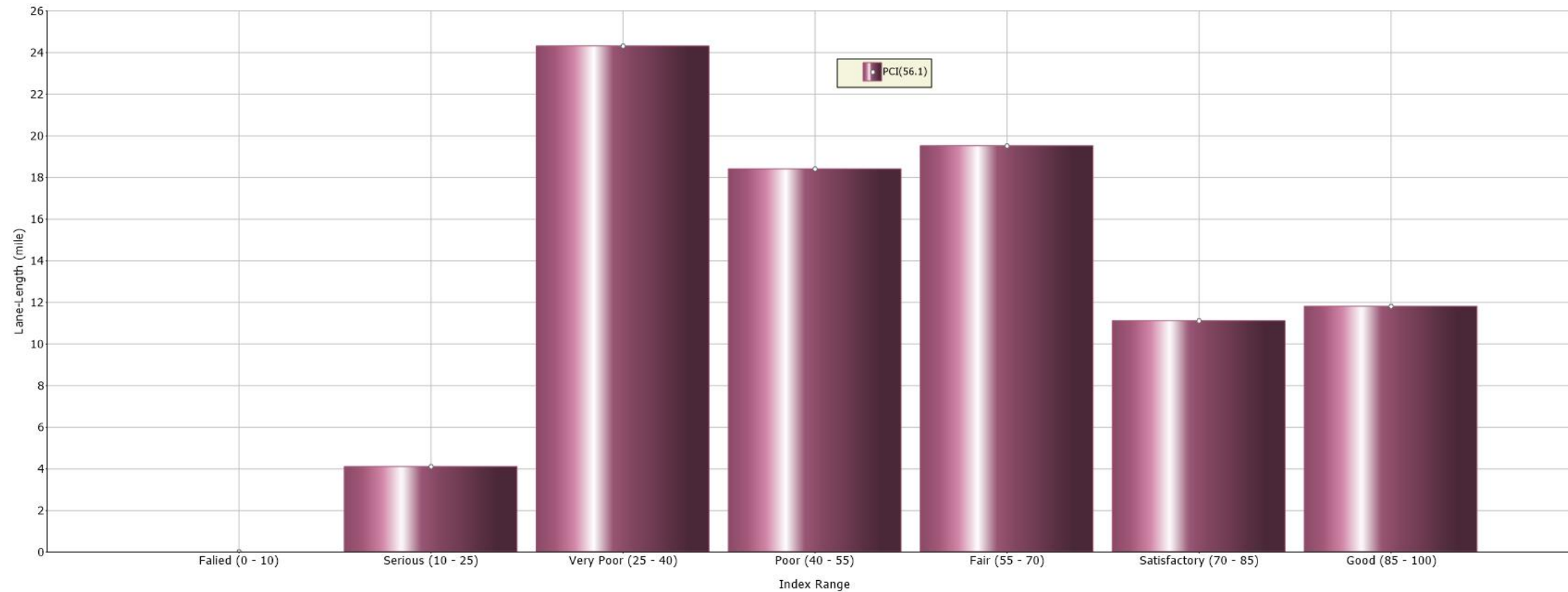
VERY POOR (PCI 0-25)

Foxridge Dr.



What Condition Is Our Network In? (Overall PCI=56.1)

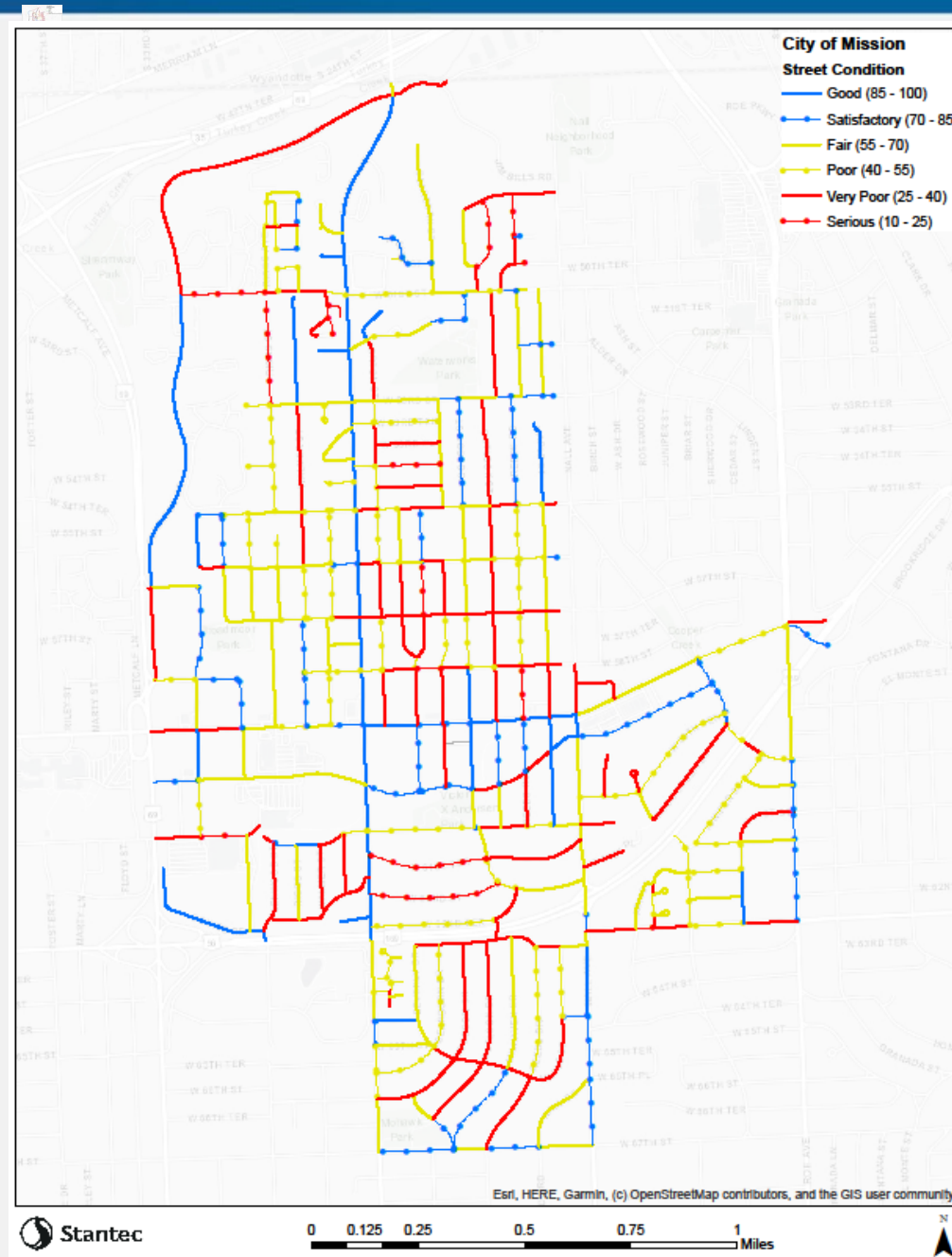
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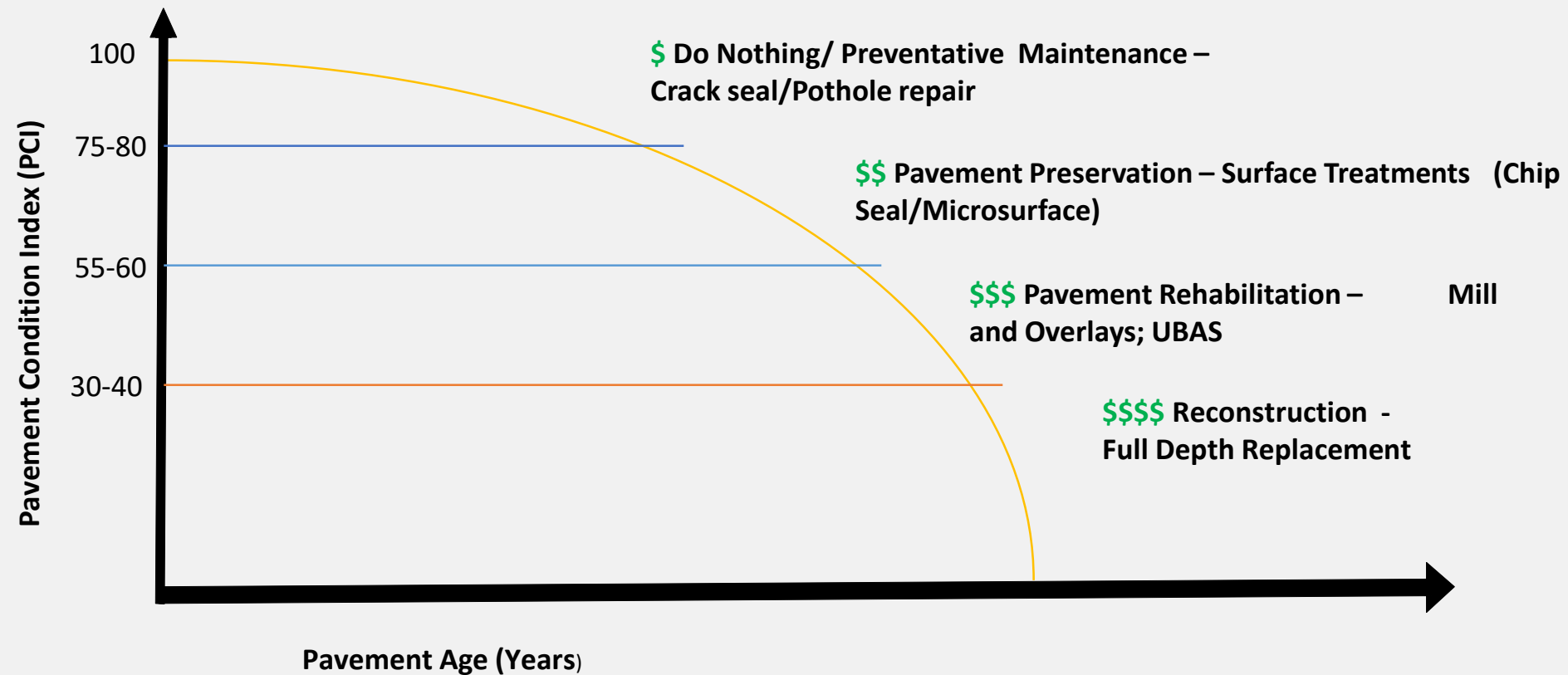
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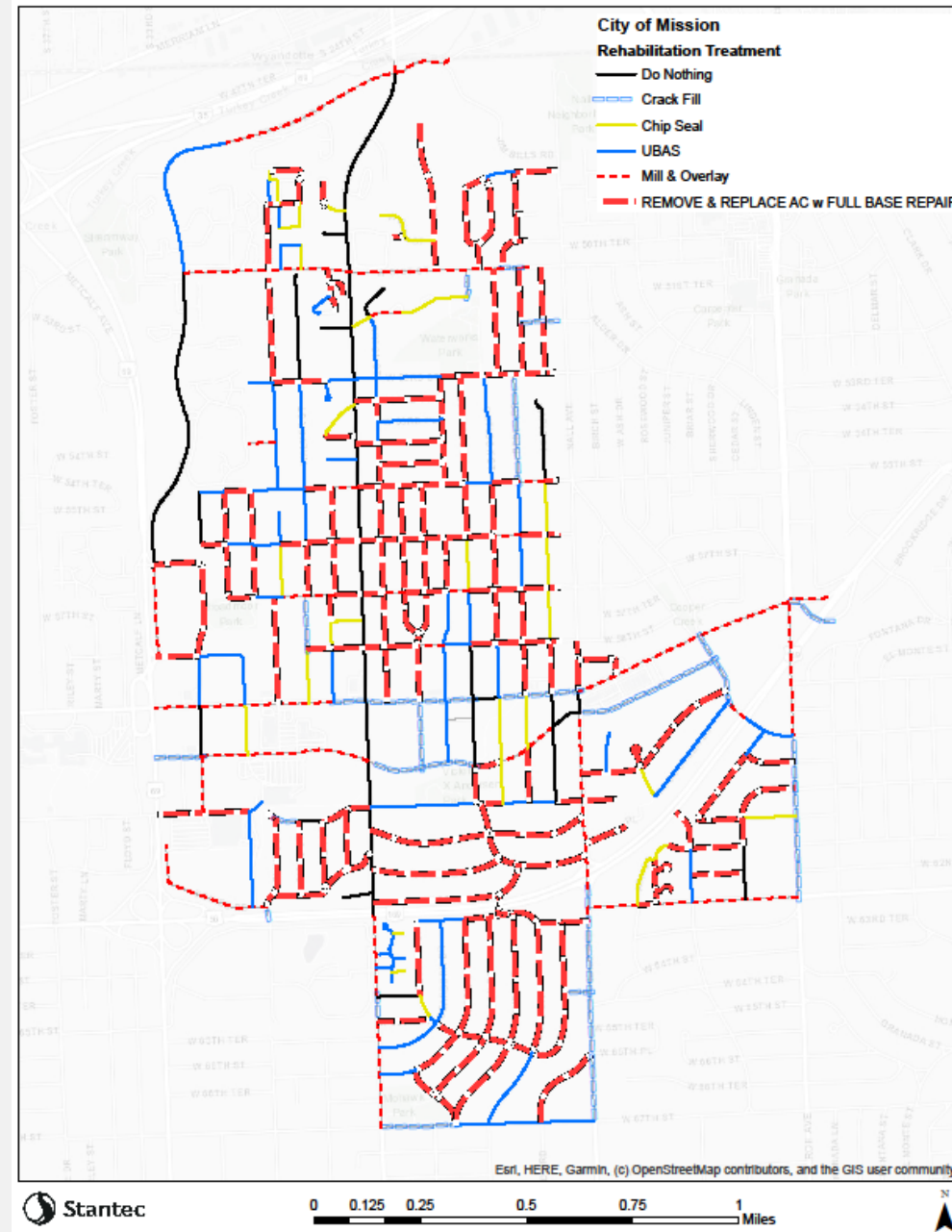
PCI Map



Maintenance & Rehabilitation (M&R) Treatments



Street Treatment Map



Maintenance Treatments Based on PCI Rating

PCI	AC Treatments (Includes Base Repair)	Unit Price	Service Life (Years)
81-100	Do Nothing Crack Fill	\$.10/SY (in house)	
55-80	Surface Treatments: Granite Seal: Locals UBAS: Collectors M&O: Arterials* *UBAS option as well	\$2.50/SY \$6.45/SY \$20/SY	5-7 8-10 10-15
30-55	UBAS: Locals M&O: Collectors/Arterials	\$6.45/SY \$20/SY	8-10 10-15
0-30	Full Depth Reconstruction	\$83/SY	



Maintenance Treatments Based on PCI Rating

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Grand Total=\$35.8 million



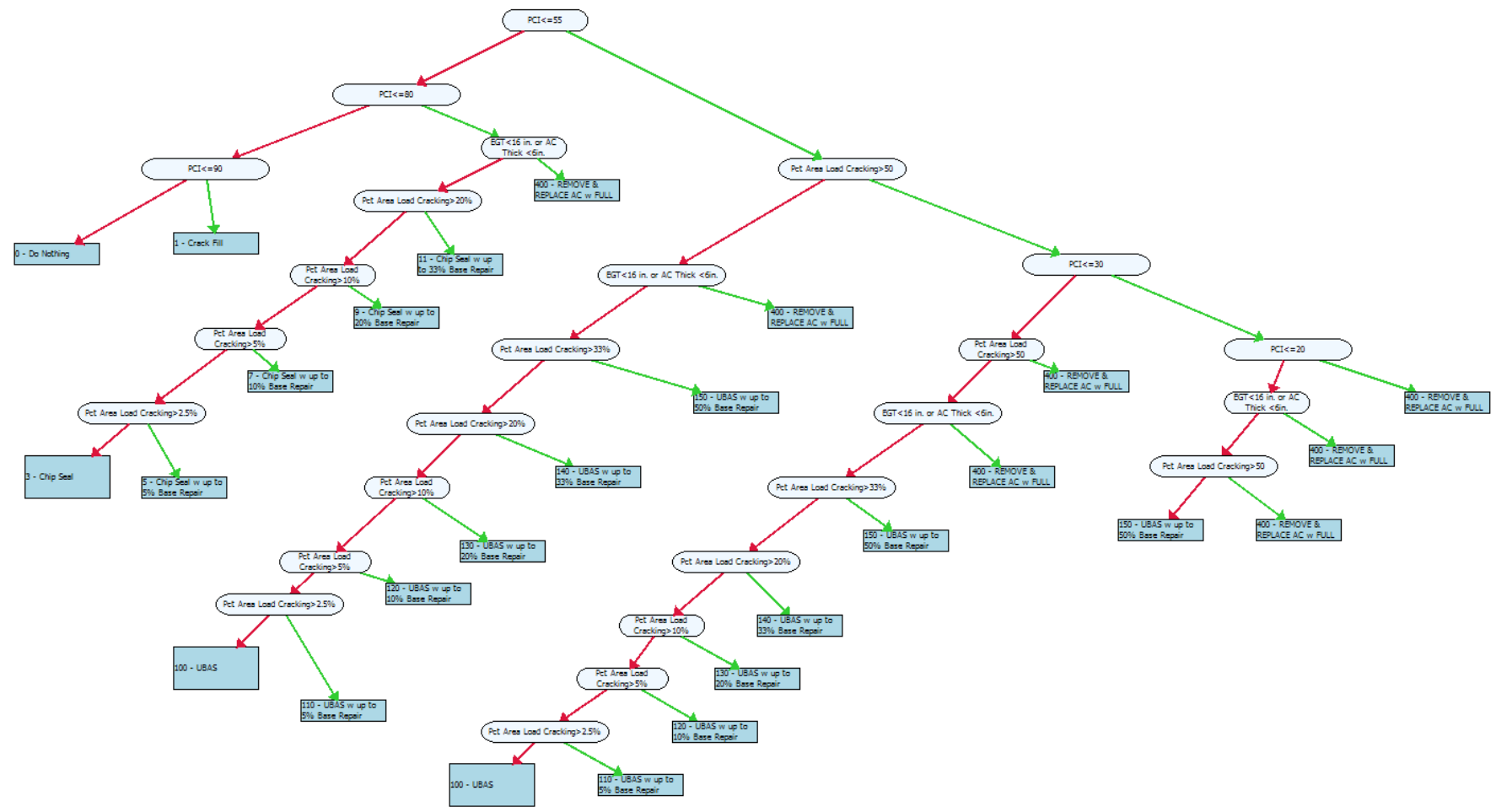
Sample Data Spreadsheet

City of Mission
Budget Worksheet - Revenue - 2015
Worksheet: 2015 Revenue - 2015

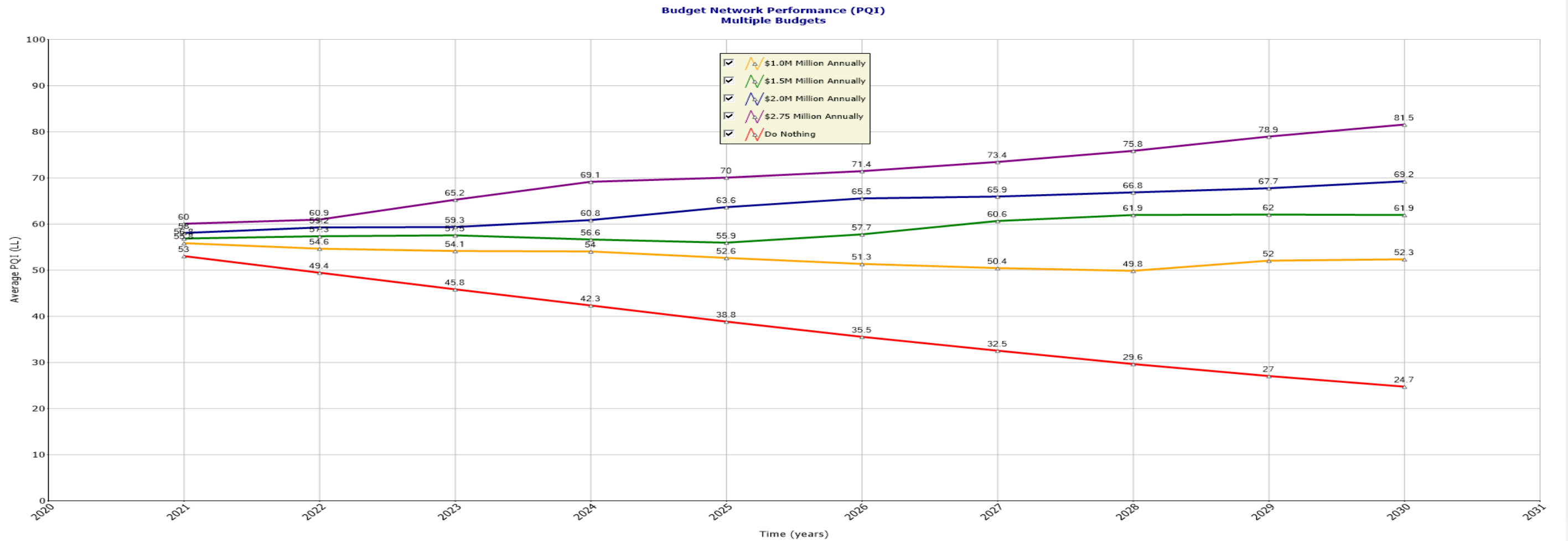
Account	Code	Description	Unit	Rate	Quantity	Revenue	Account	Code	Description	Unit	Rate	Quantity	Revenue
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1001	1001	1001	1001	
1002	1002	1002	1002	
1003	1003	1003	1003	
1004	1004	1004	1004	
1005	1005	1005	1005	
1006	1006	1006	1006	
1007	1007	1007	1007	
1008	1008	1008	1008	
1009	1009	1009	1009	
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1098	1098	1098	1098	
1099	1099	1099	1099	
1100	1100	1100	1100	



Decision Tree



Network Performance with Budget Scenarios



Next Steps

- Discuss items not currently included:
 - Stormwater infrastructure
 - New sidewalks on streets with no sidewalks
 - Street light improvements
 - Replace driveway approaches and relocation of utility poles to meet ADA
 - Design and land acquisition costs
- Determine funding scenarios and network performance
- Develop criteria for prioritizing streets
- Follow-up work session
- Final report
- 26• Street preservation program underway!!



6300 W 51st St



Thank You!
Questions?