

CITY OF MISSION, KANSAS
COMMUNITY DEVELOPMENT COMMITTEE

WEDNESDAY, SEPTEMBER 4, 2019

6:30 P.M.

Mission City Hall

PUBLIC COMMENTS

PUBLIC PRESENTATIONS / INFORMATIONAL ONLY

ACTION ITEMS

1. Acceptance of the August 7, 2019 Community Development Committee Minutes - Martha Sumrall ([page 4](#))

Draft minutes of the August 7, 2019 Community Development Committee meeting are included for review and approval.

2. Contract Award for Stormwater Inventory and Condition Assessment - Brent Morton ([page12](#))

The City's last stormwater inventory and condition assessment was completed in 2005. In the last ten years, Mission has had a considerable problem with sinkholes caused by deteriorating stormwater infrastructure. In an effort to be more proactive, funds to begin work on an updated inventory and condition assessment were budgeted in the 2019 Capital Improvement Program (CIP). This will assist the City in long-range project planning and budgeting for stormwater projects city-wide. The Johnson County Stormwater Program (SMAC) announced that they would make matching funds available in 2019 to assist cities in converting estimated condition ratings into "observed" conditions. The County's program makes 50% matching funds available to inventory structures and pipes that have an estimated risk of 3.2 or higher. The City issued an RFP and is recommending a contract be awarded to BHC Rhodes.

3. Agreement with Johnson County for Funding of Stormwater Inspections - Brent Morton ([page 28](#))

The scope of this project is to assign or update the overall condition rating of the various components of the City's stormwater collection system. The inventory will involve field inspection of existing curb inlets and area inlets as well as video/camera inspection of each end of eligible pipes. The Johnson County SMP made funding available for stormwater structures/lines which had been assigned an estimated condition rating of 3.2 or higher. The goal of the program is to assign a more accurate (observed) condition rating to as much of the stormwater infrastructure county-wide as possible. Once inventoried, the stormwater systems will become eligible for maintenance project funding through the SMP. The Interlocal Agreement specifies the County's participation in the project for a total cost not to exceed \$115,146 which represents an estimated cost of \$230,292 for the inspections.

4. Contract Award for 50th & Dearborn Stormwater Improvements (Construction) - Brent Morton ([page 34](#))

The City Council previously authorized the design of stormwater improvements in this area which include removal, replacement, or abandonment of existing stormwater pipe, as well as slip lining the storm culvert under Dearborn Street. The project was advertised and five bids were opened on August 21, 2019. The bid from Cohorst Enterprises was determined to be the lowest and most responsive, and staff is recommending a contract award in an amount not to exceed \$136,100 with funding from the Stormwater Utility Fund.

5. Authorize Task Order for Construction Inspection Services - 50th & Dearborn Stormwater Improvements - Brent Morton ([page 42](#))

Based on the size and scope of the 50th & Dearborn stormwater project, staff recommends approval of a task order with Olsson to ensure a full time inspector on site during construction of the project. All documentation, observation, and required testing is included as a part of this task order. The fee is based on an estimated 9-week construction timeline and is estimated at \$53,203.50 for construction inspection services, plus \$4,466 for materials testing, for a total of \$57,669.50. The City will only be billed for actual time spent on the project.

6. Contract Award for Repairs to Reeds Road Bridge - Brent Morton ([page 51](#))

Earlier this year, a task order with Olsson was authorized to provide survey, design and bid phase services for Reeds Road Reinforced Concrete Box (RCB) repairs due to inlet failures. The age and low rating on the RCB is causing unsafe conditions for the public. A contract to repair the failing inlets and overlay the existing bridge deck, is recommended to be awarded to Gunter Construction Company in an amount not to exceed \$47,690.

7. Authorize Task Order for Construction Inspection Services - Repairs to Reeds Road Bridge - Brent Morton ([page 59](#))

Construction Inspection Services are recommended in connection with the Reeds Road Bridge Repairs. A full-time inspector is necessary to ensure that the repairs, which are structural in nature, will conform with the appropriate KDOT bridge standards. Approval of a task order with Olsson is recommended in an amount not to exceed \$13,879.50.

8. Hodges Planters - Laura Smith ([page 68](#))

Following discussion of the design alternatives for the Hodges Planters, staff was directed to reconvene the working group to solicit feedback on the preferred treatments at the intersections of 62nd Street and 62nd Terrace. An updated report is included, and Council direction and approval of next steps will be provided to staff.

DISCUSSION ITEMS

9. Roeland Park Deannexation - Laura Smith (no attachments)

Staff will provide an update on the status of the discussions with the City of Roeland Park

regarding the potential deannexation of the property at the northeast corner of Johnson Drive and Roe Boulevard.

10. Turkey Creek Trail - Laura Smith ([page 203](#))

The City was recently contacted by staff of the Mid-America Regional Council (MARC) regarding re-engaging in a discussion regarding the Turkey Creek Trail Project. An original master/action plan was presented in 2009. Representatives from the City of Overland Park had approached MARC to discuss interest in reconvening partners along the entire corridor to gauge interest in updating the action plan. A portion of the trail on Overland Park has failed, and they (OP) are working on generating engineering estimates for repairs. The Overland Park City Council wants to understand the regional interest in moving the entire project forward before committing to repairing/reopening their portion of the trail. Staff will provide additional information and historical context at the Committee meeting, and will be looking for Council direction on how to proceed.

OTHER

Department Updates - Laura Smith

Hillary Thomas, Chairperson
Ken Davis, Vice-Chairperson
Mission City Hall, 6090 Woodson St
913-676-8350

City of Mission	Item Number:	1.
ACTION ITEM SUMMARY	Date:	September 4, 2019
Administration	From:	Martha Sumrall

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

RE: August 7, 2019 Community Development Committee minutes.

RECOMMENDATION: Review and accept the August 7, 2019 minutes of the Community Development Committee.

DETAILS: Minutes of the August 7, 2019 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

August 7, 2019

The Mission Community Development Committee met at Mission City Hall, Wednesday, August 7, 2019 at 7:13 p.m. The following committee members were present: Pat Quinn, Hillary Thomas, Arcie Rothrock, Nick Schlossmacher, Debbie Kring, Kristin Inman, Ken Davis and Sollie Flora. Mayor Appletoft was also present. Councilmember Thomas called the meeting to order at 7:13 p.m.

Also present were City Administrator Laura Smith, City Clerk Martha Sumrall, Assistant to the City Administrator Emily Randel, Public Works Superintendent Brent Morton and Capt. Dan Madden.

Councilmember Thomas asked if there were any public comments on items not on the agenda. There were none.

Revised Agenda

Councilmember Davis moved, and Councilmember Flora seconded a recommendation to approve the Revised Agenda as printed. All on the committee agreed.

Replacement of Fire Sprinkler Heads at SPJCC

Ms. Smith stated that during a routine inspection in late 2018, a deficiency in the fire sprinkler heads at the Community Center was found. Staff has worked with GBA on this issue and any changes that are required to meet NFPA standards. The north side of the Community Center is the original building, which is now 20 years old. The sprinkler heads have received routine maintenance, but have reached the end of their useful life. The scope of this project includes replacing sprinkler heads that are over the pool area and embedded in the ceiling. Staff has worked to plan the safest and most cost effective method to replace the 360 sprinkler heads that are in need of replacement. Quotes were solicited from four firms with two submitting bids. There was a 73% difference in the two bids received, so staff worked with the low bidder, Advantage Fire Protection Systems, Inc. to be sure they were aware of the full scope of the project. Ms. Smith stated that following the walk-through by Advantage Fire Protection Systems, staff is recommending them for this project, but there was not enough time to add this issue to the original committee agenda, and it must be scheduled quickly to meet the timeline for the upcoming facility maintenance closure (when the pool is drained). If the project is not done now, it would require closure of the Community Center at a later date or during the 2020 facility maintenance shut-down. She also stated that this project was not included in the 2019 CIP, but there is approximately \$85,000 in savings from a recent flooring replacement and those funds can be used for this project. She asked that Council acknowledge that the City Administrator plans to proceed, under the emergency authorization provisions in Mission's Code, with a contract for \$40,375 with Advantage Fire Protection Systems to replace 360 fire

sprinkler heads in the north portion of the building in conjunction with the upcoming facility maintenance closure. This item will be under New Business on the August 21st Council Agenda.

The committee briefly discussed when emergency powers can be used.

This item will be considered under New Business on the August 21 City Council Agenda.

Acceptance of the July 10, 2019 Community Development Committee Minutes

Minutes of the July 10, 2019 Community Development Committee were provided to the committee. There being no objections or corrections, the minutes were accepted as presented.

A Resolution Setting a Public Hearing for the Purpose of Determining the Structure at 5399 Martway Street to be a Dangerous Structure and to Cause Said Structure to be Either Repaired or Demolished

Ms. Smith reported that that this item is one step in the process for considering whether this structure should be repaired or demolished. The structure at 5539 Martway is the Mission Bowl, which experienced a fire on April 3, 2015 resulting in extensive damage. The owners had planned to rebuild, but there was an issue with the restoration company and a failure to secure the property. This resulted in a claim and protracted litigation regarding the property. The owners no longer intend to restore the building and we have received many complaints about its condition. The property is in bankruptcy and Pete Heaven, Mission's land use attorney, entered a motion with the US Bankruptcy Court requesting permission to allow the City to proceed with the process of declaring the building dangerous and having it either repaired or demolished. The motion was granted in June. Mission's building inspector and Consolidated Fire District No. 2 inspected the building and prepared a written report on the status of the building. This report is presented to Council per state statute requirements. The proposed resolution will call a public hearing on this issue and allow the owners and other interested parties to speak to whether the building should or should not be condemned or ordered repaired or demolished. She also noted that the inspection report was sent to the owner, but no response has been received. If approved, this resolution would be published once a week for two consecutive weeks, which would allow for a public hearing to be held at the October 16th Council Meeting. Following the public hearing, Council will adopt "findings of fact" and direct staff to prepare a resolution stating whether the building should be repaired or demolished, and the time frame. That resolution would be considered in November. If demolition is approved, the property owner can do this at their expense or if the City demolishes the building the cost would be certified and assessed back against the property. The earliest demolition would occur would most likely be after the first of the year.

Councilmember Flora asked who would have the first position for a lien on the property if we must pay for the demolition and assess the cost to the property. Ms. Smith stated she believes

the City of Mission will, but she will confirm. Councilmember Schlossmacher asked if any objections to the demolition have been raised with the City and Ms. Smith stated that the restoration company has, but it was denied by the Court. Councilmember Kring requested additional information on the status of property taxes on the property and Ms. Smith stated that they are current.

Councilmember Davis recommended that the resolution providing notice and fixing a time and place to appear and show cause why the structure at 5399 Martway Street should not be condemned and ordered repaired or demolished as an unsafe structure in accordance with K.S.A. 12-1750 et seq should be forwarded to Council for approval. All on the committee agreed, but this will not be a consent agenda item.

Agreement with State of Kansas Department of Transportation - Transportation Alternatives Project

Ms. Randel stated that through the Safe Routes to Schools application, Mission will receive funding for bike lanes and sharrows on Lamar between Foxridge and Shawnee Mission Parkway. This project is planned for the summer of 2020. This agreement enables funding for the project through the Federal Surface Transportation (STP) funds for Transportation Alternatives. The agreement is for a not to exceed amount of \$68,000 which is 80% of the total estimated cost of \$85,000. Design for the project is currently underway and when completed will be forwarded to the State.

The committee discussed the estimates for the bike lanes and whether there could be a change in this since the project is still a year away. Ms. Randel noted that the bike lanes have always been included in the scope of the project and something else could be scaled back if necessary. Mr. Morton stated the cost estimates were completed this year and should be good through next summer.

Councilmember Davis recommended approval of the Agreement between the City of Mission and the Kansas Department of Transportation for the Transportation Alternatives Project of constructing an off-street school route on Lamar Avenue be forwarded to Council for approval. All on the committee agreed. This will be a consent agenda item.

Resolution Authorizing Release of Escrow Funds for Property Purchased by the City of Mission at 5703 - 5715 Johnson Drive

Ms. Smith stated in 2006, Mission purchased property at 5703-5715 Johnson Drive in order to remove it from the Rock Creek floodplain. At some point in time, there was a dry cleaner at this location and the property owner was required to place \$7,500 of the sale proceeds into escrow for any remediation of contamination that would be required. The City did not discover any contamination and the funds were never used. Recently, the title company holding the escrow funds contacted the City regarding disbursement. Jon Gilchrist, Payne & Jones, worked on this

issue initially and, after review, agrees the escrow funds should be released. This resolution provides Council's approval to release the escrow funds and authorizes the City Administrator to sign the Mutual Release of Escrow Funds.

Councilmember Davis recommended the resolution releasing escrow funds in the amount of \$7,500, plus any earned interest, to the sellers of the property purchased by the City of Mission at 5703-5715 Johnson Drive be forwarded to Council for approval. All on the committee agreed. This will be a consent agenda item.

Update on Hodges Planters

Ms. Smith introduced several members of the Hodges Planters Working Group in the audience: Ron Monson and Sara Newell, residents, and Dave Mennenga, GBA. A report on the work of the group was provided in the packet, which captures the historical discussion of the planters back to the 1970's. Ms. Smith provided highlights from the report, including:

- 61st Terrace, 62nd Street, and 62nd Terrace were originally dead-end streets in the 1950s.
- Residents requested guardrails be installed at these locations in the 1970s due to concerns with a proposed apartment development nearby. Apartments were not built and the area is single-family homes.
- In the 1990's the guardrails were removed and planters put in their place
- In 2018, a Police pursuit resulted in damage to one of the planters on 61st Terrace.
- The City has had ongoing concerns with the planters, particularly emergency responses to residents in the area, snow plowing, and the planters not conforming to highway safety standard requirements for barricades (reflectivity and breakaway/crash requirements).
- Conversations surrounding the planters began in the summer of 2018 and the neighborhood expressed their overwhelming opposition to their removal (form letters, phone calls, emails, and personal letters).
- A public meeting was held in November 2018, with approximately 45 residents attending. Comments at the meeting included the belief that dead-end streets increase property values; concern for increased traffic; dead-end streets allow for children to play/cycle/walk to school more safely; dead-end streets help to build a sense of community; planters increase safety as a deterrent to crime.
- City has worked to keep residents informed and involved as options and alternatives were considered.
- GBA has worked with the City on this issue, including street design standards and traffic control measures.
- A working group for this issue was established and met in March and May 2019. The group consensus was to keep a hard barrier in place to serve as a deterrent to crime and increase property values.

- Various design alternatives were provided to the working group and a final design based on the groups preferences was presented at the May meeting, including:
 - Island configuration at the intersection to accommodate stormwater issues.
 - Locked gate with public safety vehicles having a key to use when exiting the area only. This would eliminate them backing down the street.
 - Gate designed to meet highway safety crash/breakaway requirements and reflectivity. Pavers beneath the gate to support the weight of public safety vehicles, but also allow grass to grow between them.
 - The cost is approximately \$12,000-\$15,000 per intersection

Councilmember Kring asked if electric gates could be considered and Ms. Smith stated staff will look into the cost of this. Mayor Appletoft asked why snow plows would be excluded from using the key to exit the street. Ms. Smith stated they could be opened up, and Mr. Morton expressed his concerns with plows damaging the pavers. Councilmember Inman asked if the pavers would support the weight of a trash truck, and Mr. Smith stated that they would. Ms. Smith also stated that there are concerns with the more keys being issued to various departments, resulting in a greater possibility of the gates being left unlocked.

Ms. Smith provided information on additional options to consider for barriers at these intersections, including:

- Remove the remaining planters and install the design alternative selected by the working group at all three intersections.
- Install this design alternative at the 61st Terrace intersection where one planter is already damaged to evaluate the effectiveness without committing to this design for all intersections.
- Replace the planter at 61st Terrace and install reflective signage on all the planters. The City could then consider installing alternative design solutions when the streets are scheduled for reconstruction (mill and overlay or full depth). There are concerns about our liability in leaving the streets blocked as they are, particularly after discussing options. Ms. Smith stated that according to the City Attorney, the City does not specifically increase its risk/liability if the existing planters were to remain.
- Remove all the planters and open the streets to two way traffic. She stated that this is not supported by the residents in the area.

Councilmember Flora requested information on the cost of the gates alone. Ms. Smith stated approximately \$6,000-\$10,000 range depending on the locking mechanism. She also noted that signage would be added to the east end of the street as “No Outlet.” Councilmember Davis stated the conversation with the neighborhood began with the premise that we wanted their input and he feels we should honor this and their recommendations for improvements. He stated the option of just improving one intersection at this time allows us to see how it works, but we don’t know exactly when the streets in the area are due for reconstruction. Councilmember Flora stated she agrees and thanked the residents for their work on this issue. She feels

replacing only one at this time still leaves concerns with the other planters and suggested possibly removing all the planters and installing gates only at the intersections. Councilmember Kring supports the work of the group and would like electric gates with an access code considered depending on costs. Discussion continued on electric gates and whether they would be used to both enter and exit the street by public safety vehicles (exit only) and the need to supply power to the area. Councilmember Thomas stated she supports improving one intersection at this time and seeing how the pavers and grass hold up over time. The grass may turn brown and not be what the neighbors want. Ms. Smith stated the grass will be mowed as part of the City's mowing contract. The committee also discussed whether ground cover would work better than grass and whether solar gates are an option. Councilmember Rothrock expressed her support for improving one intersection at this time and adding reflectivity to the remaining planters.

Ms. Smith questioned whether installing the selected option of an island with pavers and a gate at one intersection and gates only at the other two intersections would be acceptable to the neighborhood. Mr. Monson stated he can not answer for the neighborhood, but feels if you improve the one intersection you can leave the remaining planters. Ms. Newell stated she prefers the planters over installing a gate only. Ms. Smith stated she will summarize this discussion and present these options to the neighborhood for additional feedback. Councilmember Davis again stated that he supports improving one intersection at this time and others as additional street reconstruction is scheduled. Councilmember Thomas referred to the option for the short white fencing/pickets included in the packet, which she likes and asked what the neighborhood thought of this option. Ms. Smith stated it was not selected by the group as it is not a hard barrier and can be driven over. The neighbors do not feel it would be a deterrent to crime. Discussion continued on this issue starting when a planter was damaged due to a police chase in the area resulting in one of the planters being damaged, and how often this actually occurs. Councilmember Schlossmacher feels this is an aesthetics issue and does not feel people would drive through the white picket barriers. Councilmember Schlossmacher also suggested that if a more expensive solution is desired by the neighborhood, discussion of a special assessment should be considered. Councilmember Davis noted that the City placed the barriers originally. Councilmember Schlossmacher stated he supports improvements to one intersection at this time and Councilmember Flora stated she would like to have gates only at this time, which would allow for greater flexibility in the future. Councilmember Inman stated she does not want this process to start over after the work that has been done to date, and asked staff to get additional input from the neighbors following this discussion.

Ms. Smith will provide to the working group/neighborhood information on the two solutions considered tonight to get their input. This issue, along with costs, will then come back to Council for a final decision.

This item was for discussion only at this time and no action was taken.

Department Updates

Ms. Smith provided an update on the Community Center's annual maintenance that will occur August 19th to September 2nd, and will require the Center to be closed at that time. Improvements and maintenance to be completed include a full resurfacing of the hardwood floors, new flooring in Conference Rooms A and B (removal of carpet so more flexibility in room usage), replacement of fire sprinkler heads, painting, and replacement of the pool pak. Councilmember Rothrock asked if the outdoor pool will be open for Community Center patrons during the closure and Ms. Smith stated that it will be open mornings for lap swimming and classes.

Meeting Close

There being no further business to come before the Committee, the meeting of the Community Development Committee adjourned at 8:15 p.m.

Respectfully submitted,

Martha Sumrall
City Clerk

City of Mission	Item Number:	2.
ACTION ITEM SUMMARY	Date:	September 4, 2019
PUBLIC WORKS	From:	Brent Morton

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

RE: Stormwater and Condition Inventory Contract

RECOMMENDATION: Approve the contract with BHC Rhodes to perform a stormwater inventory and condition assessment in a minimum amount of \$128,250.

DETAILS: The City's last stormwater inventory and condition assessment was completed in 2005. In the last ten years, Mission has had a considerable problem with sinkholes caused by deteriorating stormwater infrastructure. In an effort to be more proactive, funds to begin work on an updated inventory and condition assessment were budgeted in the 2019 Capital Improvement Program (CIP). This will assist the City in long-range project planning and budgeting for stormwater projects city-wide.

As staff began the process of developing an RFP for the inventory/assessment, the Johnson County Stormwater Program (SMAC) announced that they would make matching funds available in 2019 to assist cities in converting estimated condition ratings into "observed" conditions. The County's program makes 50% matching funds available to inventory structures and pipes that have an estimated risk of 3.2 or higher.

The City issued an RFP in June and received four responses. The cost proposals varied widely, and after careful research and consideration, the proposal of BHC Rhodes was determined to be the best and most responsive. A summary of the responses is included in the table below:

Firm	Proposed Cost
BHC Rhodes	\$128,250
GBA	\$145,616
Anderson Engineering	\$85,000 - \$87,000
Olsson	\$48,500

The proposals received were based on the total number of eligible structures documented in the County's AIMS system. Since receipt of the proposals, staff determined that the County had Mission's 2005 inventory data but it had not ever been uploaded into AIMS. That upload and refresh will be completed over the upcoming

Related Statute/City Ordinance:	
Line Item Code/Description:	22-61-
Available Budget:	\$230,000

City of Mission	Item Number:	2.
ACTION ITEM SUMMARY	Date:	September 4, 2019
PUBLIC WORKS	From:	Brent Morton

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

weekend, and we anticipate having a significant number of additional structures which will be “eligible” for funding.

Based on the current BHC Rhodes proposal, there is room to expand the scope/cost in order to maximize both the City and County funds already allocated for this purpose. The action item and total estimated cost will be updated as soon as new information is available from the County. Not only will this benefit Mission in our own long-range capital infrastructure planning, but it will allow us to apply for SMAC funding for system maintenance projects beginning in 2020. The SMAC program requires that any city applying for these funds must have an observed condition assessment rating in order to submit projects for matching funds.

CFAA CONSIDERATIONS/IMPACTS: NA

Related Statute/City Ordinance:	
Line Item Code/Description:	22-61-
Available Budget:	\$230,000

CITY OF **MISSION**

KANSAS

SYLVESTER POWELL JR.
COMMUNITY CENTER

Storm Water Inventory and Condition Assessment

INSIDE

Project Approach

Team

Experience

Project Cost



July 19, 2019

Brent Morton
Public Works Superintendent
City of Mission
4775 Lamar Ave
Mission, KS 66202

RE: Storm Water Inventory and Condition Assessment RFP

Dear Brent and Selection Committee members:

The City deals daily with a wide variety of responsibilities for the public good. Age, changing conditions and the hidden nature of most parts of the City's stormwater collection system mean it is difficult for City staff to monitor the system for trouble and execute a good plan for long-term system maintenance. Brungardt Honomichl & Company, P.A. (BHC RHODES) is ready and able to assess the condition of these inlets and pipes and assist staff in developing an updated plan for asset management and stewardship for the residents.

Specific reasons we are the right choice for Mission include:

- ✓ We have the necessary tools (including our own Quickview camera) to perform this work. Our staff have previously inventoried stormwater system components to document dimensions, locations and condition. We're ready for Mission's.
- ✓ We have provided storm pipe and structure condition ratings for other Metro communities in the past and understand the spectrum between minor and major concerns. This means we can more effectively prioritize which items within your storm system should receive attention sooner rather than later.
- ✓ We routinely work with the County AIMS datasets. This means we leverage the good information already available while adding new information we gather in such a way that AIMS can easily update their data as we go. This means the County will know how things proceed as we are going – not after all is done.
- ✓ Above all, we have been involved with Mission's recent efforts to update their asset management strategy. We understand what the City intends to accomplish and are committed to helping make that happen in a sound and cost-effective manner.

We look forward to providing these services to Mission. Please contact either of us at (913) 663-1900 with any questions or comments.

Sincerely,

Randy Gorton, P.E., PTOE
Vice President | Public Works Services Group Leader

David Nolte, P.E., ENV SP
Project Manager

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Team

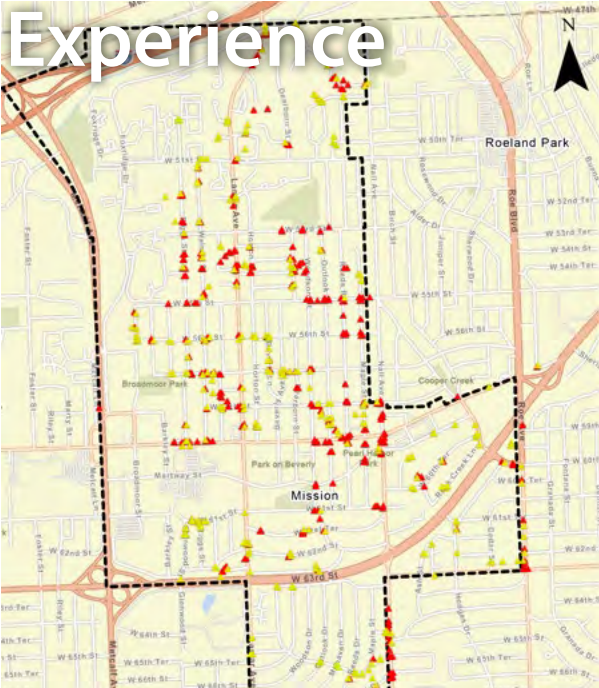


Project Approach

Team

Experience

Experience



Project Cost

Project Approach

In the past several years, municipalities are requiring enhanced infrastructure data to be better prepared for the financial responsibilities and become more proactive and less reactive. At BHC RHODES, our team has the experience and knowledge in gathering the right data to prioritize projects within their Capital Improvements Program (CIP).

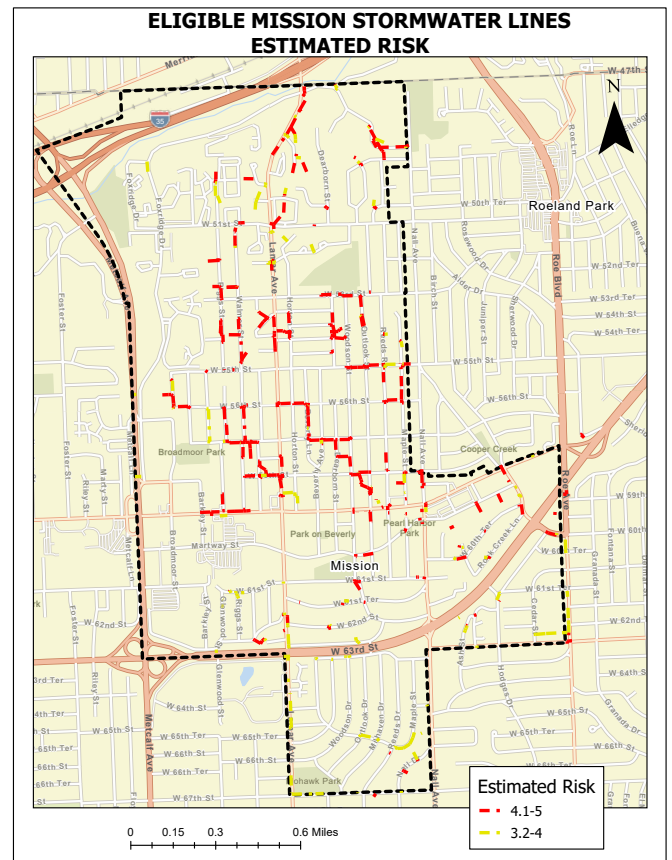
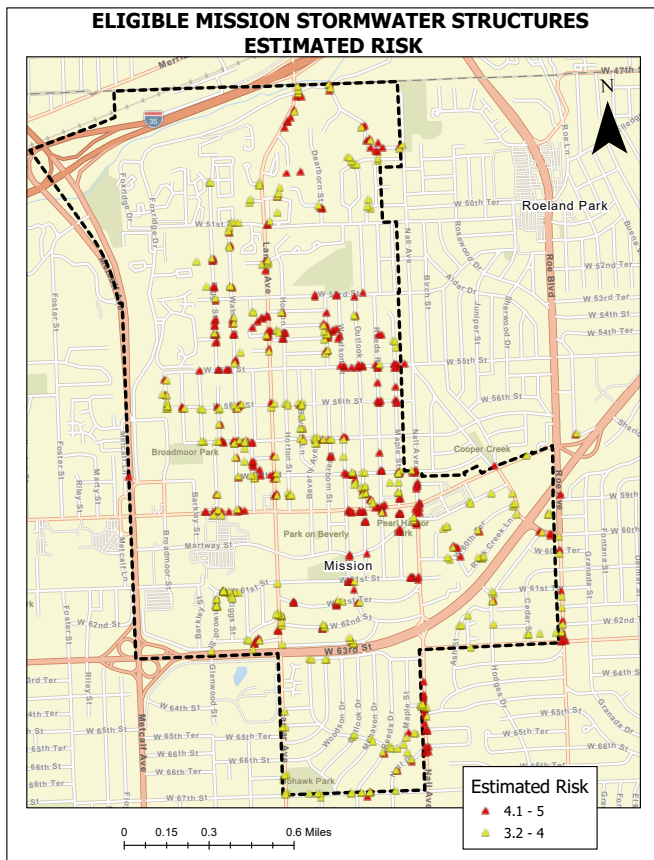
Our project approach will include:

- Kick-off meeting to understand the City's expectations, discuss focused locations, schedule, primary/secondary fields of information, notifications to residents/businesses
- Field data gathering using electronic note pads reflecting "real time" progress completion. Photos of structures and pipes will be included

- Review GIS information for quality and completeness
- Provide City electronic data in a compatible format for the ease of updating and querying

With the assistance of the GIS team at BHC RHODES, funding was secured through Johnson County's 2019 System Management Inspection Projects. Over \$115,000 of matching funds for the City of Mission were approved.

Using the "risk" criteria developed by Johnson County, 495 existing structures and 530 pipes were selected for field evaluation and data gathering. A ranking scale of 1-5 as stated in the SAMP will be implemented. NASSCO grade inspections for any 2019 inspection projects will not be required.

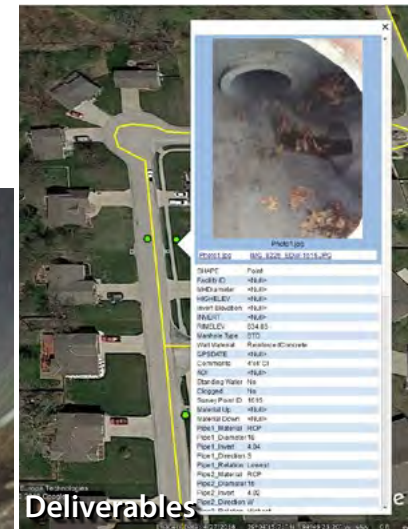
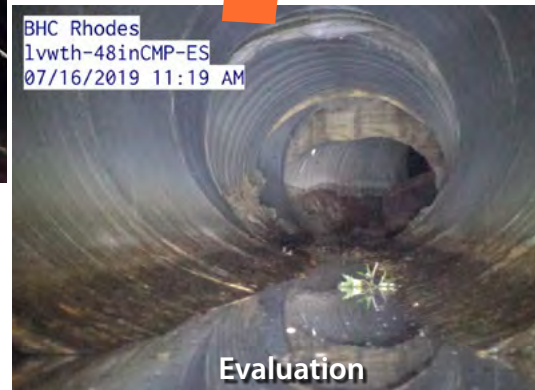


The ranking, sizes, flowlines, GPS location, material type, "accessibility" and photos are a few of the information fields that will be obtained. This data will be gathered utilizing an electronic notebook which will be downloaded to a kmz file (or City approved format) for further analysis or querying.

Each pipe segment will be photographed using a Quickview camera with 100x zoom lens. Any imperfections or concerns in the pipe will be documented by footage recorder for future repair or replacement.

Deliverables will include:

- Two large scale drawings (36"x48") color coded reflecting storm sewer structures and pipes
- Map books showing storm structures in color
- DVD containing digital copy of drawings
- DVD/USB of pipe video/photos
- DVD/CD of GIS reference files
- Google Earth files with assembled element data

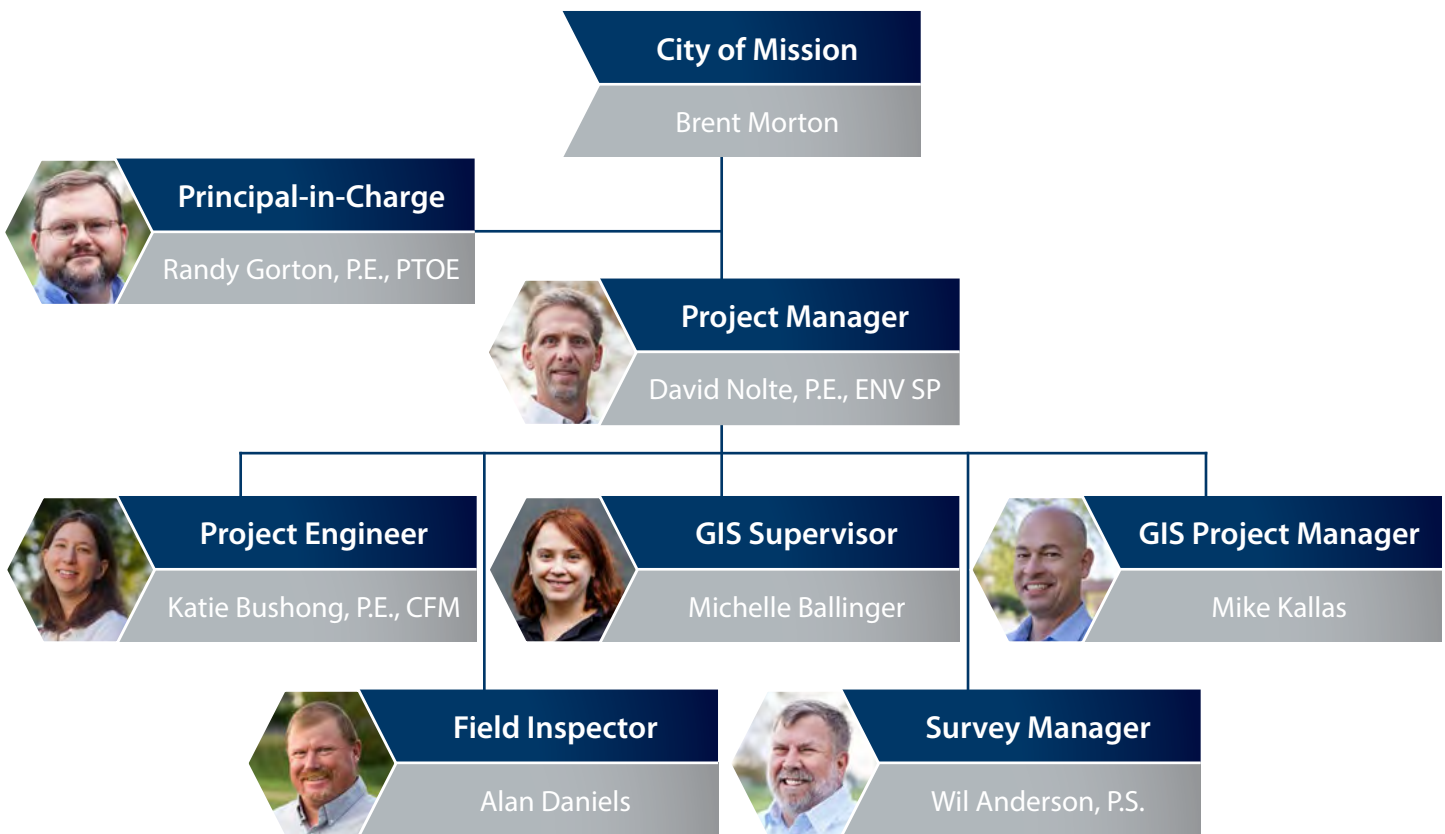


**STORM WATER INVENTORY & CONDITIONAL ASSESSMENT
MISSION, KANSAS**

Task Name	Start	Finish	Duration	2019							2020
				July	Aug	Sept	Oct	Nov	Dec	Jan	
Final Scope & Fee Proposal to City	7/19/2019			★							
Contract Award by City Council	8/21/2019				★						
Notice to Proceed	8/23/2019				★						
Kick Off Meeting	8/26/2019				★						
Fielding north of 51st Street	8/27/2019	9/5/2019	9		■						
Fielding north of 55th Street	9/6/2019	9/20/2019	14		■	■					
Fielding north of Johnson Drive	9/23/2019	10/11/2019	18			■	■				
Fielding north of 63rd Street	10/14/2019	11/4/2019	21				■	■			
Fielding north of 67th Street	11/5/2019	11/13/2019	8					■			
Weekly Progress Reports	8/30/2019	12/6/2019	98		●	●	●	●	●	●	
Data Review/Quality Control	11/14/2019	11/27/2019	13						■		
Final Deliverables	12/6/2019									★	

BHC RHODES Team

Team



Our team has ample capacity and is immediately available to provide survey, design and construction engineering services to you. The chart below shows our team member's capacity for new projects starting in August.

Team Member	Role	% Available
Randy Gorton, P.E., PTOE	Principal-in-Charge	10%
David Nolte, P.E., ENV SP	Project Manager	60%
Katie Bushong, P.E., CFM	Project Engineer	70%
Michelle Ballinger	GIS Supervisor	20%
Mike Kallas	GIS Project Manager	25%
Alan Daniels	Field Inspector	70%
Wil Anderson, P.S.	Survey Manager	10%



Randy Gorton, P.E., PTOE - V. P. | Public Works Services Group Leader

Education: B.S. in Civil Engineering

Years of Experience: 23

- ▶ Nieman Road (55th Street to 62nd Street), Shawnee, KS
- ▶ Northern & Westport Stormwater Drainage, Independence, MO
- ▶ 38th & Jefferson Stormwater Improvements, Kansas City, MO
- ▶ 98th and Pawnee Storm Sewer Repair, Overland Park, KS
- ▶ Connecting Edwardsville PSP Study, Edwardsville, KS
- ▶ 102nd Street (Kansas Avenue to Ridgeview Avenue), Edwardsville, KS
- ▶ Central Avenue Improvements (17th Street to I-70), Kansas City, KS
- ▶ Nieman Road Right-of-Way Reallocation Study, Shawnee, KS
- ▶ On-Call Engineering Services, Merriam, KS
- ▶ 8th Street and Minnesota Avenue, Kansas City, KS
- ▶ Central Avenue Corridor Assessment, Kansas City, KS
- ▶ 75th Street Improvements (Switzer Road to Frontage Road), Overland Park, KS



David Nolte, P.E., ENV SP - Project Manager

Education: A.A.S. in Civil Engineering

Years of Experience: 33

- ▶ 54th Terrace Drainage Improvements, Merriam, KS
- ▶ Broadway Boulevard (State Street to Crawford Street) Corridor Study, Salina, KS
- ▶ 151st Street (Pflumm Road to Quivira Road), Olathe, KS
- ▶ Lone Elm Road (119th Street to College Boulevard), Olathe, KS
- ▶ McIntyre Road (K-7 to K-5), Leavenworth, KS
- ▶ 2016 Street Preservation Project, Olathe, KS
- ▶ Farley Avenue (67th Street to 69th Street), Merriam, KS
- ▶ 2016 Neighborhood Street Reconstruction Program, Overland Park, KS
- ▶ 2016 Planning Sustainable Places, Olathe, KS
- ▶ 24th Street & Metropolitan Avenue Intersection Improvements, Kansas City, KS
- ▶ On-Call Traffic Engineering Service, Spring Hill, KS
- ▶ 99th and Webster Improvements, Spring Hill, KS



Katie Bushong, P.E., CFM - Project Engineer

Education: B.S. in Civil Engineering

Years of Experience: 12

- ▶ Owen Heights Subdivision CMP Repair, Merriam, KS
- ▶ Nieman Road (55th Street to 62nd Street), Shawnee, KS
- ▶ Stormwater Review and Inspection, Prairie Village, KS
- ▶ Grandview Stormwater Drainage Procedures, Grandview, MO
- ▶ 2016 Neighborhood Street Reconstruction Program, Overland Park, KS
- ▶ 151st Street (Pflumm Road to Quivira Road), Olathe, KS
- ▶ Lone Elm Road (119th Street to College Boulevard), Olathe, KS
- ▶ 95th Street & Santa Fe Trail Drive Intersection, Lenexa, KS
- ▶ Long Shoals Bridge Relocation Design, Ft Scott, KS
- ▶ Central Avenue (Spruce Street to Comanche Street), Dodge City, KS
- ▶ Farley Avenue (67th Street to 69th Street), Merriam, KS
- ▶ McIntyre Road (K-7 to K-5), Leavenworth, KS



Michelle Ballinger - GIS Supervisor

Education: M.S. in Geographic Information Systems, P.B.C. in Geographic Information Systems, B.S. in Environmental Geography, Certificate in Environmental Studies

Years of Experience: 17

- ▶ Verizon One Fiber, Orlando, FL
- ▶ Tradewind Energy, Lenexa, KS
- ▶ Google fiber FTTH Project, Austin TX
- ▶ Google fiber FTTH Joint Use Project, San Antonio, TX
- ▶ Google fiber FTTH Project, Raleigh-Durham & Charlotte, NC
- ▶ Google fiber FTTH Project, San Antonio, TX
- ▶ On-Call Engineering Services: Prairie Village, KS
- ▶ Grandview Rain Gauge Location Study, Grandview, KS



Mike Kallas - Project Manager

Education: B.S. in Geography

Years of Experience: 26

- ▶ Engineering Records Fiber Routes, Kansas City, MO
- ▶ Site Location - Central Office, Overland Park, KS
- ▶ Board of Public Utilities (BPU), Kansas City, KS
- ▶ Davis-Monthan Air Force Base, Tucson, AZ
- ▶ CMS Energy Pipeline, Houston, TX



Alan Daniels - Construction Technician

Years of Experience: 24

- ▶ 2019 Neighborhood Street Reconstruction Project Part 2, Overland Park, KS
- ▶ Maurer Road & 87th Street Inspection, Lenexa, KS
- ▶ 2017 Leawood Residential Street Project, Leawood, KS
- ▶ 2016 Street Improvements Project (Overlay), Overland Park, KS
- ▶ 75th Street Reconstruction Project, Overland Park, KS
- ▶ 2013 Major Storm Project, Overland Park, KS



Wil Anderson, P.S. - Vice President | Survey Services Group Leader

Education: B.S. in Surveying, Certificate in Cartography

Years of Experience: 48

- ▶ Stormwater Master Plan, Kansas City, KS
- ▶ Storm System Asset Inventory, Edwardsville, KS
- ▶ 95th Street & Santa Fe Trail Drive Intersection, Lenexa, KS
- ▶ Former Union Quarries Mine, Lee's Summit, MO
- ▶ Antioch Road (67th Street to Johnson Drive), Merriam, KS
- ▶ 2016 Neighborhood Street Reconstruction Program, Overland Park, KS
- ▶ 2014 Neighborhood Street Reconstruction Program, Overland Park, KS
- ▶ 8th Street and Minnesota Avenue, Kansas City, KS
- ▶ 75th Street (Switzer Road to Frontage Road), Overland Park, KS
- ▶ Comanche Street Improvements (US-50 Highway to 14th Avenue), Dodge City, KS
- ▶ State Avenue Improvements (73rd Street to 82nd Street), Kansas City, KS
- ▶ US 69 Improvements, Fort Scott, KS

Experience



Brungardt Honomichl & Company, P.A., (BHC RHODES) was founded in 1992 by three young entrepreneurs with a mission to provide telecommunication customers with value-added engineering design services, all while giving back to their community and supporting higher education.

In 2001 the corporation began going through rapid change navigating the telecom bust. Over the next six years with careful strategic planning, BHC RHODES steered a course into new engineering territory adding public works expertise followed by development, traffic, stormwater and construction management services. During that time of growth and transition, the company merged with Rhodes Surveyors, Inc, a land surveying company based in Kansas, forming BHC RHODES.

Continuing upward growth momentum following the merger, BHC RHODES added LEED accredited expertise and a specialized 3D laser scanning surveying service,

one of the first in the Kansas City area. By 2009 BHC RHODES expanded both Kansas office locations, opened a new office in Dodge City, Kansas and acquired the assets of two local engineering and surveying firms. The acquisitions expanded their land records library covering counties in Kansas and Missouri, placing BHC RHODES in top position of the largest land records owned in the Kansas City metropolitan area.

BHC RHODES has landed on numerous fastest growing company lists and has won best place to work honors. Most recently, BHC RHODES earned the title of Top Area Engineering Firms and Largest Engineering Firms in KC by Kansas City Business Journal and Best Firms to Work For by Zweig Group. Future plans include continuing their focus on giving back to the community and support of higher education with the Brungardt Honomichl & Company, P.A., engineering scholarship program at Kansas State University.

Similar Experience



Storm System Asset Inventory, Edwardsville, KS

BHC RHODES was selected by the City of Edwardsville to perform a task order under their existing on-call services agreement for an inventory of the existing stormwater inlets and outfalls. For the inventory, BHC RHODES first collected highly accurate locations using GPS equipment for all identified inlets and outfalls maintained by the City for asset management purposes. BHC RHODES staff also inspected the interior of each inlet and outfall to determine its structural condition. As a result of their efforts, 100 additional structures were documented as being within the City's jurisdiction. GIS datasets, Google Earth files and paper maps were generated for use by City staff for ongoing maintenance duties.



Stormwater Master Plan, Kansas City, KS

BHC RHODES was selected as part of the consultant team assisting the Unified Government of Kansas City, Kansas/Wyandotte County in developing a stormwater master plan for several watersheds across Wyandotte County. The project was done using a traditional qualifications-based consultant selection process. One of BHC RHODES' primary responsibilities was to perform field location and inventory of existing drainage system pipes, structures and outfalls. Our team updated the customer's GIS records to provide current locations of system elements and verify dimensions and structure depths. Our GIS staff then created new GIS datasets for use by all parties to identify potential system improvements and develop a program to implement drainage improvements to reduce flooding in these watersheds.



Storm Pipe Condition Assessment, Merriam, KS

As part of their current on-call services, BHC RHODES prioritized the current condition of storm sewer pipes based on video inspection to identify which segments should have the highest priority for rehab or replacement. Our staff reviewed available information, surrounding site conditions and options for improvements to identify the pipes most in need of attention and developed cost estimates for the recommended method of rejuvenation. City staff used the information to implement programmed CIP funding.



Nieman Road (55th Street to 62nd Street), Shawnee, KS

BHC RHODES was selected by the City of Shawnee for the reconstruction of Nieman Road from 55th Street to 62nd Street. This project implemented the key recommendations of the Nieman Road Right-Of-Way Reallocation study: narrow Nieman to a 3-lane section, add a 10' path on one side of the street with sidewalk on the other, add pedestrian crossings, improve the traffic signal at Johnson Drive, install landscaping and other amenities to enhance the appearance of the corridor and make it more useable for a wider range of residents and visitors. The City had the overhead power lines moved underground. The roadway design was coordinated with three other drainage projects already under design by other consultants.



Street Inventory, Edwardsville, KS

As part of our ongoing on-call services for the City of Edwardsville, BHC RHODES was asked to assist with the creation of the City's first street inventory database. Information was collected from 239 different street segments covering 81,000 LF of City streets. County GIS data was used to geo-reference all inventory information prior to fieldwork. Data was processed and graphics were created to illustrate the results of the street inventory. BHC RHODES provided the final information formatted to view in GoogleEarth which avoided the need for special GIS software



Stormwater Asset Management, Mission, KS

The City of Mission retained BHC RHODES to leverage their expertise in GIS services and asset management to assist the City in developing a comprehensive approach to maintaining City infrastructure. BHC RHODES is combining various sources of system information to assemble a unified picture of street, storm, lighting and other City assets. Gaps in useful data are being identified and strategies for acquiring new data are being programmed. Condition data will then be used to help prioritize system management activities and develop budgets for future capital improvements and ongoing maintenance.

References

We encourage the City of Mission to contact our recent customers who can describe the service we provided on similar projects:



Carl Sanders

CIP Manager
City of Merriam, KS
CSanders@merriam.org
(913) 322-5500



Mike Webb

City Manager
City of Edwardsville, KS
mwebb@edwardsvilleks.org
(913) 441-3707



Cynthia Moeller-Krass, P.E.

Stormwater Manager
City of Shawnee, KS
cmoeller-krass@cityofshawnee.org
(913) 631-2500

Project Cost

Fees and expenses for performance of all work described in this scope of services would be performed on a unit cost basis using a unit rate of \$100.00 for each storm structure and \$1.25 per linear foot of pipe segment visually inspected with Quickview pipe camera (including views from both ends when needed).

Based on an assumed number of structures of 495 and 530 pipe segments with a total combined length of 63,000 feet, the expected total fee would be approximately \$128,250.00.

The final cost will be determined by the number of structures inventoried by BHC RHODES.



The Right Choice

- ✓ Our staff is experienced in inventorying stormwater system components.
- ✓ We understand and can prioritize which items should receive attention within your storm sewer system.
- ✓ We routinely work with the County AIMS datasets.
- ✓ We have been involved with Mission's recent asset management updates.

City of Mission	Item Number:	3.
ACTION ITEM SUMMARY	Date:	September 4, 2019
Public Works	From:	Brent Morton

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

RE: 2019 Johnson County Interlocal Agreement for funding Stormwater Inventory and Condition Assessment.

RECOMMENDATION: Approve the Interlocal Agreement with Johnson County for the Stormwater System Inspection Project (Mission Stormwater inspection Project # 1-1-MI-2019-1) using 2019 SMAC Program funding in an amount not to exceed \$230,292.

DETAILS: The scope of this project is to develop and update the overall condition rating system of the City's stormwater collection system. The inventory will involve field inspection of existing curb inlets and area inlets as well as video/camera inspection of each end of eligible pipes.

The county funds are only available to be applied to stormwater structures or lines which have been assigned an estimated condition rating of 3.2 or higher. The goal of the program is to assign a more accurate (observed) condition rating to as much of the existing stormwater infrastructure county-wide as possible. Once inventoried, the stormwater systems become eligible for maintenance project funding through the SMP in future years.

The project was identified in the City's Capital Improvement Program for funding in 2019. The SMP program assigns an estimated inspection cost based on the total number of structures and lines, and makes up to 50% of this number eligible to be reimbursed to the City. With the assistance of BHC Rhodes, the City submitted an application to SMAC. The County's estimated inspection costs for the City's eligible structures and pipes was estimated at \$230,292.

The Interlocal Agreement specifies the County's participation in the project for a total cost not to exceed \$115,146 (50% of total estimated inspection costs), and commits the City's funds to the project. Approval of the interlocal agreement is the final step with the County to move the stormwater inventory project forward in the County's SMAC approval process.

CFAA CONSIDERATIONS/IMPACTS: N/A

Related Statute/City Ordinance:	N/A
Line Item Code/Description:	22-61-805-60
Available Budget:	\$230,000

**Agreement between
Johnson County and the City of Mission
For a Stormwater System Inspection Project
known as 2019 Mission Stormwater Inspection Project 1
1-MI-2019-I-1**

This agreement is entered into by and between the Board of County Commissioners of Johnson County, Kansas (the "County") and the City of Mission (the "City") pursuant to K.S.A. 12-2908.

Recitals

1. Pursuant to K.S.A. 19-3311, by Resolution No. 38-90, the County has established a county-wide retailer's sales tax for the purpose of providing funds for stormwater management projects, and by Resolution No 76-90, created a Stormwater Management Advisory Council to identify and recommend projects for inclusion in the Stormwater Management Program.
2. The County has established a Stormwater Management and Flood Control Fund for the purpose of funding Stormwater Management Program projects.
3. The County, by Resolution No. 66-92, as modified by Resolution No 034-94, adopted the Johnson County Stormwater Management Policy and the Administrative Procedures for the Johnson County Stormwater Management Program ("Policy and Procedures") to promote interlocal cooperation between the County and the participating municipalities in stormwater management activities.
4. In accordance with the Policy and Procedures, the City has requested that the County participate in the funding for the stormwater system inspection project ("Inspection Project") for the stormwater management project identified as 2019 Mission Stormwater Inspection Project 1 (the "Project"), which meets the minimum requirements, and the County is willing to provide such funding upon the terms and conditions set forth in this agreement.

Agreement

In and for the consideration of the mutual covenants contained in this agreement and the mutual benefits to be derived from the Project, the City and the County agree as follows:

1. **Policy and Procedures.** The City acknowledges receipt of the Policy and Procedures. The City and County agree that the Inspection Project shall be undertaken in accordance with the terms and provisions of the Policy and Procedures provided, however, in the event a conflict exists between any provision of the Policy and Procedures and any provision of this agreement, the terms and conditions of this agreement shall control.

2. **Stormwater System Inspection Requirements.** The City shall conduct field investigations of qualifying stormwater system assets and make available to the Stormwater Management Program Manager, or his/her designee (“Manager”), the resulting data collected as part of the field investigations. Field investigations shall be performed by inspection service providers as mutually agreed to by the city and the Manager, or by qualified City personnel, or both, subject to the provisions of this agreement and the Policy and Procedures. The costs and expenses incurred by the City in connection with the Inspection Project shall be reimbursable, subject to the limitations on reimbursement contained in the Policy and Procedures and in this agreement. Reimbursement will only be made for eligible stormwater assets which have been assigned an estimated risk score of 3.2 or higher by the Stormwater Management Program. Inspections of stormwater system assets shall assess at least the structural integrity of the asset and assign it a condition rating. If the city has an established rating system listed in table 2-6 of the 2018 Stormwater Strategic Asset Management Plan (SAMP), that city shall continue using that system or use the system outlined in table 2-5 of the SAMP. The system shown in Table 2-5 of the SAMP shall be used for cities not listed in table 2-6. Additionally, information required for a renewal project as documented in Table 2-2 of the SAMP shall be collected and made available to the Stormwater Management Program Manager, or his/her designee (“Manager”). The SAMP can be found at https://jocogov.org/sites/default/files/documents/PWK/SMP/FINAL%20Submittal_JOCO%20SMP%20SAMP%20Report.pdf or will be provided upon request.

3. **Estimated Cost of Inspection Project.** The parties acknowledge and agree that the City has established an estimated total cost for the inspection of eligible assets included in the Inspection Project of Two Hundred Thirty Thousand Two Hundred Ninety Two Dollars (\$230,292) based upon assumed inspection unit costs provided by the Stormwater Management program or City staff's estimates and assumptions.

4. **Affected Municipalities.** The City agrees that it shall share the results of the inspections with adjacent municipalities if ownership of an asset is shared between multiple municipalities prior to submitting the results of the Inspection Project to the County.
5. **Administration.** It is acknowledged and agreed that the City shall enter into all contracts relating to the Inspection Project in its own name and not as the agent of the County. The City agrees to be solely responsible for the administration of all contracts for the Inspection Project. Any contract disputes shall be resolved by the City at the City's sole cost and expense.

The City shall require adequate indemnity covenants and evidence of insurance from inspection service providers for loss or damage to life or property arising out of the engineering inspection provider's negligent acts or omissions. The required insurance coverage and limits shall be established by the City but shall not, in any event, be less than \$1,000,000 professional liability coverage for inspection service providers. The City may, in the exercise of its reasonable judgment, permit any insurance policy required by this agreement to contain a reasonable and customary deductible or co-insurance provision.

6. **County Contribution Toward Costs.** The County shall reimburse the City from the Stormwater Management and Flood Control Fund for expenditures made by the City for the Inspection Project as follows:

Not more than once each calendar month, the City may submit to the County a request for payment, invoice, or statement satisfactory in form and content to the County detailing total Inspection Project costs and expenses, in line-item detail, for the preceding calendar month ("Payment Request") and for year-to-date.

The City's Payment Request shall list, by category, those particular expenditures that are reimbursable according to the Policy and Procedures, The City represents and warrants that each Payment Request shall seek reimbursement for only those expenditures that the City determines, in good faith, to be reimbursable by the County. The County may require the City to supplement the Payment Request as needed to satisfy the County, that the Payment Request accurately reflects properly reimbursable costs and expenses. Additionally, the Project Reimbursement Form shall be submitted with each invoice. The project reimbursement form can be found at <https://www.jocogov.org/dept/public-works/stormwater-management/about-smp/strategic-plan>, or will be provided upon request.

The County agrees to make payment to the City within thirty days following the Manager's approval and acceptance of a properly documented Payment Request in an amount equal to fifty percent (50%) of the inspection costs incurred for eligible assets.

7. **Limitation of Liability.** To the extent permitted by law and subject to the provisions of the Kansas Tort Claims Act, including but not limited to maximum liability and immunity provisions, the City agrees to indemnify and hold the County, its officials, and agents harmless from any cost, expense, or liability not expressly agreed to by the County which result from the negligent acts or omissions of the City or its employees or which result from the City's compliance with the Policy and Procedures.

This agreement to indemnify shall not run in favor of or benefit any liability insurer or third party.

8. **Notice Addresses.** Any notice required or permitted by this agreement shall be deemed properly given upon deposit in the U.S. mail, postage prepaid and addressed as follows:

If to the County:

Mr. Lee Kellenberger
Program Manager
Johnson County Public Works
1800 W. Old Highway 56
Olathe, KS 66061

If to the City:

Brent Morton
Public Works Superintendent
City of Mission
4775 Lamar Avenue
Mission, KS 66202

9. **Effective Date.** Regardless of the dates(s) the parties execute the agreement, the effective date of this agreement shall be _____ provided the agreement has been fully executed by both parties.

**Board of County Commissioners of
Johnson County, Kansas**

City of Mission

Ed Eilert, Chairman

Ronald E. Appletoft, Mayor

Attest:

Attest:

Lynda Sader
Deputy County Clerk

City Clerk

Approved as to Form:

Approved as to Form:

Robert A. Ford
Assistant County Counselor

City Attorney

City of Mission	Item Number:	4.
ACTION ITEM SUMMARY	Date:	September 4, 2019
Public Works	From:	Brent Morton

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

RE: 50th and Dearborn Street - Stormwater Repairs

RECOMMENDATION: Approve the contract with Cohorst Enterprises for repairs to the stormwater system in the vicinity of 50th and Dearborn Streets in an amount not to exceed \$136,100.

DETAILS: On January 2nd, Council authorized a task order with GBA to provide survey, design and bid phase services for a sinkhole that formed in a residential driveway located at 5028 Dearborn in the fall of 2018. Due to the condition of other pipe in the area, some of which travels underneath the roadway, this project was expanded, with the support of the Council, to ensure that the repairs would address longer term stability and stormwater management for this area. This was a particular concern as Dearborn is a dead end street, providing just one way in and one way out of the neighborhood.

The design included removal, replacement, or abandonment of existing stormwater pipe in the area, as well as slip lining the storm culvert under Dearborn Street. The engineer's construction estimate for this project was \$184,975. The project was discussed on several occasions, and funds were made available in the Stormwater Utility Fund.

The project was advertised and bids were opened on August 21, 2019. There were five bidders, with Cohorst Enterprises being the lowest and most responsive. The results of the bid opening are included in the table below:

50th and Dearborn Storm Repairs - Bid Opening	
Cohorst Enterprises	\$136,100
Rodriguez Mechanical Contractors, Inc.	\$158,394
Kansas Heavy Construction	\$212,416
SheDigs It, LLC.	\$282,713
J.M. Fahey Construction Co.	\$295,146

Based on the size and scope of this project, staff is also recommending approval of a construction inspection contract with Olsson to ensure a full time inspector on site at all times. The task order for construction inspection services is included as Item #5 on the Community Development Committee agenda.

Following notice to proceed, the project is estimated to be completed by mid-December.

CFAA CONSIDERATIONS/IMPACTS: N/A

Related Statute/City Ordinance:	
Line Item Code/Description:	
Available Budget:	\$184,975

WEST 50TH AND DEARBORN STORM REPAIRS

MISSION, JOHNSON COUNTY, KANSAS

SECTION 5, TOWNSHIP 12S, RANGE 25E

UTILITY COMPANIES

Fiber	Level 3 Communications (877) 366-8344
Fiber	Johnson County DTI (913) 486-5018
Fiber	Google Fiber (913) 486-5018
Electric	KCP&L (800) 788-9140
Gas	Kansas Gas Service (800) 778-9140
Telephone	AT&T (HIGH PRIORITY FACILITIES IN AREA) Steve Barron (314) 420-1973
Telephone	Surewest / Everest (800) 788-9140
Cable	Time Warner Cable (800) 778-9140
Public Works	City of Mission 4775 Lamar Ave Mission, KS 66202 (913) 676-8380
Sanitary Sewer	Johnson County Wastewater 4800 Nall Ave Mission, KS 66202 (800) 778-9140
Water	WaterOne 10747 Renner Boulevard Lenexa, KS 66219 (913) 895-1800
Locates	Kansas One Call System, Inc.

UTILITY NOTES

The information concerning the location of underground utilities shown hereon, which are not visible from the surface, has not been verified in the field. These locations are not to be construed as accurate or exact. Before beginning any construction or excavation, please call Kansas One-Call System, Inc. at 1-800-344-7233.

CONSTRUCTION NOTES

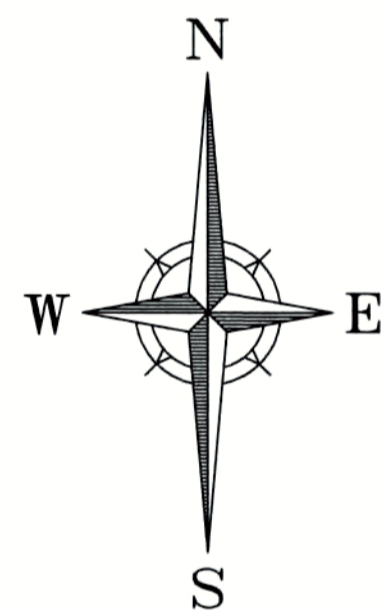
- Contractor to verify existing pipe dimensions, positions, and elevations prior to shop drawing submittal. Any deviations from these plans shall be noted to the engineer during shop drawing review.
- Notify property owners prior to beginning work and disrupting driveway access.
- Before starting excavation activities, the Contractor shall notify all utilities involved, and shall request their cooperation during construction to avoid breaking utility lines. The utility shall be notified immediately should a break occur in a line during construction under this contract. Any lines so broken by the Contractor shall be repaired according to the utility company's standards at the expense of the Contractor. The Contractor shall be held responsible for contacting all utility companies for field location of all underground utility lines, whether shown on these plans or not, prior to any excavation.
- The Contractor shall provide protection to prevent undermining or damage to the structural integrity of all utility poles, fences, road signs, or other items that parallel or cross the site and make arrangements with owning entity to provide temporary support or protection during construction.
- Existing private sanitary sewer facilities serving buildings may not be shown. The Contractor shall be held responsible for any damages done to these facilities during construction, and shall maintain continuous service to all buildings.
- Construction activity (including demolition, clearing, storage of equipment and materials, installation of materials and equipment, and employee parking) shall be restricted to street right-of-way and City of Mission-owned property, permanent and temporary easements, and along with other areas secured by Contractor by private agreement. Engineer shall be informed of Contractor's private arrangements for construction easements and shall be supplied a copy of the written agreement.
- Use of the Site: Limit use of the premises to work in areas indicated. Do not disturb portions of the site beyond the areas in which the work is indicated.
- Contractor to provide all traffic control. Traffic control shall conform to the requirements of the City of Mission. No road closures will be approved as part of this project. Parking may be prohibited during construction. Through traffic will be maintained at all times on all streets being where work is occurring, unless otherwise agreed to by the City of Mission.
- Roads and Driveways: Keep roads and driveways clear and available to the residents and emergency vehicles at all times. Do not use these areas for parking or storage of materials. Provide temporary surfacing as necessary to maintain access. Schedule deliveries to minimize space and time requirements for storage of materials and equipment on-site.
- Contractor shall identify where on-street parking must be temporarily prohibited. Contractor shall provide temporary signs and direct the installation. Contractor shall provide labor and equipment for installation and subsequent removal of temporary signs. Temporary parking prohibitions shall be posted at least 48 hours in advance of the effective date of parking prohibition.
- All excavation shall be Unclassified Excavation.
- Contractor shall restore the project sites to conditions equal to or better than those existing prior to entry. All existing items and construction removed or damaged during the performance of the Work, regardless of location and whether or not indicated on these Contract Drawings, shall be repaired or replaced as detailed in the Contract Specifications unless otherwise indicated on these Contract Drawings.
- Pavement restoration shall involve restoration of paved surfaces with similar materials in accordance with the City of Mission Standards as currently adapted.
- All disturbed areas shall be restored with sod to match existing.
- Backfill in street or alley right-of-way and under pavement or within 4 feet horizontal of pavement shall be flowable fill (60 to 90 psi).
- Backfill in areas other than street or alley right-of-way shall be acceptable excavated material.

PERMITS

The Contractor shall be responsible for obtaining all required construction permits, paying all fees, and otherwise complying with all applicable regulations governing the work and the cost shall be subsidiary to other bid items.

Contractor shall utilize Best Management Practices to control erosion and sediment migration into storm drainage structures or channels. Contractor shall evaluate drainage patterns and provide erosion control devices necessary. Contractor shall keep 150 LF of 9" wattle on site for temporary erosion protection during construction. The wattle may be moved at the direction of the Owner or Engineer for temporary erosion control during construction. The wattle may be removed or left in place at the direction of the Owner or Engineer when the site is 70% revegetated.

The Contractor shall halt construction immediately and contact the Kansas State Historical Society should artifacts of questionable historical relevance be discovered during excavation.



GENERAL NOTES

This project shall be constructed in accordance with the Specifications and Contract Documents. All work in public easements and Right-of-Way and all erosion control work must comply with the latest edition of the Overland Park Design and Construction Standards Volume 2 Construction Specifications 2015 Edition or as modified by the City of Mission.

The Contractor shall have one (1) signed copy of the plans and one (1) copy of the appropriate construction specifications at the job site at all times.

The Contractor shall carefully preserve all monuments, reference points, stakes, and bench marks set for project control, and in case of destruction of same through carelessness or negligence on the part of the Contractor, he will be charged with the resulting expense of replacement and responsibility for any mistakes or loss of time caused thereby.

The Contractor is responsible for the protection of all property corners and section corners. Any property corners or section corners disturbed or damaged by construction activities shall be reset by a registered land surveyor licensed in the State of Kansas, at the Contractor's expense.

Driveways, sidewalk, pavement and other areas inside and outside the construction limits damaged by the contractor shall be restored to a condition equal to or better than that existed before damage occurred at the Contractor's expense.

Structure placement coordinates shown on plans are for center of structure.

Pipe lengths shown on plan are horizontal distance from center of structure to center of structure.



VICINITY MAP

1" = 1000'

PROJECT SURVEY

Modified State Plane (Project Ground Coordinates), NAD83
1501 - Kansas North, U.S. Feet
Vertical - NAVD88, U.S. Feet

CAF: 0.9999226
To get to State Plane:
Coordinates x CAF = State Plane

BM#10 - Chiseled "L" cut in SW corner of headwall on North side of 50th Street, ±296' West of Dearborn Street

N- 274157.8483
E- 2262228.9175
Z- 943.37

CP#100 - 1#2" Iron Bar w/ GBA control cap

N- 274137.7400
E- 2262191.5288
Z- 947.27

CP#101 - 1#2" Iron Bar w/ GBA control cap

N- 274144.1741
E- 2262494.1787
Z- 966.71Z

INDEX OF SHEETS

Sht. No.	Description
1	Cover Sheet
2	Plan View
3	Profile View
4-6	City Standard Details

WEST 50TH AND DEARBORN STORM REPAIR QUANTITIES			
ITEM NO	DESCRIPTION	UNIT	QUANTITY
1	MOBILIZATION	LS	1
2	CLEARING, GRUBBING & DEMOLITION	LS	1
3	EROSION & SEDIMENT CONTROL	LS	1
4	TRAFFIC CONTROL	LS	1
5	5' JUNCTION MANHOLE	EA	1
6	6'x4' CURB INLET	EA	1
7	5'x3' CURB INLET	EA	2
8	4'x4' JUNCTION BOX	EA	1
9	24" RCP END SECTION	EA	1
10	24" RCP	LF	333
11	CURB & GUTTER - TYPE B	LF	214
12	ASPHALT MILL & OVERLAY	SY	567
13	DRIVEWAY APPROACH	SY	21
14	FLOWABLE FILL - ABANDONED PIPE	CY	12
15	SODDING & FERTILIZING	SY	121
16	INLET APRON REPAIR	LS	1
WEST 50TH AND DEARBORN - BID ALTERNATE SLIP LINE CMP CULVERT			
ITEM NO	DESCRIPTION	UNIT	QUANTITY
BA1	SLIP LINE	LF	34

DEVELOPED AND OWNED BY:
CITY OF MISSION
4775 LAMAR AVENUE
MISSION, KS 66202
913-676-8380
Brent Morton

PREPARED & SUBMITTED BY:
GEORGE BUTLER ASSOCIATES, INC.
9801 RENNER BOULEVARD
LENEXA, KANSAS 66219-9745



PROJECT ENGINEER: Katie H. Stucky P.E., CFM, ENV SP

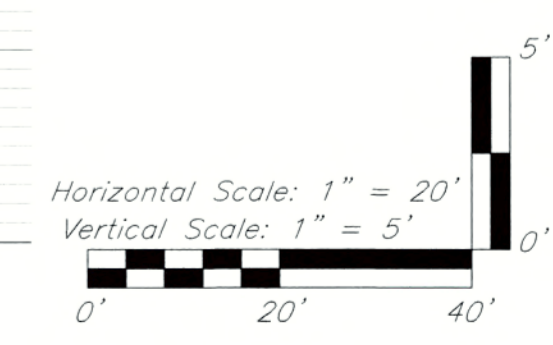
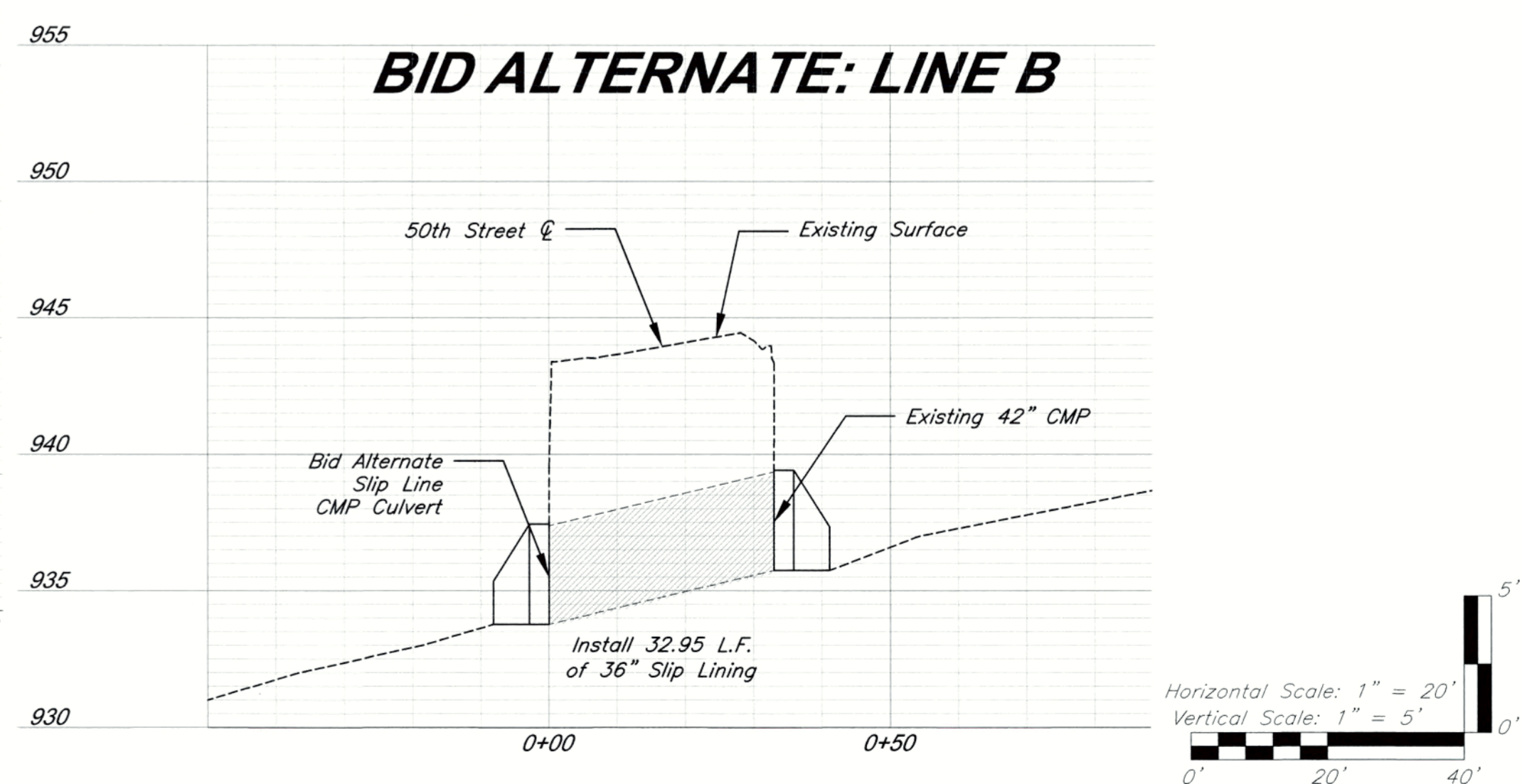
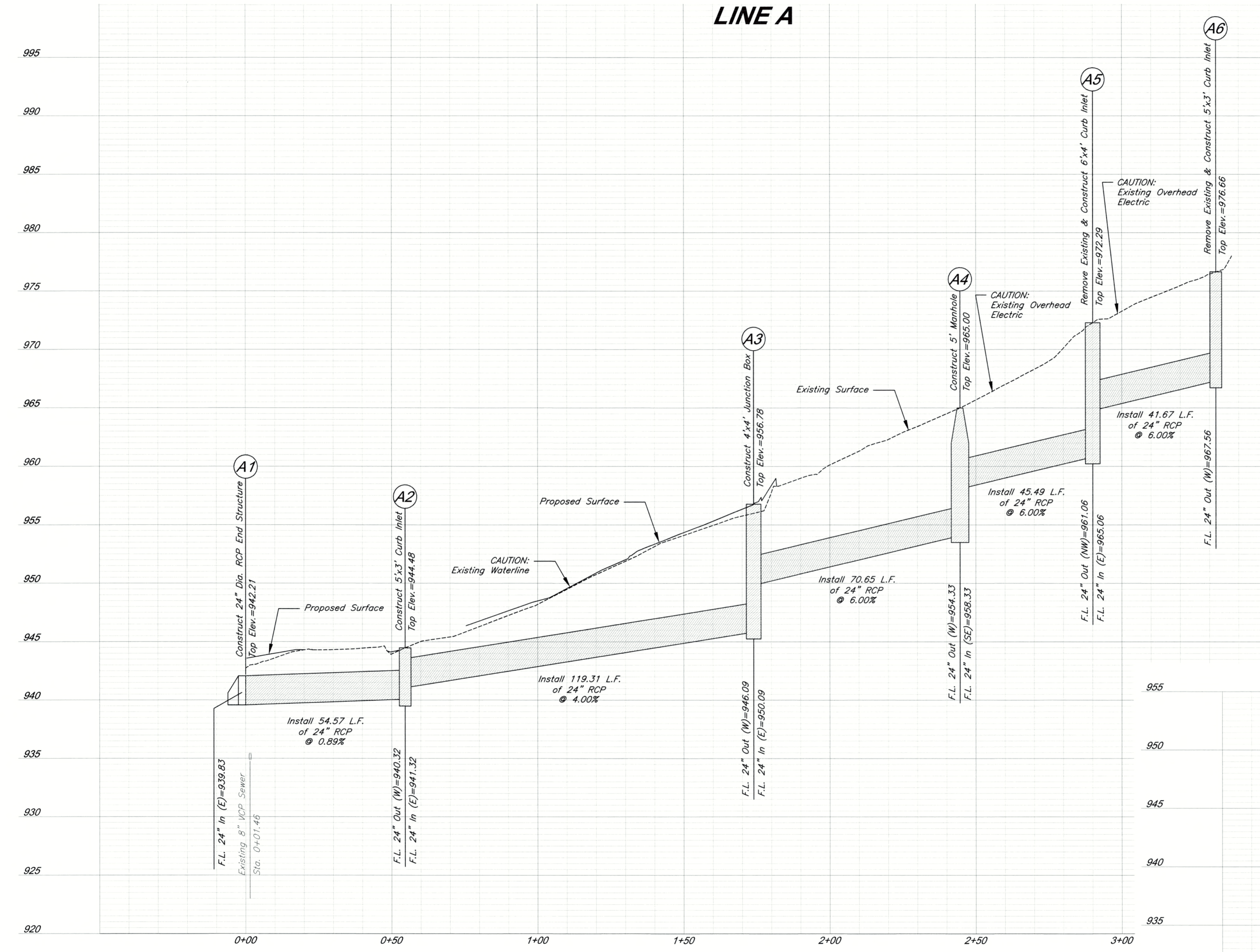
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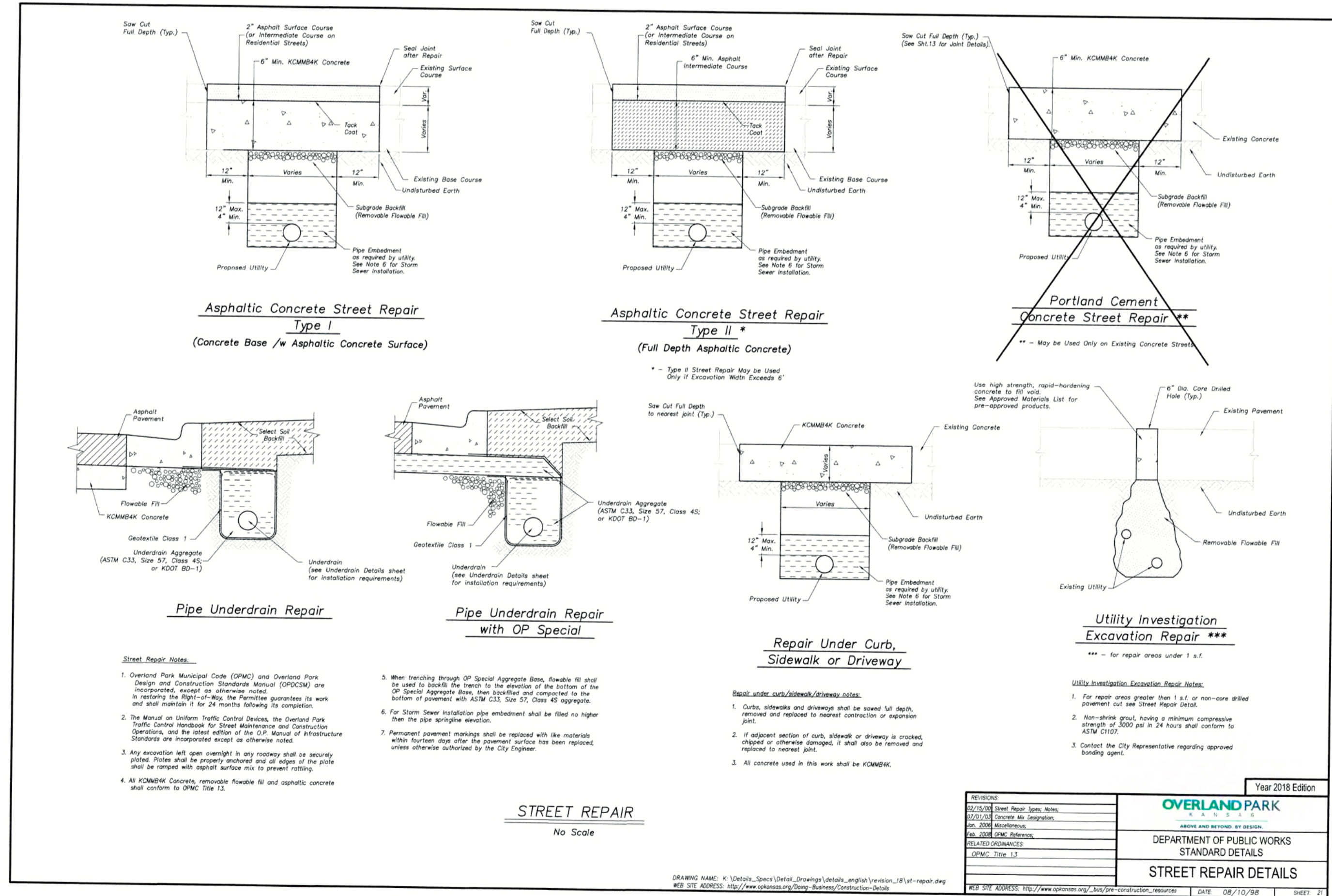
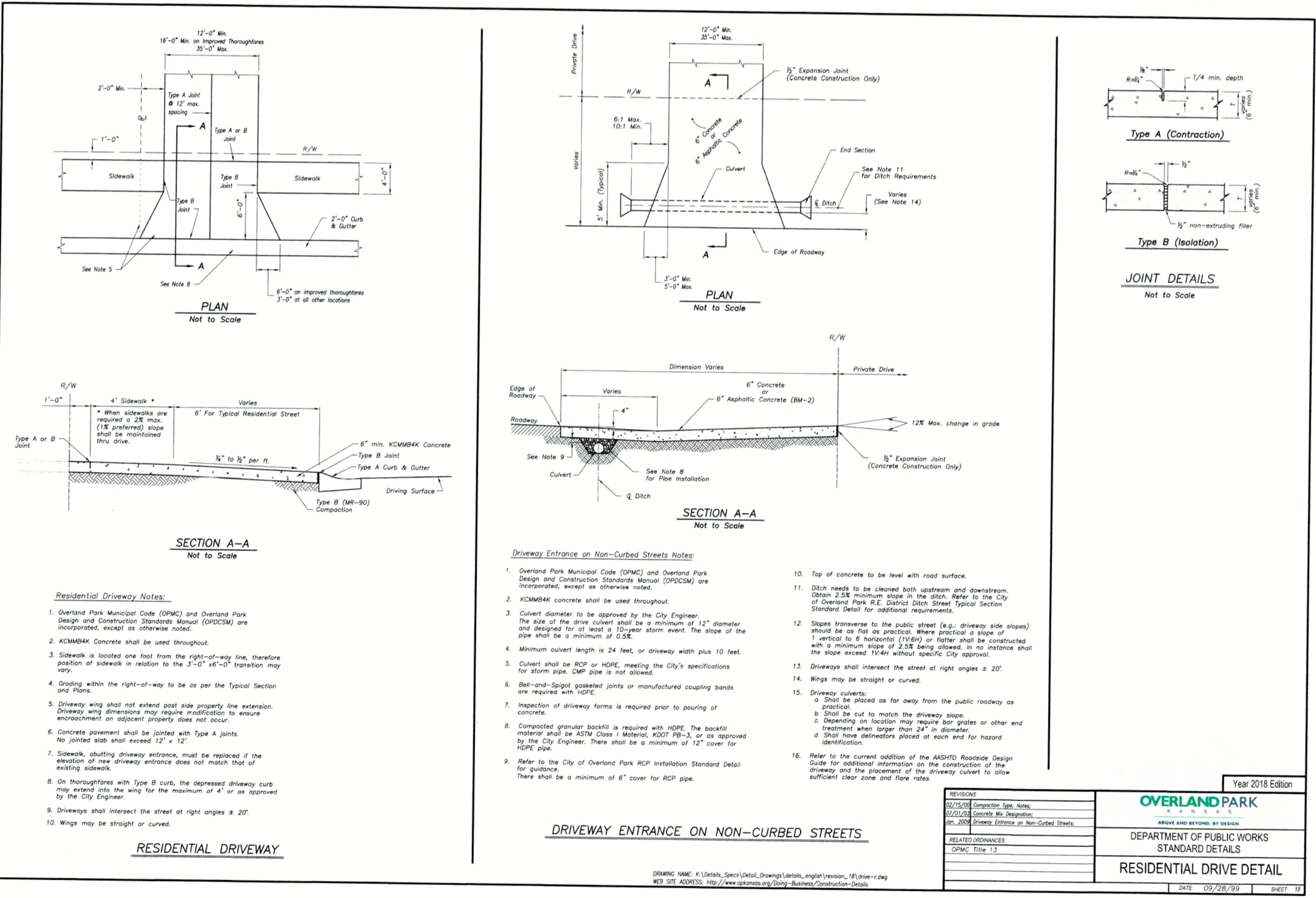
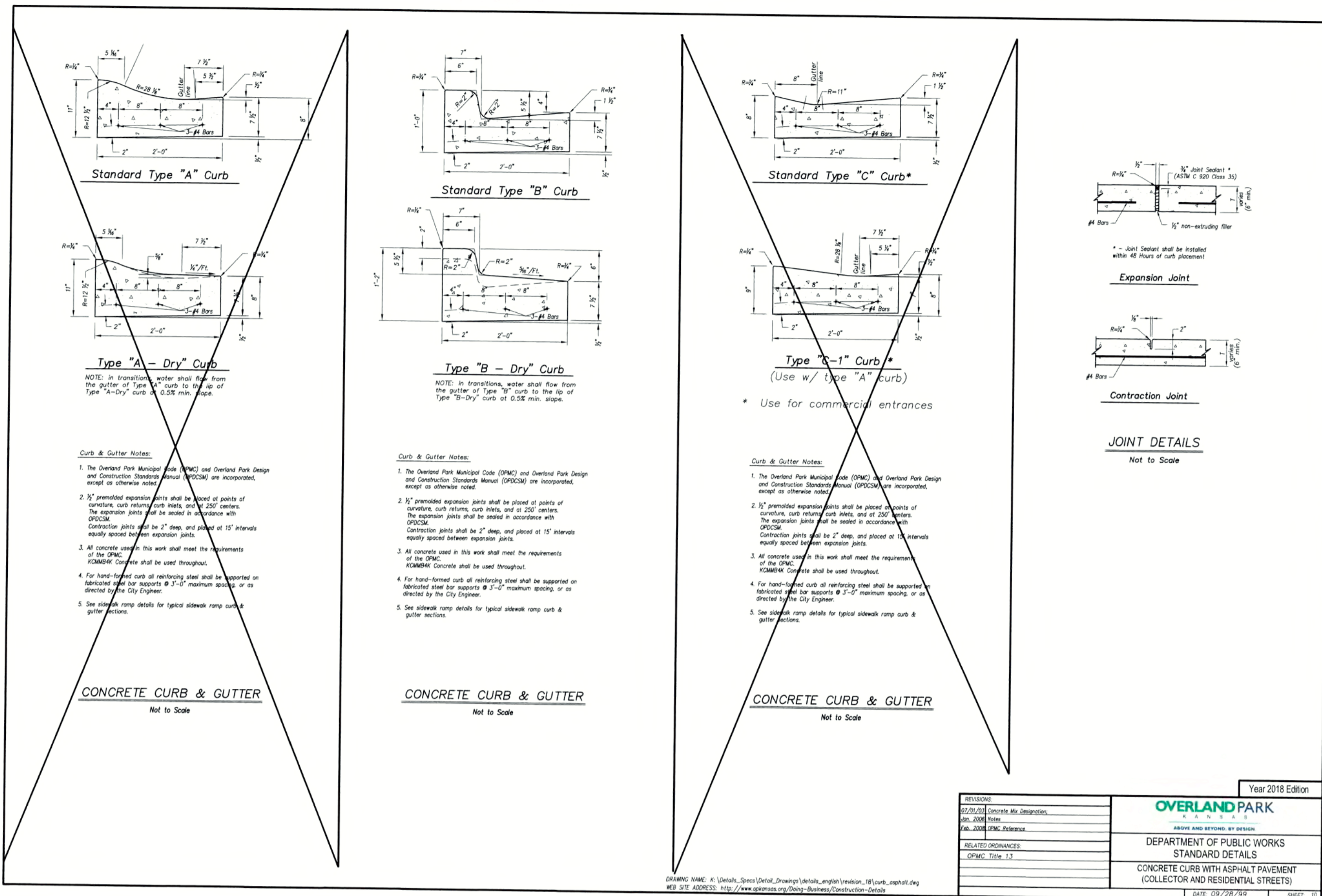
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			DATE: 7/31/19
	9801 Renner Boulevard Lenexa, Kansas 66219 913.492.0400 www.gbateam.com		DESIGN BY: KHS
	Mission Storm Repairs 50th and Dearborn City of Mission, Kansas		DRAWN BY: DS
	NO. DATE REVISIONS BY APPROVED		PROJECT NO.: 13186.23
		SHEET NO. 3	TOTAL SHEETS 6



Profile

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		DATE: 7/31/19		
9801 Renner Boulevard Lenexa, Kansas 66219 913.492.0400 www.gbateam.com		DESIGN BY: KHS		
		DRAWN BY: DS		
		PROJECT NO.: 13186.23		
SHEET NO.: 4	TOTAL SHEETS: 6			
Mission Storm Repairs 50th and Dearborn City of Mission, Kansas				
NO.	DATE	REVISIONS	BY	APPROVED

NOTES
1. Standard Type "B" Curb

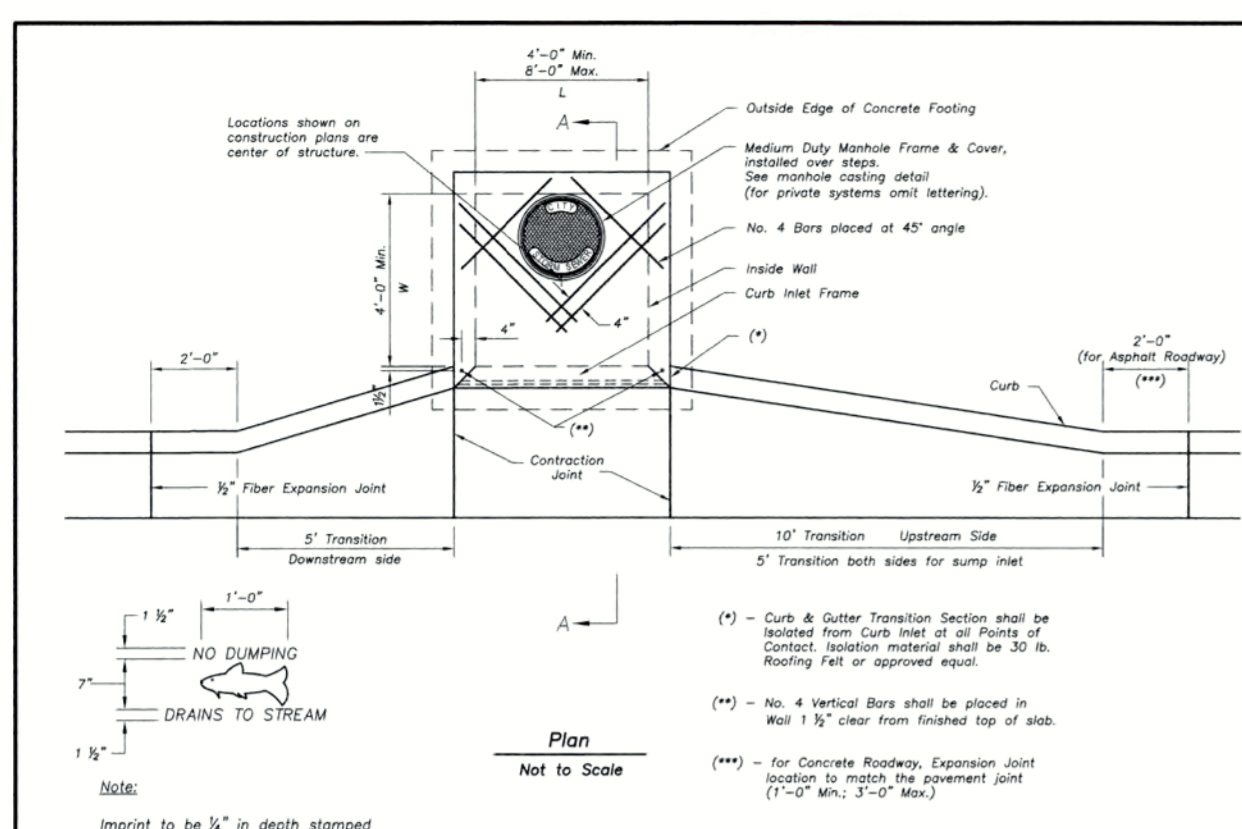
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DATE:	7/31/19
DESIGN BY:	KHS
DRAWN BY:	DS
PROJECT NO.:	13186.23
SHEET NO.:	5
TOTAL SHEETS:	6

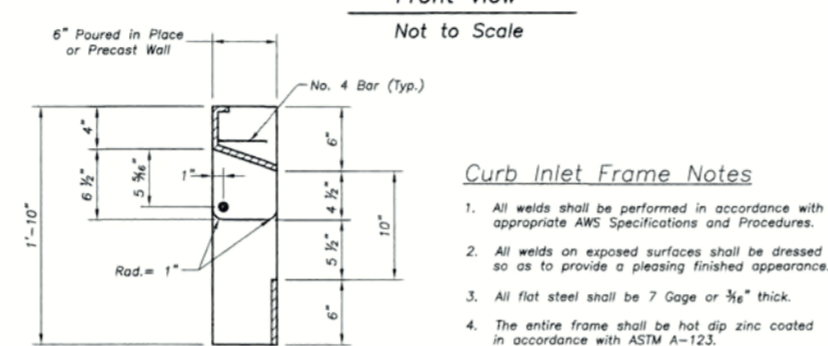
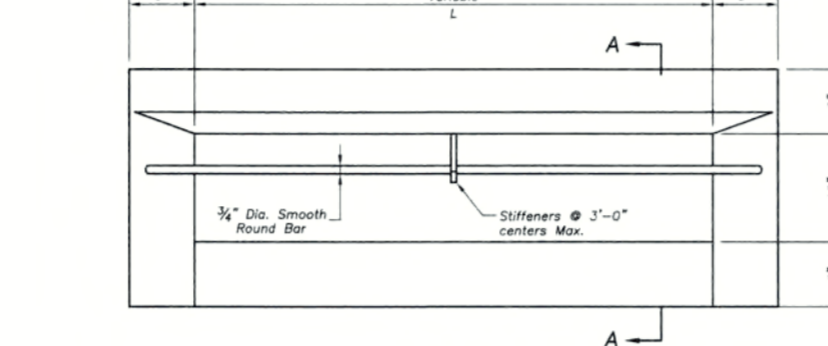
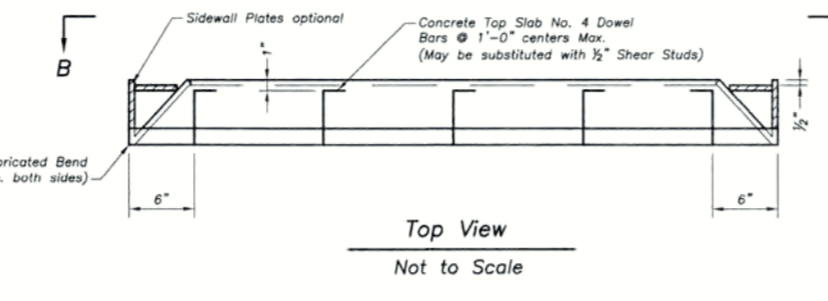
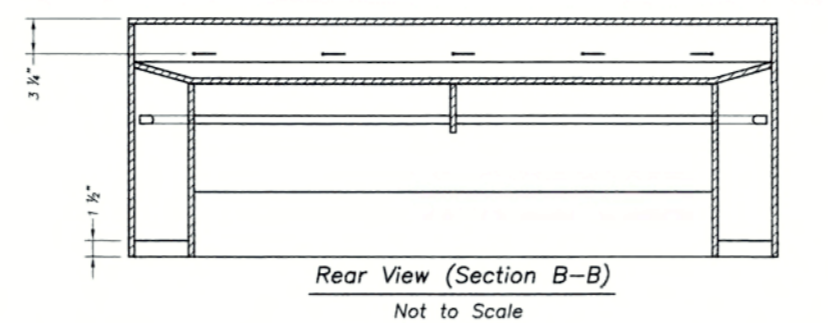
Mission Storm Repairs
50th and Dearborn
City of Mission, Kansas

NO.	DATE	REVISIONS	BY	APPROVED



Curb Inlet Notes

- General
- Overland Park Municipal Code (OPMC) and Overland Park Design and Construction Standards Manual (OCDSCM) are incorporated, except as otherwise noted.
 - All storm sewer structures shall be pre-cast or poured in place. If pre-cast structures are used, the lifts shall be placed in place and the wall steel shall be left exposed to a depth 2" below the finish top elevation, or as directed by the City Engineer.
 - Pre-cast shop drawings are to be approved by the City Engineer for public financed or administrative projects. Pre-cast shop drawings for privately financed projects are to be submitted to the Engineering Services Division of the Planning and Development Services Department.
 - Do not make these drawings for dimensions or clearances. Any questions regarding dimensions shall be brought to the attention of the City Engineer prior to construction.
 - On-grade inlets shall conform to the street grade and sump sheets shall be level.
 - The first dimension listed in the construction notes is the "L" dimension. The second dimension is the "W" dimension. The concrete thickness and reinforcement shown is for boxes with 12" x 12" and 12" x 18" base than or equal to 20. For boxes with either of these calculations greater than 20, a special design is required.
 - Concrete used in this work shall be NOMMHC, as approved by the Kansas City Metropolitan Water Board, and shall meet the requirements of the OPMC.
 - Inlet floors shall be shaped with non-reinforced concrete inverts to provide smooth flow.
 - Bevel of exposed edges with 3/8" triangular mousing.
 - Reinforcing Steel
 - Reinforcing steel shall be new billet, minimum Grade 40 as per ASTM A630C, and shall be best coil.
 - All dimensions relative to reinforcing steel are to centerline of bars. 2" clearance shall be provided throughout unless noted otherwise. Tolerance of +/- 3/8" shall be permitted.
 - All lap splices not shown shall be a minimum of 40 bar diameters in length.
 - All reinforcing steel shall be supported on fabricated steel bar supports at 2'-0" maximum spacing.
 - All details shall be accurately placed and securely tied in place prior to placement of bottom slab concrete. Sliding of rebar into fresh or partially hardened concrete will not be acceptable.
 - Construction
 - The bottom slab shall be at least 24 hours old before placing curb inlets. All concrete shall remain in place a minimum of 24 hours after sidewalk is poured before removal, and after removal shall be immediately treated with membrane curing compound.
 - All curb inlet tops are to be constructed after final curb string line has been approved by the Engineer and prior to curb construction, or as directed by the City Engineer.
 - Pipe connections to pre-cast structures shall have a minimum of 4" of concrete around the entire pipe within 2' of the outside wall of structure. A minimum of 2" - maximum of 6" clearance is required between the outside side wall and the edge of blockwork.
 - Formed backfill shall be used around structures, except under joint areas. Formed backfill shall be fully placed job excavated material free from debris, organic material and stones, compacted to 95% minimum density as determined by ASTM Standard Method F-158.
 - Removable Flexible Fill is required under any portion of joint right of way, including the area within existing or future curb and gutter, median, easement path, concrete sidewalk.



Curb Inlet Frame Notes

- All walls shall be performed in accordance with Reinforcing Steel Specifications and Procedures.
- All walls on exposed surfaces shall be dressed so as to provide a pleasing finished appearance.
- All flat steel shall be 7 Gauge or 8 1/2" thick.
- The entire frame shall be full dip zinc coated in accordance with ASTM A123.

CURB INLET FRAME (10" THROAT)

REVISIONS	DATE	DESCRIPTION

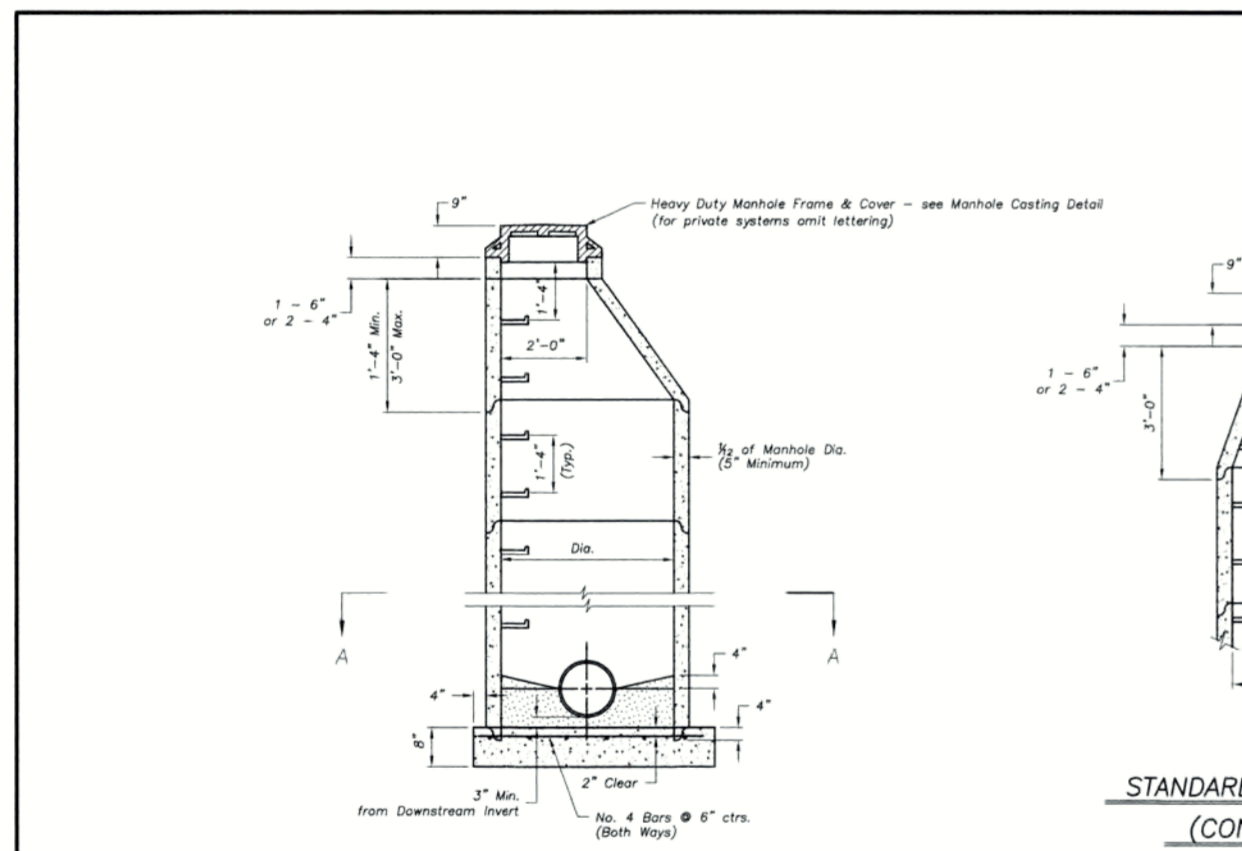
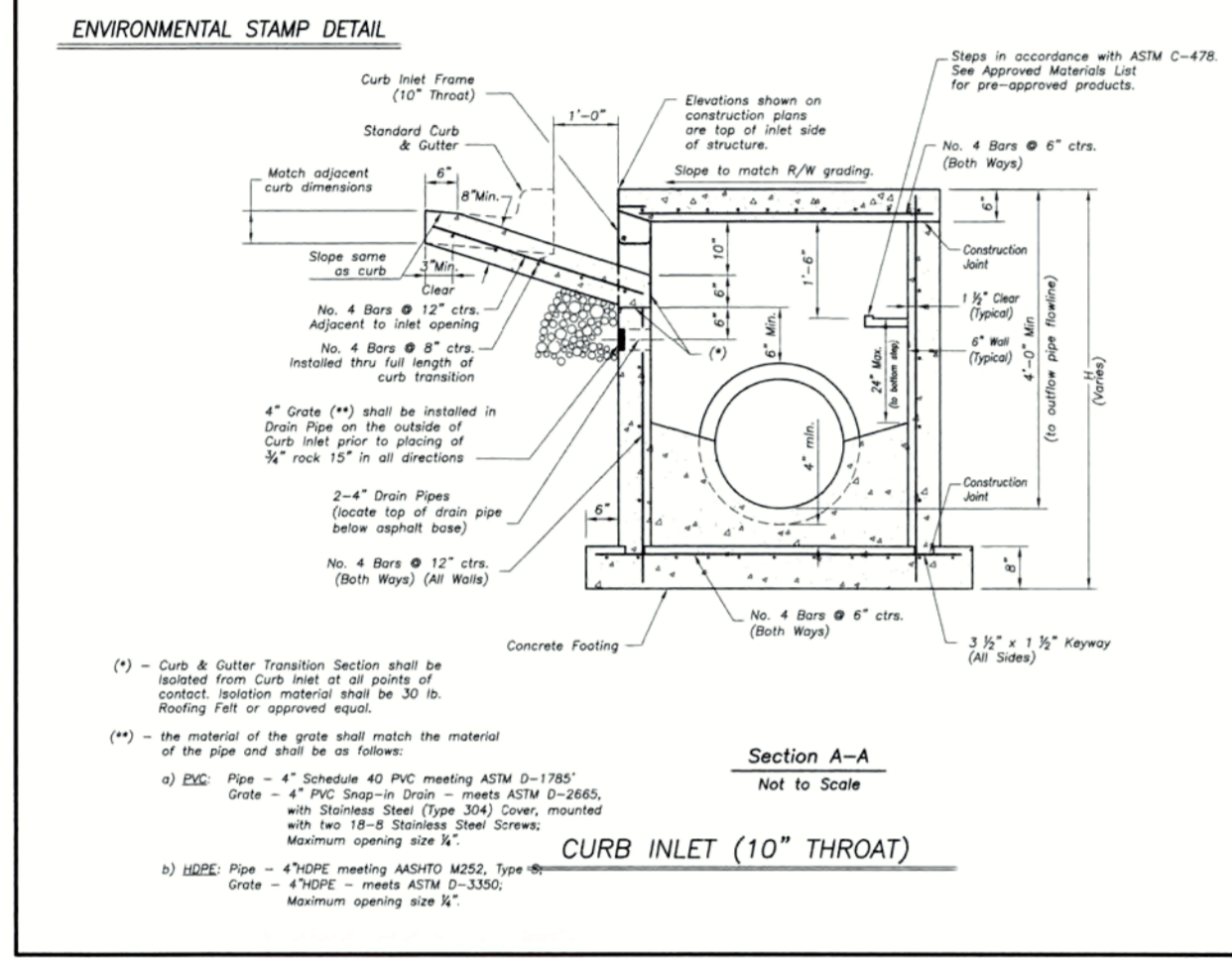
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OVERLAND PARK
DESIGN AND CONSTRUCTION BY EXCELLENCE

DEPARTMENT OF PUBLIC WORKS
STANDARD DETAILS

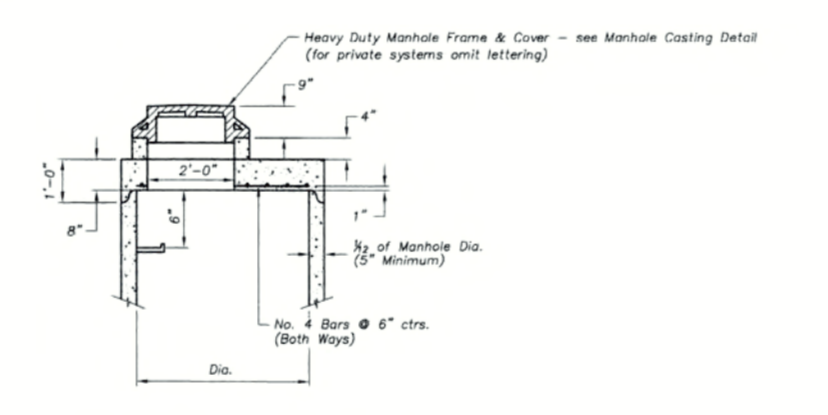
CURB INLET DETAILS

DATE: 03/25/19 SHEET: 21



STANDARD PRECAST MANHOLE (CONCENTRIC CONE)

(Shallow Manholes only)
Not to Scale



Precast Manhole Notes

- Overland Park Municipal Code (OPMC) and Overland Park Design and Construction Standards Manual (OCDSCM) are incorporated, except as otherwise noted.
- The inside diameter of the manhole shall be 4'-0" for pipe connections from 12" thru 24". All manhole bases (pre-cast or poured-in-place) shall have No. 4 reinforcing bars placed at 6" centers both ways.
- All manhole rings and covers shown in plans shall be heavy duty.
- Standard cast iron manhole steps or steel core, plastic coated steps may be used. See Approved Materials List for pre-approved items.
- Reinforcement in all sections shall equal or exceed A.S.T.M. C-478 specifications.
- Mastic material to be used at all section joints.
- O-rings may be used for joints below the cone section, but the cone section itself shall not use O-ring joints.
- Approved gasket or concrete mortar to be used around pipe in through-rings.
- Pipe connections to pre-cast structures shall have a minimum of 4" of concrete around the entire pipe within 2' of the structure.

REVISIONS	DATE	DESCRIPTION

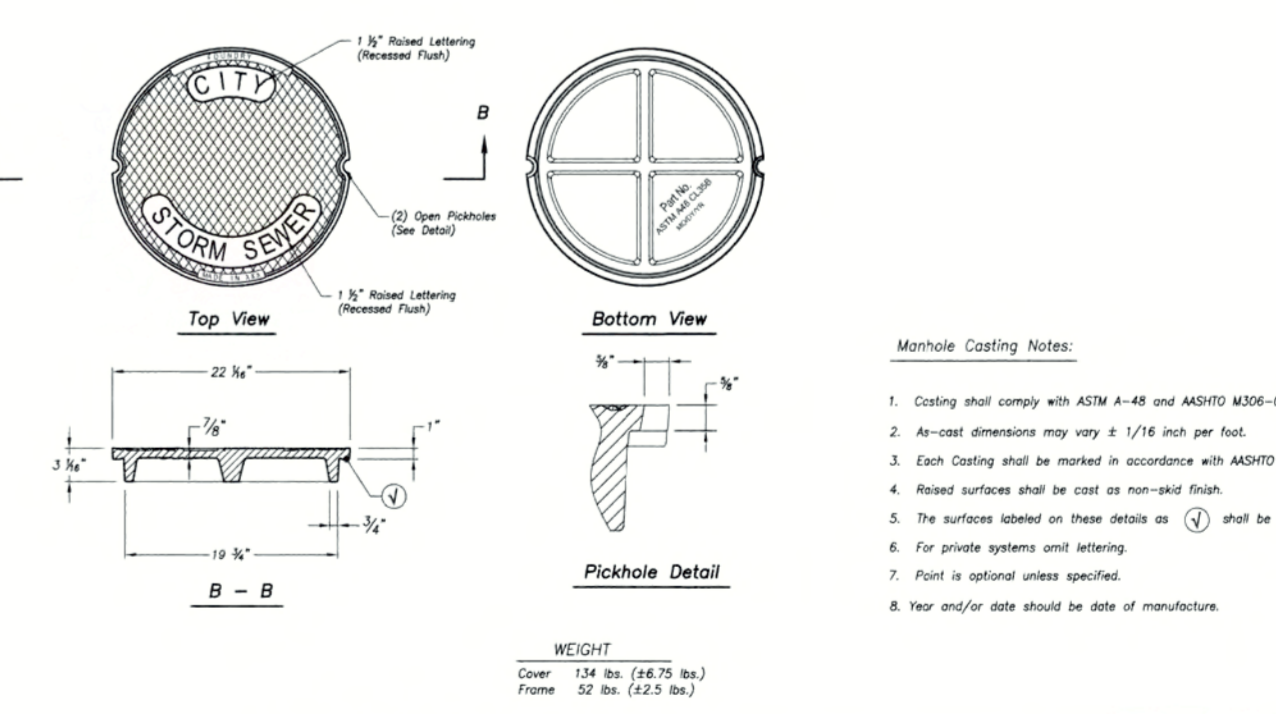
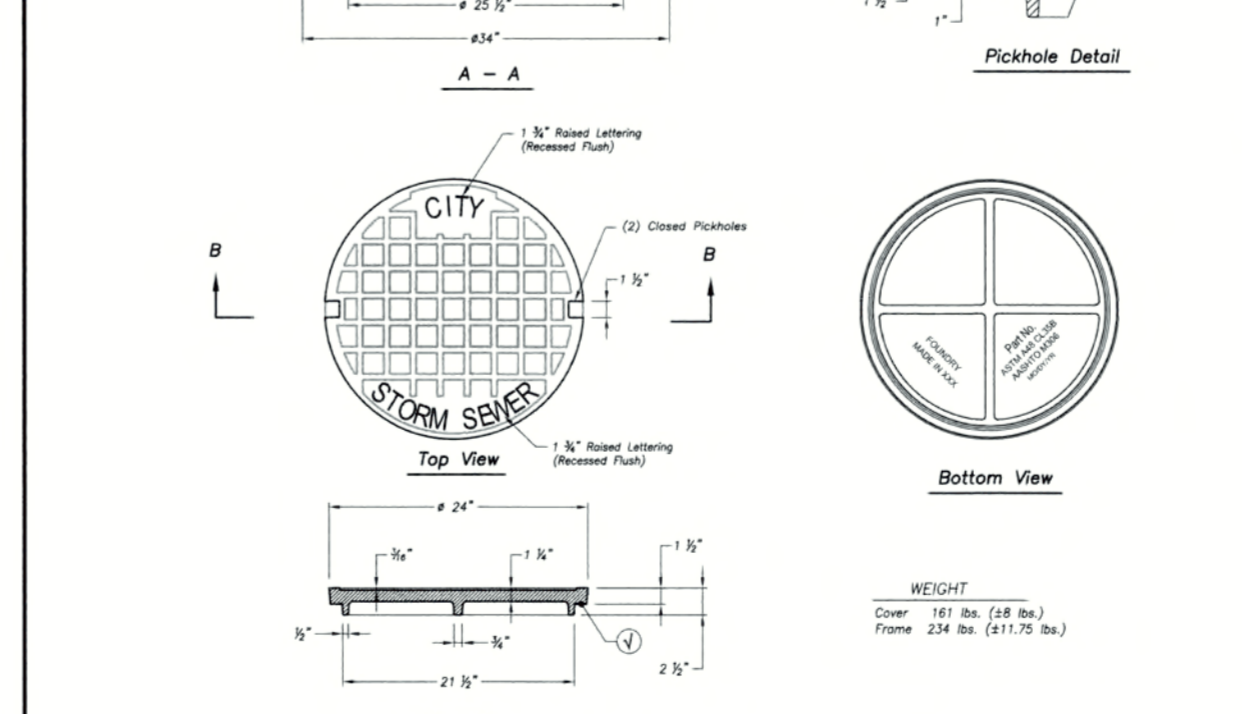
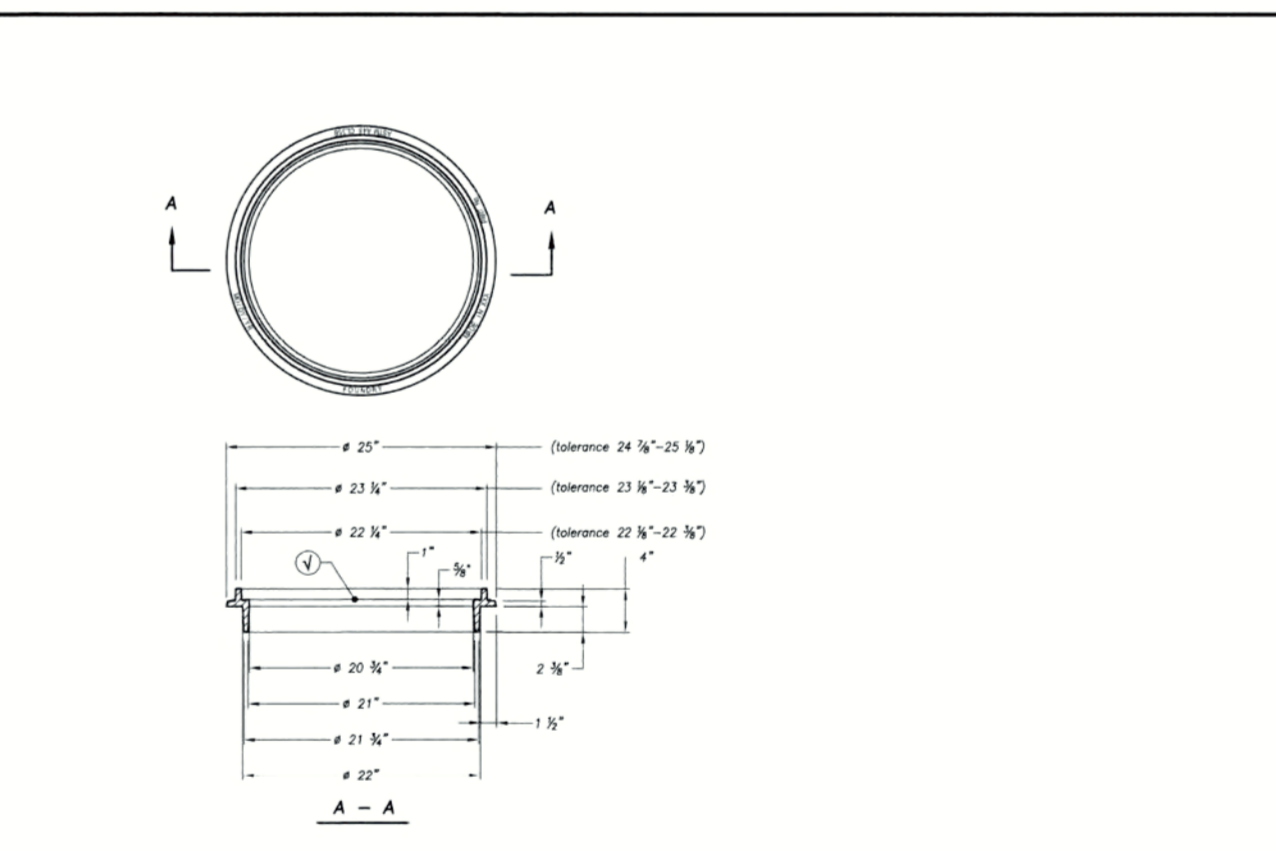
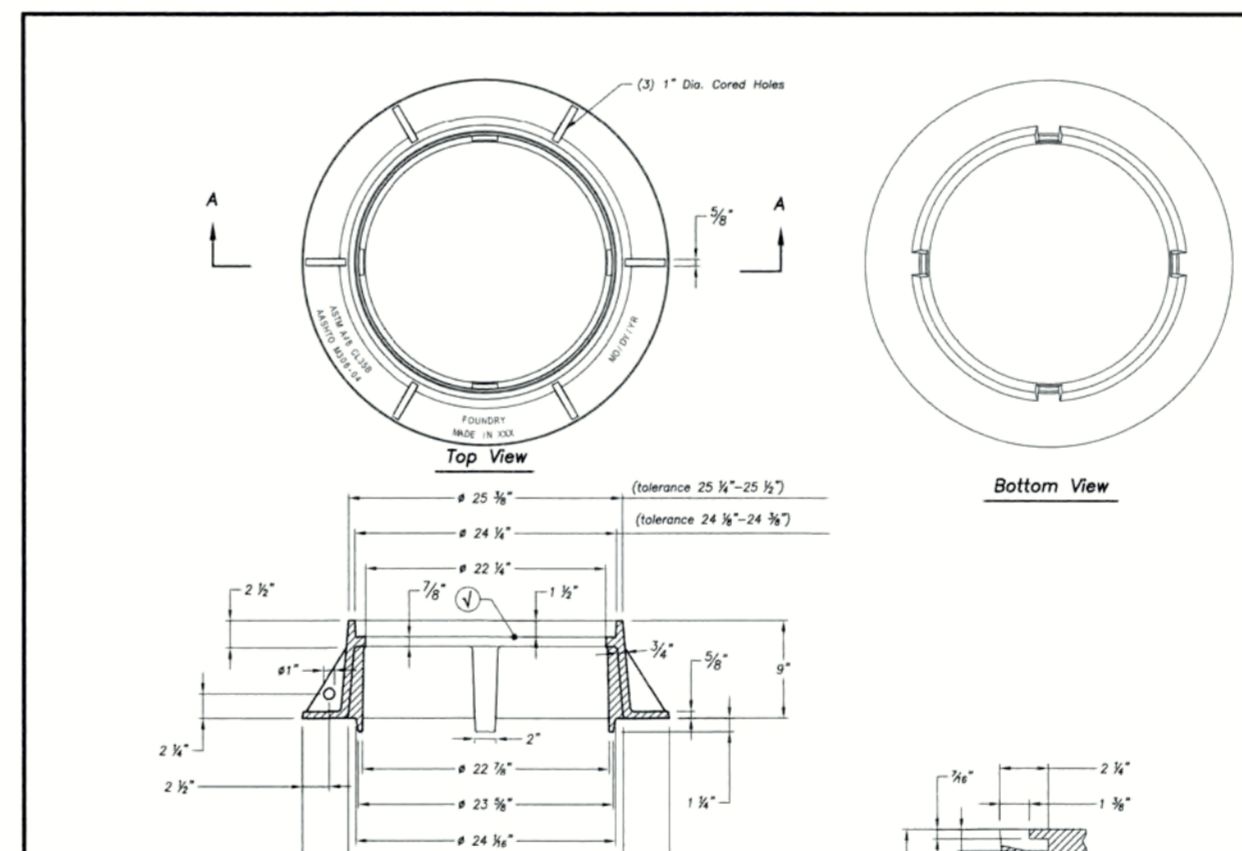
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OVERLAND PARK
DESIGN AND CONSTRUCTION BY EXCELLENCE

DEPARTMENT OF PUBLIC WORKS
STANDARD DETAILS

PRECAST MANHOLE DETAIL

DATE: 03/27/19 SHEET: 22



- Manhole Casting Notes:
- Casting shall comply with ASTM A-48 and AASHTO M306-04.
 - As-cast dimensions may vary +/- 1/16 inch per foot.
 - Each casting shall be marked in accordance with AASHTO M 306-04, Sec. 9.
 - Raised surfaces shall be cast on non-rail finish.
 - The surfaces labeled on these details as (1) shall be machined.
 - For private systems omit lettering.
 - Paint is optional unless specified.
 - Year and/or date should be date of manufacture.

REVISIONS	DATE	DESCRIPTION

Year 2018 Edition

OVERLAND PARK
DESIGN AND CONSTRUCTION BY EXCELLENCE

DEPARTMENT OF PUBLIC WORKS
STANDARD DETAILS

MANHOLE FRAME & COVER (Public Systems Only)

Not to Scale

REVISIONS	DATE	DESCRIPTION

Year 2018 Edition

OVERLAND PARK
DESIGN AND CONSTRUCTION BY EXCELLENCE

DEPARTMENT OF PUBLIC WORKS
STANDARD DETAILS

MANHOLE CASTING DETAILS

DATE: 03/25/19 SHEET: 23

City Standard Details

WEST 50TH AND DEARBORN STORM REPAIR QUANTITIES

ITEM NO	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	EXTENSION
1	MOBILIZATION	LS	1	\$ 15,000	\$ 15,000
2	CLEARING, GRUBBING & DEMOLITION	LS	1	\$ 36,000	\$ 36,000
3	EROSION & SEDIMENT CONTROL	LS	1	\$ 10,000	\$ 10,000
4	TRAFFIC CONTROL	LS	1	\$ 6,000	\$ 6,000
5	5' JUNCTION MANHOLE	EA	1	\$ 6,000	\$ 6,000
6	6'x4' CURB INLET	EA	1	\$ 6,500	\$ 6,500
7	5'x3' CURB INLET	EA	2	\$ 5,000	\$ 10,000
8	4'x4' JUNCTION BOX	EA	1	\$ 999	\$ 999
9	24" RCP END SECTION	EA	1	\$ 1,500	\$ 1,500
10	24" RCP	LF	333	\$ 145	\$ 48,285
11	CURB & GUTTER - TYPE B	LF	214	\$ 40	\$ 8,560
12	STREET PATCH	SY	0	\$ 25	\$ -
13	ASPHALT MILL & OVERLAY	SY	567	\$ 25	\$ 14,175
14	DRIVEWAY APPROACH	SY	21	\$ 60	\$ 1,260
15	FLOWABLE FILL - ABANDONED PIPE	CY	12	\$ 125	\$ 1,500
16	SODDING & FERTILIZING	SY	121	\$ 6	\$ 726
STORM REPAIR IMPROVEMENTS TOTAL					\$ 166,505

WEST 50TH AND DEARBORN - BID ALTERNATE SLIP LINE CMP CULVERT

ITEM NO	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	EXTENSION
BA1	SLIP LINE	LF	34	\$ 530	\$ 18,020
BA2	INLET APRON REPAIR	SY	18	\$ 25	\$ 450
SLIP LINE IMPROVEMENTS TOTAL					\$ 18,470

City of Mission	Item Number:	5.
ACTION ITEM SUMMARY	Date:	September 4, 2019
Public Works	From:	Brent Morton

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

RE: 50th and Dearborn Street - Stormwater Repairs - Construction Inspection

RECOMMENDATION: Approve the task order with Olsson for construction inspection and materials testing services for the 50th and Dearborn stormwater repair project in an amount not to exceed \$57,669.50

DETAILS: Earlier this year, the City Council authorized the design and bidding of stormwater repairs in the area of 50th and Dearborn Street. The project includes removal, replacement, or abandonment of existing stormwater pipe in this area, as well as slip lining of the storm culvert under Dearborn Street.

Based on the size and scope of this project, staff is recommending approval of a task order with Olsson to ensure a full time inspector on site during construction of the project. This task order covers all documentation, observation, and required testing associated with the project.

The fee is based on an estimated 9-week construction timeline and is estimated at \$53,203.50 for construction inspection services, plus \$4,466 for materials testing, for a total of \$57,669.50. The City will only be billed for actual time spent on the project.

Funding for construction inspection services will be allocated from the project's construction savings (\$48,875), with the balance (\$8,794.50) allocated from the Stormwater Utility Fund associated with the "Miscellaneous Stormwater Repairs" line item in the capital program.

CFAA CONSIDERATIONS/IMPACTS: N/A

Related Statute/City Ordinance:	
Line Item Code/Description:	
Available Budget:	\$150,000

50th & Dearborn Storm Repairs
Mission, Kansas
Estimate of Fee
Construction Admin., Inspection & Testing

	Employee Type	Hourly Rate	Estimated Hours	Extension
Pre-Construction Phase				
Pre-Construction Meeting	Const. Manager	\$ 185.00	3	\$ 555.00
	Lead Inspector	\$ 105.00	4	\$ 420.00
	Clerical	\$ 65.00	2	\$ 130.00
Plan & Construction Document Review	Lead Inspector	\$ 105.00	8	\$ 840.00
Project Documentation Set-up * Field Books/Project Files/Qty. Checks	Lead Inspector	\$ 105.00	4	\$ 420.00
Inspection Management	Project Manager	\$ 185.00	3	\$ 555.00
Phase Totals			24	\$ 2,920.00
Construction Phase				
Daily Observation/Documentation/Coordination, etc.	Straight Time Hours			
	Lead Inspector	\$ 105.00	358	\$ 37,590.00
	Overtime Hours (Hourly Billing Rate x 1.50)			
Materials Testing	Testing Technician	\$ 59.00	18	\$ 1,062.00
	Clerical	\$ 65.00	1	\$ 65.00
Shop Drawing & Material Submittal Review (By others)	Const. Manager	\$ 185.00	0	\$ -
Insp. Mgmt, Mtgs., Reports, Contractor issues RFI & Plan Interpretation Response, Estimate, CO's	Const. Manager	\$ 185.00	33	\$ 6,105.00
	Clerical - Reports, etc.	\$ 65.00	6	\$ 390.00
Phase Totals			416	\$ 45,212.00
Post-Construction Phase				
Punch List & Remedial Work Inspection	Lead inspector	\$ 105.00	20	\$ 2,100.00
Final Documentation	Const. Manager	\$ 185.00	6	\$ 1,110.00
	Clerical	\$ 65.00	2	\$ 130.00
Phase Totals			28	\$ 3,340.00
TOTAL LABOR			468	\$ 51,472.00
DIRECT EXPENSES				
	Units	Unit Price		
Mileage (@\$0.75/mi)	2,042	\$0.75		\$ 1,531.50
Concrete Cylinders	10	\$ 15.00		\$ 150.00
Copies and Mailing	1	\$50.00		\$ 50.00
ESTIMATED DIRECT EXPENSES				\$ 1,731.50
TOTAL ESTIMATED FEE				\$ 53,203.50

Assumptions:

Const. Phase - Start 09/26/19; End 12/15/19
47 Working Days Days for Olsson (81 total calendar days of work)
No Saturday Work
Full to part-time inspector

50th & Dearborn Storm Repairs
Mission, Kansas
Estimate of Construction Phase Hours and Vehicle Usage

Construction Phase		Start				End	Phase Totals
		9/26/2019	Sept	Oct	Nov	Dec	
	Cal Days	5	31	30	15	81	
	Week Days	3	23	19	10	55	
	Est. Working Days	3	21	17	6	47	
	Saturdays	1	4	5	2	12	
Lead Inspector \$105.00	Est. Avg. Hrs/Day	6	8	8	6		
	Est. Saturdays Worked	0	0	0	0	0	
	Est. Straight Time Hours	18	168	136	36	358	
	Est. Overtime Hours	0	0	0	0	0	
Const. Manager \$185.00	Calendar Year 2017 Const. Manager - 11 wks @ 3 hr/wk =					33	

Estimate of Mileage						
Pre-Construction Phase 3 trips =						80
Construction Phases		Sept	Oct	Nov	Dec	Total 2017
Sr. Inspector	Avg. Mi/Day	30	30	30	30	
	Est. Miles	90	630	510	180	1410
Const. Manager	Est. Miles	40	90	90	90	310
Post-Construction Phase 4 trips						110
						1910

50th & Dearborn Storm Repairs
Mission, Kansas
Construction Materials Testing



CONCRETE ITEMS		Assumptions (Slump, Air, Temp., Cylinders)					
		Est. # of Tests	Tech Hrs. per Test	Est. Tech Hrs.	Est. # of Cylinders	Est. Miles	Est. Clerical Hrs. for Reports
Item	Est. Cu Yd						
Drive Approach	5	1	4	4	5	26	0.25
Curb & Gutter (Type B)	10	1	4	4	5	26	0.25
TOTALS	15	2		8	10	52	0.5

ASPHALTIC CONCRETE		Assumptions (In-Place Densities & Physical Properties)					
		Est. # of Site Visits	Tech Hrs. per Site Visit	Est. Tech Hrs.	Lab Testing Hrs.	Est. Miles	Est. Clerical Hrs. for Reports
Item	Tons						
Asphaltic Concrete Surface	190	2	5	10	0	80	0.5
TOTALS				10	0	80	0.5

RECAP OF TESTING	Units	Unit Cost	Est. Total Cost
Estimated Testing Tech Hrs.	18	\$ 64.00	\$ 1,152.00
Estimated Clerical Hours	1	\$ 65.00	\$ 65.00
Estimated Mileage	132	\$ 0.75	\$ 99.00
Concrete CyLinders	10	\$ 15.00	\$ 150.00
Asphalt Testing per OP Std.	2	\$ 1,500.00	\$ 3,000.00
ESTIMATED TOTAL TESTING FEES			\$ 4,466.00

Scope of Services

West 50th and Dearborn Storm Repairs

The scope of this work includes the project observation, administration, and documentation for the above referenced project. The fee is based on a construction time frame of 81 Calendar Days and 47 Olsson Working Days.

GENERAL

Olsson has acquainted itself with the information provided by Client relative to the project and based upon such information offers to provide the services described below for the project. Client warrants that it is either the legal owner of the property to be improved by this Project or that Client is acting as the duly authorized agent of the legal owner of such property.

PROJECT DESCRIPTION AND LOCATION

Project will be located at: City of Mission, Kansas

Project Description: West 50th Street & Dearborn

SCOPE OF SERVICES

Olsson shall provide a lead representative, materials testing, and project manager. The tasks shall consist of the following items:

- Pre-construction reviews of plans, quantities, and specifications
- Coordination of design issues during construction
- Daily construction inspection and documentation
- Daily construction administration and coordination with the City
- On site and lab testing of concrete and asphaltic concrete pavement
- Post construction activities to determine that project is completed and accepted by all parties

Olsson shall provide the following services (Scope of Services) to Client for the Project by the construction observer and construction services team leader:

- 1.1 Serve as the point of contact between the property owners affected by construction, and the Mission, Kansas.
- 1.2 Provide weekly progress summaries to the City.
- 1.3 Attend progress meetings at least monthly and at other times as required for work progress (no more than 4 meetings). Contractor will preside over construction meetings and prepare and distribute meeting minutes.
- 1.4 Monitor project traffic control on a periodic basis. The proper installation and maintenance of all traffic control facilities is Contractor's sole responsibility.
- 1.5 Be on-site when Contractor is working on contract items requiring inspection, as designated in Contract Documents. This will include work on contract pay items and controlling items of work.

- 1.6 Compile a daily diary documenting weather conditions, Contractor(s) construction activity, Contractor's personnel, and equipment used.
- 1.7 Provide field book documentation of contract pay items, as incorporated into the project.
- 1.8 Advise Owner and Contractor, or its superintendent, immediately of the commencement of any work requiring a shop drawing submission, if the submission has not been accepted by the design professional or Owner.
- 1.9 Keep and maintain project files of the Contractor's certifications of materials incorporated into the project.
- 1.10 Determine whether Contractor is generally adhering to the specifications and plan documents, and schedule on-going observations.
- 1.11 Report to Owner, giving opinions and suggestions based on observations regarding defects or deficiencies in Contractor's work and relating to compliance with plans, specifications, and design concepts.
- 1.12 Assist Owner in preparation and review of change orders.
- 1.13 Verify pay items with Contractor, review monthly pay applications, and recommend and present pay applications to Owner.
- 1.14 Monitor Contractor's progress regarding erosion control measures for conformance with pay applications. Necessary repairs to BMP's and required documentation/entries into the SWPPP manual will be the contractor's responsibility. Contractor will be responsible for all required SWPPP documentation and upkeep of the SWPPP manual.
- 1.15 Perform necessary concrete, and asphaltic concrete testing for proposed public improvements.
- 1.16 Provide transportation, equipment, tools, and incidentals, as necessary, to perform construction site monitoring services.
- 1.17 Attend two walk-throughs upon project completion. Compile notes and distribute final punch list to the prime Contractor and Owner.
- 1.18 Prior to final walk-through, submit to the Contractor a list of items observed to require completion or correction.
- 1.19 Complete and submit to the Owner final paperwork required by contract documents.
- 1.20 Review final pay estimate and the final change order and submit to Owner.
- 1.21 Attend one (1) final close out meeting with Owner.

ASSUMPTIONS

1. A construction timeframe of 81 working days; commencing on September 26, 2019, with final completion by December 15, 2019. Olsson has estimated no work occurring on Saturdays. Should estimate hours be exceeded, a supplemental agreement will be provided.
2. A part to full-time daily involvement of a project inspector.
3. Rock and sand products for concrete will be accepted, based on certificates of compliance supplied by Contractor and/or producer.
4. Manufactured items shall be accepted based on certificates of compliance, shop drawings, catalog data, et cetera, where indicated.
5. Construction phase engineering and shop drawing review will be provided by the City's engineer of record.

EXCLUSIONS

1. Review of shop drawings and material submittals and/or certifications will be the responsibility of the City's engineer of record.
2. Inspections associated with any maintenance bond correction period. Such services may be contracted later, if requested by the City.
3. No time has been included in this fee estimate for surveying associated with utility relocations, setting project control for Contractor prior to construction, or staking of temporary easements.
4. As-Built Drawings – Contractor is responsible for providing as-built elevations for tops and flowlines of storm sewer structures, and necessary plans for City submittal.
5. Specialized Testing – Any special testing will be considered additional services.
6. Wage rate interviews and payroll reviews.

Should Client request work in addition to the Scope of Services, Olsson shall invoice Client for such additional services (Optional Additional Services) at the standard hourly billing labor rate charged for those employees actually performing the work, plus reimbursable expenses if any. Olsson shall not commence work on Optional Additional Services without Client's prior written approval.

Olsson agrees to provide all its services in a timely, competent and professional manner, in accordance with applicable standards of care, for projects of similar geographic location, quality and scope.

SCHEDULE FOR OLSSON'S SERVICES

Unless otherwise agreed, Olsson expects to perform its services under the Agreement as follows:

Anticipated Start Date: September 2019
Anticipated Completion Date: December 2019

Olsson will endeavor to start its services on the Anticipated Start Date and to complete its services on the Anticipated Completion Date. However, the Anticipated Start Date, the Anticipated Completion Date, and any milestone dates are approximate only, and Olsson reserves the right to adjust its schedule and any or all of those dates at its sole discretion, for any reason, including, but not limited to, delays caused by Client or delays caused by third parties.

COMPENSATION

Client shall pay to Olsson for the performance of the Scope of Services, the actual time of personnel performing such services on an hourly rate basis for services rendered by our principals and employees engaged directly on the Project, and all actual reimbursable expenses. Olsson shall submit invoices on a monthly basis and payment is due within 30 calendar days of invoice date.

Olsson's Scope of Services will be provided on a time and expense basis not to exceed **Fifty Three Thousand Two Hundred Thres Dollars and Fifty Cents (\$53,203.50)**.

TERMS AND CONDITIONS OF SERVICE

We have discussed with you the risks, rewards and benefits of the Project, the Scope of Services, and our fees for such services and the Agreement represents the entire understanding between Client and Olsson with respect to the Project. The Agreement may only be modified in writing signed by both parties.

Client's designated Project Representative shall be Brent Morton.

If this Scope of Services satisfactorily sets forth your understanding of our agreement, please sign in the space provided below. Retain a copy for your files and return an executed original to Olsson. This proposal will be open for acceptance for a period of 30 days from the date set forth above, unless changed by us in writing.

OLSSON ASSOCIATES, INC.

By _____
Curt Mader, PE

By _____
Bryan Johnson, PE, Office Leader

By signing below, you acknowledge that you have full authority to bind Client to the terms of the Agreement. If you accept this Work Order, please sign:

CITY OF MISSION, KANSAS

By _____
Signature

Print Name _____

Title _____

Dated: _____

Attachments
Reimbursable Expense Schedule

City of Mission	Item Number:	6.
ACTION ITEM SUMMARY	Date:	September 4, 2019
Public Works	From:	Brent Morton

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

RE: Reeds Road Bridge Repair - Construction

RECOMMENDATION: Approve a contract with Gunter Construction Company for repairs to the Reeds Road Bridge over Rock Creek in an amount not to exceed \$47,690.

DETAILS: This April, Staff authorized a task order with Olsson to provide survey, design and bid phase services for Reeds Road Reinforced Concrete Box (RCB) repairs due to inlet failures. Olsson inspected the inlets and RCB and determined that the RCB would also require repairs. The age and low rating on the RCB is causing unsafe conditions for the public. This contract will address the inlets, which are failing, and overlaying the existing bridge deck once the inlet repairs are made.

The Reeds Road RCB project was advertised and bids were opened on August 15, 2019. There were three bidders, with Gunter Construction Company being the lowest and most responsive.

Reeds Road RCB Repair Over Rock Creek - Bid Opening	
Gunter Construction Company	\$47,690
Mega Industries Corporation	\$51,128
Comanche Construction, Inc.	\$77,584

Funds for bridge repairs and maintenance are included in the CIP annually in the amount of \$25,000. Bridge inspections are conducted in odd-numbered years, and any remaining funds or those funds budgeted in "off" years being returned to fund balance in the Capital Improvement Fund.

This repair project was not specifically budgeted for 2019. The \$9,300 which Council previously authorized for the 2019 inspections was paid from the Public Works Department's General Fund Budget. The repair project is recommended to be funded from 2018 bridge funds that rolled over into fund balance (\$25,000), and the bridge budget from 2019 (\$25,000). After completing the repairs identified in this contract, it is estimated that the life of the bridge will be extended by ten more years before requiring full replacement. Full replacement costs are estimated to be approximately \$800,000.

CFAA CONSIDERATIONS/IMPACTS: This project will address failing sidewalks that lead to Rock Creek trail, improving access for both cyclists and pedestrians.

Related Statute/City Ordinance:	NA
Line Item Code/Description:	Capital Improvement Fund
Available Budget:	\$50,000

FINAL PLANS FOR CITY OF MISSION, KANSAS REEDS ROAD RCB REPAIR OVER ROCK CREEK



KANSAS CALL BEFORE YOU DIG:
1-800-DIG-SAFE (1-800-344-7233)

PROJECT LOCATION



LOCATION MAP



INDEX OF SHEETS

SHEET NO.	TITLE
1	TITLE SHEET
2	GENERAL NOTES AND QUANTITIES
3	TYPICAL SECTION
4	GENERAL LAYOUT
5	STANDARD DETAILS
6-7	RCB PLAN AND DETAILS

LEGEND

<ul style="list-style-type: none"> ▲ CTL SURVEY CONTROL POINT ▲ TBM SURVEY BENCHMARK ▲ TBM SURVEY TEMPORARY BENCHMARK □ G.M. GAS METER □ GAR GAS RISER ⊙ GR GAS MANHOLE □ GR GAS REGULATOR ▭ TYP TELEVISION PEDESTAL ▭ F FIBER BOX ⊙ FIBER PEDESTAL □ CB CABLE BOX □ CV CABLE VAULT ▭ TP TELEPHONE PEDESTAL ⊙ SM STORM MANHOLE ▭ SG STORM GRATE ⊙ SM SANITARY MANHOLE ⊙ YL YARD LIGHT ⊙ LTP LIGHT POLE ⊙ PP POWER POLE ⊙ LPP POWER POLE W/ LIGHT — GUY WIRE ⊙ STUMP ⊙ BU BUSH ⊙ ET EVERGREEN TREE ⊙ DT DECIDUOUS TREE 	<ul style="list-style-type: none"> ⊙ TS TRAFFIC SIGNAL BOX ⊙ TM TRAFFIC SIGNAL MANHOLE — TPA TRAFFIC SIGNAL POLE W/ ARM ⊙ TPO TRAFFIC SIGNAL POLE ▭ TPC TRAFFIC SIGNAL CONTROL BOX ▭ TPD TRAFFIC SIGNAL PEDESTAL ⊙ EM ELECTRIC MANHOLE ▭ EB ELECTRIC BOX ▭ EC ELECTRIC CABINET ▭ EJ ELECTRIC JUNCTION BOX ⊙ SPH SPRINKLER HEAD ⊙ SCV SPRINKLER CONTROL VALVE ⊙ WM WATER METER PIT ⊙ FH FIRE HYDRANT ⊙ WM WATER METER ⊙ WV WATER VALVE ⊙ FP FLAG POLE ⊙ S SIGN ⊙ B BOLLARD ⊙ WP WOOD POST ⊙ SP STEEL POST ⊙ COL COLUMN ⊙ BH BORE HOLE
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---	SECTION LINE
— P —	PROPERTY LINE
---	CENTER LINE
---	PROPOSED ROW LINE
---	EXISTING ROW LINE
---	UTILITY EASEMENT
-1371-	EXISTING CONTOUR
-1371-	EXISTING CONTOUR
-1371-	PROPOSED MINOR CONTOUR
-1371-	PROPOSED MAJOR CONTOUR
TEL	EXISTING TELEPHONE LINE
SS	EXISTING SANITARY LINE
---	EXISTING STORM LINE
G	EXISTING GAS LINE
W	EXISTING WATER LINE
X-X-X-X	EXISTING CHAIN LINK FENCE
OHE	EXISTING OVERHEAD ELECTRIC
P	EXISTING PIPE LINE
.....	GRADING LIMITS
-x-x-x-x-	TEMPORARY CONSTRUCTION EASEMENT
-x-x-x-x-	PROPOSED CHAIN LINK FENCE
-x-x-x-x-	PROPOSED WOOD PRIVACY FENCE
~~~~~	EXISTING TREELINE

	CONCRETE
	2-INCH MILL & OVERLAY

### ABBREVIATION TABLE

M.G.	MATCH GRADE
P	PAVEMENT
TC	TOP OF CURB
EP	EDGE OF PAVEMENT
R/W	RIGHT-OF-WAY
TCE	TEMPORARY CONSTRUCTION EASEMENT
PROP.	PROPOSED
EXIST.	EXISTING
TYP.	TYPICAL
(R)	REMOVAL
CONST.	CONSTRUCT
TBM	TEMPORARY BENCHMARK
C.P.	CONTROL POINT
BC	BACK OF CURB

### UTILITY CONTACTS

<b>AT&amp;T</b> RANDY GASKIN 5400 FOXRIDGE DRIVE, ROOM 500 MISSION, KANSAS 66202 (913) 383-6948	<b>KANSAS CITY POWER &amp; LIGHT</b> ERIC BOWEN 16215 W. 108TH TER. LENEXA, KS 66219 (913) 894-3082
<b>JOHNSON CO. WASTEWATER</b> MIKE PILLER 11811 S. SUNSET DRIVE, SUITE 2500 OLATHE, KANSAS 66061-7061 (913) 715-8537	<b>KANSAS GAS SERVICE</b> HECTOR DUARTE 11401 W. 89TH STREET OVERLAND PARK, KS 66214 (913) 599-8964
<b>WATERONE</b> RYAN SIRRIDGE 10747 RENNER BLVD. LENEXA, KS 66219 (913) 449-0377	<b>CHARTER</b> RON FRANK 8221 W. 119TH STREET OVERLAND PARK, KS 66213 (913) 643-1961
<b>CONSOLIDATED COMMUNICATIONS</b> MARTY HALE 14859 W. 95TH STREET LENEXA, KS 66215 (913) 238-1132	<b>GOOGLE</b> GREG LINK (916) 605-6936

### PREPARED & SUBMITTED BY:

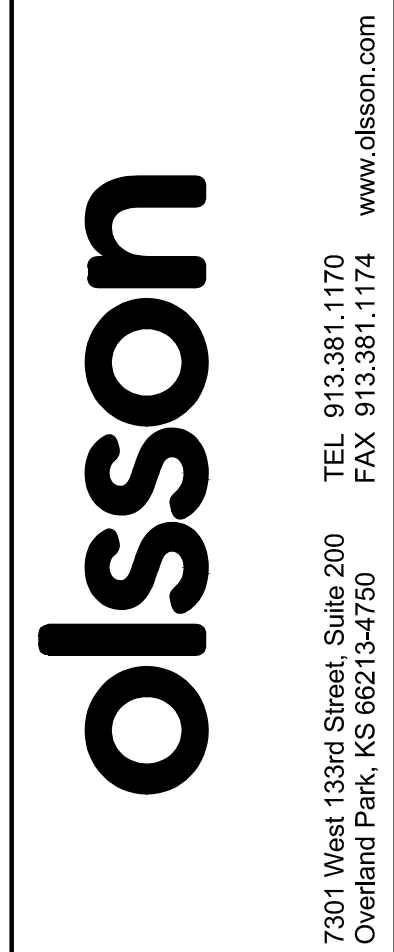
OLSSON  
 7301 W. 133RD STREET, SUITE 200  
 OVERLAND PARK, KANSAS 66213

*Grant Luckenbill* 5-31-19  
 GRANT C. LUCKENBILL, P.E. DATE

I CERTIFY THESE PLANS WERE PREPARED BY ME OR UNDER MY IMMEDIATE PERSONAL SUPERVISION.

APPROVED BY:  
 CITY OF MISSION

PUBLIC WORKS DIRECTOR DATE



REV. NO.	DATE	REVISIONS DESCRIPTION	BY

TITLE SHEET	REEDS ROAD RCB REPAIR	MISSION, KANSAS	2019
	MISSION ON-CALL ENGINEERING		
drawn by:	AKU		
checked by:	GCL		
approved by:	GCL		
QA/QC by:	GCL		
project no.:	018-3593		
drawing no.:	T_TTL01_0183593		
date:	5/31/2019		

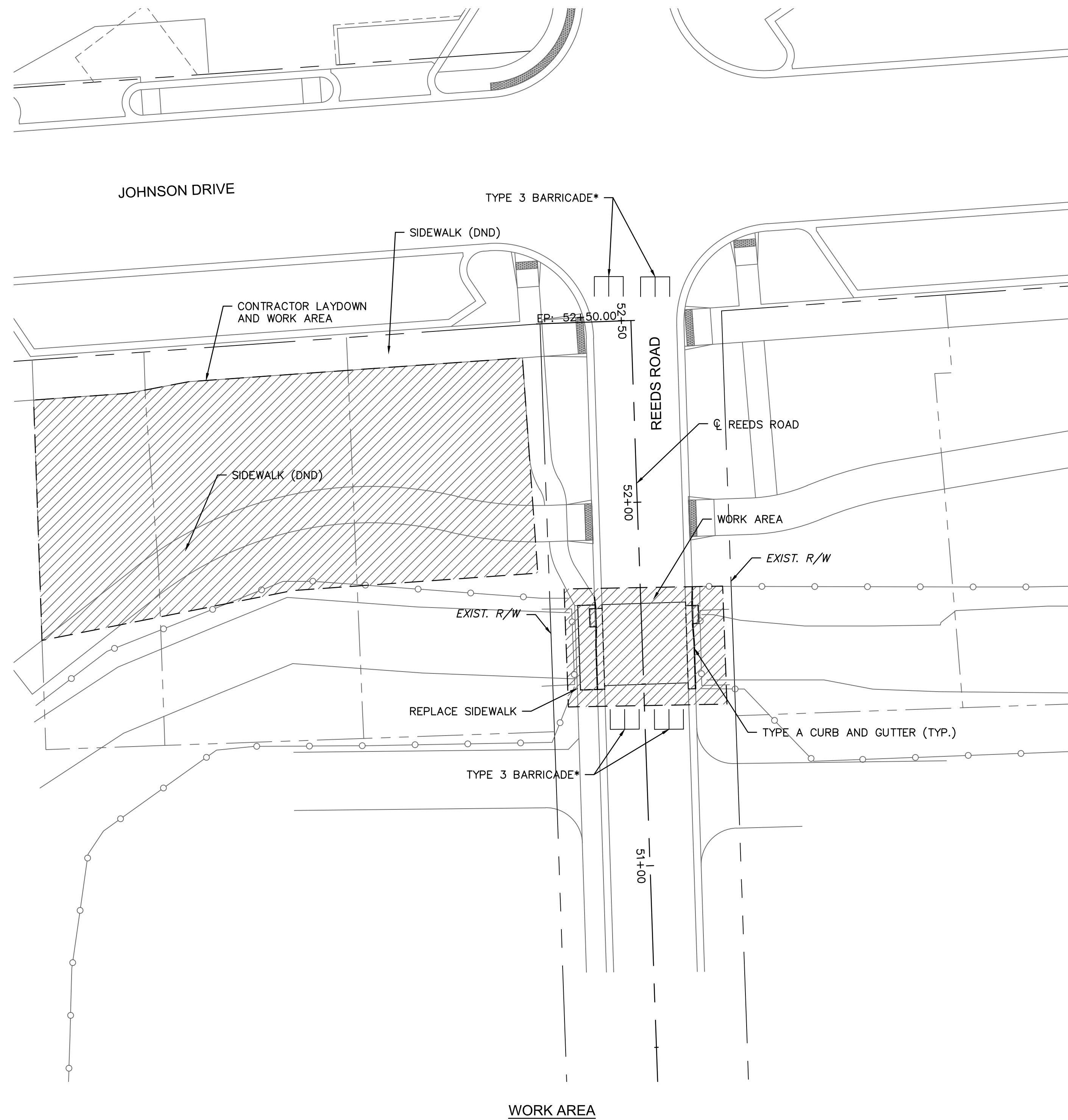
DWG: F:\2018\3501-4000\018-3593\Phase 120 Reeds Bridge Repair\40-Design\AutocAD\Final Plans\Sheets\RDBR\T_TTL01_0183593.dwg  
 USER: aurbonek  
 DATE: May 31, 2019 8:21am  
 XREFS: T_PTBK_0183593

NOTE:  
 * CONTRACTOR IS TO  
 SUBMIT TRAFFIC  
 DETOUR PLAN PRIOR TO  
 FULL ROAD CLOSURE.

General Notes:

- All existing inlet structures, sidewalk, and curbs within the construction limits shall be removed, unless otherwise noted on the plans. This work shall be paid for under the bid item "Removal of Improvements".
- All excavation shall be unclassified. Excavation shall be subsidiary to other items of work.
- The contractor shall be responsible for surveying and staking, reconstructing profile of curbs to match existing street grade, and regrading shoulder and sidewalk to drain. No special measurement and payment will be made. This work is to be considered completely covered by other items under the contract.
- All construction shall conform to the City of Overland Park Municipal Code (OPMC) in effect on the City's approval date shown on these plans and incorporated herein by reference.
- All workmanship and materials shall be subject to the inspection and approval by City personnel.
- The traffic control requirements shown on these plans are minimum requirements only and do not attempt to address in depth the variety of situations that may occur once construction has started. In no way do the requirements shown on these plans relieve the Contractor of his responsibility for selecting the proper traffic control devices and implementation procedures that will insure the safety of motorists, pedestrians, and workers at all times. All traffic control shall be in conformance with the current edition of the Manual on Uniform Traffic Control Devices (MUTCD) and the Overland Park Traffic Control Handbook for Street Maintenance and Construction Operations.
- The Contractor is responsible for the protection of all property corners, Johnson County Benchmarks, and section corners. Any property corner, Johnson County Benchmark, and/or section corner disturbed or damaged by construction activities shall be reset by a Registered Land Surveyor licensed in the State of Kansas, at the Contractor's expense, unless otherwise noted.
- 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.
- 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, septic systems and all other public and private property to a condition equal to or better than that before damage occurred. Adjustments, reinstallations, and replacements shall be subsidiary to all other bid items.
- The Contractor is responsible for providing berms, silt fences, or other approved means to prevent eroded materials and construction debris from entering streets open to traffic, the storm sewer systems, the creek, or properties adjacent to the project. In the event the preventative measures are not effective, the Contractor shall remove any debris, silt, or mud and restore the effected area to its original or better condition.
- All concrete used in this work shall meet the requirements of the OPMC. 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 shall be hereto revised to KCMMB.
- All borrow to be obtained from areas provided by the Contractor shall be approved by the Engineer, both as to suitability of material and site location. Contractor supplied borrow material shall be inorganic soil free of concrete rubble, asphalt, rock, shale, wood, vegetation and debris. In addition, special care shall be taken in this approval to minimize the increase of siltation and turbidity of streams, lakes and reservoirs and to avoid interference with the movement of migratory fish. Areas which, in the opinion of the Engineer, may leave an unsightly appearance to the project will not be approved.
- Sawcuts shall be full depth.
- All work shall be confined within the easements and/or construction limits as directed by the Engineer. All construction limits shown are approximate and may be extended or reduced at the direction of the Engineer.
- The Contractor shall notify all property owners a minimum 24 hours in advance of all work pertaining to their entrances.
- Police, Fire, Med-Act and school bus companies shall be notified prior to closing of any street with approval of the Engineer.
- The Contractor shall sod or seed all disturbed areas within the project limits, unless noted otherwise on the plans.
- 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.
- The Contractor shall at no time leave equipment, materials or debris within 4' of traveled way or locations that could obstruct intersection sight distance, obstruct any existing capacity of storm sewer system, or cause flooding or erosion to residences.
- The Contractor shall pothole and survey all utility crossings prior to construction of any portion of storm sewer, underdrains, conduit, and any other subsurface elements of the project. This Survey information shall be forwarded to the Engineer for review. The Contractor shall not begin construction on any subsurface element on the project

- without the approval of the Engineer. This item shall be subsidiary to other bid items.
- Drives or streets with a grade differential of one inch or more during construction will require ramping with commercial grade asphalt. This work shall be subsidiary to other bid items.
  - The City of Mission has the first right of refusal on demolition and removal items.
  - The proposed curb and gutter depth shall be equal to the depth of the adjacent pavement.



RECAPITULATION OF QUANTITIES			
ITEM NO.	ITEM DESCRIPTION	UNIT	QUANTITY
1	Removal of Improvements	Lump Sum	1
2	Asphaltic Concrete Surface Course	Ton	6
3	Milling (Total Width Cut)(2")	Sq. Yd.	57
4	Curb and Gutter	Lin. Ft.	44
5	4" Concrete Sidewalk	Sq. Ft.	102
6	RCB Surface Repair	Sq. Ft.	44
7	Curb Inlet	Each	2
8	Traffic Control	Lump Sum	1

DWG: F:\2018\3501-4000\018-3593\Phase 120_Reeds Bridge Repair\40-Design\AutoCAD\Final Plans\Sheets\RD\RD\T_GEN01_0183593.dwg  
 DATE: May 31, 2019 8:21am XREFS: T_PTBK_0183593 T_XTOPO_0183593 T_PBASE_0183593 USER: aurbonek

**olsson**

7301 West 133rd Street, Suite 200  
 Overland Park, KS 66213-4760  
 TEL 913.381.1170  
 FAX 913.381.1174  
 www.olson.com



REV. NO.	DATE	REVISIONS DESCRIPTION	BY

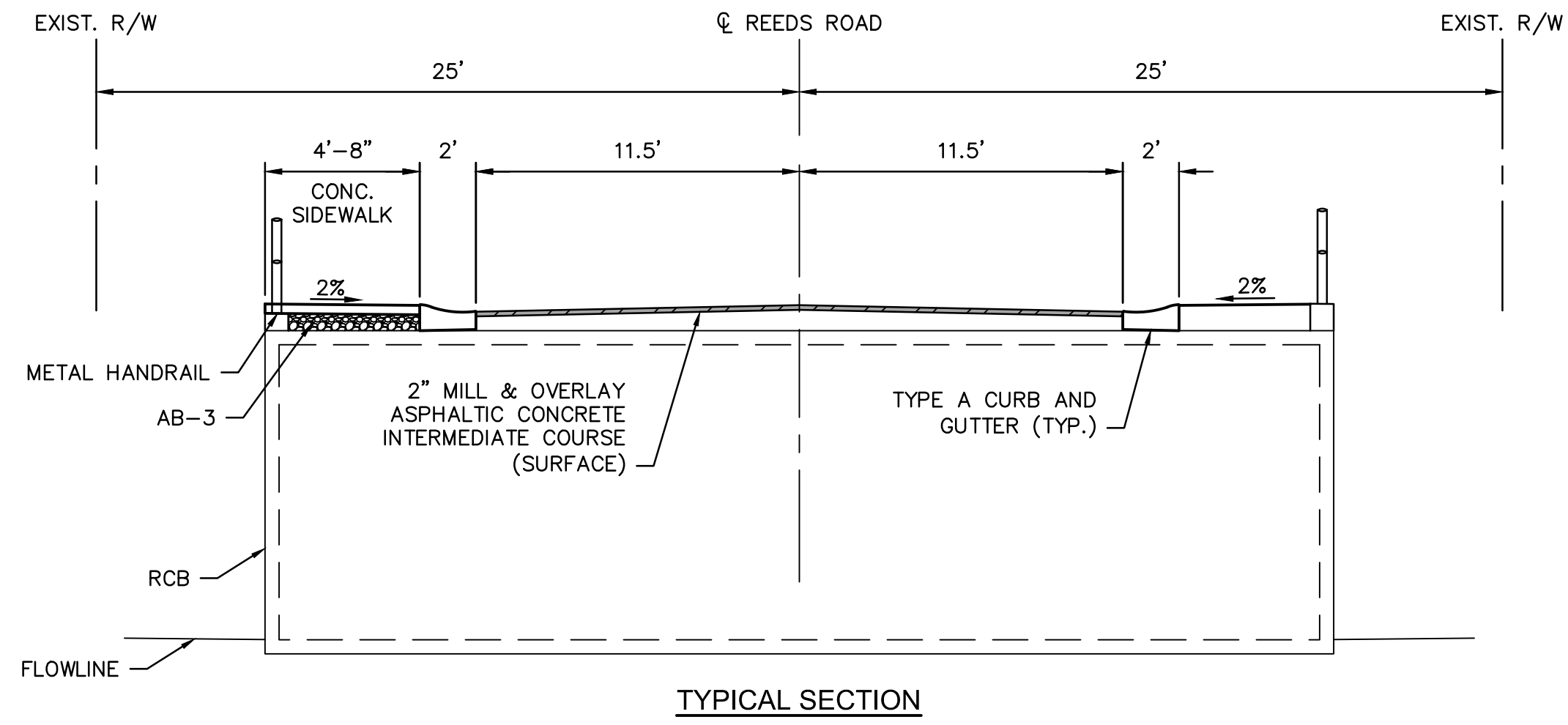
GENERAL NOTES  
 SUMMARY OF QUANTITIES

REEDS ROAD RCB REPAIR  
 MISSION ON-CALL ENGINEERING

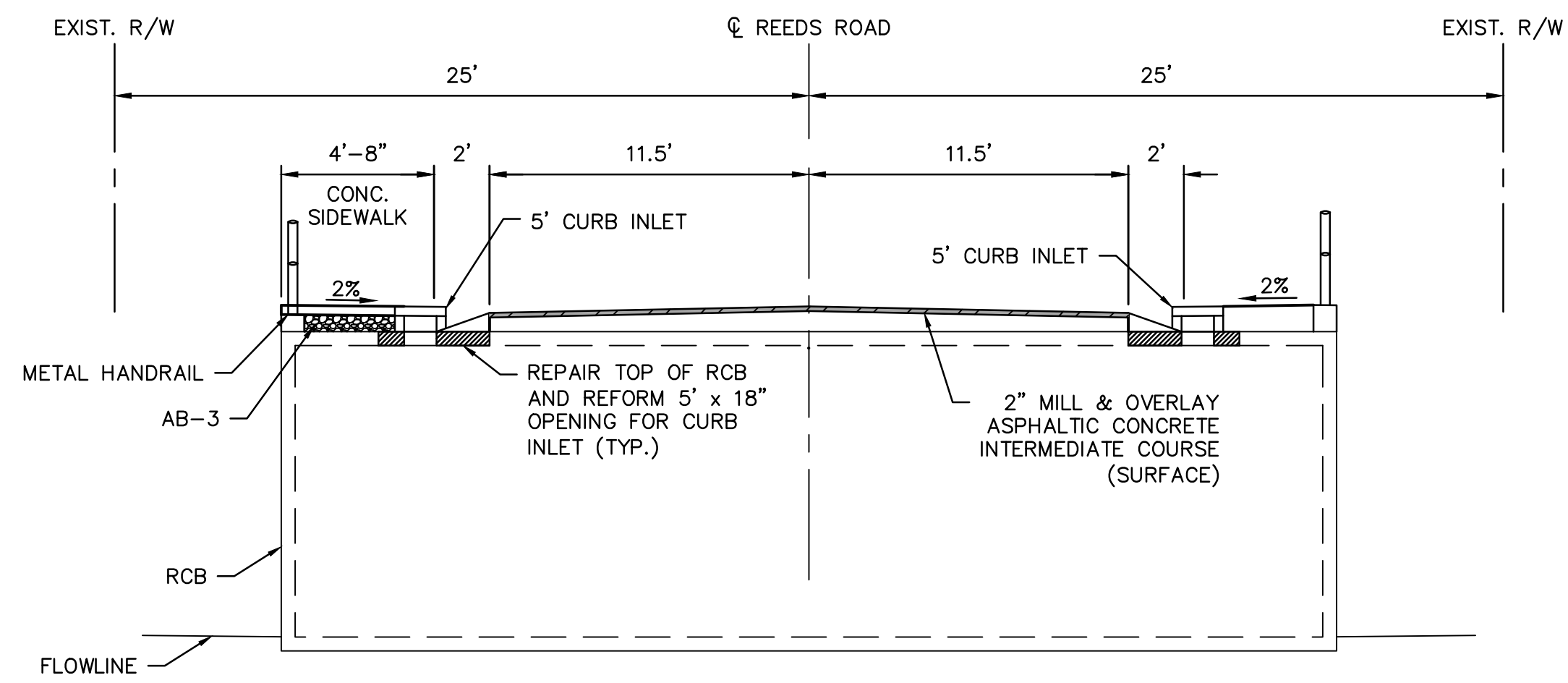
MISSION, KANSAS

2019

drawn by: AKU  
 checked by: GCL  
 approved by: GCL  
 QA/QC by: GCL  
 project no.: 018-3593  
 drawing no.: T_GEN01_0183593  
 date: 5/31/2019



TYPICAL SECTION



TYPICAL SECTION AT CURB INLETS



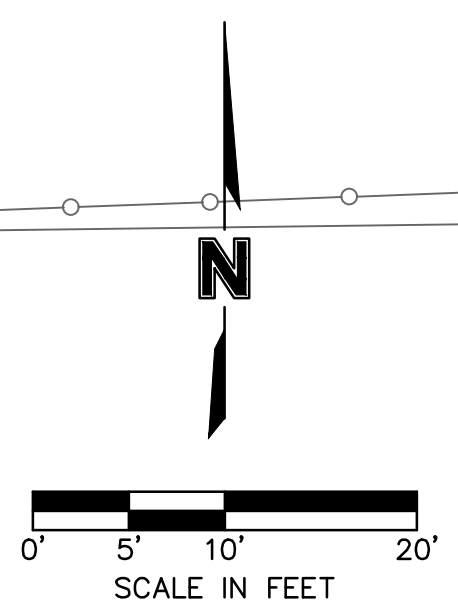
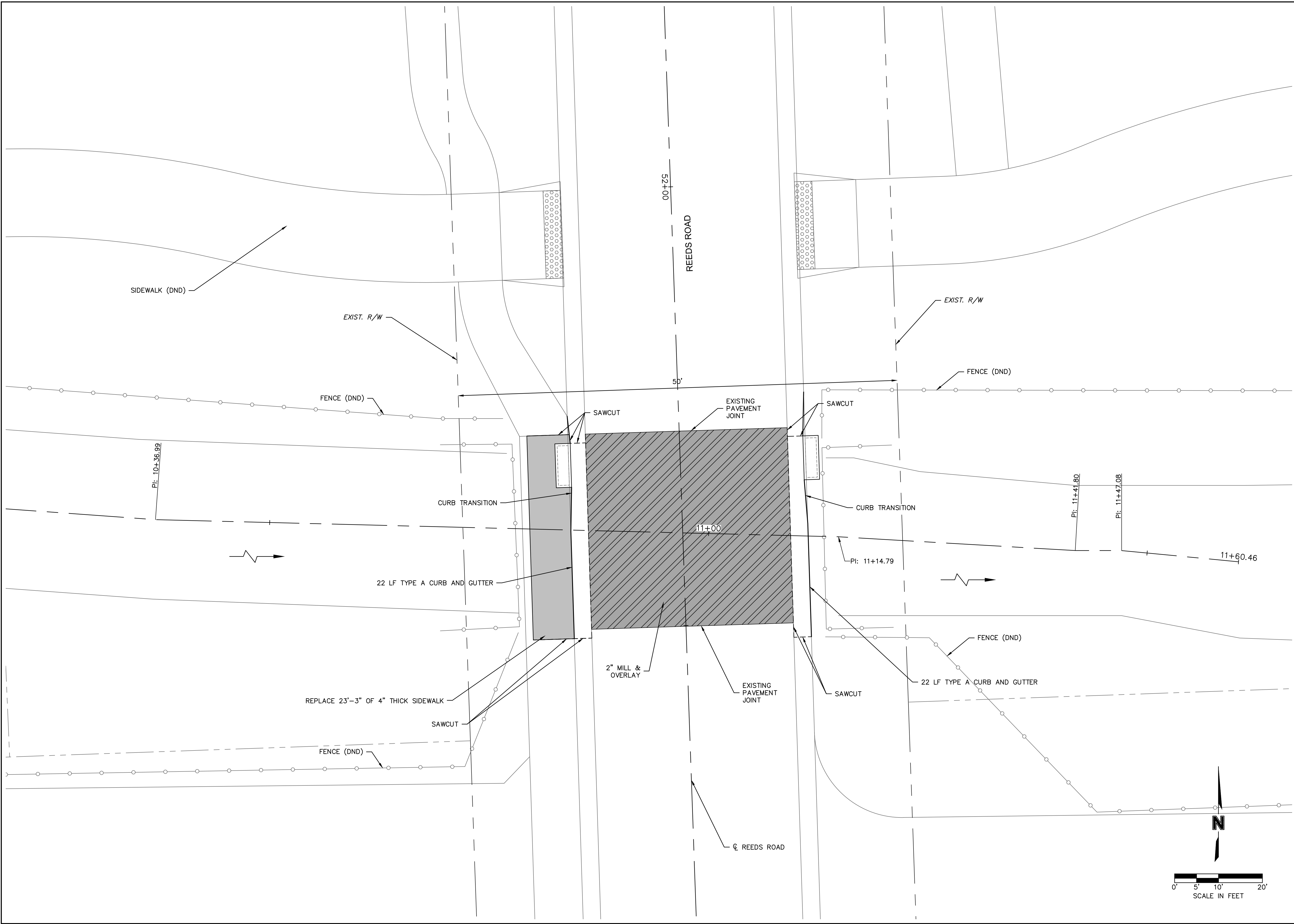
REV. NO.	DATE	REVISIONS DESCRIPTION	BY

REVISIONS

TYPICAL SECTIONS	2019
REEDS ROAD RCB REPAIR MISSION ON-CALL ENGINEERING	
MISSION, KANSAS	
drawn by: AKU	
checked by: GCF	
approved by: GCF	
QA/QC by: GCF	
project no.: 018-3593	
drawing no.: I_TYP01_0183593	
date: 5/31/2019	

USER: ourbonek

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DATE: May 31, 2019 8:21am XREFS: I_XTOPO_0183593 I_PBASE_0183593 I_PPATT_0183593 I_PTLBK_0183593



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REV. NO.	DATE	REVISIONS DESCRIPTION	BY

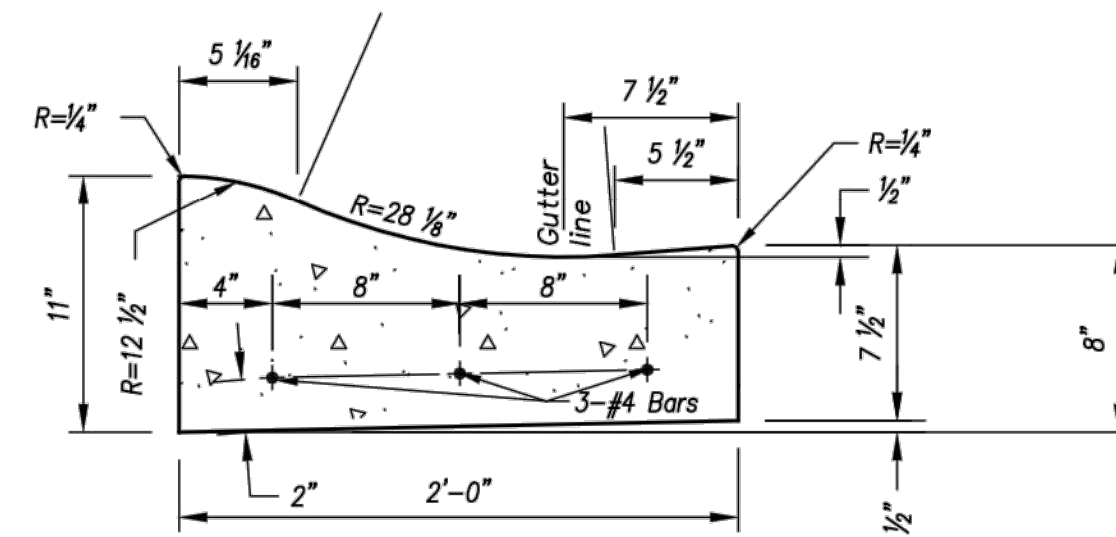
GENERAL LAYOUT

REEDS ROAD RCB REPAIR  
MISSION ON-CALL ENGINEERING

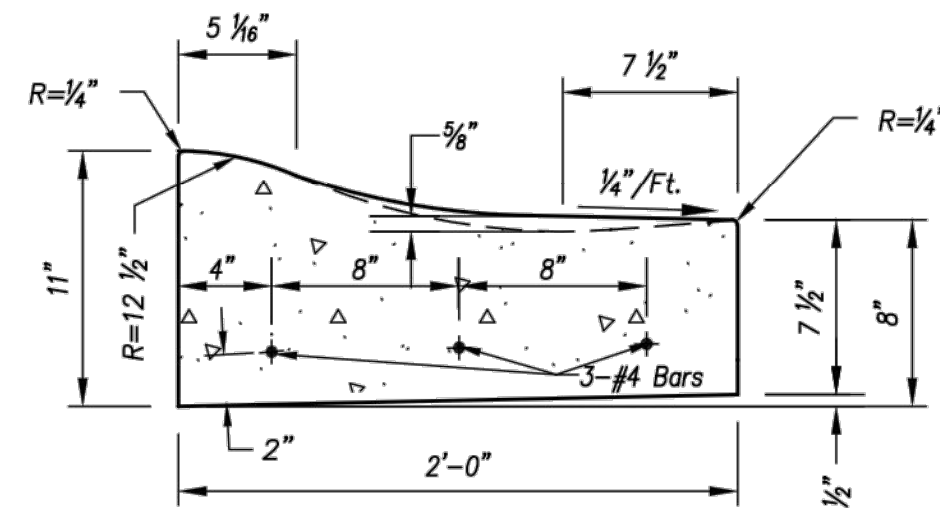
MISSION, KANSAS

2019

drawn by: AKU  
checked by: GCL  
approved by: GCL  
QA/QC by: GCL  
project no.: 018-3593  
drawing no.: I_RPP01_0183593  
date: 5/31/2019



Standard Type "A" Curb



Type "A - Dry" Curb

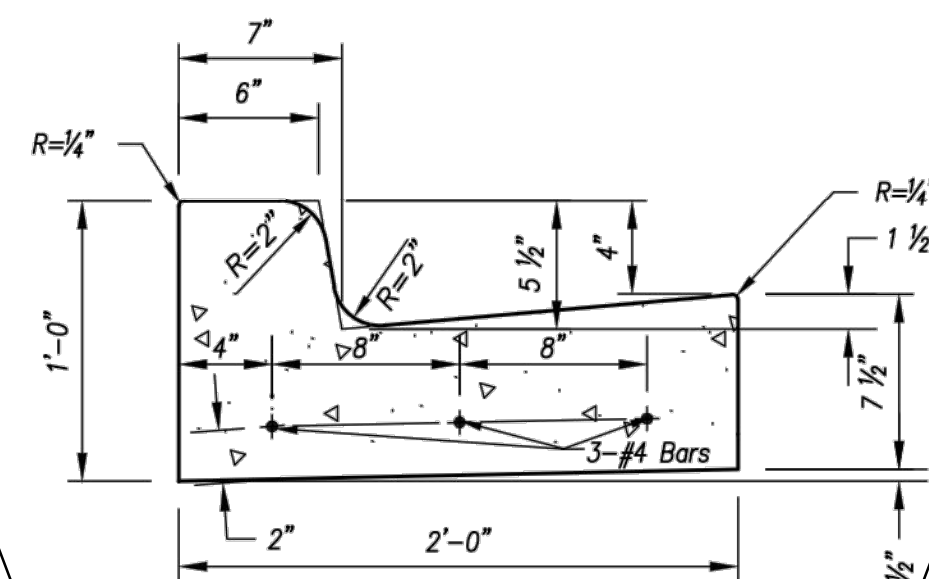
NOTE: in transitions, water shall flow from the gutter of Type "A" curb to the lip of Type "A-Dry" curb at 0.5% min. slope.

Curb & Gutter Notes:

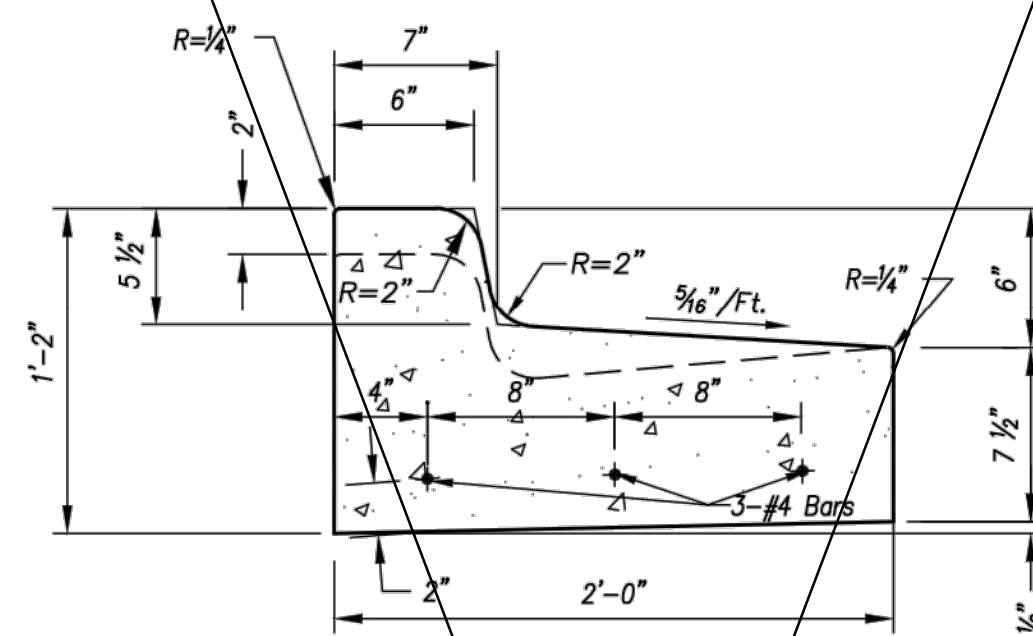
- The Overland Park Municipal Code (OPMC) and Overland Park Design and Construction Standards Manual (OPDCSM) are incorporated, except as otherwise noted.
- 1/2" preformed expansion joints shall be placed at points of curvature, curb returns, curb inlets, and at 250' centers. The expansion joints shall 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. KCMMB4K 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

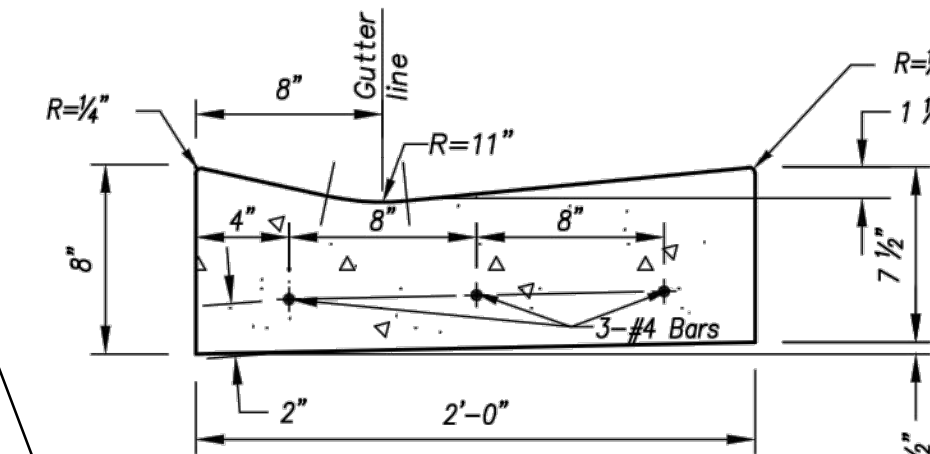
NOTE: in transitions, water shall flow from the gutter of Type "B" curb to the lip of Type "B-Dry" curb at 0.5% min. slope.

Curb & Gutter Notes:

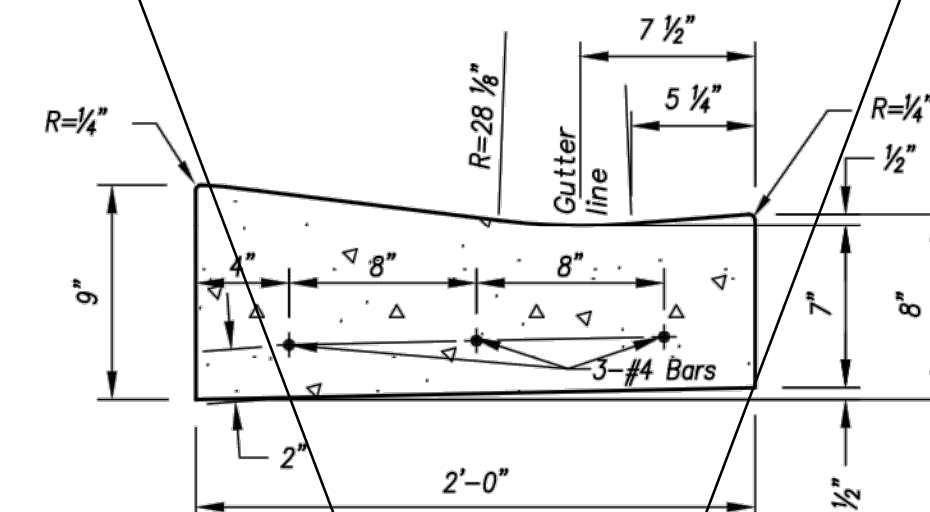
- The Overland Park Municipal Code (OPMC) and Overland Park Design and Construction Standards Manual (OPDCSM) are incorporated, except as otherwise noted.
- 1/2" preformed expansion joints shall be placed at points of curvature, curb returns, curb inlets, and at 250' centers. The expansion joints shall 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. KCMMB4K 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)

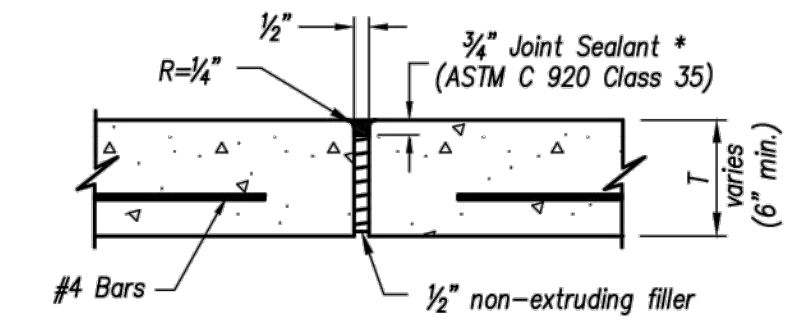
* Use for commercial entrances

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" preformed 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.
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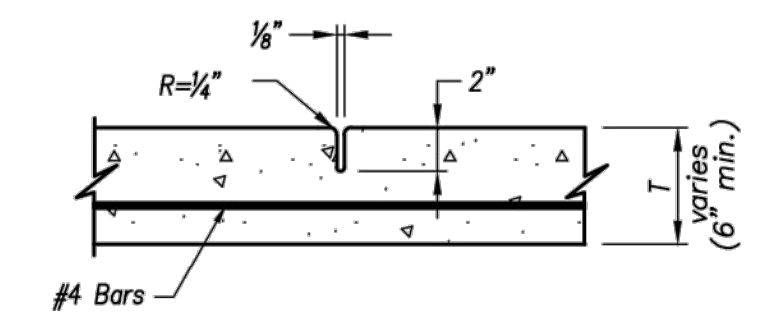
CONCRETE CURB & GUTTER

Not to Scale



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

Expansion Joint



Contraction Joint

JOINT DETAILS

Not to Scale

Year 2018 Edition

REVISIONS:	
07/01/03	Concrete Mix Designation;
Jan. 2006	Notes
Feb. 2008	OPMC Reference
RELATED ORDINANCES:	
	OPMC Title 13



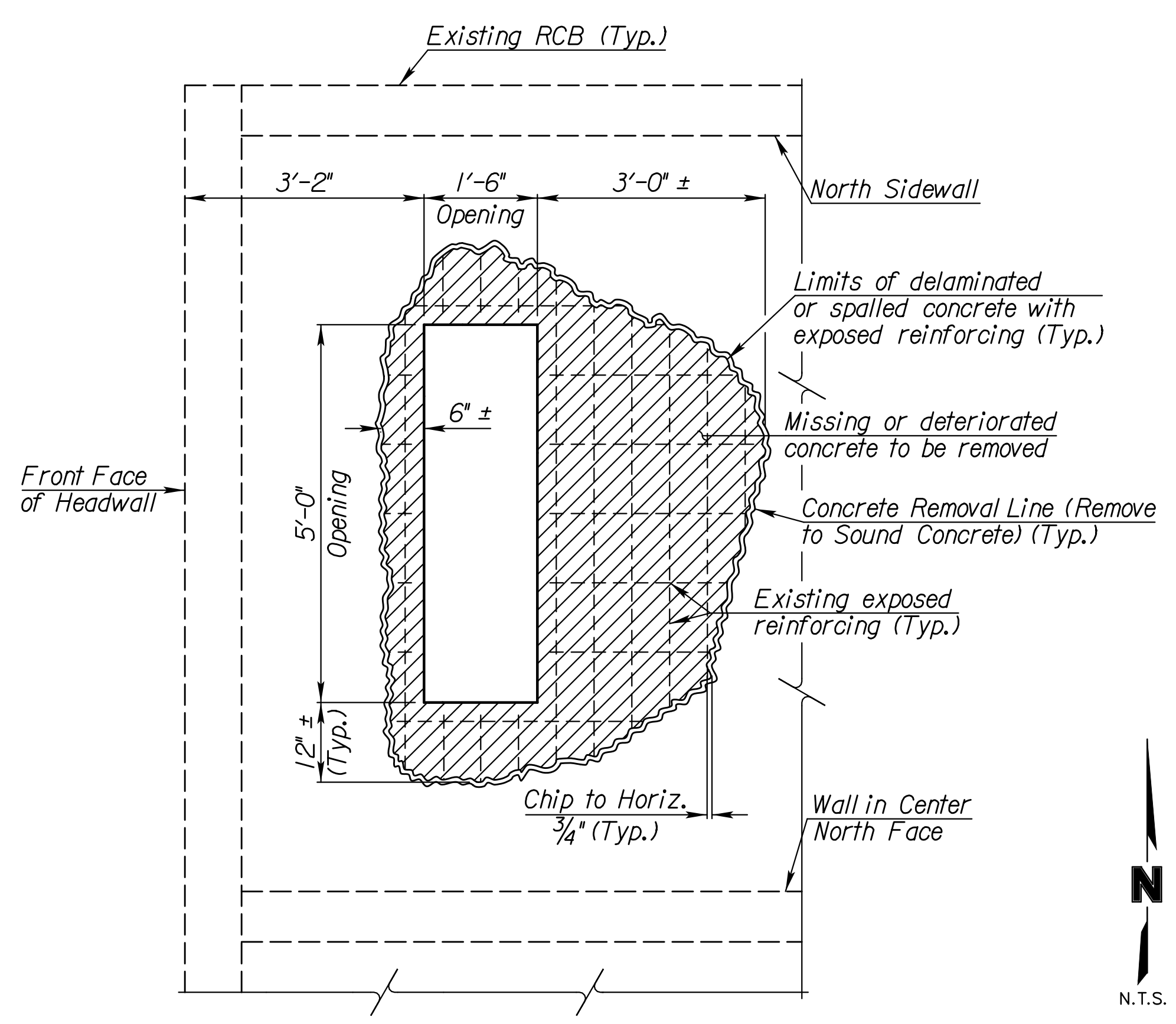
DEPARTMENT OF PUBLIC WORKS  
STANDARD DETAILS

CONCRETE CURB WITH ASPHALT PAVEMENT  
(COLLECTOR AND RESIDENTIAL STREETS)

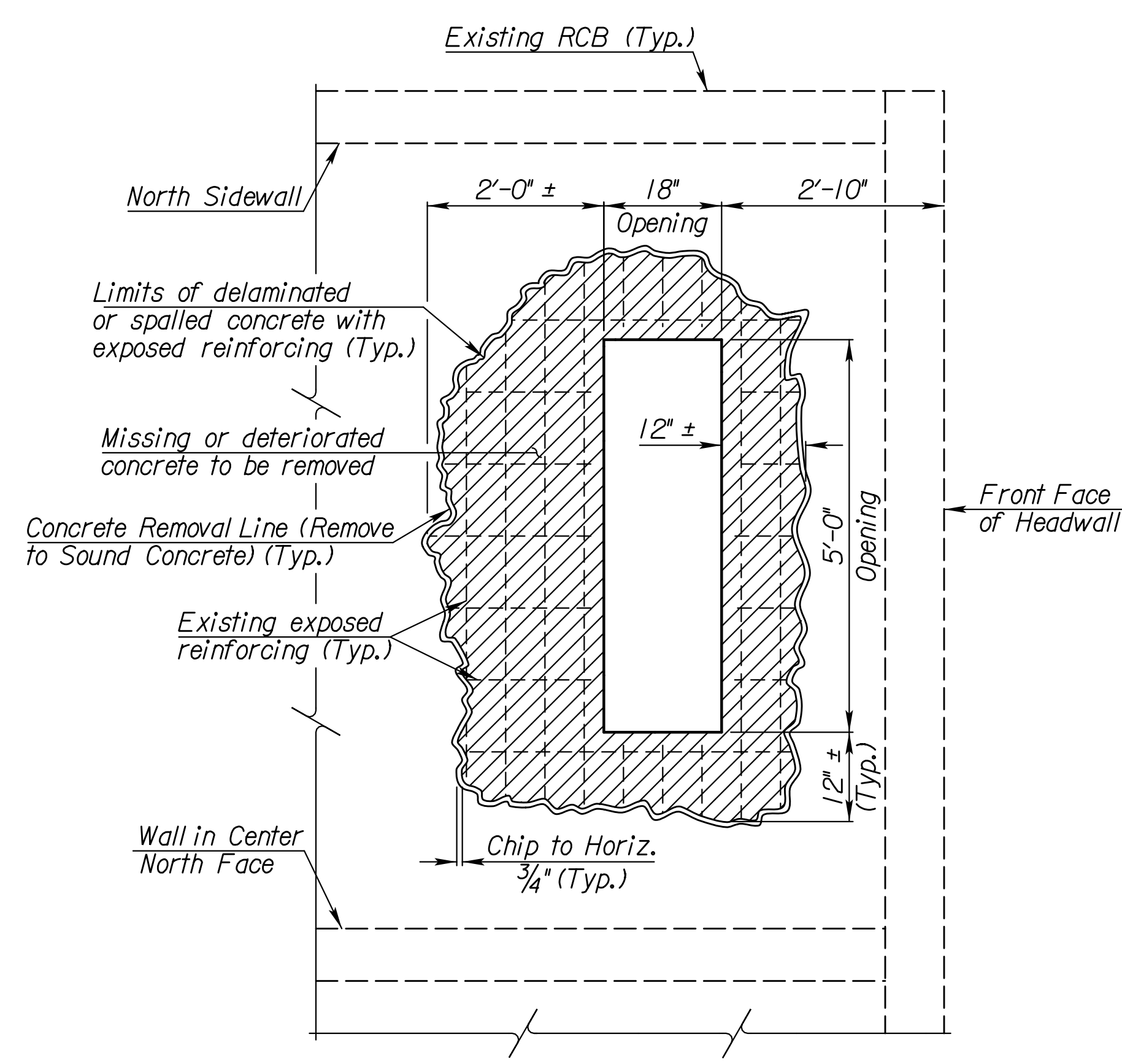
DATE: 09/28/99

SHEET: 5





PLAN OF WEST CURB INLET



PLAN OF EAST CURB INLET

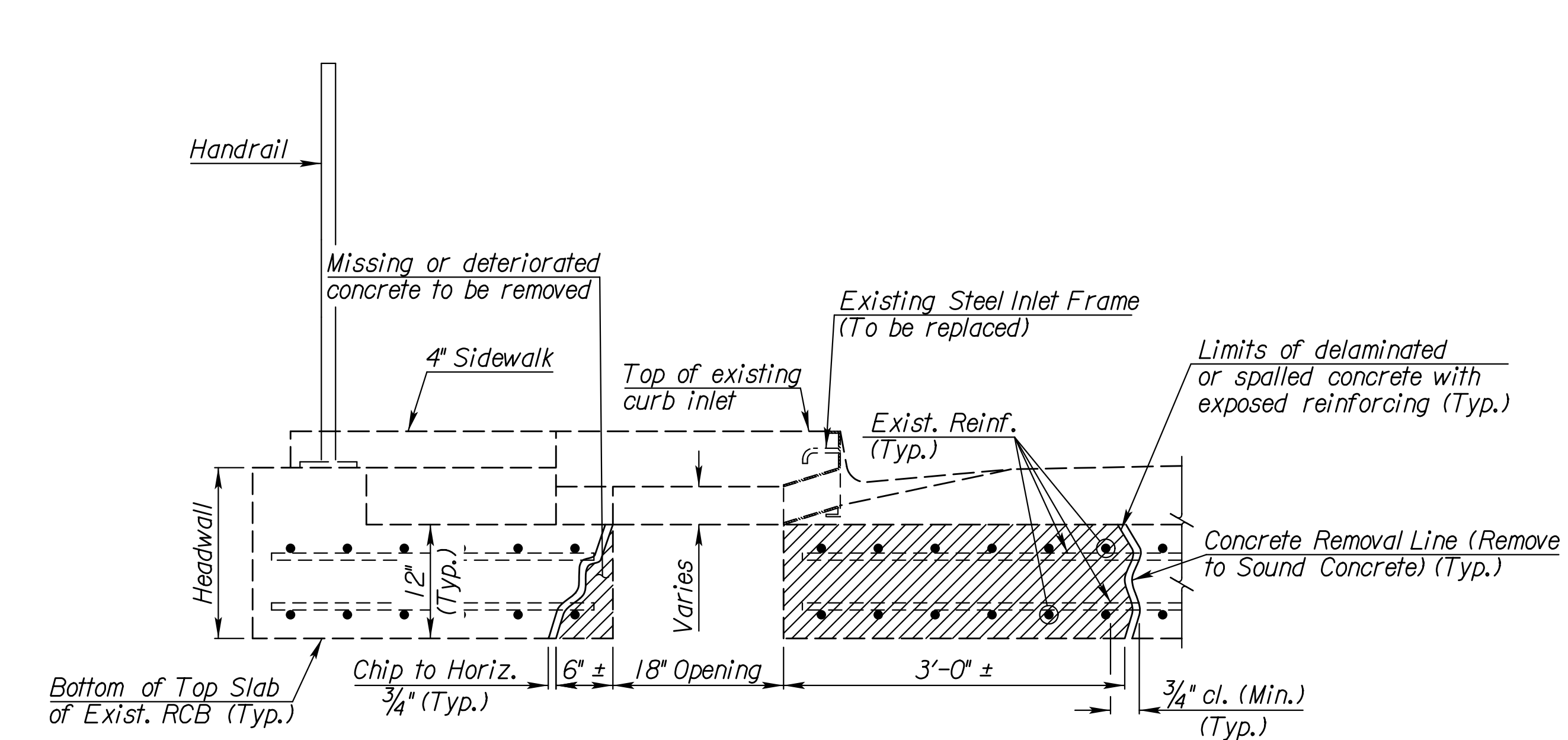
**REINFORCING IN RCB TOP SLAB:** Care should be exercised to prevent cutting, stretching, or damaging exposed reinforcing steel. Extreme care should be exercised to avoid breaking the bond between the reinforcing steel and concrete where bars are partially exposed yet remain anchored in sound concrete. Contractor to replace damaged or missing reinforcing in-kind. Damaged reinforcing shall consist of bars that have incurred section loss greater than one-third of the bar diameter. Existing and exposed reinforcing that is not considered damaged shall be thoroughly cleaned with a stiff wire brush and coated with an approved epoxy paint. Do not wedge chipping hammer bit against reinforcement.

**AREA PREPARED FOR PATCHING:** This item shall consist of removing unsound concrete from the top slab of the RCB, cleaning reinforcing bars, and filling the removed patched areas with concrete. Limits shown are an estimate of the areas involved. The exact areas shall be determined by tapping, before, during, and after chipping operation to ensure that all unsound concrete has been removed.

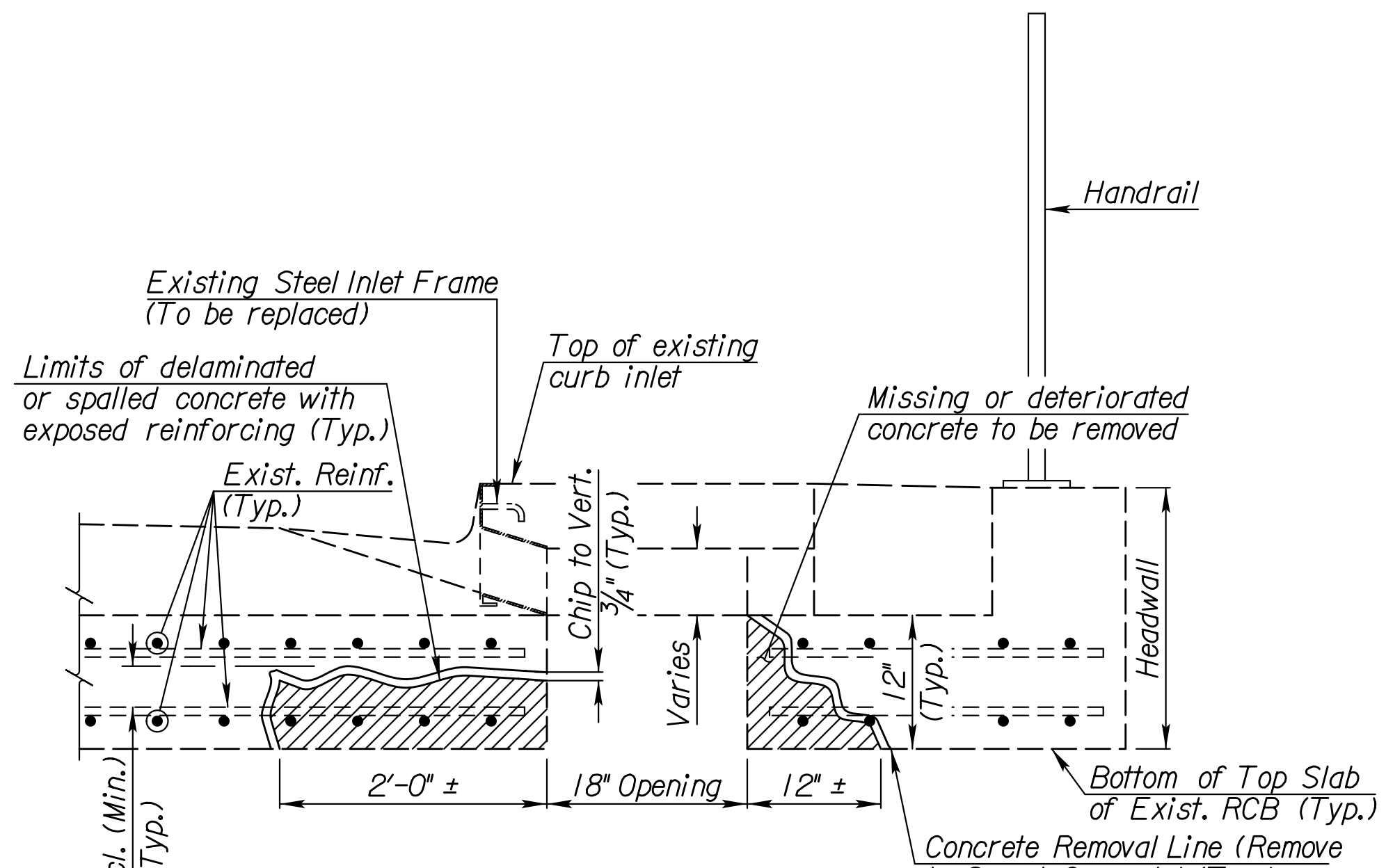
**FULL DEPTH PATCHING:** Forms shall be provided to enable placement of the concrete in areas of full depth removal of RCB top slab. The forms may be suspended from existing reinforcing bars by wire ties or a method approved by the Engineer.

**LIMIT TOP SLAB PATCHING:** Take care to limit concrete patching to only that required for the structural integrity of the top slab of the RCB. Use a maximum of a 15 lb. air hammer for concrete removal unless given written authorization otherwise by the Engineer. The Engineer will designate all areas for concrete removal. Take care to limit full depth patching to areas with significant, existing full depth deterioration of the top slab concrete.

**CONCRETE SURFACE REPAIR:** The Contractor shall remove all deteriorated or damaged concrete delineated by the Engineer. Additional concrete shall be removed to create a minimum thickness of new concrete of 1 inch. Do not feather edges. At repair locations, the concrete shall be removed from 3/4" around the reinforcing steel near the surface to allow a positive bond of new concrete to the existing structure. On overhead surfaces, provide a minimum of 1" cover over the reinforcing steel. All repair areas are to be sandblasted to remove loose disintegrated concrete, dirt, oil, and any foreign material prior to placing concrete (KCMMB 4K)(AE) or an approved Shotcrete. Prior to its placement, an epoxy resin for bonding new concrete to existing concrete shall be used. Repair or replacement of deteriorated reinforcing steel delineated by the Engineer along with the removal of deteriorated or damaged concrete, placement of new concrete, and all labor, materials, equipment, and incidentals necessary to complete the repairs shall be paid for by the bid item "RCB Surface Repair" (Sq. Ft.).



WEST CURB INLET TYPICAL SECTION

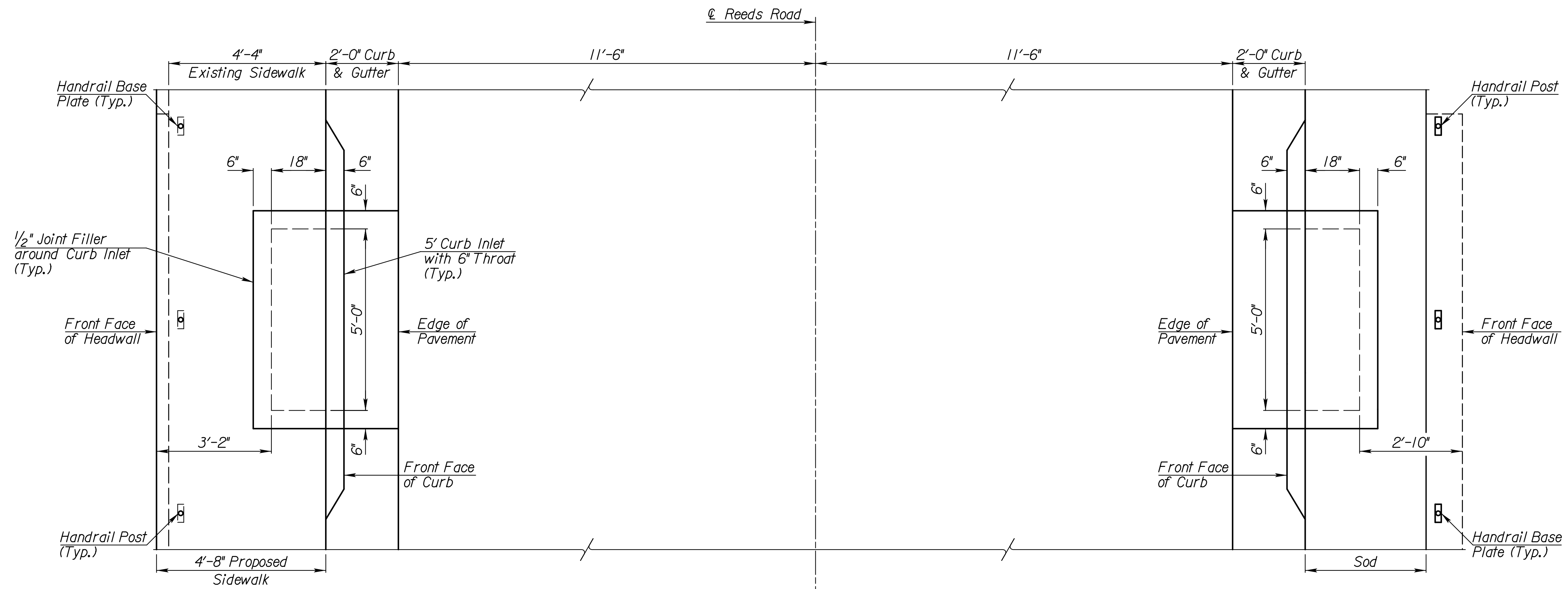


EAST CURB INLET TYPICAL SECTION

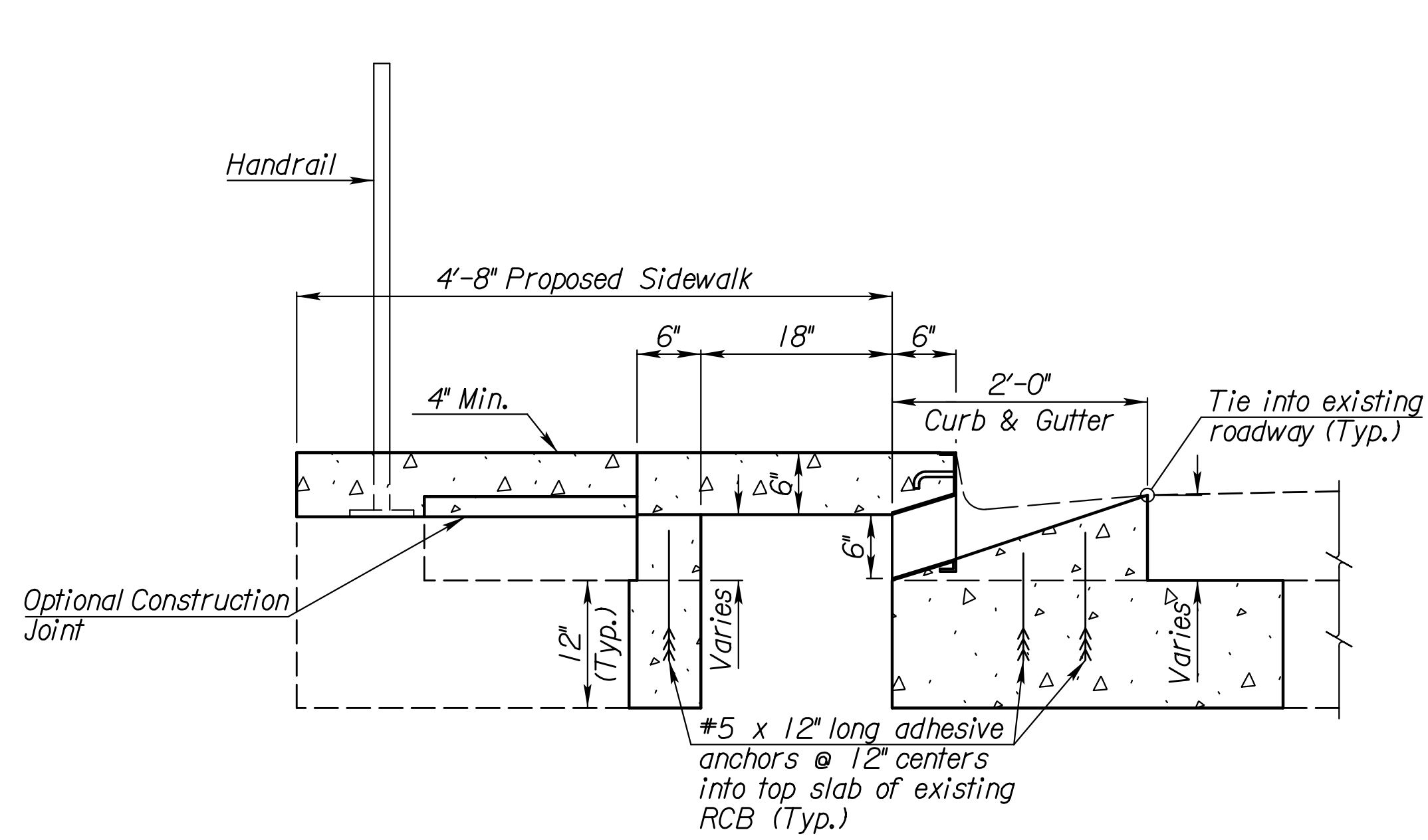
REV. NO.	DATE	REVISIONS DESCRIPTION	BY

RCB REPAIR DETAILS	2019
REEDS BRIDGE REPAIR	
MISSION ON-CALL ENGINEERING	
MISSION, KANSAS	

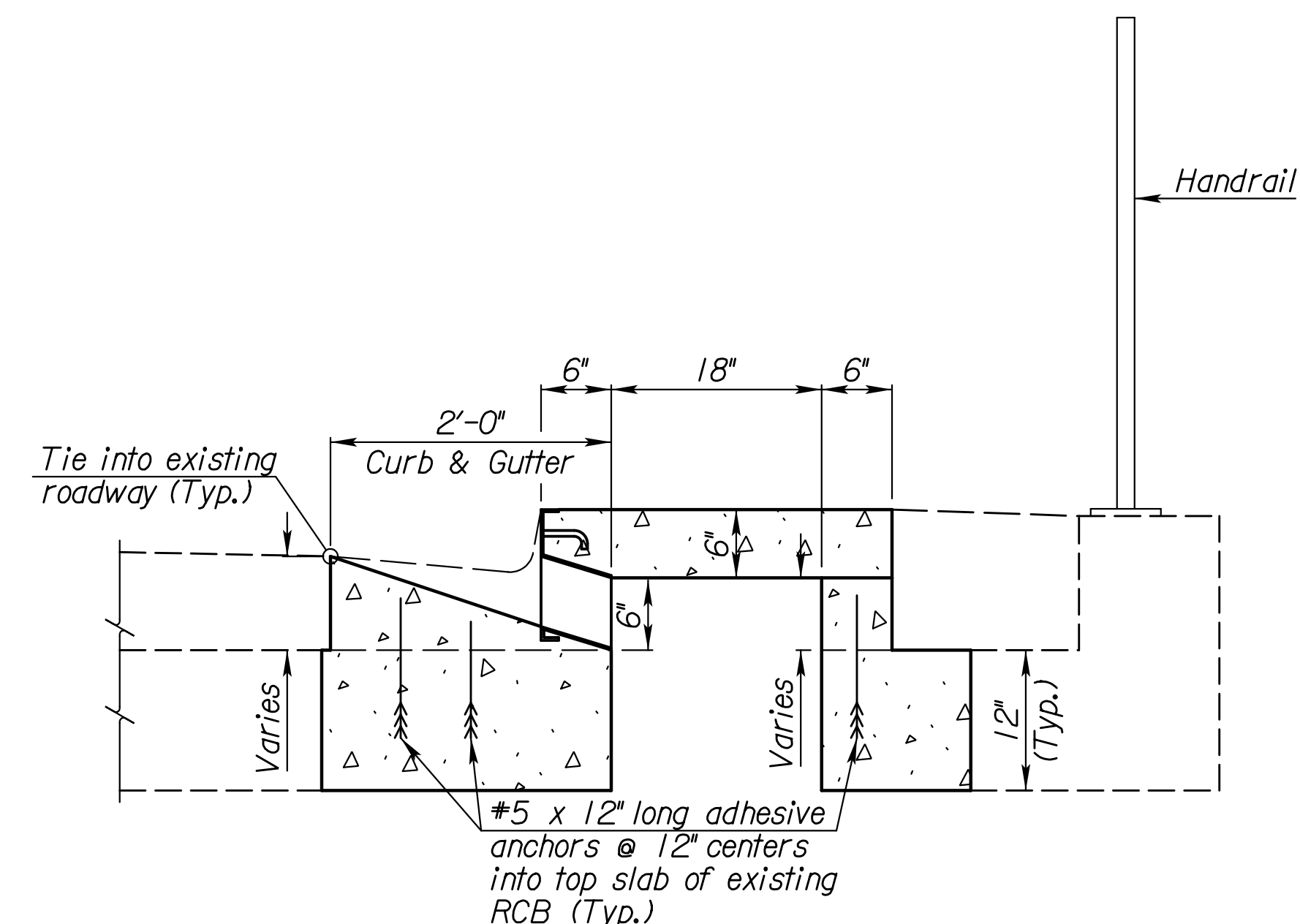
drawn by:	KAS
checked by:	GCI
approved by:	GCI
QA/QC by:	GCI
project no.:	018-3593
drawing no.:	
date:	5/28/2019



GENERAL PLAN



WEST CURB INLET TYPICAL SECTION



EAST CURB INLET TYPICAL SECTION

**CURB INLET CONSTRUCTION:** Provide a minimum of 1" cover over the reinforcing steel. Reinforcing steel shall be Grade 60. Concrete shall be KCMMB 4K with air entrainment.

Furnishing of all labor, materials, equipment, and incidentals necessary to complete the curb inlets as shown shall be paid for by the bid item "Curb Inlet" (Each).

**olsson**

7301 West 133rd Street, Suite 200  
Overland Park, KS 66213-4760  
www.olsson.com  
TEL 913.381.1170  
FAX 913.381.1174



5-31-19

REV. NO.	DATE	REVISIONS DESCRIPTION	BY

REVISIONS

RCB CONSTRUCTION DETAILS	2019
REEDS BRIDGE REPAIR	
MISSION ON-CALL ENGINEERING	
MISSION, KANSAS	

drawn by:	KAS
checked by:	GCI
approved by:	GCI
QA/QC by:	GCI
project no.:	018-3593
drawing no.:	
date:	5/28/2019

<b>City of Mission</b>	Item Number:	7.
<b>ACTION ITEM SUMMARY</b>	Date:	September 4, 2019
<b>Public Works</b>	From:	Brent Morton

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

**RE:** Reeds Road Bridge Repair - Construction Inspection Services

**RECOMMENDATION:** Approve a task order with Olsson for construction inspection services associated with the Reeds Road Bridge repairs in an amount not to exceed \$13,879.50.

**DETAILS:** This April, Staff authorized a task order with Olsson to provide survey, design and bid phase services for Reeds Road Reinforced Concrete Box (RCB) repairs due to inlet failures. Olsson inspected the inlets and RCB and determined that the RCB would also require repairs. The age and low rating on the RCB is causing unsafe conditions for the public. This contract will address the inlets, which are failing, and overlaying the existing bridge deck once the inlet repairs are made.

The full-time inspector is necessary to ensure that the repairs, which are structural in nature, will conform with the appropriate KDOT bridge standards. Funding for the construction inspection services is recommended to be advanced from bridge funding included in the 2020 Capital Improvement Program (CIP).

**CFAA CONSIDERATIONS/IMPACTS:** This project will address failing sidewalks that lead to the Rock Creek trail.

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

## Exhibit "A" – Task Order

### TASK ORDER: REEDS ROAD RCB REPAIR OVER ROCK CREEK CONSTRUCTION OBSERVATION

This Task Order is made as of this ____ day of ____ 2019, under the terms and conditions established in the MASTER AGREEMENT FOR PROFESSIONAL SERVICES, dated January 1, 2019 (the Agreement), between the City of Mission, Kansas (Owner) and OLSSON. This Task Order is made for the following purpose, consistent with the Project defined in the Agreement:

This project includes plan review and inspection services for the Reeds Road RCB Repair project located at the Johnson Drive and Reeds Road.

#### **Section A. - Scope of Services**

A.1. OLSSON shall perform the following Services as outlined in **EXHIBIT C "Scope of Services"**

#### **Section B. - Schedule**

OLSSON shall perform the Services during the construction of the RCB for 12 days.

#### **Section C. - Compensation**

C.1. In return for the performance of the foregoing obligations, Owner shall pay to OLSSON the estimated amount of \$13,879.50 payable according to the following terms:

Client shall pay to Olsson for the performance of the Basic Services the actual time of personnel performing such Services Reimbursable Expenses, unless otherwise agreed to by both parties. Reimbursable expenses will be invoiced in accordance with the Schedule contained in Item C.2. Olsson's Services will be provided on a time and expense basis. Olsson shall submit invoices on a monthly basis, are due upon presentation and shall be considered past due if not paid within 30 calendar days of the due date.

C.2. Owner shall pay to OLSSON in accordance with the Schedule of Fees described in Exhibit B attached to the Master Agreement for Professional Services. Adjustments to the above Schedule of Fees will be presented to the Owner annually for approval.

**Section D. - Owner's Responsibilities** Owner shall perform and/or provide the following in a timely manner so as not to delay the Services of OLSSON. Unless otherwise provided in this Task Order, Owner shall bear all costs incident to compliance with the following:

#### **Section E. - Other Provisions**

The parties agree to the following provisions with respect to this specific Task Order:

IN WITNESS WHEREOF, the Owner and OLSSON have executed this task order.

City of Mission, Kansas (Owner)

By: _____

Name: _____

Title: _____

Date: _____

OLSSON

By: _____

Name: _____

Title: _____

Date: _____

**EXHIBIT C**  
**SCOPE OF SERVICES:**  
**REEDS ROAD RCB REPAIR OVER ROCK CREEK**  
**CONSTRUCTION OBSERVATION**  
**Mission, Kansas**

**FURTHER DESCRIPTION OF BASIC ENGINEERING SERVICES:**

This project includes plan review and inspection services for the Reeds Road RCB Repair project located at the Johnson Drive and Reeds Road.

Olsson shall furnish and perform the various professional duties and services required during construction of the RCB repair Project. Our services will be based on the policy and procedure's manual utilized by the City of Mission for projects of similar scope.

**SCOPE OF SERVICES**

**Task I. Inspection & Testing Services**

The scope of this work includes the project observation, administration, and documentation for the above referenced project. The fee is based on 12 estimated working days.

Olsson shall provide a construction observer, material testing technician, and project manager. The construction observer will take direction from the City's Public Works Director, who will act as the City's lead administrative contact for the duration of the project. The tasks shall consist of the following items:

- A. Pre-construction reviews of plans and specifications
- B. Mostly part-time construction observation and documentation
- C. As-needed construction administration and coordination with the City of Mission, Contractor, and affected business and property owners
- D. Testing of concrete and AB-3
- E. Post construction activities to determine that the project is completed and accepted by the City

The detailed scope of services is as follows. The lead construction observer, testing technician, senior engineer and project manager will:

- A. Provide construction administration as needed.
- B. Attend progress meetings at least monthly and at other times required or required by progress of the work. The contractor will be responsible for scheduling progress meetings, presiding at the meetings, and preparing and distributing the meeting minutes.
- C. Review the contractor's traffic control plan in accordance with commonly accepted standards.
- D. Perform periodic review of the project traffic control devices and signage.
- E. Perform periodic review of erosion control measures on the job site.
- F. Provide part-time observation for the construction items as identified Exhibit C.
- G. Provide air, slump & strength tests for all concrete items and for AB-3 compaction testing, identified in Exhibit C.

- H. Compile a construction diary that documents weather conditions, contractor(s) construction activity, contractor's personnel and equipment utilized.
- I. Aid the City in the review of RFI's.
- J. Receive from the contractor the materials/shop drawings and certifications prior to their incorporation into the project.
- K. Advise City personnel, and the contractor or its superintendent immediately of the commencement of any work requiring a shop drawing submission if the submission has not been accepted by the design professional or City.
- L. Determine whether the contractor is generally adhering to the specifications and plan documents, and schedule through on-going observations.
- M. Report to City, giving opinions and suggestions based on the observations regarding defects or deficiencies in the contractor's work and relating to compliance with plans, specifications, and design concepts.
- N. Assist the City in the preparation and review of change orders, if required.
- O. Provide transportation, equipment, tools and incidentals as necessary to perform construction site monitoring services.
- P. Provide all concrete and compaction testing.
- Q. Attend one walk-through upon completion of the project. Compile notes and distribute the final punch list to the developer and City.
- R. Prior to final walk-through submit to the contractor a list of items observed to require completion or correction.
- S. Attend one (1) final close out meeting with the City.

**Compensation**

**Task I – Inspection & Testing Services** **\$13,879.50**

**City Responsibilities**

- 1. The City shall arrange the pre-construction meeting.

**Assumptions**

- 1. Inspection work is estimated as part-time involvement on 15 working days. Should the estimated hours be exceeded (see Exhibit C) a supplemental agreement will be provided.
- 2. Work is anticipated to begin and end in 2019.
- 3. Rock and sand products for concrete will be accepted based on certificates of compliance supplied by the contractor and/or the producer.
- 4. Manufactured items shall be accepted based on certificates of compliance, shop drawings, catalog data, etc. where so indicated.
- 5. The attached hourly breakdown (Exhibit C) is an estimate of where resources might be allocated for the project. Olsson can re-allocate unused portions to cover areas where additional services are required.

## **Exclusions**

1. No SWPPP documentation will be performed. This is the contractor's responsibility.
2. No services after completion of the construction phase such as inspections during any guarantee period and reporting observed discrepancies under guarantees called for in the Project; or observation of the Project after the end of the contractor's maintenance or guarantee period. Such services can be contracted later if requested by the City.
3. Utility relocation coordination will be the responsibility of others.
4. No time has been included in this fee estimate for surveying associated with utility relocations, setting project control for the contractor prior to construction, staking of temporary easements, or construction staking.
5. No time has been included for Olsson to produce and provide as-built drawings. The contractor is to be responsible for providing as-built elevations for the tops and flowlines of the storm sewer structures.



**Reeds Road RCB Repair over Rock Creek**  
**City of Mission**  
**Estimate of Fee**  
**Construction Observation & Testing Services**

**EXHIBIT C**



	Employee Type	Hourly Rate	Estimated Hours	Extension
<b>Pre-Construction Phase</b>				
Pre-Construction Meeting	Sr. Engineer	\$ 185.00	3	\$ 555.00
	Sr. Const. Observer	\$ 105.00	3	\$ 315.00
Plan & Construction Document Review, Project Documentation Set-up Field Books/Project Files/Qty. Checks	Sr. Const. Observer	\$ 105.00	4	\$ 420.00
Inspection Management	Sr. Engineer	\$ 185.00	2	\$ 370.00
<b>Phase Totals</b>			<b>12</b>	<b>\$ 1,660.00</b>
<b>Construction Phase</b>				
Daily Observation/Documentation/Coordination, etc.	Sr. Const. Observer	\$ 105.00	65	\$ 6,825.00
Materials Testing	Field Technician	\$ 65.00	16	\$ 1,040.00
Review Traffic Control Plan	Sr. Engineer	\$ 185.00	2	\$ 370.00
Shop Drawing & Material Submittal Reviews	Sr. Engineer	\$ 185.00	4	\$ 740.00
Insp. Mgmt, Mtgs., Reports, Utilities, Contractor Issues	Project Manager	\$ 165.00	4	\$ 660.00
	Sr. Engineer	\$ 185.00	6	\$ 1,110.00
Clerical - Reports, etc.	Administrative Asst.	\$ 65.00	1	\$ 65.00
<b>Phase Totals</b>			<b>98</b>	<b>\$ 10,810.00</b>
<b>Post-Construction Phase</b>				
Punch List & Remedial Work Inspection	Sr. Const. Observer	\$ 105.00	4	\$ 420.00
Final Documentation	Sr. Engineer	\$ 185.00	2	\$ 370.00
<b>Phase Totals</b>			<b>6</b>	<b>\$ 790.00</b>
<b>TOTAL LABOR</b>			<b>116</b>	<b>\$ 13,260.00</b>
<b>DIRECT EXPENSES</b>				
		Unit Price		
Mileage (@\$.75/mi)	442	\$0.75		\$ 331.50
Concrete Cylinders	16	\$18.00		\$ 288.00
<b>ESTIMATED DIRECT EXPENSES</b>				<b>\$ 619.50</b>
<b>TOTAL ESTIMATED FEE</b>				<b>\$ 13,879.50</b>

Material Testing	\$ 1,522.50
Observation	\$ 12,357.00
	\$ 13,879.50

**EXHIBIT C**

**Reeds Road RCB Repair  
City of Mission**



**Estimate of Construction Phase Hours and Project Mileage**

Item of Work	Est. Qty.	Est. Working Days	Est. Insp. Hrs./Day	Est. Hours	Est. Mi./Day	Est. Insp. Miles
Traffic Control	1 LS	0	0	0	26	0
Removal of Improvements	1 LS	2	6	12	26	52
Curb & Gutter	44 LF	1	7	7	26	26
4" Concrete Sidewalk	102 SF	2	6	12	26	52
RCB Surface Repair	44 SF	4	5	20	26	104
Curb Inlets	2 EA	1	6	6	26	26
Asphalt Mill & Surface		2	4	8	26	52
<b>TOTALS</b>		<b>12</b>		<b>65</b>		<b>312</b>

**Reeds Road RCB Repair**  
**City of Mission**  
**Construction Materials Testing**



<b>CONCRETE ITEMS</b>		Assumptions					
		Est. # of Tests	Tech Hrs. per Test	Est. Tech Hrs.	Est. # of Cylinders	Est. Miles	Est. Clerical Hrs. for Reports
Item	Est. Cu Yd						
4" Concrete Sidewalk	2	1	3	3	4	26	0.25
RCB Surface Repair	2	2	3	6	8	52	0.25
Curb & Gutter	3	1	3	3	4	26	0.25
<b>TOTALS</b>				<b>12</b>	<b>16</b>	<b>104</b>	<b>0.75</b>

<b>AB-3</b>		Assumptions					
		Est. # of Site Visits	Tech Hrs. per Site Visit	Est. Tech Hrs.	Est. # of tests	Est. Miles *	Est. Clerical Hrs. for Reports
Item	Cu. Yd						
Subgrade Compaction	3	1	4	4	4	26	0.25

<b>RECAP OF TESTING</b>	Units	Unit Cost	Est. Total Cost
Estimated Testing Tech Hrs.	16	\$ 67.00	\$ 1,072.00
Estimated Clerical Hours	1	\$ 65.00	\$ 65.00
Estimated Mileage	130	\$ 0.75	\$ 97.50
Concrete Cylinders	16	\$ 18.00	\$ 288.00
Proctors	0	\$ 175.00	\$ -
<b>ESTIMATED TOTAL TESTING FEES</b>			<b>\$ 1,522.50</b>

<b>City of Mission</b>	Item Number:	8.
<b>ACTION ITEM SUMMARY</b>	Date:	September 4, 2019
<b>Administration</b>	From:	Laura Smith

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

**RE:** Hodges Planters - Final Report and Recommendations

**RECOMMENDATION:** Authorize staff to proceed with the construction of the improvements to the intersection of 61st Terrace/Juniper and Hodges and to install appropriate signage on the existing planters at the intersection of 62nd Street/Hodges and 62nd Terrace/Hodges.

**DETAILS:** For approximately the last year, discussions have been on-going regarding the options to repair, replace or remove planter boxes along Hodges at the intersections of 61st Terrace/Juniper, 62nd Street and 62nd Terrace.

A summary report of the history of the planters and the work that has occurred since the first of the year was presented to the Community Development Committee at the August 7, 2019 meeting. Staff was directed to convene the working group for one final meeting to discuss the neighborhood preference for the intersections of 62nd Street and 62nd Terrace. The options included:

1. Leaving the existing planters intact until such time as the streets were reconstructed with reflective signage being installed at this time.
2. Removing the existing planters and installing gates (similar to the one proposed for the 61st Terrace/Juniper intersection) at these two intersections.

The working group met on Tuesday, August 20 to review and discuss. It was the consensus of the working group that the preference would be to leave the existing planters in place. The primary concerns that were articulated included the aesthetics and the fact the members felt the gates would not provide as strong a deterrent for cars driving around as the planters do.

Staff would recommend using funds from the Capital Improvement Fund to complete the improvements at the 61st Terrace/Juniper and Hodges intersection.

**CFAA CONSIDERATIONS/IMPACTS:** N/A

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



Hodges Planters Working  
Group  
Summary Report  
September 2019



## MEMORANDUM

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**Date:** August 2, 2019  
**To:** Mayor and City Council  
**From:** Laura Smith, City Administrator  
**RE:** Report and summary from Hodges Planters Working Group

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In the early 1970's, guardrails were installed along Hodges at 61st Terrace, 62nd Street, and 62nd Terrace in response to requests from residents who expressed concerns regarding a proposed apartment development that was under consideration by the City of Mission.

According to AIMS imagery, the streets were dead-ends prior to the construction of Hodges. In the mid-90s the guardrails were removed and planters were put in their place. City Council meeting minutes reflect that residents have been actively engaged in the discussions surrounding access to Hodges and the planters each time they have occurred.

Over the years, the planters have been maintained by the Public Works Department. Maintenance included watering, weeding, planting, and mulching. On a number of occasions, the planters have been damaged by vehicles or fallen trees.

When removal of the planters was discussed in both the 1970s and 1990s, there was significant opposition from the neighborhood to opening up the streets, and ultimately the City Councils decided to leave the intersections barricaded.

Following a police pursuit in the spring of 2018 that resulted in damage to the planter at 61st Terrace, Staff and Council once again engaged in discussions regarding the planters. The City's on-going concerns included, but were not limited to, the following:

- Emergency Services Response: The planters potentially hinder emergency response by not allowing direct access from Hodges.
- Snow Plow Operations: During snow plow activities, Public Works staff is required to back down 62nd Street and 62nd Terrace in order to plow and treat these streets. This causes concerns with weaving around vehicles parked on the street and the dangers of backing in general, particularly when weather conditions are less than ideal.
- The planters do not conform with highway safety standard requirements, particularly as they relate to reflectivity or breakaway/crash requirements for barricades. While not ideal, there is no law or regulation related to these standards that require immediate removal of the planters.

When the conversation surrounding the planters was initiated in the summer of 2018, the neighborhood once again expressed overwhelming opposition to the removal of the planters. Their concerns were expressed through form letters circulated by residents and submitted to the



## MEMORANDUM

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City Council, as well as various other letters, phone calls and emails.

Based on the neighborhood response, a public meeting was scheduled for November 29, 2018 at the Sylvester Powell, Jr. Community Center. Postcards detailing the date and time of the meeting were mailed to all residents in the area. More than 45 neighborhood residents attended the meeting.

The purpose of the meeting was to make sure the staff and Council clearly understood the residents' issues surrounding the planters and the street access. The following issues/points were presented by residents at the meeting:

- Belief that dead-end streets increase property values
- Concern for increased traffic
- Dead-end streets allow for children to play/cycle/walk to school more safely
- Dead-end streets/planters help to build a sense of "community" - all residents know one another
- Planters increase neighborhood safety - serve as a deterrent to crime

All who spoke at the meeting expressed opposition to removing the planters. There were no residents who spoke in favor of their removal. The Mayor and six members of the City Council, along with numerous staff, were in attendance at the November 29 meeting.

Residents concerns and issues were clearly heard and documented. Staff and Council committed to a review of options and recommendations, and that residents would be kept apprised of the process and given the opportunity for input before any final recommendations were presented to the City Council.

Following the November meeting staff engaged traffic engineers at GBA in initial conversations about the planters, street design standards, and traffic control measures. A neighborhood working group was formed to review and discuss potential design alternatives. The working group met at the Sylvester Powell, Jr. Community Center on March 14 and May 23, 2019. Members of the working group included: Kathy Boutros (6031 Juniper), Jay Culkin (4835 W. 62nd Terrace), Susie Genova (6130 Hodges), Ron Monson (6056 Juniper), Sara Newell (4840 W. 62nd Street), Adam Nigg (6200 Hodges), Kelly/Kathy Pinkham (6212 Hodges), and Amber Vigil (4811 W. 62nd Terrace).

At the March 14 meeting, Dave Mennenga of GBA provided a PowerPoint presentation with a number of design alternatives and options that could address both neighborhood and City concerns with varying degrees of success. A copy of the presentation has been provided as Appendix A to this report.

**MEMORANDUM**

The members of the working group continued to express very strong opinions that some sort of “hard” barrier - i.e. gate, wall, planter, etc. - should be installed at each intersection. Residents believe this type of barrier works to deter/prevent crime in the area, therefore making the area safer and increasing their property values.

During the March meeting, the group brainstormed with staff and GBA and sketched out a design alternative that included installing essentially an “island” in the intersection with a design that also included pavers and a gate. GBA was tasked to come back to the next meeting with a revised design and cost information.

When the group convened on May 23, the design alternative shown below was presented and critiqued/evaluated. Detailed below is additional information on each feature of this design.



61st Terrace/Hodges Design Alternative

1. The intersections cannot be connected directly from side to side because the area lacks stormwater structures. Any solution must be designed in a way to allow water to continue to flow onto Hodges.





**MEMORANDUM**

2. The gate (shown as black line) would be locked, and public safety vehicles would be provided with keys allowing them to unlock for the purpose of exiting only. While this option does not provide better ingress from the west, it does eliminate the need for ambulances or fire apparatus to back out of the neighborhood at the conclusion of a call.
3. The gates would be designed to meet highway safety crash/breakaway requirements and the appropriate reflective signage would be installed to ensure drivers would be aware of their presence. Pavers that would support the weight of public safety vehicles and allow grass to grow up in between would be installed through the center section of each grassy area.
4. This cost of this design solution is estimated at approximately \$12,000 - \$15,000 per intersection.

The table below details how the design addresses both the concerns of residents and the City.

<b>Issue/concern:</b>	<b>Addresses</b>	<b>Does not Address</b>
Increased traffic (R)	X	
Access for public safety vehicles (C)	X (partial, egress only)	
Access for snow plows or trash trucks (C)		X
Serve as crime deterrent (R)	X	
Improves crash safety (C)	X	

*R = Resident, C = City

Following the May 23 meeting, Staff committed to bringing this preferred design alternative back to the Council for review and consideration. The discussion was originally slated to occur at the July Community Development Committee meeting, but was deferred to August based on the size of the agendas for the July Committee meetings. As the Council reviews options, the following could be evaluated and considered:

1. Remove the remaining planters and install the design alternative described above at the intersections of 61st Terrace, 62nd Street and 62nd Terrace. Estimated cost: \$36,000 - \$45,000.
2. Install the design alternative at the 61st Terrace intersection where one of the planters is missing. Estimated cost: \$12,000 - \$15,000. This would allow both the City and the



## MEMORANDUM

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neighborhood to test the effectiveness of this design solution without committing to the expense of all three intersections. Appropriate reflective signage would be installed on the planters that remain at 62nd Street and 62nd Terrace.

3. Replace the planter at 61st Terrace and install appropriate reflective signage on all the planters. The City could then consider installing alternative design solutions at such time as the streets are either scheduled for a mill and overlay or a full depth reconstruction. Estimated total cost: \$2,500. The Council has previously posed questions about liability and whether leaving the streets blocked, particularly with planters that did not meet federal highway crash standards, created increased liability for the City. Especially in light of the fact that there have been public conversations around the subject. According to the City Attorney, the City does not specifically increase its risk/liability if the existing planters were to remain.
4. Remove all the planters and open the streets to two-way traffic. **This option is not supported by the residents of the area.** Estimated total cost: \$1,500.

Regardless of the option chosen, staff will insure that better signage is installed at the east end of each street (61st Terrace, 62nd Street and 62nd Terrace) to assist in more clearly communicating with those drivers unfamiliar with the neighborhood and street configuration.

In order to ensure that the full history of the discussions surrounding the planters from the early 1970s through today is easily accessible in the future, all items in the City's possession related to this topic have been included with this report and catalogued in the attached index.

### **August 20, 2019 Working Group Meeting Update**

Following discussion at the August 7, 2019 CDC Committee meeting, Council asked that staff reconvene the working group to discuss the neighborhood preference for the treatment at the 62nd Street and 62nd Terrace intersections. The specific question posed was whether the neighborhood would prefer the existing planters remain (with new reflective signage installed) until such time as these streets were reconstructed or how the neighborhood would react to removing the existing planters and installing gates (similar to the one proposed for the 61st Terrace/Juniper intersection). The Council's questions were based on the fact that the gates potentially provide a higher level of crash-safety protection for motorists, and increase opportunities for public safety vehicles/snow plows to more safely exit the neighborhood.

The working group met on Tuesday, August 20 to review and discuss. It was the consensus of the members that the preference would be to leave the existing planters in place. The primary concerns articulated included the aesthetics and the fact the members felt the gates would not provide as strong a deterrent for cars driving around as the planters do.



## MEMORANDUM

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**Date:** August 2, 2019  
**To:** Mayor and City Council  
**From:** Laura Smith, City Administrator  
**RE:** Report and summary from Hodges Planters Working Group

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In the early 1970's, guardrails were installed along Hodges at 61st Terrace, 62nd Street, and 62nd Terrace in response to requests from residents who expressed concerns regarding a proposed apartment development that was under consideration by the City of Mission.

According to AIMS imagery, the streets were dead-ends prior to the construction of Hodges. In the mid-90s the guardrails were removed and planters were put in their place. City Council meeting minutes reflect that residents have been actively engaged in the discussions surrounding access to Hodges and the planters each time they have occurred.

Over the years, the planters have been maintained by the Public Works Department. Maintenance included watering, weeding, planting, and mulching. On a number of occasions, the planters have been damaged by vehicles or fallen trees.

When removal of the planters was discussed in both the 1970s and 1990s, there was significant opposition from the neighborhood to opening up the streets, and ultimately the City Councils decided to leave the intersections barricaded.

Following a police pursuit in the spring of 2018 that resulted in damage to the planter at 61st Terrace, Staff and Council once again engaged in discussions regarding the planters. The City's on-going concerns included, but were not limited to, the following:

- Emergency Services Response: The planters potentially hinder emergency response by not allowing direct access from Hodges.
- Snow Plow Operations: During snow plow activities, Public Works staff is required to back down 62nd Street and 62nd Terrace in order to plow and treat these streets. This causes concerns with weaving around vehicles parked on the street and the dangers of backing in general, particularly when weather conditions are less than ideal.
- The planters do not conform with highway safety standard requirements, particularly as they relate to reflectivity or breakaway/crash requirements for barricades. While not ideal, there is no law or regulation related to these standards that require immediate removal of the planters.

When the conversation surrounding the planters was initiated in the summer of 2018, the neighborhood once again expressed overwhelming opposition to the removal of the planters. Their concerns were expressed through form letters circulated by residents and submitted to the



## MEMORANDUM

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City Council, as well as various other letters, phone calls and emails.

Based on the neighborhood response, a public meeting was scheduled for November 29, 2018 at the Sylvester Powell, Jr. Community Center. Postcards detailing the date and time of the meeting were mailed to all residents in the area. More than 45 neighborhood residents attended the meeting.

The purpose of the meeting was to make sure the staff and Council clearly understood the residents' issues surrounding the planters and the street access. The following issues/points were presented by residents at the meeting:

- Belief that dead-end streets increase property values
- Concern for increased traffic
- Dead-end streets allow for children to play/cycle/walk to school more safely
- Dead-end streets/planters help to build a sense of "community" - all residents know one another
- Planters increase neighborhood safety - serve as a deterrent to crime

All who spoke at the meeting expressed opposition to removing the planters. There were no residents who spoke in favor of their removal. The Mayor and six members of the City Council, along with numerous staff, were in attendance at the November 29 meeting.

Residents concerns and issues were clearly heard and documented. Staff and Council committed to a review of options and recommendations, and that residents would be kept apprised of the process and given the opportunity for input before any final recommendations were presented to the City Council.

Following the November meeting staff engaged traffic engineers at GBA in initial conversations about the planters, street design standards, and traffic control measures. A neighborhood working group was formed to review and discuss potential design alternatives. The working group met at the Sylvester Powell, Jr. Community Center on March 14 and May 23, 2019. Members of the working group included: Kathy Boutros (6031 Juniper), Jay Culkin (4835 W. 62nd Terrace), Susie Genova (6130 Hodges), Ron Monson (6056 Juniper), Sara Newell (4840 W. 62nd Street), Adam Nigg (6200 Hodges), Kelly/Kathy Pinkham (6212 Hodges), and Amber Vigil (4811 W. 62nd Terrace).

At the March 14 meeting, Dave Mennenga of GBA provided a PowerPoint presentation with a number of design alternatives and options that could address both neighborhood and City concerns with varying degrees of success. A copy of the presentation has been provided as Appendix A to this report.

**MEMORANDUM**

The members of the working group continued to express very strong opinions that some sort of “hard” barrier - i.e. gate, wall, planter, etc. - should be installed at each intersection. Residents believe this type of barrier works to deter/prevent crime in the area, therefore making the area safer and increasing their property values.

During the March meeting, the group brainstormed with staff and GBA and sketched out a design alternative that included installing essentially an “island” in the intersection with a design that also included pavers and a gate. GBA was tasked to come back to the next meeting with a revised design and cost information.

When the group convened on May 23, the design alternative shown below was presented and critiqued/evaluated. Detailed below is additional information on each feature of this design.



61st Terrace/Hodges Design Alternative

1. The intersections cannot be connected directly from side to side because the area lacks stormwater structures. Any solution must be designed in a way to allow water to continue to flow onto Hodges.



**MEMORANDUM**

2. The gate (shown as black line) would be locked, and public safety vehicles would be provided with keys allowing them to unlock for the purpose of exiting only. While this option does not provide better ingress from the west, it does eliminate the need for ambulances or fire apparatus to back out of the neighborhood at the conclusion of a call.
3. The gates would be designed to meet highway safety crash/breakaway requirements and the appropriate reflective signage would be installed to ensure drivers would be aware of their presence. Pavers that would support the weight of public safety vehicles and allow grass to grow up in between would be installed through the center section of each grassy area.
4. This cost of this design solution is estimated at approximately \$12,000 - \$15,000 per intersection.

The table below details how the design addresses both the concerns of residents and the City.

<b>Issue/concern:</b>	<b>Addresses</b>	<b>Does not Address</b>
Increased traffic (Resident)	X	
Access for public safety vehicles (City)	X (partial, egress only)	
Access for snow plows or trash trucks (City)		X
Serve as a deterrent to crime (Resident)	X	
Improves crash safety (Resident)	X	

Following the May 23 meeting, Staff committed to bringing this preferred design alternative back to the Council for review and consideration. The discussion was originally slated to occur at the July Community Development Committee meeting, but was deferred to August based on the size of the agendas for the July Committee meetings.

As the Council reviews options, the following could be evaluated and considered:

1. Remove the remaining planters and install the design alternative described above at the intersections of 61st Terrace, 62nd Street and 62nd Terrace. Estimated cost: \$36,000 - \$45,000.



## MEMORANDUM

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2. Install the design alternative at the 61st Terrace intersection where one of the planters is missing. Estimated cost: \$12,000 - \$15,000. This would allow both the City and the neighborhood to test the effectiveness of this design solution without committing to the expense of all three intersections. Appropriate reflective signage would be installed on the planters that remain at 62nd Street and 62nd Terrace.
3. Replace the planter at 61st Terrace and install appropriate reflective signage on all the planters. The City could then consider installing alternative design solutions at such time as the streets are either scheduled for a mill and overlay or a full depth reconstruction. Estimated total cost: \$2,500. The Council has previously posed questions about liability and whether leaving the streets blocked, particularly with planters that did not meet federal highway crash standards, created increased liability for the City. Especially in light of the fact that there have been public conversations around the subject. According to the City Attorney, the City does not specifically increase its risk/liability if the existing planters were to remain.
4. Remove all the planters and open the streets to two-way traffic. **This option is not supported by the residents of the area.** Estimated total cost: \$1,500.

Regardless of the option chosen, staff will insure that better signage is installed at the east end of each street (61st Terrace, 62nd Street and 62nd Terrace) to assist in more clearly communicating with those drivers unfamiliar with the neighborhood and street configuration.

In order to ensure that the full history of the discussions surrounding the planters from the early 1970s through today is easily accessible in the future, all items in the City's possession related to this topic have been included with this report and catalogued in the attached index.

**Hodges Planters Report  
Index of Attachments**

1. August 6, 2019 Working Group Report to Governing Body
2. Appendix A - Road Closure Alternatives Presentation, March 14, 2019
3. Design Alternative sketches
4. Aerial View - 1954
5. Aerial View - 1995
6. City Council Minutes:
  - a. 10-13-71
  - b. 09-25-74
  - c. 10-29-74
  - d. 10-26-94
  - e. 11-09-94
  - f. 02-22-95
  - g. 03-22-95
  - h. 04-26-95
7. August 2018 Letter to Residents regarding damaged planter
8. Joan Taylor Letter, 2018
9. Form letters submitted to City from neighborhood (2018)
10. Compilation of neighborhood e-mail responses (2018)
11. November 29, 2018 Meeting Agenda
12. January 9, 2019 Community Development Committee minutes





# **Hodges Drive Planters Road Closure Alternatives**

**City of Mission, Kansas**

March 14, 2019

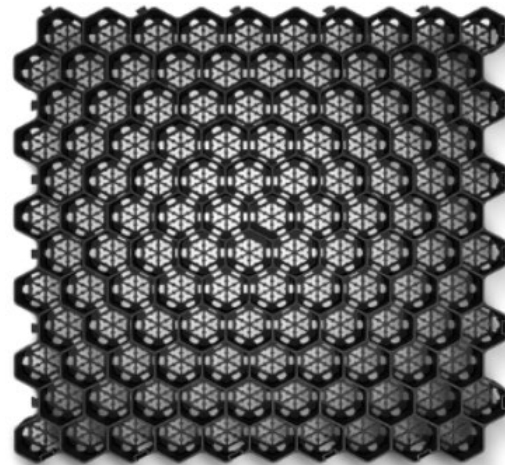


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- Parking lots
- RV & boat access and parking
- Residential driveways







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# Johnson Co AIMS Map

## LEGEND

AIMS Imagery: 1954 [aerial]



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# Johnson Co AIMS Map

## LEGEND

AIMS Imagery: 1991 [DOQQ]



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The Mission City Council met in regular session on Wednesday, October 13, 1971 at 8:00 p.m. with Mayor George D. Anderson presiding and the following Councilmen present: Rolan Warman, Jr., George Lauber, Robert Mellott, George Calvert, Jr., William King, Ralph Weber, Lloyd Thomas and Robert Raupp. Councilman Lauber arrived at 8:08 p.m.

Mayor Anderson called the meeting to order and the pledge of allegiance was said by all.

Thereupon, Mayor Anderson presented a ten year pin and a plaque to Sgt. Wilmer R. Ivan for his dedicated service in the Mission Police Department. Chief Pike introduced Sgt. Ivan and stated that he started with the department on November 16, 1960 and is now the Senior Sergeant in the department. He stated that this award is a token for the City's appreciation in recognizing his long and faithful service to the City of Mission. Mayor Anderson read the wording on the plaque and stated that he is very proud of the department and very proud of men like Sgt. Ivan.

Councilman Lauber arrived at 8:08 p.m.

On a motion made by Councilman Warman and seconded by Councilman King, the minutes of September 22, 1971 were approved by unanimous vote with the following corrections:

Page 3, last paragraph: change one billion dollars to one million dollars.

Page 5, top of page: add that a statement was made by Frank Hursh that the boundaries do not include any of the home owners along the creek.

Mayor Anderson read the Planning Commission's recommendation of approval for rezoning of the property located at 63rd & Hodges Drive on the West side of Hodges Drive for a depth of 120 feet from 63rd Street to Highway 50 from R-1, One Family District to R-3A, Townhouse District.

Mr. Russell Baltis with Herbert V. Jones Company presented a site plan and rendering of the property including the townhouses, as proposed. He stated that several months ago Herbert V. Jones Company received from the Council zoning for the apartment project but that this 120 feet they are requesting rezoning on now was left R-1 and Councilman Warman made the suggestion that it be left R-1 so that they could come back in for duplex housing for the transition between the residential area and the apartment complex. Mr. Baltis stated that they asked their architect, Bill Wilson, to do a detailed study of which would be more compatible, single family, duplexes and townhouses. It was decided that townhouses would create a better change from single family to multi-family.

Mr. Wilson stated that the buildings are not very big. The ones to the inside are the biggest. He stated that there are three entrance/exits onto Hodges Drive from the complex and they all feed off of these entrances.

A lady in the audience asked how many townhouse units there would be. Mr. Baltis stated that there would be 24 townhouse units and 160 apartment units for a total of 184 units. He stated that 216 apartment units were approved by the City Council for this site.

A resident in the audience asked as to why the Planning Commission is now recommending that no street cuts be put in on the East side of Hodges Drive. He stated that originally they were to be put in and blocked off. He stated this is going to mess up those property owners as they would have to drive all the way around. Why not open it up and let them onto Hodges. He stated that he knows there was feeling against it at the first meetings but if you're going to do it why not open them up. Mayor Anderson stated that this was talked about quite a bit and he feels the reasoning was there was feeling both ways on it. The proposal before was to build these street cuts and block them off so no one could get through. Later on they could be opened up if the residents to the east desired it.

Mr. Robert Morriss, who lives on the corner of 61st Terrace and the proposed Hodges Drive, stated that the way the plans are laid out now, showing the barricades, there is no way for him to get from the front of his house to his driveway without going out onto Highway 50 or go back down 61st Terrace and around onto Hodges Drive. Councilman Warman stated that a curb cut has been provided in the original zoning onto Hodges Drive for his driveway. Mr. Baltis stated that this man bought the house from Tom Beels. This house has had an addition built onto it at some time in the past. The original garage was on the east side of the house on 61st Terrace. Another garage was added and Mr. Beels was using the unimproved or dedicated part of Hodges Drive to get into the added garage. Mr. Morriss indicated that he would rather have 61st Terrace open and not barricaded. Councilman Lauber stated that he gathered from what was said that this man had been more or less using some other persons property to get into his garage. Mr. Asher Langworthy stated that this is so. This property used to be owned by the Trinity Lutheran Church. The church built a family room with a basement garage on the back end of the house and at that time they requested permission from Hodges to be able to go around and put this driveway in. This was approximately 1964 and has been used that way ever since. Mr. Beels bought the house from the Church and Mr. Morriss bought it from Mr. Beels.

Mr. Stanley Coleman, 4739 W. 61st Terrace, stated that he is Treasurer of the Mission Village Homeowners Association and that the Homes Association made an objection to this rezoning to the Planning Commission. He stated that in rezoning this 120 foot strip it would destroy any buffer zone granted to the residential area. He stated that he does not want these townhouses and the other homeowners do not want them who value their property or the lives of their children. He asked the Council to disapprove the request before them. Councilman Weber asked Mr. Coleman what he thought should be built in this 120 foot strip. Mr. Coleman said individual unit residences to be sold with a proper landscaping in back of these units to isolate them from the apartment complex, which was provided for in the 14 points.

Elvin Miller then presented a petition containing 19 homeowners of the area in addition to the petitions presented to the City Clerk late this afternoon. Mayor Anderson asked Frank Hursh, City Attorney, if these petitions were valid petitions. Mr. Hursh said that the State Statutes states that a protest petition should be filed with the City Clerk within 14 days of the conclusion of public hearing pursuant to notice. He stated that the petitions are a couple of weeks out of time. A man in the audience stated that one of the homeowners who lives within the 200 foot area was not notified of the hearing. He stated

that this homeowner received a letter dated October 8th in this regard from the Planning Commission. He stated that Mr. & Mrs. DesCombes, 5007 W. 63rd Street, cannot recall receiving any notification. It was stated that those people who were not notified did sign the petitions. Mr. Hursh stated that the Statutes does say that failure to receive notice does not prevent the Planning Commission or the Governing Body from going ahead. The individual who can prove that he did not receive notice might have cause of action in court against the reasonableness of the zoning.

Councilman Warman stated that according to the Planning Commission minutes there are only one or two people who do not want the curb cuts, there may be more, but only a few spoke up. Also in regard to the notification he asked Mr. Hursh if the Planning Commission doesn't request that these notifications either be delivered in person or sent registered mail. Mr. Hursh stated that they go by regular mail. There is no way to prove that they received the notices. In fact we determined that the affidavit left out one family and a letter was written to this family to determine if they did receive notice. He stated that he has not determined that they are the owners of the property but it appears that Mr. Rodriguez does live within 200 feet and they were not on the affidavit of mailing. A man in the audience stated that this is the family he was referring to but they have signed the petition opposing this rezoning. Councilman Warman then stated that there is a question as to whether they received notice or not. Mr. Hursh stated that Mr. Rodriguez was on the original affidavit of mailing on the other application.

A man in the audience stated that he was trying to make up in his mind why the change is even proposed. The developer seemed quite happy at the time and agreed to this 120 feet off of Hodges Drive being left zoned R-1. Now he wants this 120 feet zoned for townhouses. He wanted to know why they want to change this. Mr. Baltis stated that he did not have any proposal to keep this area R-1. He stated that when Councilman Warman made his recommendation from his list he said that he was specifically saying 120 feet in depth so that you may have the opportunity to go in for duplex zoning at a later time. They are now making this request. He stated that he thought there is a serious doubt that single family residences in that area is the highest and best use. The man in the audience stated that as he understands the developer planned on coming back with this proposal all the time. Mr. Baltis stated that this is true, there was never any doubt in his mind that the City would not expect them to come back with a request for a change in zoning for this 120 feet. Councilman Warman stated that he would like to clarify something as his name has been involved many times. He stated that it is hard to remember the exact words but it was part of his intent when he made the motion that this be zoned R-1, period. He stated that the question came up if this could be rezoned and of course it could be if the Council so decided for duplexes or anything else. It was not a recommendation but he keeps getting this inference. He stated that he did not know at the time what the developer would or would not do. He stated that he does remember someone asking the question could it be rezoned if it would be brought up later and he thought it was answered in the affirmative.

Councilman Raupp stated that he is sitting there in a state of shock. He stated that he is hearing things here this evening that is brand new to him and is sincere in saying he is in a state of shock. He hopes that he is not a party to something in selling these people a bill of goods if they were not going to



have a 120 foot green area between them and the apartments. On his part the intent was that they would have a green area and would be that far removed from the apartment units. As far as any regard to rezoning, and he thought that 14 point agreement was important to the people, that they would have this protection and that they wouldn't have them pushed right back against them there and that they were going to make that (turned tape over) that we as a Council negotiated with both parties and at that time when we discussed these 14 points Herbert V. Jones Company was very much in agreement with them and they never mentioned coming back for rezoning for this area for duplexes or anything. He stated that he felt that the homeowners in the Mission Village area were promised by this Council a green barrier between their homes and the apartment units. He stated that he feels like he sold somebody down the river. He stated that as representatives to the people they should honor their commitments to them on these 14 points and hold our end of the bargain. He stated that it is being shown to him that this all was pre-determined that these folks would be coming back. He stated that he thought they had the problem solved, the people were partially happy and Herbert V. Jones was happy. He stated that in all honesty he was awed.

Mayor Anderson then asked the developer if they had anything new to add. Mr. Baltis stated that the specific depth was set and it was mentioned at the Council meeting that single family residence depth was 115 feet and this was specifically pointed out by someone on the Council, as the tape would show, but it was specifically recommended a depth of 120 feet so that it could be zoned for duplex zoning. He stated that he wanted to make this clear. He stated that it was never their intention, and he believed also the Planning Commission, there would be a 120 foot strip that would never be built on. Councilman Raupp stated that he thought that these people were going to be given some protection from this apartment project. He stated that this was the full intent as far as he was concerned. The whole negotiated package went this was as far as he was concerned. He didn't like the 14 points but he did like, if we had to do something, that 14th point was some concession given by Herbert V. Jones Company. He stated that he thought they were going to concede something to get something.

Councilman Lauber stated that he agreed with Councilman Raupp and did not remember anything about doing any construction work in that 120 feet. He also stated that he did not remember any talk about coming back for zoning on this thing.

A motion was made by Councilman Lauber and seconded by Councilman Thomas that this recommendation be sent back to the Planning Commission for further study and in their review see if their recommendation agreed with the conditions as originally granted.

A motion was made by Councilman Warman and seconded by Councilman Mellott to amend the original motion to include that the basis for the recommendation going back is not only to study, but for definite clarification about street cuts to the east as apparently only a small number of property owners really have requested that there be no street cuts to the east. Also the question of access to the property at 4845 W. 61st Terrace.

The vote was taken on the motion to amend and was approved unanimously.

The vote was taken on the original motion and was approved unanimously.

Councilman Raupp asked Mr. Hursh if these people will now have the opportunity to refile their petitions. Mr. Hursh stated that they would not. The period for filing a protest petition is within 14 days after the conclusion of the public hearing pursuant to publication. He stated that he will probably recommend to the Planning Commission, since he does on occasion advise them legally, that they should restudy the affidavit of mailing to the people within 200 feet.

A man in the audience asked Mr. Hursh if when this is referred back to the Planning Commission and the Planning Commission considers this referral does this constitute a new consideration and do the residents have 14 days to file a new protest petition. Mr. Hursh stated that they do not; however, he will advise the Planning Commission of the discrepancy in the affidavit. He thought that the applicant would have the right to file a new affidavit if in fact they did send one to that party. If the Planning Commission would determine that notice was not given they could order another public hearing and then you would have a new public hearing to commence from, but this would be a determination they would have to make. Mr. Hursh stated that if the Planning Commission does not set a new hearing, they may have to contact some of the owners in order to resolve the questions sent back by the City Council.

Councilman Raupp told the people that they should not be afraid to call any of their Councilmen as they are working for them and to call City Hall as these people work for them too.

A man in the audience stated that he mentioned this to one of the Councilmen at one time but he would like to say that when he took the petitions around to have them signed, a man told him that he personally thought he was wasting his time because the City Commission does not care one iota about what goes on. He also told him that he has gone so far as to cancel all or close out all accounts he has with any Mission merchants because of that. He feels that the City Commission is not interested in the individual but is interested in the large firm. He said that he ran onto this several times and some of the other gentlemen carrying petitions did too. He stated that he did not want that happening to American Government at any level. If people feel that they are getting a fair shake they will have faith but if they feel like they're not they won't; they will feel like they are being sold down the river. He stated that he personally feels that the City Council has treated them fair -- tonight. He stated that he hopes that they will continue to do so.

Another man stated that he thought he could express the opinion of everyone here tonight and he wished to thank all of the City Council members and even the representatives of the projected complex for hearing us. He has attended several meetings and has gained a lot of confidence and he is sure that if other people would come he thought they would gain confidence. He stated that people who generally raise the most Cain are the people who don't come and if they would come he thought they would find out that everybody in the City has everyone's interest at heart.

Thereupon, Mayor Anderson stated that there would be a coffee break. Councilman Thomas left at 9:45 p.m.

Mayor Anderson read a letter to the Council from Larry Jones, Chairman of the Mission Planning Commission, dated June 23, 1971, in regard to the area along

The Mission City Council met in regular session on Wednesday, September 25, 1974 at 8:00 P.M. with Mayor George D. Anderson presiding with the following Councilmen present: Rolan Warman, Jr., George Lauber, Robert Mellott, George Calvert, Jr., William King, Warren Neal, Lloyd Thomas and Robert Raupp. Councilmen Warman and Lauber arrived at 8:40 P.M.

The meeting was called to order and the Pledge of Allegiance was said by all present.

On a motion made by Councilman Calvert and seconded by Councilman King, the minutes of September 11, 1974 were approved by unanimous vote.

Mayor Anderson stated that the application for renewal of the temporary sign at Foxridge Drive and Lamar for Dick Sandifer would be postponed to the next meeting.

Thereupon, a petition was presented from residents of the 4700 block of West 62nd Street to remove the barricades at 62nd & Hodges Drive. A motion was made by Councilman King and seconded by Councilman Mellott to authorize Keith Hubbard to have the barricades removed at 62nd & Hodges Drive. Mr. Hursh reported that 15 of the 18 homeowners signed the petition for the removal of the barricades.

Two area homeowners stated they were against the removal of the barricades and stated they could not understand why the residents of this street wanted them down.

Councilman Raupp stated he was against taking the barricades down as they offer protection for the children and asked that the matter be deferred until he could discuss the matter with the residents.

After further discussion, a motion was made by Councilman Calvert and seconded by Councilman Thomas to table the matter to the next Council meeting. The motion was approved by unanimous vote.

A motion was made by Councilman Calvert and seconded by Councilman Thomas to approve the Appropriation Ordinance. Mr. Hubbard stated he would like to add a check for the transfer of funds in the amount of \$31,176.19. This was included into the motion and approved by unanimous vote.

Councilman King, Chairman of the Street Committee, stated they met last Wednesday and discussed the following:

- (1) Temporary stop signs in the area west of Lamar. The Street Committee recommends removal of the stop signs at 61st & Walmer (2) and the northwest corner of 62nd and Glenwood (1). All other stop signs to be permanent. Councilman King stated he would make this a motion. Councilman Calvert seconded and was approved by unanimous vote.
- (2) Discussion of the parking problem at the Telephone Company garage at Martway and Broadmoor. The Highway Commission has given the City authority to put up bumper blocks. A motion was made by Councilman King and seconded by Councilman Mellott to install bumper blocks designating parking area. The motion was approved unanimously.
- (3) A representative from Fairway was present to discuss the possibility of sharing expenses for crossing guard at Highlands School. As it turned out we do not have the funds to do this and Fairway doesn't either. They discussed the volunteer participation program and that the City of Mission would train them. The representative was going to discuss this with Fairway and also see what could be worked out through the P.T.A.

The Mission City Council met in regular session on Wednesday, October 9, 1974 at 8:00 P.M. with Mayor George D. Anderson presiding and the following Councilmen present: Rolan Warman, Jr., George Lauber, Robert Mellott, George Calvert, Jr., Warren Neal, Lloyd Thomas and Robert Raupp. Councilman Bill King was not present. Councilman Calvert left at 11:00 P.M.

The meeting was called to order and the Pledge of Allegiance was said by all present.

On a motion made by Councilman Calvert and seconded by Councilman Mellott, the minutes of September 25, 1974 were approved by unanimous vote.

Mayor Anderson stated the next item would be the application for renewal of Temporary Sign Permit, Foxridge Drive & Lamar on the East side of Lamar, applied for by Dick Sandifer. The matter was tabled at the September 25th meeting. Mr. Hubbard reported that Mr. Sandifer called just before the meeting tonight. He is in bed with the flu and asked that the matter be postponed to the next meeting. Councilman Calvert asked when the permit expired. Mr. Hubbard stated it expired on September 1, 1974. Mayor Anderson stated the matter would be put on the October 23rd Agenda.

Mayor Anderson stated that the petition to remove the barricades at 62nd & Hodges Drive, which was tabled at the September 25th meeting, would be discussed.

Councilman Thomas stated that a meeting was held on Monday evening, October 7th, at Councilman Raupp's house. He stated that 121 home owners of the area were notified in writing of the meeting but only 2 homeowners who signed the petition were present and 17 other area residents were present. Councilman Thomas stated that there was a vote taken to leave the barricades up and the vote was 16 in favor, 2 to take them down and 1 abstained.

A motion was made by Councilman Thomas and seconded by Councilman Raupp to keep the barricades up and table the petition until such time as further information is received. The vote was taken as follows: Aye: Councilmen Lauber, Mellott, Calvert, Neal, Thomas and Raupp. Nay: Councilman Warman.

Councilman Thomas stated he would like to present some recommendations from the home owners of the area around the Hodges Drive project to the Council as follows:

1. Put dead end street signs at Cedar, 62nd & 62nd Terrace.
2. Extend barricades so the cars cannot go around them.
3. Post 25 MPH speed limit signs on Hodges Drive from 63rd Street to Highway 50. A motion was made by Councilman Thomas and seconded by Councilman Raupp to post the speed limit signs as requested. The motion was approved unanimously.
4. Install "no parking" signs on the west side of Cedar from 61st Terrace to 63rd Street. A motion was made by Councilman Thomas and seconded by Councilman Raupp to install the "no parking" signs as requested. The motion was approved unanimously.
5. Clean brush and weeds from the fenced-in sidewalk from Cedar to Highlands School.

Councilman Raupp stated that the meeting was held at his house and he was pleased to see those who did attend as it does show that some people are interested in what is taking place in the City.

MINUTES OF THE MISSION CITY COUNCIL MEETING

OCTOBER 12, 1994

The Mission City Council met in regular session at City Hall, 6090 Woodson, Wednesday, September 28, 1994, at 7:30 pm with Mayor Sylvester Powell, Jr., presiding. The following councilmembers were present: Williams, Sheehan, Footlick, Lorenz, McIntyre, Kring, Lind, Thomas.

APPROVAL OF THE MINUTES OF SEPTEMBER 28, 1994

Mr. Kring moved and Mrs. Footlick seconded a motion to approve the minutes of the City Council meeting of September 28, 1994 with the correction on page 2, section e., changing the word 'assure' to 'ensure'. The vote was taken as follows: AYE-Williams, Sheehan, Footlick, Kring, Lind, Thomas. ABSTAIN: Lorenz. The motion carried.

10 YEAR AWARD - STEVE WEEKS

Mayor Powell called Mr. Stephen Weeks to the podium and presented him with a 10 year award. Steve has been with the city almost eleven years.

SPECIAL USE PERMIT RENEWAL ORDINANCE—TACO BELL

Mr. Thomas moved and Mr. Lorenz seconded a motion to approve Ordinance No. 896, an ordinance authorizing certain property within the City of Mission to be used for or occupied by a special use, Taco Bell, restaurant with drive-thru window, for a period of one (1) year.

Mr. Robert Pike, 5831 Walmer, came before council noting that Taco Bell has not complied with the portion of the ordinance dealing with the noise level. Mayor Powell told Mr. Pike that Mr. Nessin, Manager, did not have a copy of the ordinance before tonight but he has assured us that he will comply. Mr. Pike is to notify us if the noise level is not lowered significantly.

The vote was taken and the motion carried unanimously.

COMMITTEE REPORTS:

-Public Works

Mr. Thomas told council that he would have a Public Works meeting on Wednesday, October 19, 1994, 7:30 pm.

Mayor Powell told council that this meeting will be in regard to the barricades at 63rd & Hodges. The mayor suggested that council go over to look at these barricades before the meeting. The Public Works Department sent a letter to residents in the area; council should get a copy. Discussion followed.

-Park & Rec

Mayor Powell informed council that the land next to his land that was zoned for the NCAA is now being considered by Mr. Jim Posey, who is representing a group that wants to put in a building for the elderly that will house 32 people. This group would like to buy this land but cannot afford the price and wonders if the city would want to take part of this parcel as a park. They have staked out the part that would be used as a park. I ask the council to meet on the northwest corner of Rock Creek Lane and Rosewood at 12:00 noon on Sunday, October 16, 1994.

POLE SIGN (CONT'D)

Ms. McIntyre moved and Mrs. Footlick seconded a motion to deny Mr. Lichteig's request for a variance to allow a pole sign at 5922 Broadmoor by Broadmoor Liquors. The vote was taken as follows: AYE-Footlick, McIntyre, Kring, Thomas NAY-Williams, Sheehan, Lorenz, Lind. The Mayor broke the tie by voting in opposition to the motion. The motion did not carry.

JUDGE PRO TEMS

Mr. Lorenz moved and Mr. Kring seconded a motion to approve Mayor Powell's appointment of John Cox and Keith Drill for Judge Pro Tems. The vote was taken and the motion carried unanimously.

BARRICADES

Mrs. Jean Sheffer, 4822 West 62nd Terrace, read letter (enclosed) regarding the barricades on streets at 62, 62 Terrace and 61 Terrace. Mrs. Sheffer asks that she be kept informed of meetings, etc.

EXECUTIVE SESSION

Ms. McIntyre moved and Mr. Williams seconded a motion to adjourn to Executive Session at 8:05 pm to discuss land acquisition. The vote was taken and the motion carried unanimously.

Council returned at 8:25 pm.

DATA ACCESS & LICENSE AGREEMENT

Mayor Powell request council approval to sign an agreement with the county for \$100.00. This will allow us access to the county's data base.

Mr. Lorenz moved and Mr. Kring seconded a motion to authorize Mayor Powell to enter into a contract with the county. The vote was taken and the motion carried unanimously.

COMMITTEE REPORTS:

-FINANCE

Mr. Williams told council that we were looking into costs for Workers Comp and would have a finance meeting to discuss this later.

Mr. Williams is meeting with Commerce Bank to discuss the Home Improvement Project; report will follow.

-PARK & REC

Mayor Powell questioned Mr. Kring on the Park Board's decision not to plant trees. Mr. Kring will report back on this matter.

occurs from access from people cutting thru their neighbor from SM Parkway to Lamar.

October 24, 1994

City Council Members  
Sylvester Powell, Jr., Mayor  
City of Mission City Hall  
6090 Woodson Road  
Mission, Kansas 66202

Dear Mayor and Council,

I was unable to attend the public meeting regarding the proposed removal of the barricades on my street because I was in Florence, S.C. on business. One principal consideration in the purchase my home last year was the fact that it was on a dead-end street. I felt more secure knowing that only local traffic would travel by my house and make it difficult for burglaries and other crimes to occur without someone noticing. The previous owners assured me they had been there for many years and would remain since they had been there for so long. There is a fire hydrant in front of my house and a street light which lights the area. The City of Mission seemed to be a well run, responsive town. The peace of mind I had appears to be threatened, although the majority of the residents on my block and the other streets affected are fighting to keep the barricades up.

As indicated in conversations with the Mayor and the Chairman of Public Works Committee, you have already heard arguments from both sides concerning this matter. I would like to take this opportunity to emphasize few of my own.

1. Safety:
  - a. Highlands school borders the houses on Cedar at the opposite end of my street from Hodges. The amount of school children who use this route can also be put in danger with increased traffic and (even though extreme but not unheard of these days) kidnapping and molestation. There is no crossing guard or adult monitoring these crossways. There are also no sidewalks in the area. I'd also like to remind the council it is state law that children must ride their bikes on the streets. The safety of the children using these streets may be compromised.
  - b. Neighborhood streets should not be seen as shortcuts for the convenience of drivers or relief from main thoroughfares. Also keep in mind the few high speed chases over this past summer, one ending in a serious accident on 63rd Street west of Roe. I personally have seen 4-5 auto accidents on 60th Street and Roe where traffic feeds from Shawnee Mission Parkway. People from another neighborhood can testify to the fact that increased traffic and speed

2. Police & Fire Access: The police and fire department have indicated to myself or other residents the barricades have not hindered their response to our neighborhood as inferred in the letter of October 5th. It is undisputable this access would be easier, but I believe the need would also be greater. A few incidents were raised at the October 19th meeting and I would like the Council to request Chief Sturm give his recollection of the "stand-off" at a council meeting before a vote is taken. My neighbor across the street had a small fire and the fire department responded quickly and effectively. An elderly woman across the street who was unable to attend the meeting, or even send her card in before the meeting due to an injured back, is also in favor of leaving the barricades up and not in fear of emergency equipment responding to her needs. I am also aware of several narrow and dead-end streets within the city of Mission that would pose the same problems to police, fire and other city contractors as our streets. I am not aware the city is wishing to correct all of these areas.
3. Privacy: The mayor himself told me yesterday, he would prefer living on a dead end street too. We all have that option and in the purchase of my home, and I believed that is what I did. I also believe that was the original intent of the residents when the road was barricaded more than twenty years ago. Without the barricades, I feel that the close proximity to Shawnee Mission Parkway from Hodges will make the area less attractive to the young families and professional people now moving into the area. We are not asking for these streets to become dead-ends - they are! I do not regard something in place for 20 years as a temporary fixture.

At this time I would like to formally request of the Mayor and City Council that:

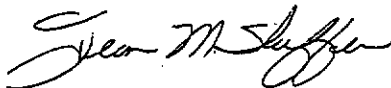
1. Thorough traffic studies be done in this area, including study of traffic from Nall to 63rd Street and from SM Parkway & 60th Street to Roe. This would include a list of traffic tickets and accidents within the last twelve months. This is the traffic that will be "relieved" by neighborhood streets.
2. The original cards used to gather information should be disregarded and new cards mailed to residents with updated material information that has been gathered from fire, police and traffic studies. If this is not feasible, the residents should at least be notified of the results of the cities inquiries by mail.
3. I would like copies of letters from the neighborhood, along with items requested from my letter to the Mayor dated October 23, 1994.
4. The council obtain reasonable alternatives to the "take down", "leave up" scenario's. The city should consult outside experts in city planning to investigate solutions.

5. I would like to formally ask the council to include in any motion for the removal of the barricades to add the stipulation that the city provide signs and sidewalks, to be in place, to the neighborhood before the barricades are removed.
6. The streets in question become "one way" if agreed by the neighborhood.
7. I ask the council delay the vote in this matter until some or all of the above can be accomplished.

I will do all I can to protect my child, home and neighborhood and ask that alternatives to removing the barricades be thoroughly investigated before a decision is made. The little convenience that would be gained (Hodges only opens to SM Parkway eastbound traffic) will not out weigh the disturbance to this quiet street.

I would appreciate your consideration of my concerns in this matter. I request your recommendazion to leave the barricades up, replace them with curbs, or a resolution which would allow the streets remain a dead-end. Also, please inform me of any and all meetings concerning this matter.

Sincerely,



Jean M. Sheffer  
4822 West 62nd Terrace  
Mission, Kansas 66205

831-2957 Home

cc: Linda Cruz, Sun Publications



The Mission City Council met in regular session at City Hall, 6090 Woodson, Wednesday, November 9, 1994, at 7:30 pm with Mayor Sylvester Powell, Jr., presiding. The following councilmembers were present: Williams, Sheehan, Footlick, Lorenz, McIntyre, Kring, Lind, Thomas.

APPROVAL OF THE MINUTES OF OCTOBER 26, 1994

Mr. Lind moved and Mrs. Footlick seconded a motion to approve the minutes of the City Council meeting of October 26, 1994. The vote was taken and the motion carried unanimously.

BARRICADES

Mayor Powell addressed the residents present that all would be heard regarding the issue of the removal of the barricades along Hodges Drive. The majority of residents present wish the barricades to remain.

Mrs. Jean Sheffer, 4822 West 62nd Terr, came before the council to express the residents wishes to leave the barricades in place. Mrs. Sheffer feels that the wishes of the neighborhood is being ignored by the city and the council. The neighbors are concerned with safety. The residents expressed the frustration of the neighbors when dealing with city offices. Discussion followed.

Mr. Lorenz explained that he was contacted by a resident requesting removal and this instigated his investigation of the history of the barricades. His cross referencing of petitions were 50 residents to take the barricades down and 45 to leave the barricades up. Residents questioned this tally. Discussion followed.

Dean Collins, 4733 West 61 Terrace, a long time resident, explained to council and those present the history of the barricades. He explained earlier petitions and Mayor Warman's stand that these barricades would never come down. Discussion followed.

Mr. Williams asked Mr. Collins why the streets were made the way they are if they were going to be forever blocked off. Mr. Collins did not have an answer. Mr. Lorenz stated it was a zoning issue at that time.

Ms. McIntyre stated that she has driven through this neighbor and realizes that people do illogical things. People do cut through a residential neighborhood where there is a stop sign on a busy street to avoid stop lights, etc. She felt that 61st Terrace would suffer the brunt of the heavy traffic. Discussion followed.

Residents Cindy Carson, Mary Roberta Carlson, Janet Spriner, Lorena Schusnick expressed their concerns.

Mr. Warren Oberlinger, resident of Lido Villas, questioned why Lido Villas residents were not contacted. Mr. Oberlinger questioned why traffic studies and 'origination and destination' studies were not conducted. Mr. Weeks stated dates and locations of traffic counts. Discussion followed.

Mayor Powell told residents that he had mixed emotions; the barricades went in because Hodges went in, these were never through streets. It is now up to the council whether they wish to leave up these barricades or remove part of the barricades and leave part up.

## WEEKEND

FRIDAY, NOV. 11, 1994

# Mission tables decision on removal of street barricades

By Stella Thurkill  
*Sun Staff Writer*

They've been called everything from unsightly to a necessary part of the neighborhood. And they're staying up. At least for now.

After a motion from Councilman James Lorenz, the Mission City Council Wednesday night decided to table a decision on removing the street barricades along Juniper at 61st Street, 62nd Street and 62nd Terrace. Five council members voted in favor of the motion, three were opposed. Voting to table the issue were Melvin Williams, Cletus Sheehan, Jim Lorenz, Amelia McIntyre and Tracy Lind. Voting against tabling it were Connie Footlick, Lynn Kring and Lloyd Thomas.

The move could be considered a *deja vu* of sorts, since a similar situation happened in September of 1974. At that time, the council first tabled a decision to take down the barricades at 62nd and Hodges Drive.

Twenty years later, residents packed City Hall and engaged in a lively discussion with council members. Many in the room wore buttons

with "Save Our Streets" in bold letters.

Their concerns were many, but they boiled down to one basic issue: safety. Neighbors say they don't want to see increased traffic in the area as a result of the barricades coming down.

Jean Sheffer, who lives on 62nd Terrace, said, "At the time I was looking to buy a home, I had a choice of three houses. I bought my house because of the barricades."

The whole controversy started last month, when a letter went out to about 160 residents. The letter, signed by Mayor Sylvester Powell Jr., cited the city's reasons for looking into the barricade issue. They were: emergency vehicle access to the area, access for garbage and snow removal trucks, and police patrols.

Councilman Lorenz said he started the process. "I'm the person who got the call, who did the investigation for sending out the letter," he said. The call apparently came from a person who thought the barricades were ugly and wanted them down. He also said, "The concern I have is we have to be concerned about the entire city."

## Residents win battle to keep Hodges Drive barriers

BY STEPHEN BLOTH

The rebel barricades that took off 61st Terrace, 62nd Street and 62nd Terrace from Hodges Drive will survive, city council members decided Tuesday.

### MISSION

The decision delighted a large vocal bloc of residents who watched the council's decision of Wednesday with relief. "I'm glad to see the city taking a stand to keep the barriers down," said one resident. "I'm glad to see the city taking a stand to keep the barriers down."

The city council's decision to keep the barriers down was a victory for residents who helped organize a door-to-door campaign in support of the barricades. For the last several weeks, the council, spurred by a campaign of one local resident, had considered taking the barricades down. Several council members argued that the three barricades, which have been in place since the city's attempt to an apartment complex along Hodges Drive in 1987, make 61st Terrace, 62nd Street and 62nd Terrace less desirable streets to live with some residents. The barricades also create a hazard as truck drivers are forced to back their vehicles down

the street. "I don't want to see a driver back down the street," said one resident. "I don't want to see a driver back down the street." "Not only are the barriers safe, said one resident, they are also unightly, as they are made of concrete. "They're in my yard and I constantly have to mow around them," said Janet Smith, 62nd Terrace. "If we have to keep them up, could we have a city de-ice built into the barricades? Barricade supporters maintained the barriers build a rear-angled street to the city, they provide. The city's removal of the barricades would

make their streets a shortcut between Roe Avenue and Shawnee Mission Parkway. The increased traffic, they argued, would be an added risk for neighborhood children. "Sixty-first Terrace will suffer the brunt of the traffic," Dean Collins, a resident of that street, told the council. "We're a narrow street and we can't widen any more." Warren Obinger, an Ash Street resident and an independent planning consultant, asked the council to conduct more extensive traffic tests before taking the street barricades down. "Why hasn't there been an origin and destination study of where the traffic is going to go?" he asked. "Without that study, we don't know how many people will go

down these streets and how far they'll go." Eventually, Collins said, the city should make a study of the situation on the face of the barricades be withing until a study is conducted on the issue could be conducted. Lorenz said the city had planned to vote on the removal of the barricades, but the intensity of the opposition attending Wednesday's meeting who demanded the city to keep them up. "You could see the city's very emotional reaction to the removal," he said. "This is a very emotional issue and it's a very emotional issue and it's a very emotional issue and it's a very emotional issue."

MINUTES OF THE MISSION CITY COUNCIL MEETING

FEBRUARY 22, 1995

The Mission City Council met in regular session at City Hall, 6090 Woodson, Wednesday, February 22, 1995 at 7:30 pm with Mayor Sylvester Powell, Jr. presiding. The following councilmembers were present: Sheehan, Footlick, Lorenz, McIntyre, Kring, Lind, Thomas. Absent: Williams.

APPROVAL OF THE MINUTES OF FEBRUARY 8, 1995

Mr. Lind moved and Mrs. Footlick seconded a motion to approve the minutes of the February 8, 1995 meeting with any corrections or additions. The vote was taken as follows: AYE- Sheehan, Footlick, Lorenz, McIntyre, Kring, Lind ABSTAIN: Thomas. The motion carried.

GFOA CAFR AWARD

Mr. Mike Scanlon, Finance Officer for the City of Merriam, came before the council to present two awards to the City of Mission, Kansas. The first award is the prestigious GFOA Certificate of Achievement for Excellence in Financial Reporting. Mr. Scanlon presented the plaque to Mayor Powell; Mayor Powell presented it to Sue Grosdidier and told council that Mr. Melvin Williams, Finance Chairman, and Sue were the people responsible. Mr. Scanlon stated this is the highest form of recognition in the area of governmental accounting and financial reporting, and it's attainment represents a significant accomplishment by a government and it's management. Of the over 80,000 state and local government units that are eligible to apply for this award only 2,300 have applied and been awarded the Certificate of Excellence, even more significant is the fact that only 200 cities of populations less than 15,000 have been awarded the CAFR and there is only one (1) city in the State of Kansas smaller than the City of Mission to have achieved the Certificate of Excellence.

Mr. Scanlon then presented the Award of Financial Reporting Achievement to Sue Grosdidier as the staff person responsible for preparing and submitting the annual Financial Report to GFOA.

BARRICADES

Mr. Richard Rice, 6140 Hodges, came before the council to request that the barricade/guard rails be removed. Mr. Rice noted that the residents on Hodges were not notified of the previous hearings on this matter. Mr. Rice asked that this issue be reopened; he does not feel that this will cause traffic problems.

Mayor Powell told Mr. Rice that these were never open streets; they were always deadends. Ms. McIntyre expressed her concern that people will try to avoid the intersection at Shawnee Mission Parkway and Roe and cut through 61st. The street is very narrow, people park on both sides of the street. If it came back to a vote, Ms. McIntyre stated she would vote against 61st Street being reopened. Mr. Lorenz stated that these barricades have been there since 1977 and there have been no previous complaints. Mr. Lorenz stated that they are an eyesore but the residents petitioned the city not to remove these barricades. Mr. Lorenz said that Hodges was included in the draft letter but they were inadvertently excluded. Ms. McIntyre noted that an architect had recommended barricades that could be pushed over by emergency vehicles but not by cars.

MINUTES OF THE MISSION CITY COUNCIL MEETING      MARCH 22, 1995 (P.3)

EXECUTIVE SESSION

Mr. Lind moved and Mrs. Footlick seconded a motion to adjourn to Executive Session at 7:50 pm to discuss a personnel issue and possible land acquisition for a period not to exceed 25 minutes. The vote was taken and the motion carried unanimously.

Council returned at 8:15 pm.

FAIR HOUSING MONTH PROCLAMATION

Mayor Powell told council he would sign a proclamation designating the month of April as Fair Housing Month.

DREW PROPERTY

Ms. McIntyre moved and Mr. Williams seconded a motion to authorize Mayor Powell to be the representative of the city at the foreclosure auction for the property commonly known as the Drew Property and bid on the city's behalf an amount determined to be reasonable and increments determined to be reasonable. The vote was taken and the motion carried unanimously.

DONALD KNOEBEL FUND

Mayor Powell asked City Clerk Sue Grosdidier to call the League of Kansas Municipalities to ascertain if the city can donate to the trust fund set up for the family of Donald Knoebel.

SUBSIDIZED HOUSING FOR SENIORS

The council was asked if they would be building housing for seniors and low income persons in the City of Mission. Mayor Powell said they would not be building housing, the city has a program to bring housing up to code for seniors and for low income families.

BARRICADES

Steve Weeks, Public Works Director, reported that it would cost the city approximately \$5,000.00 to remove barricades and beautify the area.

Ms. McIntyre again brought up the 'pushover barricades' to allow emergency vehicles. Mr. Lind stated that he voted to table the matter because of the overwhelming response of residents to leave the barricades in place; he is not in favor of any additional dollars spent on these barricades. Mayor Powell stated that the two residents that have objected did not appear before the council earlier even though the newspapers carried story after story regarding the barricades; they are interested in selling the property and blame the barricades. Mr. Williams stated that

BARRICADES (CONT'D)

these residents did not come to council until a month after the discussion was tabled. Discussion followed.

It was decided to leave this matter alone.

POOL BIDS

Mr. Lind asked if we had gone out for bids this past month for pool repairs. Mr. Weeks stated that the engineers are now recommending that we wait until May or June,

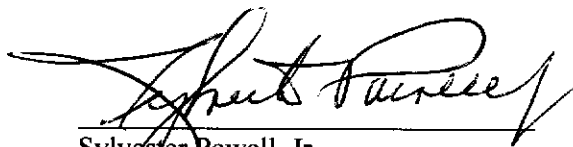
Mr. Lind questioned how we can go out for bids in June after the pool is open when we had closed the pool early to allow contractors to go through and examine pool. Discussion followed on why the pool had to be closed early and drained to get good bids and now the pool does not have to be closed and drained.

Mayor Powell stated that the pool would not be closed early this year and the inspections will have to be done in May before the pool is filled.

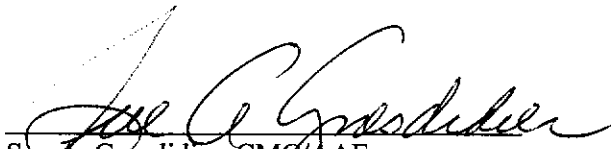
Ms. McIntyre questioned the sealant for the baby pool.

ADJOURNMENT

Mrs. Footlick moved and Mr. Lind seconded a motion to adjourn at 8:28 pm. The vote was taken and the motion carried unanimously.

  
Sylvester Powell, Jr.  
Mayor

ATTEST:

  
Sue A. Grosdidier, CMC/AAE  
City Clerk

**BARRICADE ON HODGES**

Mrs. Susie Genova, resident on Hodges, came before the council to express the residents preference that this barricade remain close but that this guard rail be replaced with something that looks better. The residents would be willing to maintain plantings. Mrs. Genova ask that council listen to the residents.

Mayor Powell told Mrs. Genova that this matter was on a previous agenda but she was not present at that meeting. The council decided then not to spend any money on this matter.

Ms. McIntyre reported that she had asked Mr. Weeks, the Public Works Director, to plan and give council an estimate where Juniper and 61st Terrace come into Hodges. This intersection is the one that Ms. McIntyre previously expressed concerns that 61st Terrace is the likely cut-through from Shawnee Mission Parkway to Roe and it is a narrow street with a lot of single family houses with single car garages but with two car families. There are a lot of cars parked on 61st Terrace, it is very narrow, with children walking through to Highlands School. Mr. Weeks was asked to come up with a bare bones proposal to do only the intersection of Juniper and 61st Terrace to put in 100 feet of curb; this is a curb at the existing barricade and a curb on Hodges to make it flush, to take out the asphalt and the contaminated soil, and to include 48 hours of man power and equipment use. With city employees and city equipment being used, such estimate comes to \$3, 114.00 for this one intersection but this does include landscaping. The southerly two access points were to remain up. Discussion followed on residents committing to the cost of the landscaping and their willingness to maintain the area, suggestions, etc.

**Ms. McIntyre moved** to approve a motion to authorize the expenditure of funds by the city for installation of curb at Juniper and 61st Terrace at two locations at the existing barricades and flush with Hodges., that the asphalt be removed from between those two installed barricades and that work not be undertaken until the neighborhood has raised and placed in a trust account funds for the landscaping at the bank of their choosing. This does not preclude cost projections for the other two.

Discussion followed on city versus residents paying cost, maintaining, removing other barricades.

**The motion died for lack of a second.**

**Mr. Lorenz moved** to approve a motion to spend up to \$5,000.00. **The motion died for lack of a second.**

**Ms. McIntyre moved and Mr. Williams seconded** a motion to authorize the expenditure of funds by the city for installation of curbs at Juniper and 61st Terrace at two locations at the existing barricades and flush with Hodges, that the asphalt be removed from between those two installed barricades and that work not be undertaken until the neighborhood has committed to \$1,400.00 This does not preclude the neighborhood coming up with specific plans with cost projections for the other two barricades.

Discussion followed on possibilities of cost saving methods of beautifying the area and whether or not residents should be responsible for maintenance. Statements were made that by requiring

MINUTES OF THE MISSION CITY COUNCIL MEETING APRIL 26, 1995 (P.5)

BARRICADES (CONT'D)

the neighborhood to commitment to purchase and maintain the landscaping they would be treated the same as other neighborhoods, such as Milhaven and Walnut View, which maintains it's own access areas.

Mr. Kelly Pinkham asked if this motion could be withdrawn and residents from a task force to decide on three propositions to present to council.

Ms. McIntyre withdrew the motion.

A task force was formed with Mr. Kelly Pinkham, Ms. Denise Tavakolinia, Brad Williams, Susie Genova, and Jean Sheffer. They will report back with at least three recommendations.

LOT SPLIT-CHARLES EBERT, 5729 WOODSON

Mr. Charles Ebert, 5729 Woodson, came before the council requesting a lot split at 5729 Woodson.

Discussion followed on removal of existing house and minimum dwelling size.

Ms. McIntyre moved and Mr. Lind seconded a motion to approve the recommendation of the Planning Commission to grant the lot split in full compliance in all particulars with the amended ordinance of March 1995. The vote was taken and the motion carried unanimously.

THE UNION OF THE HOMELESS FUND RAIER AND FOOD DRIVE

Mr. Williams moved and Mr. Lind seconded a motion to approve Midwestern Musical Company, 5911 Dearborn, requests to block Dearborn off in front of their store on Saturday, May 13, 1995, from noon to 6:00 pm. The vote was taken and the motion carried unanimously.

SPECIAL USE PERMIT RENEWALS

-DUDS 'N SUDS

Mr. Williams moved and Mr. Sheehan seconded a motion to approve the Special Use Permit renewal for Duds 'n Suds, Application #95-02, for a period of three years. The vote was taken and the motion carried unanimously.

-MASTERSON'S AUTO SALES

Mr. Thomas moved and Mrs. Footlick seconded a motion to approve the Special Use Permit renewal for Masterson Auto Sales, Application #95-03, for a period of three years. The vote was taken and the motion carried unanimously.





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August 13, 2018

Dear Residents and Property Owners:

This letter comes to you regarding the planters on Hodges at 61st Terrace, 62nd Street, and 62nd Terrace.

Originally installed during the construction of Lido Villas, these planters were used to minimize traffic through the existing neighborhood. On a number of occasions throughout the years, the planters have been damaged by vehicles or fallen trees. Recently, a police pursuit resulted in damage to the planter at 61st Terrace.

From the City's perspective, these planters have been a concern for a number of years. They cause numerous safety issues including the potential for delayed response times from emergency services, dangerous conditions during snow plowing operations, and failure to meet construction standards for cul de sacs. Below are responses from the Fire Department and Police Department in reference to these planters:

*"The adopted fire code for the City of Mission states the following:*

*503.2.5 Dead ends. Dead-end fire apparatus access roads in excess of 150 feet (45 720 mm) in length shall be provided with an approved area for turning around fire apparatus.*

*The streets with the planters (62nd & 62nd Terrace) are approximately 640 feet. The planters present the fire department with the same problem as the snow plows. It is just a matter of time before they get in our way."*

- Todd Kerkhoff, Fire Marshall Consolidated Fire District #2

*"I would hate to see someone that needs medical attention or an emergency call for service cost someone their life due to emergency vehicles having to drive to W. 60th Street or W. 63rd Street to get to the area. Having more immediate access off Shawnee Mission Parkway by removing the planters would make the most sense from the standpoint of delivering public safety services."*

- Ben Hadley, Chief of Police City of Mission

Staff will be presenting a discussion item at the September 5 Community Development Committee meeting recommending removal of the planters and reconnecting the three streets to Hodges for through traffic this fall. If you have questions, please contact John Belger at (913) 676-8381 or [jbelger@missionks.org](mailto:jbelger@missionks.org).

Sincerely,

John Belger  
Director of Public Works  
City of Mission

Ben Hadley  
Chief of Police  
City of Mission


# KEEP OUR STREETS SAFE!

Dear Neighbor,

For nearly half a century, our neighborhood has been secured by some form of barriers along Hodges. Suddenly, the city of Mission wants to open our streets—open them up to heavier traffic, a higher potential for crime, and a lower property value for you.

We cannot let that happen.

Please take a moment to sign the petition below and return to me, Susie Genova, at 6130 Hodges in the bin on my front porch. Or phone/text me at 913-575-7311 and I will be happy to come pick it up. Thank you!

 I am a resident of Mission. I live on a street benefiting from the planters on Hodges. I do not want the planters removed. I do not want the streets opened.

date 9.15.2018

Susan A. Genova  
signature

Susan A. Genova  
full name printed

6130 Hodges  
street address

Mission, Kansas 66205

I own the home

I rent the home


_____  
contact information/optional

_____  
spouse or co-owner living in the home

Jack Genova  
signature

JACK GENOVA  
full name printed

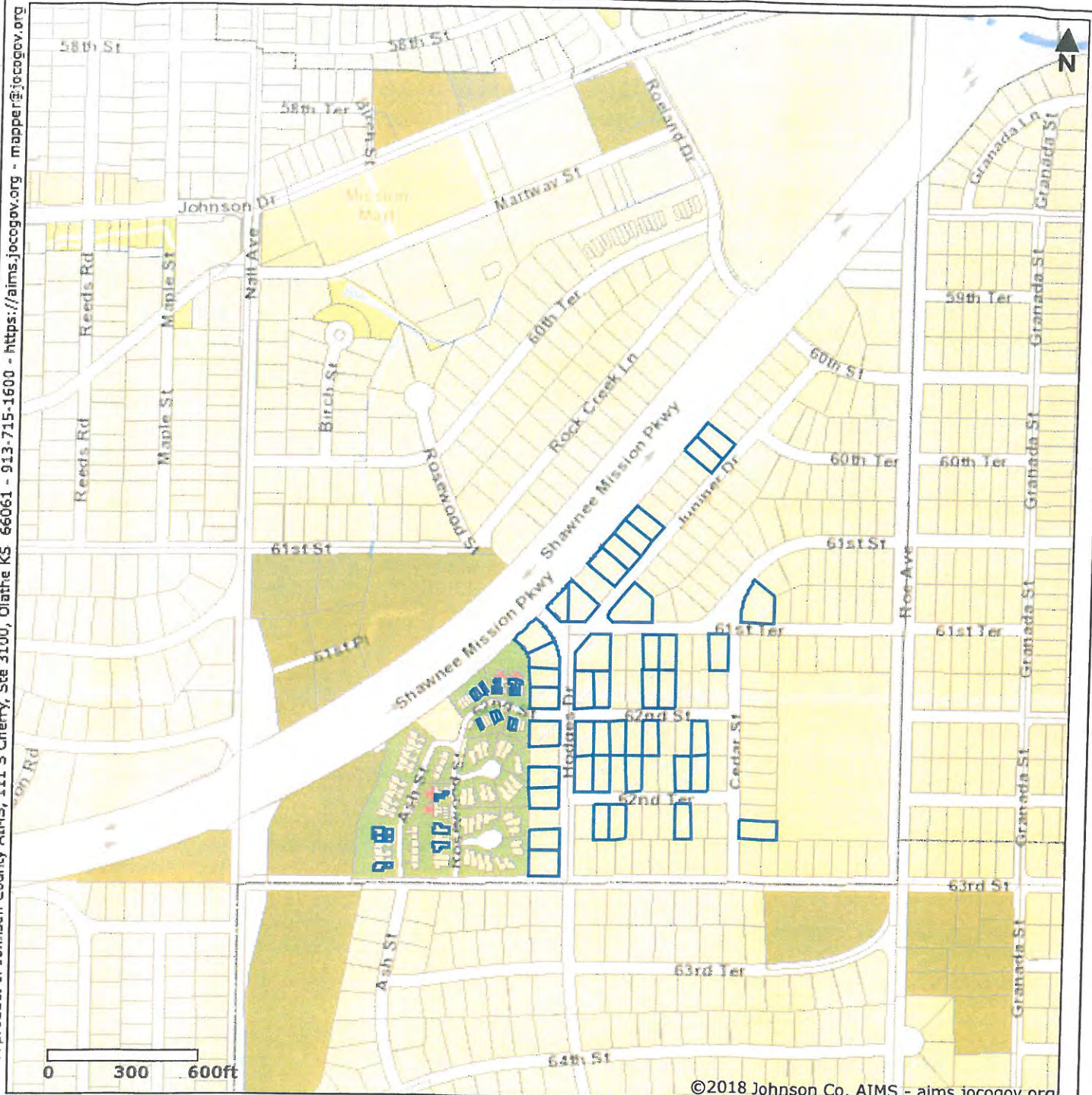
_____  
contact information/optional

Anything you would like to say to the city council and mayor—please use the back of this sheet. 

Mr. Mayor -

11.6.18

These signed statements and personal comments are from those impacted when the idea of turning our quiet streets into thoroughfares is entertained. Please read and share with Council. The disregard for our area, our thoughts, and homes is disconcerting. The lack of pride in leaving this mess - you half a year is puzzling, disappointing, aggravating, and frankly, embarrassing. Please get this resolved, get the repair done, and start maintaining the planters as was agreed upon. On behalf of my neighborhood, thank you  
Susie Johnson

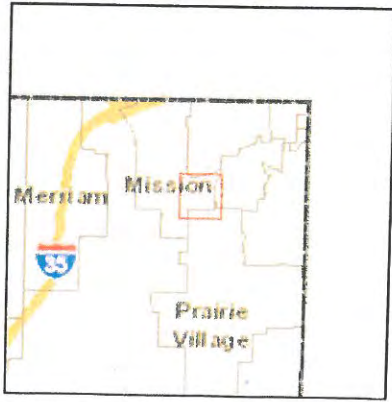


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### Johnson Co AIMS Map

**LEGEND**

- Address Point
- Building/Structure
- Property
  - Untaxed
  - Common Interest
  - Vertical
  - Platted
  - Unplatted
  - Right-of-way
  - Mineral Rights
  - Leased Land



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First	Last	Spouse name, if different	Street No.	Street	Email	Phone	Own	Rent
Robin & David	Hagedorn		6240	Ash St.		913-362-1247	X	
Jack	Fields		6242	Ash St.	jtfields@swbell.net		X	
Christy	Staats		6250	Ash St.				X
Ruth	Saragusa		6233	Cedar St.			X	
Shelley	Meyers	Royce Drake	6129	Hodges Dr.	smeyers3825@gmail.com		X	
Susan & Jack	Genova		6130	Hodges Dr.			X	
Brandon & Brenna	Winn		6140	Hodges Dr.		913-575-4412	X	
Steven & Jennifer	Helvey		6150	Hodges Dr.			X	
Cindy & Adam	Nigg		6200	Hodges Dr.			X	
Denise & Al	DeMarteau		6204	Hodges Dr.			X	
Tamas	Kapros		6210	Hodges Dr.			X	
Kelly & Kathleen	Pinkham		6212	Hodges Dr.	pinkhamk@umkc.edu	816-536-6885	X	
Robert	Geise		6028	Juniper Drive			X	
Won & Jung	Kim		6030	Juniper Drive		816-519-8488	X	
Mark	Churchill		6044	Juniper Drive	churcs1967@yahoo.com		X	
James	Schlight		6046	Juniper Drive		913-645-8494	X	
Carolyn	Cave		6048	Juniper Drive	cookie_cave@yahoo.com			X
Shana	Gadt		6050	Juniper Drive			X	
John & Kimberly	Mitchell		6059	Juniper Drive	macbeth.kc@att.net		X	
Helen	Borgmier		6234	Rosewood St.			X	
Joan	Pils		6252	Rosewood St.			X	
Charles	Schwall		6256	Rosewood St.			X	
Wade & Angela	Lewis		4742	W. 61st Terr.	jlewis.ma@gmail.com			X
Rebecca	Downey		4801	W. 61st Terr.				X
Joanne & Ron	Stang		4845	W. 61st Terr.			X	
Fred & Norma	Castellaneta		4821	W. 61st Terr.		913-722-3565	X	
Robert & Carol	Pinnick		4827	W. 61st Terr.			X	
Deidrae	Smith		4807	W. 62nd St.				X
Alicia	Sherman	Eisman, Ben	4816	W. 62nd St.				X
Kristen & Michael	Chouinard		4822	W. 62nd St.			X	
Kyle Lyn	Chamberlin		4822	W. 62nd St.			X	
Sarah	White		4823	W. 62nd St.			X	
Andrew	Barber		4835	W. 62nd St.	andrewlakebarber@gmail.com		X	
Sara & James	Newell		4840	W. 62nd St.	snewell3j@gmail.com	913-244-0792	X	
Marlio	Avalos		4841	W. 62nd St.		913-742-0525	X	
Robert & Angie	Taylor		4845	W. 62nd St.			X	
Karen	Cook		5102	W. 62nd St.			X	
Michelle	Buchanan		5104	W. 62nd St.	michellebuchanan0129@gmail.com		X	
Patricia	Eccles		5105	W. 62nd St.	ecclepatricia@gmail.com	913-216-1808	X	
J.C.	DeGrado		5109	W. 62nd St.			X	
Jialiang	Guo		5111	W. 62nd St.			X	
Joe	Haas		5118	W. 62nd St.			X	
Yvonne & Michael	Figueroa		5119	W. 62nd St.	vonne6963@gmail.com		X	
Tracy	Stotts		5120	W. 62nd St.			X	
Kirk	Lawthers		5124	W. 62nd St.		913-620-7960	X	
Mary Ann	Muehlebach		5126	W. 62nd St.			X	
Virginia (Jean)	Rau		5114	W. 62nd St.	rauvirginia@gmail.com		X	
Betty	Bevan		4810	W. 62nd Terr			X	
Erin	Rivers		4844	W. 62nd Terr	e.rivers@att.net		X	
Louss	Alos		4806	W. 62nd Terr.		256-975-0154	X	
Amber & Javier	Vigil		4811	W. 62nd Terr.		913-609-7644	X	
Amanda	Williams		4828	W. 62nd Terr.		763-486-6416		X
Lauryn	Baron	Jared Culkin	4835	W. 62nd Terr.	lauryn_baron@yahoo.com	603-477-8099	X	
April	Cremer		4840	W. 62nd Terr.		913-634-5169	X	
Mary Anne	McGannon		4841	W. 62nd Terr.	mmcgannon1@gmail.com		X	
Ryan	Leis		5107	W. 62nd St.			X	
Christopher & Irene	Ward		5100	W. 63rd St.		507-226-4642	X	


# KEEP OUR STREETS SAFE!

Dear Neighbor,

For nearly half a century, our neighborhood has been secured by some form of barriers along Hodges. Suddenly, the city of Mission wants to open our streets—open them up to heavier traffic, a higher potential for crime, and a lower property value for you.

We cannot let that happen.

Please take a moment to sign the petition below and return to me, Susie Genova, at 6130 Hodges in the bin on my front porch. Or phone/text me at 913-575-7311 and I will be happy to come pick it up. Thank you!

 I am a resident of Mission. I live on a street benefiting from the planters on Hodges. I do not want the planters removed. I do not want the streets opened.

date 9-15-18

April Cremer

signature

April Cremer

full name printed

4840 W 62nd Terrace

street address

Mission, Kansas 66205

I own the home

I rent the home

913-634-5169 (cell)

contact information/optional


N/A

spouse or co-owner living in the home

signature

full name printed

contact information/optional

Anything you would like to say to the city council and mayor—please use the back of this sheet 

Safe - as a resident of 62nd  
Terrace for almost 10 years,  
the barricades have made me,  
as a single resident, feel safe.  
They were a major "win factor"  
for me when I bought my house.  
Our neighborhood knows when some-  
one is not supposed to be on our  
street. We watch out for each other.

On my side of the street, ~~6/9~~ 6/9  
residents are single women. The other  
side has at least 2 single women, and  
2 single men. We are a close knit neighborhood

with Facebook connections + text chains that  
notice little things. The removal of the

barricades would decrease our safety net +  
home value. I love my neighborhood +  
the planters play a huge part in

that. Please consider my voice + safety  
in your decision - April Kerner


# KEEP OUR STREETS SAFE!

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date 9-18-18

Robert Pinnick  
signature

ROBERT PINNICK  
full name printed

4827 W 61 TERR Mission, Kansas 66205  
street address

I own the home

I rent the home


contact information/optional

CAROL PINNICK  
spouse or co-owner living in the home

Carol Pinnick  
signature

CAROL PINNICK  
full name printed

913-236-9473  
contact information/optional

Anything you would like to say to the city council and mayor—please use the back of this sheet. 



WHEN WE BOUGHT OUR HOUSE THE HODGES  
STREET WAS NOT BUILT. THERE WAS NEVER  
A THROUGH STREET.

WHEN HODGES WAS BUILT WE ASK FOR  
OUR STREET TO BE CLOSED OFF DUE TO  
TRAFFIC CONCERNS. THIS MADE IT THE  
SAME AS IT ALWAYS WAS.

WE HAVE BEEN HERE FOR 47+ YEARS  
AND DO NOT WANT IT CHANGED

THIS IS OUR NEIGHBORHOOD NOT  
THE PEOPLE WHO WANT TO CHANGE IT.


# KEEP OUR STREETS SAFE!

Dear Neighbor,

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 I am a resident of Mission. I live on a street benefiting from the planters on Hodges. I do not want the planters removed. I do not want the streets opened.

date 9/15/2018

Fred F. Castellaneta

signature

FRED F CASTELLANETA

full name printed

4821 W 61ST TERRACE

street address

Mission, Kansas 66205

I own the home

I rent the home

913-722-3565

contact information/optional

NORMA CASTELLANETA

spouse or co-owner living in the home

Norma Castellaneta

signature

NORMA CASTELLANETA

full name printed

SAME

contact information/optional

Anything you would like to say to the city council and mayor—please use the back of this sheet.



By removing the planters, the traffic on our relatively quiet street will become very busy and very unsafe especially for children. This would be a strong reason for us to re-locate.

Fred C

Our street 61st Terrace turns directly off Shawnee Mission Parkway. Our street will become a H.V.  $\frac{1}{2}$  block East of us is a stop sign which is constantly being run thru. Police are forever sitting there giving tickets. After 44 yrs in this house at 82 yrs old we will probably be forced to move. The worse part will be the loud noise. Please do not do this.

Norma Castellano

# KEEP OUR STREETS SAFE!

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We cannot let that happen.

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* I am a resident of Mission. I live on a street benefiting from the planters on Hodges. I do not want the planters removed. I do not want the streets opened.

date Sept 15, 2018

Patricia Eccles

signature

Patricia Eccles

full name printed

5105th W. 62nd St

street address

Mission, Kansas 66205

I own the home

I rent the home

913-216-1808, ecclespatricia@gmail.com

contact information/optional

spouse or co-owner living in the home

signature

full name printed

contact information/optional

Anything you would like to say to the city council and mayor--please use the back of this sheet



I've lived at my residence for 27 years. During all those years 62nd Street has been a quiet, peaceful residential street in the city of Mission. There is no reason to remove the planters on Hodges. They add to the attractiveness of our neighborhood and the lower flow of traffic makes the streets safer.

# KEEP OUR STREETS SAFE!

Dear Neighbor,

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* I am a resident of Mission. I live on a street benefiting from the planters on Hodges. I do not want the planters removed. I do not want the streets opened.

date 9-15-18

Shelley K Meyers  
signature

Shelley K Meyers  
full name printed

6129 Hodges Drive Mission, Kansas 66205  
street address

I own the home  I rent the home

smeyers3825@gmail.com  
contact information/optional

Royce Drake  
spouse or co-owner living in the home

Royce Drake  
signature

Royce A Drake  
full name printed

_____  
contact information/optional

Anything you would like to say to the city council and mayor—please use the back of this sheet. *

Please repair the planter  
that is damaged.

We are expected to maintain  
our homes / premises, the  
City needs to do the same


# KEEP OUR STREETS SAFE!

Dear Neighbor,

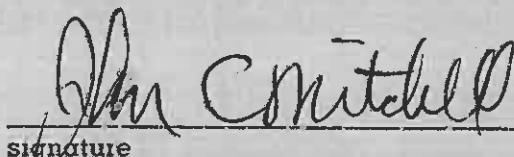
For nearly half a century, our neighborhood has been secured by some form of barriers along Hodges. Suddenly, the city of Mission wants to open our streets—open them up to heavier traffic, a higher potential for crime, and a lower property value for you.

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 I am a resident of Mission. I live on a street benefiting from the planters on Hodges. I do not want the planters removed. I do not want the streets opened.

date Sept 25, 2018

  
signature

John C. Mitchell  
full name printed

6059 Juniper Dr.  
street address

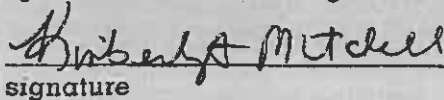
Mission, Kansas 66205

I own the home

I rent the home

macheth.kc@att.net  
contact information/optional

Kimberly Mitchell  
spouse or co-owner living in the home

  
signature

Kimberly A. Mitchell  
full name printed

contact information/optional

Anything you would like to say to the city council and mayor—please use the back of this sheet.





Specifically regarding the intersection of Meyer/Juniper Drive

Our #1 concern with the prospect of opening this intersection is that drivers will use Juniper Drive as an alternate to Shawnee Mission Parkway. We feel that our neighborhood is quiet and safe. We would like to keep it that way. We support keeping the intersection closed and bringing it up to code. Thank you for your consideration.

John Mitchell


# KEEP OUR STREETS SAFE!

Dear Neighbor,

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date 9-15-18

Mary Anne McGannon

signature

Mary Anne McGannon

full name printed

4841 W. 62nd Terr.

street address

Mission, Kansas 66205

I own the home

I rent the home

M McGannon 1@gmail.com

contact information/optional

_____  
spouse or co-owner living in the home

_____  
signature

_____  
full name printed

_____  
contact information/optional

Anything you would like to say to the city council and mayor—please use the back of this sheet.



I moved into my house Sept. 1999. When I moved in  
they had metal barricades. Then the planters went  
in. I DO NOT want it to be a cut through street!

It will also decrease my property value! Who wants that?

Please keep the PLANTERS!

Thank-you!  
i


# KEEP OUR STREETS SAFE!

Dear Neighbor,

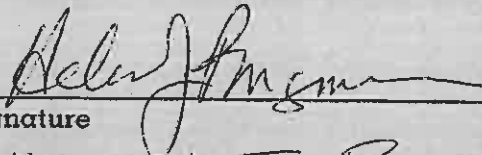
For nearly half a century, our neighborhood has been secured by some form of barriers along Hodges. Suddenly, the city of Mission wants to open our streets—open them up to heavier traffic, a higher potential for crime, and a lower property value for you.

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 I am a resident of Mission. I live on a street benefiting from the planters on Hodges. I do not want the planters removed. I do not want the streets opened.

date 9-17-18



signature

HELEN J. BORGHER

full name printed

6234 ROSEWOOD

street address

Mission, Kansas 66205

I own the home

I rent the home

contact information/optional

spouse or co-owner living in the home

signature

full name printed

contact information/optional

Anything you would like to say to the city council and mayor—please use the back of this sheet.



- 1) Streets + curbs are in dire need of replacement.
- 2) Barriers are an attractive addition to the area.
- 3) Too much traffic on Hodges!



The City of Mission followed the will of its people  
when they built those barriers. We must show  
how there to keep our neighborhood safe in  
these perilous times. Why would you  
possibly want to remove them now ???


# KEEP OUR STREETS SAFE!

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date 09/18/18

 Chris Ward

signature

Christopher J. Ward

full name printed

5100 W 60rd Street

street address

Mission, Kansas 66205


I own the home

I rent the home

contact information/optional

507 226 -4662

spouse or co-owner living in the home

 Chris Ward

signature

Chris Ward

- spouse

full name printed

contact information/optional

Anything you would like to say to the city council and mayor—please use the back of this sheet.





Let's be conservative here, The blocks were put in for a reason and they were an expensive undertaking. If you remove them there will be more speeding & some kid will get killed. Therefore leave them in place.

We live on the corner of 63rd Street and Hodges. Due to the heavy traffic on 63rd Street (and the fact that the sidewalk panels on 63rd are very uneven) our children can only bike / scoot on Hodges. There is no sidewalk between 63rd Street and Shawnee Mission Parkway but the traffic volume is usually low and it feels fairly safe. Taking off the barriers would - over time - increase through traffic to and from the busy highway significantly and endanger our neighborhood. The barriers may be inconvenient for some but they serve an important purpose.


# KEEP OUR STREETS SAFE!

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 I am a resident of Mission. I live on a street benefiting from the planters on Hodges. I do not want the planters removed. I do not want the streets opened.

date _____

signature

*Joan E. Pils*

full name printed

JOAN E. PILS

street address

6252 ROSEWOOD

Mission, Kansas 66205

I own the home

I rent the home

contact information/optional

spouse or co-owner living in the home

signature

full name printed

contact information/optional

Anything you would like to say to the city council and mayor—please use the back of this sheet.



I live on Lido Villas on Rosewood  
for 20 years. We had a lot of  
traff cutting through before you but  
up the planter. After they were  
put on, ~~our~~ our neighbor became  
very ~~part~~ private and quite. So please  
keep the planter there on Hodges.

Joan E. Pihl  
6252 Rosewood


# KEEP OUR STREETS SAFE!

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date 9/17/2018

  
signature _____

JACK T. FIELDS

full name printed _____

6242 ASH

street address _____

Mission, Kansas 66205

I own the home

I rent the home

JTFIELDS@SWIBEL.NET

contact information/optional _____

N/A

spouse or co-owner living in the home _____

signature _____

full name printed _____

contact information/optional _____

Anything you would like to say to the city council and mayor—please use the back of this sheet.



WHY - CHANGE? WHAT  
ARE YOU ✓ REASONS —

— THANKS

— JACK FIELDS


# KEEP OUR STREETS SAFE!

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date 9/16/18

Cindy Nigg  
signature

CINDY NIGG  
full name printed

6200 Hodges Dr Mission, Kansas 66205  
street address

I own the home  I rent the home


contact information/optional

Adam Nigg  
spouse or co-owner living in the home

Adam Nigg  
signature

ADAM NIGG  
full name printed

6200 Hodges Dr  
contact information/optional

Anything you would like to say to the city council and mayor—please use the back of this sheet. 

- Our 3 + 5 yr old ride their bikes on these streets.

The planters help keep the traffic low + slow. We also appreciate the reduced traffic since there are no sidewalks on any of these streets. It makes it safe for our kids to walk to school. However, if you choose to remove them, I request that you add some speed humps to Hodges to slow down the traffic.

# KEEP OUR STREETS SAFE!

Dear Neighbor,

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date 9/15/18

signature

full name printed

street address

Mission, Kansas 66205

I own the home

I rent the home

contact information/optional

Jared Culkin

spouse or co-owner living in the home

signature

full name printed

contact information/optional

Anything you would like to say to the city council and mayor—please use the back of this sheet. *

I, Jared Culkin, have a lot to say. I shared my opinions, facts, and thoughts w/ John Belger and will forward my email to them.




# KEEP OUR STREETS SAFE!

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 I am a resident of Mission. I live on a street benefiting from the planters on Hodges. I do not want the planters removed. I do not want the streets opened.

date 9-15-18

Sara M Newell  
signature

SARA M NEWELL  
full name printed

4840 W 62nd ST Mission, Kansas 66205  
street address

I own the home

I rent the home

snewell8je@gmail.com 913-244-0792  
contact information/optional

James David Newell  
spouse or co-owner living in the home

James David Newell  
signature  
full name printed

mr_newell5001@yahoo.com 913 375 0592  
contact information/optional

Anything you would like to say to the city council and mayor—please use the back of this sheet. 

The planter boxes were a selling point when we purchased our home 11 years ago.

We have an 11, 8, and 6 year old who walk/ride bikes daily to Highlands Elementary. There are no sidewalks on our street or the 1.5 miles of street in the neighborhood. My 11 year old walks home from school, with our 11 year old neighbor every day by themselves. There is minimal traffic today and no sidewalk for them to walk on.

Removing the planters opens all of the neighborhoods to increased traffic without providing alternatives to the kids going to and from school. This creates a serious safety issue, even with an adult present.

In over 40 years the city has not done anything for alternative safety measures. I am curious to know what studies have been done to determine increased traffic flow with removal of the planters. I am also curious how many times emergency services were unable to get where they needed to go, and what was the time delay.

The planters need to stay to keep the neighborhoods and kids and all pedestrians safe.

SN


# KEEP OUR STREETS SAFE!

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We cannot let that happen.

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 I am a resident of Mission. I live on a street benefiting from the planters on Hodges. I do not want the planters removed. I do not want the streets opened.

date 9/19/18

Kirk Lawthers  
signature

Kirk Lawthers  
full name printed

5124 W. 62nd Street Mission, Kansas 66205  
street address

I own the home

I rent the home

Cell phone 913-620-7960  
contact information/optional

None  
spouse or co-owner living in the home

_____  
signature

_____  
full name printed

_____  
contact information/optional

Anything you would like to say to the city council and mayor—please use the back of this sheet.



I am a resident of Lido Villas II - townhouses that back up to this area.

Mrs. Genova has taken it upon herself to plant flowers and keep up these planters for years on her own budget.

Several months ago I noticed one of the planters was damaged, I was told by neighbors that a car was speeding on the other side of the planter and ran into it.

Our complex has a lot of elderly owners and it's a beautiful, quiet area. We don't need people speeding through especially with the winding roads. I appreciate Mrs. Genova for trying to make our neighborhood safer.

# KEEP OUR STREETS SAFE!

Dear Neighbor,

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JOE HAAS  
2 Joe Haas

date

9/15/18

signature

JOE HAAS

full name printed

street address

518 W 62nd St

Mission, Kansas 66205

I own the home

I rent the home

contact information/optional

spouse or co-owner living in the home

signature

full name printed

contact information/optional

Anything you would like to say to the city council and mayor—please use the back of this sheet.



I am totally opposed to  
have the Highway open  
to heavy traffic

J. J. Hoss


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date 9-15-18

Denise DesMarteau  
signature

Denise DesMarteau  
full name printed

6204 Holze Dr  
street address

Mission, Kansas 66205

I own the home

I rent the home


contact information/optional

spouse or co-owner living in the home

signature

full name printed

contact information/optional

Anything you would like to say to the city council and mayor—please use the back of this sheet. 


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date 9-15-18

Al Des Marteau  
signature

Al Des Marteau  
full name printed

6204 Hodges Dr Mission, Kansas 66205  
street address

I own the home

I rent the home

_____  
contact information/optional

_____  
spouse or co-owner living in the home

_____  
signature

_____  
full name printed

_____  
contact information/optional

Anything you would like to say to the city council and mayor—please use the back of this sheet.





# KEEP OUR STREETS SAFE!

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date Sept. 16, 2018

Carolyn A. Cave  
signature

Carolyn A. Cave  
full name printed

6048 Juniper Drive Mission, Kansas 66205  
street address

I own the home

I rent the home

cookie_cave@yahoo.com  
contact information/optional

_____  
spouse or co-owner living in the home

_____  
signature

_____  
full name printed

_____  
contact information/optional

*Thank you  
for  
doing  
this!*

Anything you would like to say to the city council and mayor—please use the back of this sheet.



# KEEP OUR STREETS SAFE!


Dear Neighbor,

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*Thank you Susie!*

 I am a resident of Mission. I live on a street benefiting from the planters on Hodges. I do not want the planters removed. I do not want the streets opened.

date 9-15-18

*Shana J. Gadt*

signature

*Shana Gadt*

full name printed

*1050 Juniper Dr*

street address

Mission, Kansas 66205

I own the home



I rent the home



contact information/optional

spouse or co-owner living in the home

signature

full name printed

contact information/optional

Anything you would like to say to the city council and mayor—please use the back of this sheet




# KEEP OUR STREETS SAFE!


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signature

date 9/21/18

Maribel Avalos  
full name printed

4841 W 62nd St Mission, Kansas 66205  
street address

I own the home  I rent the home


913 7420525  
contact information/optional

_____  
spouse or co-owner living in the home

_____  
signature

_____  
full name printed

_____  
contact information/optional

Anything you would like to say to the city council and mayor—please use the back of this sheet. 

# KEEP OUR STREETS SAFE!

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date 09-15-2018

A Michelle Buchanan  
signature

A Michelle Buchanan  
full name printed

5104 W 62nd Mission, Kansas 66205  
street address

I own the home

I rent the home

michellebuchanon2129@gmail.com  
contact information/optional

_____  
spouse or co-owner living in the home

_____  
signature

_____  
full name printed

_____  
contact information/optional

Anything you would like to say to the city council and mayor—please use the back of this sheet.


# KEEP OUR STREETS SAFE!

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date 9.17.18

Charles S. Schwall  
signature

Charles Schwall  
full name printed

6256 Rosewood St Mission, Kansas 66205  
street address

I own the home

I rent the home

contact information/optional

Jill Downen-Schwall  
spouse or co-owner living in the home

Jill Downen-Schwall 9.18.18  
signature

Jill Downen-Schwall  
full name printed

contact information/optional

Anything you would like to say to the city council and mayor—please use the back of this sheet. 


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signature Angie & Robert Taylor date 9-16-18  
full name printed Robert & Angie Taylor  
street address 4845 W. Grand St Mission, Kansas 66205

I own the home  I rent the home

contact information/optional  
spouse or co-owner living in the home Robert Taylor  
signature [Signature]  
full name printed Robert Taylor

contact information/optional

Anything you would like to say to the city council and mayor—please use the back of this sheet. 


# KEEP OUR STREETS SAFE!

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signature *Kristen Rock Chouinard* date 9/15/2018

full name printed KRISTEN ROCK CHOUINARD

street address 4022 West Wind Terr. Mission, Kansas 66205

I own the home  I rent the home


contact information/optional

spouse or co-owner living in the home MICHAEL CHOUINARD: HUSBAND

signature *Michael David Chouinard*

full name printed MICHAEL DAVID CHOUINARD

contact information/optional

Anything you would like to say to the city council and mayor—please use the back of this sheet. 

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date Sept 16 2018

signature

Wade J. Lewis

full name printed

47412 W 61st Ter

street address

Mission, Kansas 66205

I own the home

I rent the home

jlewis.ma@gmail.com

contact information/optional

Angelia Lewis

spouse or co-owner living in the home

Angelia Lewis

signature

Angelia L. Lewis

full name printed

contact information/optional

Anything you would like to say to the city council and mayor—please use the back of this sheet. ✿




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date

9/19/78

signature

*Steven T. Helvey*

full name printed

Steven T. Helvey

street address

6150 Hodges Dr

Mission, Kansas 66205

I own the home

I rent the home

contact information/optional

spouse or co-owner living in the home

Jennifer Helvey

signature

*Jennifer Helvey*

full name printed

Jennifer Helvey

contact information/optional

Anything you would like to say to the city council and mayor—please use the back of this sheet.




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date

9/19/18

Christy Staats

signature

Christy Staats

full name printed

6250 Ash Street

street address

Mission, Kansas 66205

I own the home

I rent the home

contact information/optional

N/A

spouse or co-owner living in the home

signature

full name printed

contact information/optional

Anything you would like to say to the city council and mayor—please use the back of this sheet.




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date Sept. 18, 2018

Yvonne Figueroa  
signature

Yvonne M. Figueroa  
full name printed

5119 W. 62nd St. Mission, Kansas 66205  
street address

I own the home

I rent the home


Donne6963@gmail.com  
contact information/optional

Michael Figueroa  
spouse or co-owner living in the home

Michael Figueroa  
signature

Michael Steven Figueroa  
full name printed

Putter69mf@gmail.com  
contact information/optional

Anything you would like to say to the city council and mayor—please use the back of this sheet. 

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date 09/18/18

signature James J. Schlicht

full name printed JAMES J. SCHLICHT

street address 6046 JUNIPER DR. Mission, Kansas 66205

I own the home  I rent the home

contact information/optional CELL # (913) 645-8494

spouse or co-owner living in the home N/A

signature James J. Schlicht

full name printed JAMES J. SCHLICHT

contact information/optional CELL # (913) 645-8494

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date 9/15/18

signature

Andrew Barber  
full name printed

4835 W. 62ND ST.  
street address

Mission, Kansas 66205

I own the home

I rent the home

ANDREWLAKEBARBER@GMAIL.COM  
contact information/optional

N/A  
spouse or co-owner living in the home

signature

full name printed

contact information/optional

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date 9/19/18

Sarah White  
signature

Sarah White  
full name printed

4823 W. 62nd St. Mission, Kansas 66205  
street address

I own the home  I rent the home


contact information/optional

Jason White  
spouse or co-owner living in the home

Jason White  
signature

Jason White  
full name printed

contact information/optional

Anything you would like to say to the city council and mayor—please use the back of this sheet. 


# KEEP OUR STREETS SAFE!

Dear Neighbor,

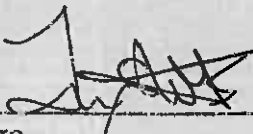
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date 9/19/18

  
signature

Tracy Stotts  
full name printed

5120 W. 62nd St. Mission, Kansas 66205  
street address

I own the home

I rent the home


contact information/optional

spouse or co-owner living in the home

signature

full name printed

contact information/optional

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signature Robin A Hagedorn date 9/23/18

full name printed ROBIN A HAGEDORN

street address 6240 Ash St Mission, Kansas 66205

I own the home  I rent the home


contact information/optional 913 361-1247

spouse or co-owner living in the home DAVID F HAGEDORN

signature David F. Hagedorn

full name printed DAVID F HAGEDORN

contact information/optional (Same as above)

Anything you would like to say to the city council and mayor—please use the back of this sheet. 




# KEEP OUR STREETS SAFE!

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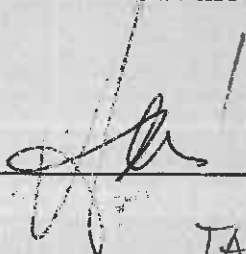
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 I am a resident of Mission. I live on a street benefiting from the planters on Hodges. I do not want the planters removed. I do not want the streets opened.

date 5/19/18

signature



TAMAS KAPROS

full name printed

6210 Hodges Dr Mission, Kansas 66205

street address

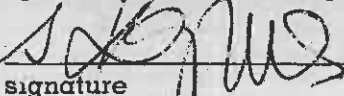
I own the home

I rent the home

contact information/optional

Ildiko Kapros

spouse or co-owner living in the home



signature

ILDIKO KAPROS

full name printed

contact information/optional

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date 9/15/2018

[Signature]

name printed KELLY J PINKHAM

address 6212 HODGES ORCH Mission, Kansas 66205

phone number 536.6885 / PINKHAM I own the home  I rent the home   
email PINKHAM@UMKC.EDU

relationship KATHLEEN M. PINKHAM (YES)  I am a co-owner living in the home

[Signature]  
name printed KATHLEEN M. PINKHAM

phone number 587.2082  
email [blank]

you would like to say to the city council and mayor—please use the back of this sheet.



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date 9-17-18

Mary Ann Muehlebach  
signature

Mary ANN Muehlebach  
full name printed

5126 W 62 St Mission, Kansas 66205  
street address

I own the home

I rent the home

_____  
contact information/optional

_____  
spouse or co-owner living in the home

_____  
signature

_____  
full name printed

_____  
contact information/optional

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# KEEP OUR STREETS SAFE!

Dear Neighbor,

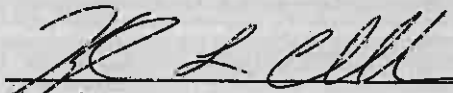
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date 9/15/18

  
signature

Kyle Lyn Chamberlin  
full name printed

4822 W. 62nd ST Mission, Kansas 66205  
street address

I own the home

I rent the home


contact information/optional

spouse or co-owner living in the home

signature

full name printed

contact information/optional

Anything you would like to say to the city council and mayor—please use the back of this sheet. 


# KEEP OUR STREETS SAFE!

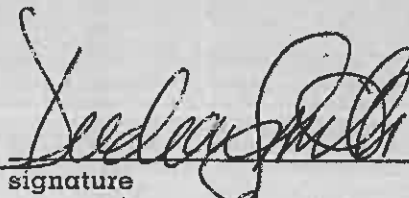
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We cannot let that happen.

Please take a moment to sign the petition below and return to me, Susie Genova, at 6130 Hodges in the bin on my front porch. Or phone/text me at 913-575-7311 and I will be happy to come pick it up. Thank you!

 I am a resident of Mission. I live on a street benefiting from the planters on Hodges. I do not want the planters removed. I do not want the streets opened.



signature

date 9/16/18

Deidrae Smith

full name printed

4807 W. 162nd Terrace

street address

Mission, Kansas 66205

I own the home

I rent the home   
(several years)


contact information/optional

spouse or co-owner living in the home

signature

full name printed

contact information/optional

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signature J.C. De Grado date 9/15/18

full name printed J.C. DEGRADO

street address 5109 W. 62nd St. Mission, Kansas 66205

I own the home

I rent the home


contact information/optional

spouse or co-owner living in the home

signature

full name printed

contact information/optional

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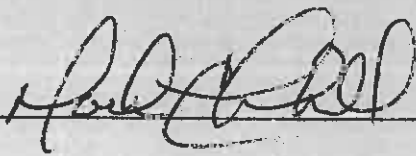
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date 9/15/18

signature



full name printed

MARK CHURCHILL

street address

6044 JUNIPER DR

Mission, Kansas 66205

I own the home

I rent the home

contact information/optional

churches1967@yahoo.com

spouse or co-owner living in the home

NA

signature

NA

full name printed

NA

contact information/optional

NA

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date 09/15/2018

Won I. KIM  
signature

WON I. KIM / JUNG J. KIM  
full name printed

6030 JUNIPER DR. Mission, Kansas 66205  
street address


I own the home  I rent the home   
(816) 519-2422  
contact information/optional

JUNG J. KIM  
spouse or co-owner living in the home

Jung J. KIM  
signature

JUNG J. KIM  
full name printed

_____  
contact information/optional

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date 9/21/18

Joanne Stang  
signature

JOANNE STANG  
full name printed

4845 W 61 Terr Mission, Kansas 66205  
street address

I own the home  I rent the home

contact information/optional

Ronald STANG  
spouse or co-owner living in the home

X Ron Stang  
signature

Ronald STANG  
full name printed

contact information/optional

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date 9-14-18

Betty Bowen

signature

Betty Bowen

full name printed

4810 W. 62nd TERR

street address

Mission, Kansas 66205

I own the home

I rent the home

contact information/optional

spouse or co-owner living in the home

signature

full name printed

contact information/optional

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date 9/15/13

Erin A Rivers  
signature

Erin Rivers  
full name printed

4844 W 62nd Terr Mission, Kansas 66205  
street address

I own the home

I rent the home


e.rivers@att.net  
contact information/optional

_____  
spouse or co-owner living in the home

_____  
signature

_____  
full name printed

_____  
contact information/optional

Anything you would like to say to the city council and mayor—please use the back of this sheet. 


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date 09/15/2018

A Williams  
signature

Amanda Williams  
full name printed

4828 W 62nd Terrace Mission, Kansas 66205  
street address

I own the home

I rent the home


(763) 486-6416  
contact information/optional

Devin Abel  
spouse or co-owner living in the home

[Signature]  
signature

Devin Abel  
full name printed

612-325-0556  
contact information/optional

Anything you would like to say to the city council and mayor—please use the back of this sheet. 


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date 9.15.18

Amber Vigil  
signature

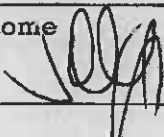
Amber Vigil  
full name printed

4811 W 62nd Terrace Mission, Kansas 66205  
street address

I own the home  I rent the home


913.609.7644  
contact information/optional

Javier Vigil  
spouse or co-owner living in the home

  
signature

Same as above  
full name printed

913-219-3098  
contact information/optional

Anything you would like to say to the city council and mayor—please use the back of this sheet. 


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date 9-15-2018

Susan A. Genova  
signature

Susan A. Genova  
full name printed

6130 Hodges Mission, Kansas 66205  
street address

I own the home  I rent the home


_____  
contact information/optional

_____  
spouse or co-owner living in the home

Jack Genova  
signature

JACK GENOVA  
full name printed

_____  
contact information/optional

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date 09/17/18

Ruth A. Saragusa  
signature

RUTH A. SARAGUSA  
full name printed

6233 CEDAR ST.  
street address

Mission, Kansas 66205

I own the home

I rent the home

_____  
contact information/optional

_____  
spouse or co-owner living in the home

_____  
signature

_____  
full name printed

_____  
contact information/optional

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date 9/16/2018

Jiahang Guo  
signature

Jiahang Guo  
full name printed

5111 west 62nd street Mission, Kansas 66205  
street address

I own the home  I rent the home


_____  
contact information/optional

_____  
spouse or co-owner living in the home

_____  
signature

_____  
full name printed

_____  
contact information/optional

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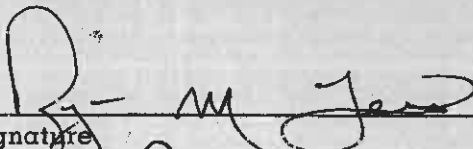
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date 9/15/18

  
signature

RYAN M. LEIS  
full name printed

5107 W 62ND ST Mission, Kansas 66205  
street address

I own the home  I rent the home


contact information/optional

spouse or co-owner living in the home

signature

full name printed

contact information/optional

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*W*

date 09/15/18

signature

*LOUIS ALON*

full name printed

*48006 ~~62nd~~ 62nd Terrace*

street address

Mission, Kansas 66205

I own the home

I rent the home

*256-975-0154*

contact information/optional

spouse or co-owner living in the home

*[Signature]*

signature

full name printed

contact information/optional

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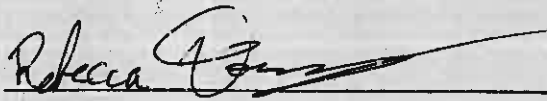
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date 9/15/18

  
signature

Rebecca Downey  
full name printed

4801 W 61st Terr  
street address

Mission, Kansas 66205

I own the home

I rent the home


_____  
contact information/optional

_____  
spouse or co-owner living in the home

_____  
signature

_____  
full name printed

_____  
contact information/optional

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date Oct 4, 2018

Robert M. Geise

signature

Robert M. Geise

full name printed

16028 Juniper Drive

street address

Mission, Kansas 66205

I own the home

I rent the home


contact information/optional

spouse or co-owner living in the home

signature

full name printed

contact information/optional

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date 9/19/18

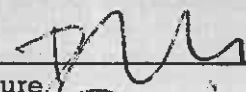
  
signature

Brandon + Brenna Winn  
full name printed

6140 Hodges Dr. Mission, Kansas 66205  
street address


Brandon Winn I own the home  I rent the home   
913-575-4412  
contact information/optional

Brenna Winn  
spouse or co-owner living in the home

  
signature

Brenna Winn  
full name printed

916-645-9039  
contact information/optional

Anything you would like to say to the city council and mayor—please use the back of this sheet. 


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date 9/24/18

Karen Cook  
signature

Karen Cook  
full name printed

5102 W 62 St Mission, Kansas 66205  
street address

I own the home

I rent the home

_____  
contact information/optional

_____  
spouse or co-owner living in the home

_____  
signature

_____  
full name printed

_____  
contact information/optional

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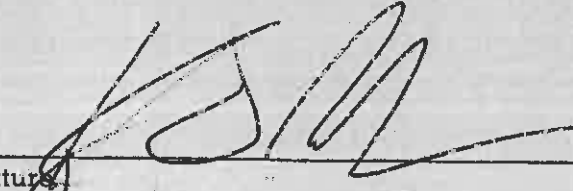
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date 9/15/2018

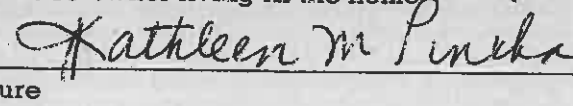
X   
signature

KELLY J PINKHAM  
full name printed

6212 HODGES DRIVE Mission, Kansas 66205  
street address


I own the home  I rent the home   
816.536.6885 / PINKHAMK@UMKC.EDU  
contact information/optional

KATHLEEN M. PINKHAM (YES)  
spouse or co-owner living in the home

X   
signature

KATHLEEN M. PINKHAM  
full name printed

816.587.2082  
contact information/optional

Anything you would like to say to the city council and mayor—please use the back of this sheet. 


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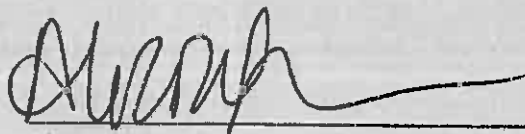
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date 9/15/18

signature

Alicia Sherman

full name printed

4816 W. 12nd St.

street address

Mission, Kansas 66205

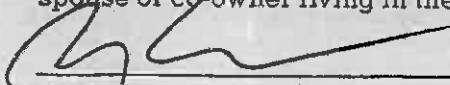
I own the home

I rent the home

contact information/optional

Ben Eisman - spouse


spouse or co-owner living in the home



signature

full name printed

contact information/optional

Anything you would like to say to the city council and mayor—please use the back of this sheet 



Hodges Planters Comments		
Name/Email	Address	Comments
Kathy Boutros kdboutros@sbcglobal.net	6031 Juniper Dr	<p>I would like to see the city proceed with removing the planters along Hodges Dr and then replacing them with speed bumps and stop signs.</p> <p>In fact, it would be good to install several speed bumps at multiple points along 61st St as it connects directly from Roe to Hodges and SM Prkwy. Juniper is a bit less direct access from Roe to SM Prkwy. I know neighbors on 61 Terr, as well, who have discussed a need for speed deterrents for many years, as its just a temptingly long stretch of road.</p> <p>Having lived on Juniper Dr 62 years, I remember the seemingly sudden installation of the planters, cutting off direct access to Hodges, not long after that access was created. The area to the west had been what we kids called "the woods" and then the new, larger, more modern homes began to go up. When the planters "disconnected" the traffic access from our smaller, older homes to the new subdivision I felt strongly those planters represented a purposeful demarcation between the two neighborhoods, to shield the higher home values to the west. In fact, I recall a canvasser working the neighborhood with a protest petition, objecting to just exactly that seeming perception being created.</p> <p>What I do not recall is a traffic volume issue...either speed or numbers. But I was in school or working, etc, so I was not at the house except at night. The only "incident" I recall involving a vehicle was in the 80s when a neighborhood kid, in his "One Bad 55" (vanity plate), plowed the front lawns of the homes at the crest of Juniper hill.</p> <p>Several drivers (neighbors) frequently speed up &amp; down Juniper in any case, as I'm sure they do on 61st St &amp; Terr. Any longish road is a tempting opportunity.</p> <p>The planters are ugly barriers which imply a division of neighbors. Use speed bumps. They are less obtrusive, leave the roadways available to emergency vehicles. They may not stop a speeding car as effectively, but the damage sustained can be significant. Especially if theres a series placed along the most direct routes.</p>
Richard Leaf Richard.Leaf@cerner.com	4817 W 62nd Terr	<p>I received the letter from the City of Mission today about the discussion item on removing the planters along Hodges. As a homeowner on one of the affected streets, I would very much like to provide my thoughts on this matter. I assume the public has an opportunity to provide feedback in these forums? If you could supply some details on meeting time and location I would appreciate it.</p>
Melanie Monson and Family	6056 Juniper Dr	<p>Thank you for your recent letter regarding the damaged planter/DEAD END barrier adjacent to our property at 6056 Juniper Drive. We have been wondering what happened to the planters and when they would be repaired. This is the first communication we have received from the City of Mission on this matter.</p> <p>Will there be any time during the Sept 5, 2018 meeting for PUBLIC Comment?</p> <p>I can appreciate the City being concerned about safety issues relating to Fire and Police response in case of an Emergency. Juniper Drive and Hodges gets a lot of traffic and frankly the DEAD END does not have the proper signage which creates confusion by the driving public. Every weekend while working outside we see many cars driving too fast and stopping short of the planters. There is only one faded and dented Dead End sign on a distant light pole that looks 30years old.</p> <p>The planters don't have any signs saying "No OUTLET" or a guard rail of some kind.</p> <p>I agree something needs be changed but our property value could be impacted by opening up Juniper Drive and Hodges to all traffic. We bought this particular property because of the Dead End configuration. Last weekend when Roeland Dr. was blocked off due to needed road/median repairs all traffic was diverted down Juniper Drive and we had an all day all night stream of traffic down our street. Every single car almost drove into the planters that weekend because of the lack of proper signage like DETOUR signs.</p> <p>As for the other two streets 62nd and 62nd Terr. I do agree Fire trucks ,snowplows and weekly trash trucks have difficult time navigating the Dead Ends. There should be public input on the elimination of the planters.</p>
Brandon & Brenna Winn brandon.winn11@gmail.com winn.brenna@gmail.com	6140 Hodges Drive	<p>I look forward to working with you on a solution to this issue.</p> <p>I'm writing in reference to the August 13th letter regarding the proposed removal of the planters on Hodges Drive at 61st Terrace, 62nd Street, and 62nd Terrace.</p> <p>In preparation for the September meeting I would like to ask the Community Development Committee to prepare a plan to address the complete lack of pedestrian amenities in the area east of and including Hodges Drive. It must be noted that the stated area all the way east to Highlands Elementary does not currently include a single sidewalk. I feel it's necessary to call this to attention as the proposed removal of the planters will create a thoroughfare from Shawnee Mission Parkway for drivers who will most certainly use the access to bypass the stoplight at Roe Avenue.</p> <p>I write you as a parent of two young children that live directly across from one of these planters. There are actually ten children between four different homes that are of elementary age living within 50 feet of the northern-most planter. The children utilize this neighborhood to walk and ride their bicycles to and from Highlands Elementary. Our concern is that the removal of these planters without an alternative plan to make the area friendlier to pedestrians or to slow the flow of traffic will result in a significantly higher risk of injury. We wish to hear an explanation of how that risk is a justifiable trade-off for municipal convenience.</p> <p>Thank you for your attention. We look forward to the September 5th meeting.</p>

Hi John,

Which room will the Community Development Meeting be held in? We're planning to bring a lot of people to the meeting so it would be good if it was in one of the larger rooms.

Thanks,

Steve Helvey  
shelvey123@gmail.com

6150 Hodges

Steve Helvey - Mission/Hodges resident and lover of the planters that cause low-traffic streets that don't kill small kids on bikes and scooters

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We received the notice today of possibly reconnecting three streets back to Hodges by removing the planters. The only planter we are concerned with is 61st Terr. We would be concerned because we would have four access points to check out when backing from our driveway at 4845 W 61st terr. We have lived here over 41 years and have seen all kinds of traffic issues concerning our particular street but are most concerned with our safety and the family and friends that visit our house. The other two planters on 62nd and 62nd Terr are probably unnecessary anymore.

Would love to discuss this with you in person to show you why we are concerned. You can contact us at 913-302-1937.

Joanne and Ron Stang  
joanne.stang4845@hotmail.com

4845 W 61st Terr.

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Hello, I am reaching out today to request more information on the meeting that is being held on Sept 5th for the planters at the end of our streets. Also, if possible could you please provide me with the fire codes for our city, or a location where I can find that information myself.

Amanda Williams

Thank you very much for your time,

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I am looking at the complete fire code you provided a snippet of in your letter to Mission residents regarding the planters along Hodges.

It clearly states this code applies to structures built "hereafter" the code is adapted. And the code was adapted in 2015. It further states there may be instances in which an "approved access road" is not feasible.

I am interested in the cost of removing the planters. Do you know?

Do you know if the DUI suspect who damaged the planter while running from police was ever apprehended? An officer told me the person was not caught during the pursuit but I am wondering if that individual was ever arrested.

Also, can you please provide me with a record of all accidents or emergencies since 1976 that have been caused because the streets are not open?

Susie Genova  
susiesnewemail@gmail.com

6130 Hodges

Just wanted to ask you about these items while they were fresh on my mind. I look forward to seeing you at the meeting on September 5 if not before.

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My wife and I are thirty-year residents, and home owners, of Mission, Kansas. We reside at 6212 Hodges Dr., Mission KS 66205. We are in receipt of the letter signed by you and Chief Ben Hadley dated August 13, 2018 regarding the planters on Hodges.

The planters are an important feature in the lives of many Mission residents and property owners. It is our concern that all of the affected parties have received your letter, especially considering the relatively short notice about the upcoming meeting that will seek to decide the fate of the planters.

Therefore, may we learn the following please:

(1) Could you please inform us of how many Mission residents and property owners were mailed your notification letter?

(2) Also, more importantly, would you please indicate which blocks of what streets were mailed your letter?

Kelly Pinkham  
pinkhamk@umkc.edu

6212 Hodges

(3) Finally, your letter does not say at what time the Community Development Committee will be meeting on September 5, nor does it state where the meeting is scheduled to take place, nor does it explain how Mission residents may provide input at the meeting. Could you provide that information too please.

---

Adam Nigg  
adam.nigg@gmail.com

I was curious on the logistics of the meeting on September 5th. Is it at 6:30 in city hall? If so, what room?

Secondly, is input from the public welcome? How is the final decision ultimately made?

---

Erin Rivers  
erinrivers59@gmail.com

It has come to my attention that the meeting in regards to the planters on Hodges has been moved from September 5 to an unspecified date. Could I be put on the list of those who will be notified when the next scheduled meeting will be?

---

Mary Anne McGannon  
mmcgannon1@gmail.com

4841 W. 62nd Terrace

I live at 4841 W. 62nd Terrace. I am against the removal of the planters from my street and the streets to the North on Hodges.

---

Daniel J Sumrall  
danielsumrall0@gmail.com

4811 W 62nd Street

I've lived in Mission and on 62nd Street for two years now and on a weekly basis I wish those planters would be removed. They are a massive hindrance not only to the residents of the streets on which they are installed, but also to the service vehicles that use our streets. It is a circus act just to have the trash picked up. I also feel there is a real concern should a fire or other emergency occur on one of these streets because I don't see how any emergency vehicle could navigate quickly and effectively. I hope that the Community Development Committee will take this issue up again in the near future and see that these planters are removed.

As a resident of three and a half years that lives near the planters proposed to be removed, I would like to voice my opinion that the planters remain in place. Based only on cost, I think it would make economic sense to simply repair the damaged planter rather than go to the work and expense to remove all of them. The planter that was damaged could not cost that much to repair. I'm sure the City of Mission can find that money in the budget somewhere. Probably two or three hundred dollars paid to an ambitious high school kid would take care of it. I say that jokingly, but my point is that it would not take much to repair it.

More importantly to me though, I have noticed a number of vehicles that speed down Hodges Drive. I don't have children, but I know there are a number of families in the area. I would think that the ones that live on 61st Terrace, 62nd Street and 62nd Terrace probably would prefer living on a dead end street as opposed to a more heavily trafficked open street. I think for safety's sake, it would be best to keep the traffic on Hodges limited--as is the case now.

Ryan Leis  
rleis65@gmail.com

5107 W. 62nd Street

Thank you for hearing my opinion.

Dear Ms. Smith, Ms. Flora & Mr. Davis -

I received notice that a City of Mission staff member suggested removing the traffic barriers on Hodges Dr at 61st Terr, 62nd St and 62nd Terr. I've lived on Juniper Dr near the 61st Terr planters for 20 years, and I'm convinced that removing them would negatively impact my street due to traffic issues.

Many of the vehicles that would enter Juniper Dr from Hodges Dr will come & go from Lido Villa Townhomes, a 100+ unit densely populated multi-family subdivision. I've talked to a neighbor who lived here when the planters were installed, and I learned that they were installed to prevent the traffic coming from those townhomes from using Juniper Dr as their shortcut access. There were portable wooden road blocks installed at first due to the necessity of taking action without delay. Had Lido Villa been built prior to Hodges having access to Juniper, I believe there would be a curb and sidewalk on 61st Terr rather than having to close off access with planters at a later date.

We already have a traffic nightmare at the intersection of Juniper Dr & 60th St due to the Bank of America driveway being directly across the street. If you've ever had the joy of driving past the bank during morning/noon/evening rush hours, you know what I'm referring to. I'm sure that (30?) years ago when that parcel of land was zoned commercial, the City couldn't possibly have predicted the increase in traffic over the years on 60th St, which is a very short distance in-between Shawnee Mission Parkway and Roe. It's extremely difficult and dangerous to enter or exit the intersection of Juniper Dr and 60th St with a vehicle, and neither bicyclists nor pedestrians can safely cross or enter 60th St from Juniper Dr. Removing the barrier at 61st Terr would result in even more traffic at that intersection.

Drivers entering Juniper Dr from Hodges Dr or 60th St immediately encounter a hill that prevents them from seeing pedestrians & bicyclists on the other side of it. Off street parking results in vehicles, bicyclists and pedestrians traveling up that hill in the middle of the street. Some of us back our vehicles into our driveways because we can't see the oncoming traffic due to the hill and/or parked vehicles. There are often preschool aged children walking or playing near or in the street, and we can't see them in our rear-view mirrors. We already have the Highlands Elementary traffic cutting through because the school exit is a right turn only during drop off & pickup. When Hodges Dr, 61st Terr & Juniper Dr were designed, most kids walked to school or rode bicycles. Now, there are so many vehicles trying to get into the school that traffic is literally stopped and backed-up on Roe for several minutes prior to school pickup. My neighbors asked the City to install a Slow - Children sign because of the traffic on Juniper Dr. I would no longer be comfortable with my 12-year old daughter riding her scooter or bicycle on our street if traffic increases from opening up the intersection from Hodges Dr. If the barrier preventing Hodges Dr traffic from entering 61st Terr and Juniper St is removed, I'm concerned that someone will be struck by a vehicle.

Please use the insurance or restitution money from the criminal who damaged the planter at Hodges Dr & 61st Terr (Juniper Dr) to repair it and keep our street safe.

Thank you for your time and attention to this issue.

Best regards,

Hi, Laura

I'm wondering if the City kept the records of meetings that caused the Hodges Dr barriers to be put in place 25+ years ago. Reviewing the traffic problems of the past might help us answer the questions we're asking today. It was clearly a traffic issue, and there's much more traffic now.

James Gravatt  
paratrooper1@gmail.com

6027 Juniper Dr.

Have a good day,

My husband and I will not be able to attend the meeting tonight concerning the removal of planters. We have lived in our home for 41 years and have had barriers in front of our house in some form or other. The planters have been the best. We do not want the barriers removed because they provide a safety net for our streets. We have lots of pedestrian traffic on our street and if cars come zooming off the highway it would be dangerous. In our particular case everytime we or any of our visitors would back out of our driveway they would have to check four different ways traffic would merge at the point of our house.

Ron and Joanne Stang  
joanne.stang4845@hotmail.com

4845 W. 61st Terr.

We have seen many strange things happen in front of our house with the barriers and cannot imagine what would happen if they were gone. Please do not remove them. Thank you.

---

Laura-

I am writing to address the removal of the planters on Hodges at 61 Terrace, 62 St and 62 Terrace.

I live on Juniper Drive and DO NOT want the planters removed.

My husband and I have lived on Juniper for 21 years, and we enjoy the quiet and safety we have living on that street.

Many times we have seen cars drive down the street thinking they can "cut through" to get to Shawnee Mission Parkway, then they realize that they cannot access and hopefully don't try to cut through again.

If those planters are removed, it would cause a great increase in traffic on our street, which could include speeding and a threat to the children and adults who walk down our street and in the neighborhood!

We strongly object to the removal of the planters! The new construction where the old Mission Mall used to be will already cause an increase in traffic once all building is complete, and we don't want to encourage any more traffic driving through our neighborhood.

We enjoy living in Mission because of the quiet, friendly, safe neighborhood and feel that would be jeopardized if the planters are removed.

I can be reached on my cell phone if you have any questions at: 913-963-5765.

Thank you in advance for considering the safety and well-being of the residents of Mission.

Kim Mitchell  
kimberlymitchell@wirecworldgroup.com

Juniper

Kim Mitchell

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Hello John,

I am a 8 year resident of 62nd Terr. I received a letter in the mail a while back in regards to the planters at the end of the block and possibility that they would be taken down. This was heartbreaking and very upsetting to read and even think that this was a consideration. Those planters are a big reason we bought the house. They provide safety for us, our house, our property, our animals, our vehicles, and children on the block out playing. Plus the increase in value of our home because of the planters is significant! The destruction of the planters would truly be devastating to all who live on the block and our sense of security would be lost. We hope this matter is reconsidered.

Lauryn Baron  
lauryn_baron@yahoo.com

4835 W. 62nd Terr.

Thank you,

---

Linda Wade and John Peele

6383 Rosewood

We support repairing the planters.

---

Dear Laura,

I am very much opposed to removing the planters. I've lived here for 27 years and the planters have added beauty to our neighborhood for a long time. They also cut down on unnecessary traffic through the neighborhood.

I cannot think of any good reason to remove the planters now. They are not causing any harm by being there.

Thanks for letting me share my opinion.

Patricia Eccles

5105 W. 62nd St.

Respectfully,

---

We will not be able to attend the meeting tonight, but want to express that we want them fixed, not removed.

We are very much opposed to the removal of the planters ! We have lived here on 61st Terr for 47 years and have never heard of a problem with access to The homes in this area by police, fire or ambulance service and find it to be very troubling after this many years. With the respect to the police chase, maybe It should be considered that the fact is if the planters were not there, the house right behind may have been it and someone hurt. They were originally put in As a safety for our and other children in the area due to cars always driving fast up the street. That has not changed , but would increase the traffic if they were Removed. Also it is hard to understand removing three and here concrete bases instead of just taking a morning to repair a small amount of damage. That in itself Does not make any common sense. Does anyone on the staff that brought this up live in our area, without knowing I would bet not. Do not remove the planters, just take a morning and fix them. It has been to long already with the city dragging there heal.

Robert Pinnick

4827 61st Terr.

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Ms. Smith,

I apologize for the delay in writing this email. I received a notice about the Public Meeting that was held on the 29th in regard to the planters located on Hodges Drive at 61st Terrace, 62nd Street, and 62nd Terrace. While I assume there has already been a decision made with regard to the planters, I did want to voice my opinion on this matter in case there hasn't been a decision yet.

I live at the end of Juniper Drive, close to the Bank of America. My concern is solely to do with traffic on our street. I have two young children, and one was almost hit by a speeding car going past our driveway. While I know I have a responsibility to teach my children to stay out of the road (he's 2 and was in our driveway running after a ball), I have seen far too many people speed by my house to cut through and get to the stoplight for Shawnee Mission Parkway. Removing the planters concerns me as I fear increased traffic of other drivers trying to cut through our neighborhood and an increased risk for my children's safety.

I would prefer the planters to stay. If they are removed, will the city consider putting in speed bumps on Juniper Drive? Or consider some other signage to help with this problem? The only thing my husband and I dislike about our location is the traffic, specifically on Juniper Drive (not 60th Terrace). We are considering moving in the near future because of this and this alone. Do you have any solutions that could be implemented should the planters be removed? Or, frankly, even if they stay?

I appreciate your time.

Thank you,  
Jenna Patterson

Jenna Patterson

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Ms Laura Smith,

With regards to the removal of the planter boxes on discussed streets, I request that they not be removed. I currently own three houses in the affected neighborhood; 61st Terrace and Juniper. The multi-family zoned area fed via Rosewood and Ash has an impressive amount of per capita compaction; population. Shawnee Mission Parkway is also a concern with Hodges Dr directly feeding it; cut through.

Hypothetically speaking, per appraisal standards and considering the possibility of worst case scenario, removal of the planters could very well depreciate home values currently insulated from the compacted multi family area as well as Shawnee Mission Parkway traffic.

Lastly and arguably the most concerning, Highlands Elementary students travel by foot in the area; established walkway until they reach Cedar. Again, the increase in traffic will become an issue and increase the already present danger for children commuting by foot and without sidewalks.

If funding is an issue for maintenance and/or replacement, I would happily contribute to a targeted fund specific to the discussed planters.

Let me know how or what I can do to ensure they remain. If my fears of traffic are correct and the planters are removed, I also fear it will only be a matter of time before they get put back in.

Thanks for your time as well as opening channels for feedback.

Sincerely,

Travis Lyon  
Hutch Residential, LLC  
HutchResidential@gmail.com  
816-682-1986

Travis Lyon

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John,

Thanks for speaking with me today. As previously mentioned over the phone, I'm very frustrated with the meeting being cancelled since I cut my vacation short in order to attend. I'm also frustrated that the letter that was sent out did not include details other than the erroneously planned date. What time, and where the meeting was to be held was omitted. I'm sure this was in error, but the perception is that information is purposefully being withheld.

I'd like to take a moment to address concerns other than the letter that was sent. Property values will fall of these planters are removed. Studies show that properties located in cul-de-sacs are valued higher than those that aren't. How would you feel as a homeowner or property owner of the value of your property was reduced by 20%?

If there is a concern for public safety, the amount of traffic incidents would rise. People will end up using our streets as short cuts, and if they use them as short cuts, they are intending to beat traffic, lights, and stop signs. Admittedly, as an aggressive driver, if I am using a short cut, I know am not likely to obey the posted speed limit. This has already been witnessed over my 8 years of residence on 62nd Terrace, where people constantly speed up the street, only to be met by the planters, after which they pull around in our driveways and then speed off in the other direction. Also, in a small neighborhood where there is little parking available, residents take advantage of street parking. Cars parked on the street will become susceptible to being damaged. There will be more intersections, which is where most traffic collisions occur. Children who are playing in the area, and pedestrians who may take a casual stroll will be at risk of injury. I'd like to also add, there was never much of a discussion about the planters until someone ran into them. I'd prefer they run into the planters than running into a child, my dog, myself, my car, or my house. Had that planter not been there, it could've done worse damage, and in inclement weather, the households on the corners would be more at risk than ever. If someone is speeding west on 62nd Terrace and there's black ice, the houses on Hodges may as well be marked with a bullseye. In addition, increased traffic leads to more burglary and vandalism.

As far as first responders are concerned, luckily the fire department is located east of the planters, and seeing how the planters are on the west side of the street, the only inconvenience for them should be turning around, which should be easier nowadays with the rear tires that are able to turn to decrease the turn radius. I don't see how this inconvenience is any different than servicing a cul-de-sac. If our street isn't up to fire code, then how are cul-de-sacs any different. If the emergency warrants it, aren't emergency vehicles capable of driving through people's yards if need be? I know it's not ideal, but I think the trade-off for "if and when" it might be necessary is justified.

The quotes listed in the letter bother me, because I feel that the individuals quoted may have been pressed for their opinions, and offered them willingly as to "play in the sandbox". The reason I feel this way is because every year when we have a block party, a representative from the city asks us if we want to keep the planters. It seems someone somewhere has an agenda or grudge against these planters. Why? Back to the question that is purposed during our block parties, every year the answer on our street is a resounding yes in favor of keeping them. They ask why. Everybody has reasons as to why when pressed for their thoughts.

I mentioned previously that I've lived here for 8 years. When I first moved in, I despised the planters because of my aggressive driving habits and wished to shave a whopping 60 seconds off of my daily commute. After a few short months, I embraced them. They have created a community atmosphere, a safer environment, beautify the neighborhood, keep property values high, and cut down on traffic.

I hope that you and the powers that be agree to let them stay. You mentioned that you received a lot of feedback. Some for, some against. I've spoken with many neighbors about the planters, and I've yet to speak with someone who is against having them. I'm happy to hear what others with an opposing opinion have to say.

Thank you for your time. I look forward to meeting with you whenever the meeting is rescheduled.

In the meantime, here is a link to an interesting article I hope you take the time to read. I believe Kelly and Kathy Pinkham may have shared that Minnesota University did a study that found that there is empirical evidence to prove some of the claims I mentioned and are listed in said article.

<http://www.thebarkerteam.com/advantages-of-living-on-a-cul-de-sac-in-fountain-hills-arizona/>

Thanks again for your time, John.

Jay Culkin  
(845)380-yeuo  
4835 W 62nd Terrace  
Mission, KS 66205

Jay Culkin  
jculkin85@gmail.com

4835 W 62nd Terrace

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JOAN TAYLOR  
4810 West 62nd Street  
Mission, Kansas 66205

RECEIVED  
SEP 21 2018

September 18, 2018

Honorable Ronald Appletoft, Mayor  
City Council Members  
John Belger, Director of Public Works  
City of Mission Kansas  
6090 Woodson Road  
Mission, Kansas 66202

Re: Removal of Planters on Hodges at  
61st Terrace, 62nd Street and 62nd Terrace

This letter is in response to a flyer found attached to my mail box (copy enclosed). This document states half-truths and only opinions of the writer, Susie Genova, as listed below:

- **For nearly half a century our neighborhood has been secured by some form of barriers**

Security was not the original reason for the installation of metal and wood barriers. These were installed to keep heavy equipment away from residential streets when Lido Villas was being constructed. The barriers were to be removed upon completion of the Lido Villas Project and anticipated building of single family residences along Hodges, which construction was completed in 1979. The reference to a half century is a little broad. However, the barriers were not removed and were replaced with the present planters. The City was to plant flowers and maintain the planters which was done initially but not for long. The flowers soon died from lack of care and then some really ugly bushes were planted.

- Suddenly the City of Mission wants to open our streets.

This is not a sudden decision. The letter to Residents and Property Owners dated August 15, 2018, set out the original reason for the placement of the barriers and that these planters have been a City concern for a number of years.

- [City of Mission wants to] open our streets → to heavier traffic

There possibly may be a slight increase in traffic on Hodges as result of removal of the planters. Egress to Shawnee Mission Parkway and access at the juncture of Shawnee Mission Parkway and Hodges is Eastbound only unless, of course, every resident on the three streets involved would all want to go east from Hodges at the same time which is improbable. Certainly traffic will not increase on the three other streets involved. Traffic from the West on Shawnee Mission Parkway onto Hodges could increase; however Nall Avenue is a main exit going south. Again it would be the residents on the three other streets involved. Again, it would take all residents in the affected area

wanting to exit from the West onto Hodges from Shawnee Mission Parkway at the same time. Not likely.

- [City of Mission wants to] open our streets ... to a higher potential for crime

I have been unable to ascertain the basis which might lead to this amazing pronouncement

- [City of Mission wants to] open our streets ... and lower property value

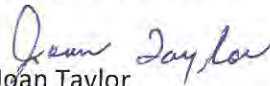
In a telephone conversation with the Johnson County Appraiser regarding this pronouncement I was advised that closed or open streets at the end of 61st Terrace, 62nd Street and 62nd Terrace are not a factor in determining property values.

In conclusion, from reading "Keep Our "Streets Safe" that this is a self-serving attempt to maintain the status quo for the benefit of one person with no consideration for the other residents of this area. The Internet indicates that this property has an estimated value of \$365,000 to \$404,200 which is 102.10% greater than the median listing price of \$200,000 for the Mission Area. The Kansas Secretary of State Records list Fast Lane Speed & Rod Shop at the same address of residence 6130 Hodges, Mission, Kansas owned and operated at that location by Jack Genova. Jack Genova is the owner of both the residence and business.

I have no idea how effective this flier will be for support of Ms. Genova's position concerning the planters. I hope that the responsible parties making a determination of this matter will take into account that this information distributed to residents has no basis in fact. Any such supporting statements should be disregarded since said support has been based on someone else's opinion and not on fact.

Thank you for your attention to this matter.

Very truly yours,

  
Joan Taylor



# KEEP OUR STREETS SAFE!

Dear Neighbor,

For nearly half a century, our neighborhood has been secured by some form of barriers along Hodges. Suddenly, the city of Mission wants to open our streets—open them up to heavier traffic, a higher potential for crime, and a lower property value for you.

We cannot let that happen.

Please take a moment to sign the petition below and return to me, Susie Genova, at 6130 Hodges in the bin on my front porch. Or phone/text me at 913-575-7311 and I will be happy to come pick it up. Thank you!



I am a resident of Mission. I live on a street benefiting from the planters on Hodges. I do not want the planters removed. I do not want the streets opened.

date _____

signature _____

full name printed _____

street address _____

Mission, Kansas 66205

I own the home

I rent the home

contact information/optional _____

spouse or co-owner living in the home _____

signature _____

full name printed _____

contact information/optional _____

Anything you would like to say to the city council and mayor—please use the back of this sheet.



**City of Mission**  
**Hodges Planters - Neighborhood Meeting**  
**November 29, 2018**  
**6:30 p.m.**  
**Sylvester Powell, Jr. Community Center**

**AGENDA**

1. Welcome and Introductions
2. Background and History
3. What are the City's concerns and considerations?
  - a. Public Safety access (police/fire)
  - b. Efficiency and safety for other service vehicles (snow plows, trash trucks, delivery vehicles)
  - c. Safety and liability for all other vehicles
  - d. Planters are not an acceptable traffic control measure
  - e. What is the appropriate balance between best practices and neighborhood preferences?
4. What are the resident concerns and considerations?
  - a. Increased traffic
  - b. Pedestrian/cyclist safety/child play
  - c. Neighborhood safety/crime prevention
  - d. "If it's not broke, then don't fix it."
  - e. Others?
5. Next steps
  - a. Staff will be working with traffic engineer and others to explore options to the existing barricades
  - b. Recommendations and options will be presented for discussion at the January 9, 2019 Community Development Committee meeting.



**MEMORANDUM**

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**Date:** September 4, 2019  
**To:** Mayor and City Council  
**From:** Laura Smith, City Administrator  
**RE:** Deannexation - NE Corner Johnson Drive/Roe

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Since December of 2018, the City has been in conversation with officials from Roeland Park regarding the potential deannexation at the northeast corner of Johnson Drive and Roe. The information below provides a status update on this issue.

December 2014      Mission/Roeland Park execute an interlocal agreement outlining shared goals related to the development options for land at the northeast corner of Johnson Drive and Roe Boulevard. While not binding on future Councils, the interlocal does express the shared objectives. As a result of changes in City Administrators, Mayors and other members of the working group, this process didn't move forward as originally planned, but Mission has continued to approach the redevelopment of this corner with the same fundamental principles. The interlocal agreement is attached.

At some point between 2014 and 2018, Roeland Park purchased the KDOT ROW (primarily located in Mission) in order to provide additional land area for redevelopment at this site. We understood this ROW was purchased for approximately \$50,000.

December 2018      Roeland Park Mayor Mike Kelly and City Administrator Keith Moody make a presentation to the Mission City Council at the Finance & Administration Committee meeting requesting that Mission deannex that portion of the development site located in our corporate boundaries. Roeland Park offered to pay the costs associated with the deannexation process and suggested that the transaction would be financially beneficial to Mission because Roeland Park would assume 50% of the traffic signal costs at the Johnson Drive/Roe Intersection since two signal poles would now be located in their city. Information was presented regarding the fact that Mission has paid 100% of the signal costs since its installation in 2003 even though one of the signal poles (25%) are currently located in the City of Roeland Park. Mission advised they would take the offer under advisement. A copy of the presentation provided by Roeland Park and the minutes of the Committee meeting are included in the packet.



## MEMORANDUM

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January-April 2019 Mayor Appletoft and Mayor Kelly engaged in several conversations regarding the deannexation issue. Mayor Appletoft advised that the December 2018 proposal from Roeland Park was not acceptable to the Mission Council. They felt there should be more value for Mission in giving up a portion of the City. Mayor Appletoft requested an updated proposal from Roeland Park on several occasions.

June 2019 Although Roeland Park continued to ask about the status of moving the deannexation forward, they were not willing to provide a revised proposal regarding potential financial benefits. They continued to point toward the December 2018 proposal as what they believed was a sufficient benefit for Mission. In an effort to move the conversation forward, a proposal was provided to Mayor Kelly and Keith Moody (see attached). Generally, the proposal included the following:

- City of Roeland Park would pay Mission \$125,000 either in one lump sum payment, or in equal payments over a 3 year period
- Roeland Park would pay the costs of the deannexation process
- Roeland Park would assume 50% of the signal costs following deannexation
- Mission would have the right to reasonably review and approve the development plans
- Roeland Park would require the developer to install public art on site rather than allowing for a contribution to the public art fund
- If we could not reach agreement on deannexation, Roeland Park would agree to assume 25% of the signal costs going forward

Mayor Kelly acknowledges receipt of the offer letter and advises that the Roeland Park Governing Body has taken it under advisement. He asks that Mission wait until Mr. Moody returns from an out of town trip for Roeland Park to respond to our "narrative and offer." Mr. Kelly also advises that a developer seeking to purchase the property would like to move forward as soon as possible and would like to initiate the development processes in both cities.



## MEMORANDUM

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July 2019                      Roeland Park holds a special City Council meeting on July 1 where one of the items on the agenda is to accept the terms of a land agreement for the sale of the property at the NE Corner of Johnson Drive and Roe. The sales price was \$1,201,054 or approximately \$446,322.56/acre.

Our land use attorney was contacted by Roeland Park's attorney on July 10 asking to discuss the deannexation issue to see if it could be "moved forward." In a conversation the following day we were advised Roeland Park was agreeable to all of the points of the June letter, except for the amount of the monetary request, and responded with an offer of \$10,000.

August 2019                      There were on-going conversations regarding the deannexation process. Since Roeland Park now had a developer who was willing to go through two planning and zoning processes, and the cities seemed to be so far apart regarding a reasonable or acceptable financial solution, the need for the deannexation may no longer exist. Roeland Park's attorney acknowledged that he believed Roeland Park had committed in 2018 to assuming 25% of the signal costs going forward and would request a letter from the City advising of same. In a follow-up conversation the last week of August, Roeland Park's attorney advised that no letter would be provided unless Mission agreed to move forward with the deannexation. This was confirmed in a conversation with Keith Moody.

The developer has submitted plans for review and consideration by Mission's Planning Commission and City Council. The portion of the project that would be located in Mission would be parking to support the two-story medical office building. The project will require a rezoning and approval of the preliminary/final development plan, and is scheduled for the September 23 Planning Commission meeting.

We are discussing this item tonight so that we may formally respond to Roeland Park's counter-proposal for the deannexation which includes:

- \$10,000 in cash
- Payment of 50% of signal costs going forward (approximately \$36,000 annually)
- Pay for 100% of the costs associated with the deannexation process.



**MEMORANDUM**

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Mission’s June proposal has been characterized as unreasonable or unrealistic, however, the price per acre costs for the land sale and the valuation of stand alone parking lots elsewhere in Mission would suggest otherwise:

NE Corner Johnson Drive/Roe:	\$446,322/acre
5655 Broadmoor, Mission:	\$211,390/acre
Parking north of Arbys, Mission:	\$350,033/acre

Mission has never suggested that the value of the deannexation process be calculated on a per acre basis. We recognize that the 0.7 acres in Mission is not developable independent of the entire site. We do believe that the parking anticipated to be developed on that portion in Mission allows for a bigger and better overall project that will benefit Roeland Park, Mission and the entire northeast area. While difficult to quantify, we feel that does add value to the project.

Depending on the final valuation of the development project by the County, if we do not deannex, Mission will receive some incremental property tax revenues from the parcel, and we would assess a stormwater utility fee on the parking area. While not the “cleanest” solution for the property owner in the long-term, it is something Mission is comfortable with.

Mission has never approached the conversations surrounding redevelopment of this property with the goal of trying to “leverage” the situation. The concerns expressed by Council stem entirely from Mission having borne the entire cost of the traffic signal for the last sixteen years. Assuming our cities “agree to disagree” on the issues related to deannexation, asking Roeland Park to assume the portion of the signal costs for the equipment currently located in their City from this point forward seems reasonable. However, as recently as this morning, we have been advised that it remains their position that they will not take on any costs associated with the signal unless Mission agrees to the deannexation terms.

KCPL has advised that without a specific letter of authorization, Mission does not have the ability to shift any portion of the signal costs to Roeland Park.

**Option 1**

Accept Roeland Park’s terms for deannexation which provide the following estimated benefits to Mission: \$10,000 cash, annual savings of approximately \$18,000 indefinitely.

**Option 2**

Reject the deannexation terms, allow the property to be developed in two cities and realize property tax and stormwater utility revenue annually. Property tax revenues are estimated at



## MEMORANDUM

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\$500 - \$2,000 annually depending on the final appraised value, and an annual stormwater utility fee of \$1,500 - \$2,000. Without their permission, the City will not have the ability to apportion any share of the signal costs to Roeland Park.

**INTERLOCAL AGREEMENT BETWEEN THE CITY OF MISSION, KANSAS AND THE CITY OF ROELAND PARK, KANSAS ("THE CITIES") TO EXPLORE DEVELOPMENT OPTIONS FOR LAND AT THE NORTHEAST CORNER OF JOHNSON DRIVE AND ROE BLVD**

**Recitals**

- A. Prior to 2003, the site at the northeast corner of Johnson Dr and Roe Ave was part of the Shawnee Mission Parkway/Johnson Dr/Roe Blvd interchange/off-ramp system. Upon completion of road improvements that reconfigured this intersection, surrounding parcels were conveyed to various parties.
- B. Parcels to the intersection's northeast, the "Development Site", are currently under the ownership of the City of Roeland Park. Extended Right of way (ROW) to the northeast of Johnson Drive and Roe Blvd remained part of KDOT's ROW, but partially within the Cities of Roeland Park and Mission. Approximately 70% of the development site is within the City of Roeland Park and about 30% is within the City of Mission.
- C. Both Cities have expressed an interest in potentially pursuing private development of this land.
- D. Development at this location is a realistic and achievable proposition, although a number of challenges have to be addressed in order for this to become a reality.
- E. Some of these challenges include :
- The largest portion of the site is split between Roeland Park and Mission which requires complex coordination with both entities prior to sale and development of the site.
  - A large percentage of land is KDOT Right-of-Way, and would have to be vacated by KDOT to both Cities. There may also be a cost to the Cities or an eventual developer to acquire this land.
  - Utility relocations, drainage, restrictive covenants.
  - Proximity to existing owner occupied single family homes.
- F. The Cities have indicated an interest in pursuing a joint process whereby the Cities work together to 1) develop consensus on a development vision for the site; 2) pursue joint Request for Proposals and negotiated sale of land to a private interest; and, 3) manage the zoning entitlement and permitting process. This cooperative effort will ultimately benefit residents from both Cities.

**Agreement - Terms (DRAFT)**

1. Both Cities agree to strive for development concepts that derive economic benefits to both Cities that although not necessarily equal, are nonetheless proportional in magnitude and revenue. This could be accomplished by strategic placement of development, tax-sharing



agreements, or other methods.

2. A Steering Committee, made up of not more than two members of the Governing Body and two Planning Commissioners from each City, in conjunction with Staff from both Cities, will jointly make up a "Management Team" to guide this process. The role of the Management Team will be to identify options and make recommendations to the Governing Bodies of both Roeland Park and Mission.
3. City of Mission Staff will administer the project, in consultation with Roeland Park Staff. Project administration will include, but is not limited to: coordinating schedules, calling meetings, preparing for meetings/presentations, researching information requested by stakeholders, coordinating with KDOT, and RFP document preparation. Roeland Park and Mission City Staff estimate a total of 260 hours of Project Management in Phases 2 through 4. The Cities anticipate an estimated 70% of that time will be incurred by the City of Mission staff (182 hours) and 30% of that time will be incurred by the City of Roeland Park Staff (78 hours). See Exhibit A.
4. Given a combined billing rate of \$75 per hour, total project costs are estimated at approximately \$19,500. Each City will cover 30% of the total estimated costs, and the City of Roeland Park will pay the City of Mission 40% of the remaining estimated costs, in an amount of \$7,800. Project administration costs will be made in eight monthly installments (\$975.00) beginning January 31, 2015. The City of Roeland Park will also reimburse the City of Mission (invoiced quarterly) for 70% of any material and supply costs.
5. Roeland Park and Mission will keep an accounting of staff time and material costs spent on the project. Both cities reserve the right to request adjustments to scope of work and/or compensation if initial staff time estimates or scope of work varies significantly from Exhibit A.

IN WITNESS WHEREOF, the parties hereto have duly executed this instrument the day and year first above written.


City of Mission

By:   
Steve Schowengerdt, Mayor

ATTEST:

By:   
Martha Sumrall, City Clerk

APPROVED AS TO FORM:

By:   
Dave Martin, City Attorney

City of Roeland Park

By:   
Joel Marquardt, Mayor

ATTEST:

By:   
Kelly Bohon, City Clerk

APPROVED AS TO FORM:

By:   
Neil R. Shortlidge, City Attorney

## Exhibit A - Project Scope and Timeline

### Phase 1: October ~ December 2014: Draft and Formalize Interlocal Agreement

- Select City Management Team and Development Process

### Phase 2: January - April 2015: Develop consensus around development vision for site

- Steering Committee led, including "touch points" with City Council/Planning Commissions
  - Set definition of site development vision dictating future development goals. Develop joint City Council Resolution which dictates land use/planning and zoning goals for site.
- Develop consensus vision for site
  - Update on previous visioning and long term planning work and current conditions
  - What's should drive development? What's the end goal?
    - Tax base enhancement and revenue generation? (Sales and Property Tax, Land Sale)
    - Housing and/or employment options?
    - Lodging and/or entertainment, pedestrian friendly development and/or mixed use?
    - Green space retention and best practices stormwater management?
    - Proximity to single family housing?
    - Cost to assemble parcels
  - Assistance by MARC (Envision Tomorrow & Visualization Tools)
- Strategize on process to acquire excess KDOT ROW to consolidate parcels
- Strategize on Comprehensive Planning/Zoning/Building Permitting Process
- Formalize into Joint Resolution and present to City Councils for approval.
- Assumptions: Three (3) Steering Committee Meetings. Two (2) City Council/Planning Commission presentations.
- Total Phase 2: 40 hours.

### Phase 3: May - July 2015: Pursue Development Project and Implement Vision

- Vacation of Right of Way to "Developable Right of Way". (Both Mission and RP)
  - Initiate KDOT ROW Appraisal & ROW Acquisition Process
- Concurrent issuance of Joint City Request for Proposals (RFP)
- Steering Committee interview/selection of developer to pursue purchase and development.
- Assumptions: KDOT ROW Appraisal/Acquisition: Preparation, approval and issue of Request for Proposals (RFP): Interviews & Selection. Three (3) Steering Committee Meetings. Two (2) City Council/Planning Commission presentations.
- Total Phase 3: 120 hours.

### Phase 4: August 2015 - (Open): Negotiate Sale Agreement with Developer

- Negotiate Agreement(s) with selected developer
- Pursue Zoning/Plan Review through both PC's/CC's: Comp Plan and Property Zoning Designation
- Once approvals are in place, sale of land to Developer
- Assumptions: Negotiate Agreements: 20 hours. Planning & Zoning: 60 hours. Sale of Land: 20 hours. One (1) Steering Committee Meeting. Four (4) City Council/Planning Commission presentations.
- Total Phase 4: 100 hours.

### Post Development Coordination/Sale of Land

Initiate Plan Review/Building Permitting/Inspections per Interlocal Agreement



## City of Roeland Park

4600 W. 51st Street  
Roeland Park, KS 66205  
(913) 722-2600

---

November 1, 2018

City of Mission  
6900 Woodson Road  
Mission, Kansas 66202

Re: *Request for De-annexation of Property*

Dear Honorable Mayor Appletoft and Council Members

This letter is to propose a corporate limits boundary modification between the City of Mission, Kansas (“Mission”) and the City of Roeland Park, Kansas (“Roeland Park”). The realignment of Johnson Drive at the Northeast corner of Roe Boulevard and Johnson Drive by the Kansas Department of Transportation (“KDOT”) created a slice of land that is located in Mission which is part of a lot principally located in Roeland Park. Previously, the alignment of Johnson Drive followed the current corporate boundary between Mission and Roeland Park. Realignment of Johnson Drive created an area of approximately .7 acres, which is sandwiched between Johnson Drive and the northern boundary of Mission’s city limits. This property is owned by Roeland Park and is part of a 2.7-acre lot that could be developed to enhance the gateway for both Mission and Roeland Park. The Northwest corner has been redeveloped in Roeland Park with a high-quality bank and hospital. The Southwest corner is under redevelopment as the Mission Gateway project.

Attachment A, the Northeast corner, reflects the property owned by Roeland Park including the current corporate boundary shared by Mission and Roeland Park (in red) and a proposed corporate boundary (in green). Changing the location of the boundary as proposed clarifies authority over site design, zoning, building plans and on-going code enforcement of the property. It also simplifies the review and approval process (to one vs. two) for development on the site, leading to timelier cost-effective development that will contribute to the critical mass of the revitalization currently occurring at this intersection.

Representatives from both Cities have discussed how to best align our boundaries in this area. The simplest and most effective approach is for Mission to de-annex the small parcel identified on Attachment A, which would then be annexed by Roeland Park. This change would allow the entire parcel owned by Roeland Park to be within its own municipal boundaries. The process to de-annex the parcel from Mission and annex it into Roeland Park is straight forward.

Pursuant to K.S.A. 12-504 and 12-505, Mission would consider a petition from Roeland Park as property owner for de-annexing the land. A public hearing would be held to consider the annexation and include a description of the legal boundaries.

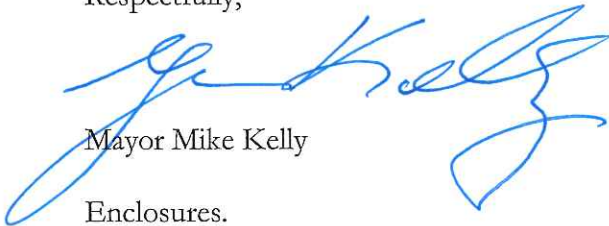
Once the de-annexation has been approved, Roeland Park can annex the parcel into its City boundaries with an annexation ordinance. *See* K.S.A. 12-520.

Timing for this transfer process could begin with commitment from Mission to de-annex the property. Roeland Park City Council has already considered, and would approve, annexation of the parcel. If the City Council of Mission is willing, a series of ordinances could be prepared which would cause the property to be de-annexed and annexed.

One other consideration resulting from the annexation is that the traffic signal located at Johnson Drive and Roe Boulevard would be 50% within the boundaries of Roeland Park. Therefore, Roeland Park would assume half of the financial responsibility for this traffic signal. The annual cost for the signal is approximately \$36,000. Should KDOT ever convey jurisdiction of Johnson Drive to the cities, that portion of Johnson Drive within Roeland Park would be Roeland Park's responsibility to maintain.

If you have any questions or comments, representatives from Roeland Park would be more than happy to discuss this situation with you. We appreciate your consideration of this request and look forward to continued good relations with your City.

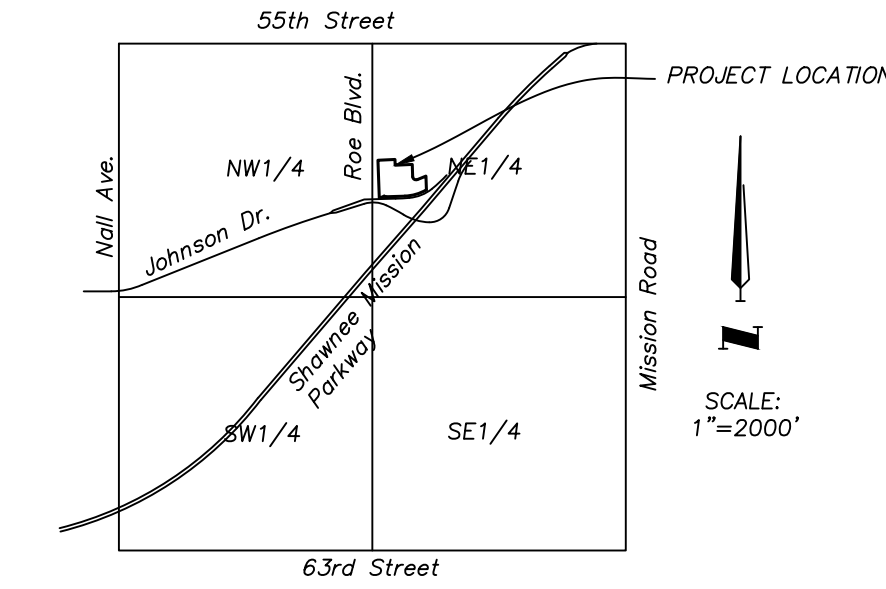
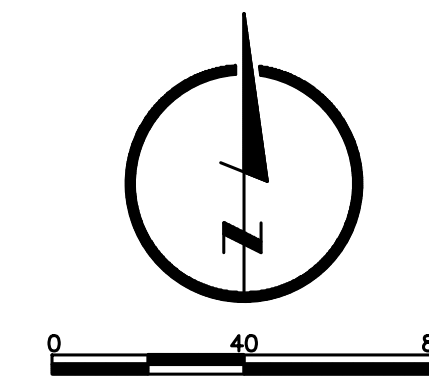
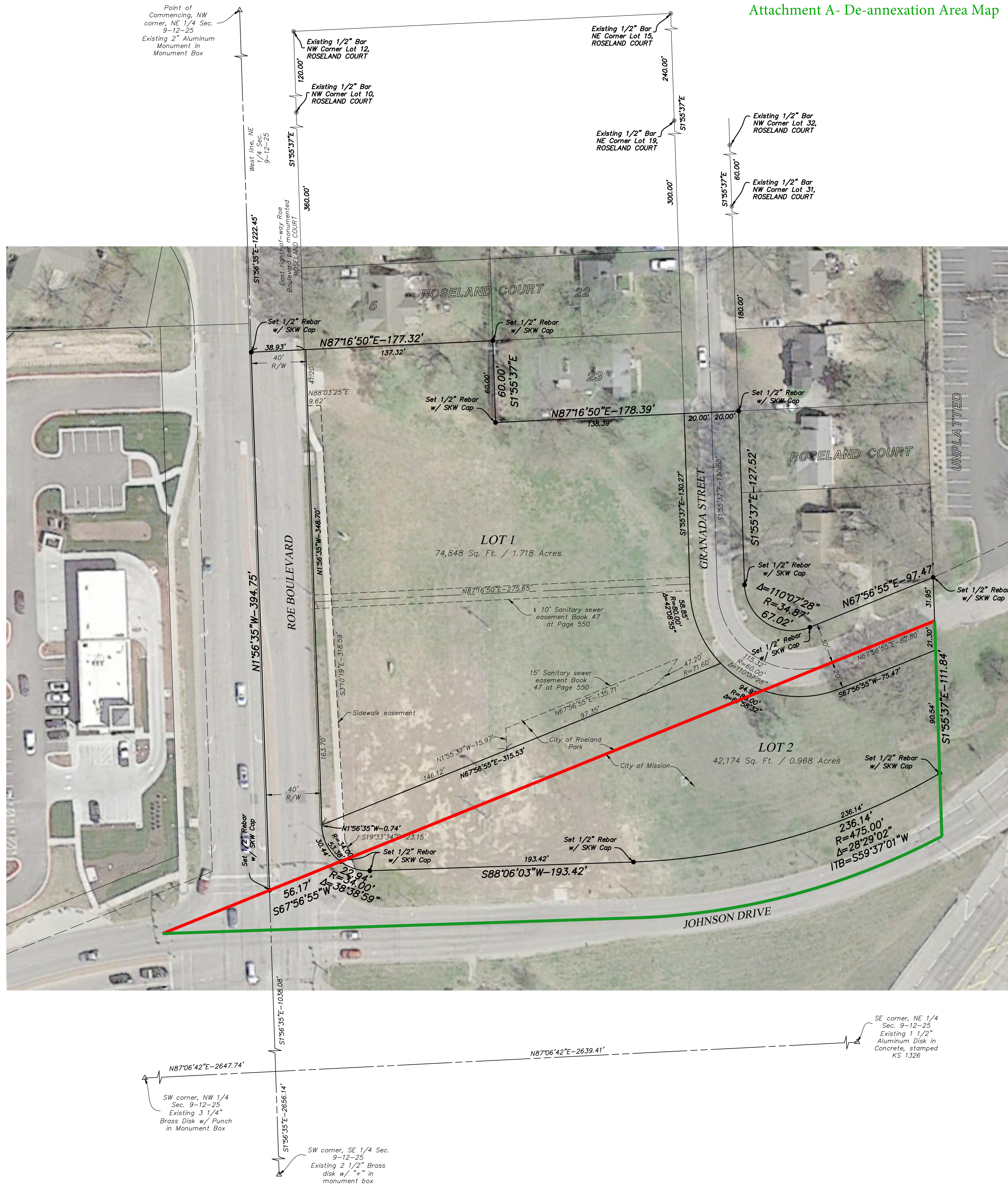
Respectfully,

A handwritten signature in blue ink, appearing to read "Mike Kelly", is written over the typed name. The signature is fluid and cursive.

Mayor Mike Kelly

Enclosures.

# Attachment A- De-annexation Area Map



VICINITY MAP  
SEC.09-12-25

PROPOSED FINAL PLAT DESCRIPTION (NOT DEANNEXATION DESCRIPTION):  
All of Lots 1 thru 4 and Lots 24 thru 26, ROSELAND COURT and all that part of the NE 1/4 of Section 09, Township 12, Range 25, in the Cities of Roeland Park and Mission, Johnson County, Kansas, more particularly described as follows:

Commencing at the Northwest corner of the NE 1/4 of said Section 09; thence S 1° 56' 35" E, along the West line of said NE 1/4, a distance of 1222.45 feet, to the True Point of Beginning; thence N 87° 16' 50" E, along the North line of said Lot 4 and its westerly extension, a distance of 177.32 feet, to the Northeast corner of said Lot 4; thence S 1° 55' 37" E, along the East line of said Lot 4, a distance of 60.00 feet, to the Southeast corner of said Lot 4; thence N 87° 16' 50" E, along the North line of said Lot 24 and its Easterly extension, a distance of 178.39 feet, to a point on the East right-of-way line of Granada Lane (Platted as Walnut Street), as now established; thence S 1° 55' 37" E, along said East right-of-way line, a distance of 127.52 feet, to a point of curvature; thence Southeastly along a curve to the left having a radius of 34.87 feet, a central angle of 110° 07' 28", an arc distance of 67.02 feet, to a point on the North right-of-way line of U.S. Highway 50, as established on said plat of ROSELAND COURT; thence N 67° 56' 55" E, along said North right-of-way line, a distance of 97.47 feet, to the Southeast corner of Lot 27, of said ROSELAND COURT; thence S 1° 55' 37" E, along the Southerly extension of the East line of said ROSELAND COURT, a distance of 111.84 feet; thence Southwesterly along a curve to the right having an initial tangent bearing of S 59° 33' 01" W, a radius of 475.00 feet, a central angle of 28° 29' 02", an arc distance of 236.14 feet, to a point of tangency; thence S 88° 06' 03" W, a distance of 193.42 feet, to a point of curvature; thence Northwestly along a curve to the right having a radius of 34.00 feet, a central angle of 38° 38' 59", an arc distance of 22.94 feet, to a point on the centerline of U.S. Highway 50, as established on said plat of ROSELAND COURT; thence S 67° 56' 55" W, along the centerline of said U.S. Highway 50, a distance of 56.17 feet; to a point on the West line of said NE 1/4; thence N 1° 56' 35" W, along the West line of said NE 1/4, a distance of 394.75 feet, to the true point of beginning.

The above described tract of land contains 147,073 square feet, or 3.376 acres, more or less.

GENERAL NOTES:  
All bearings and coordinates hereon are based on the State Plane Coordinate System, Kansas North Zone, NAD 83, using a CAF of 0.999925158.  
1 meter equals 3.280833333 feet.

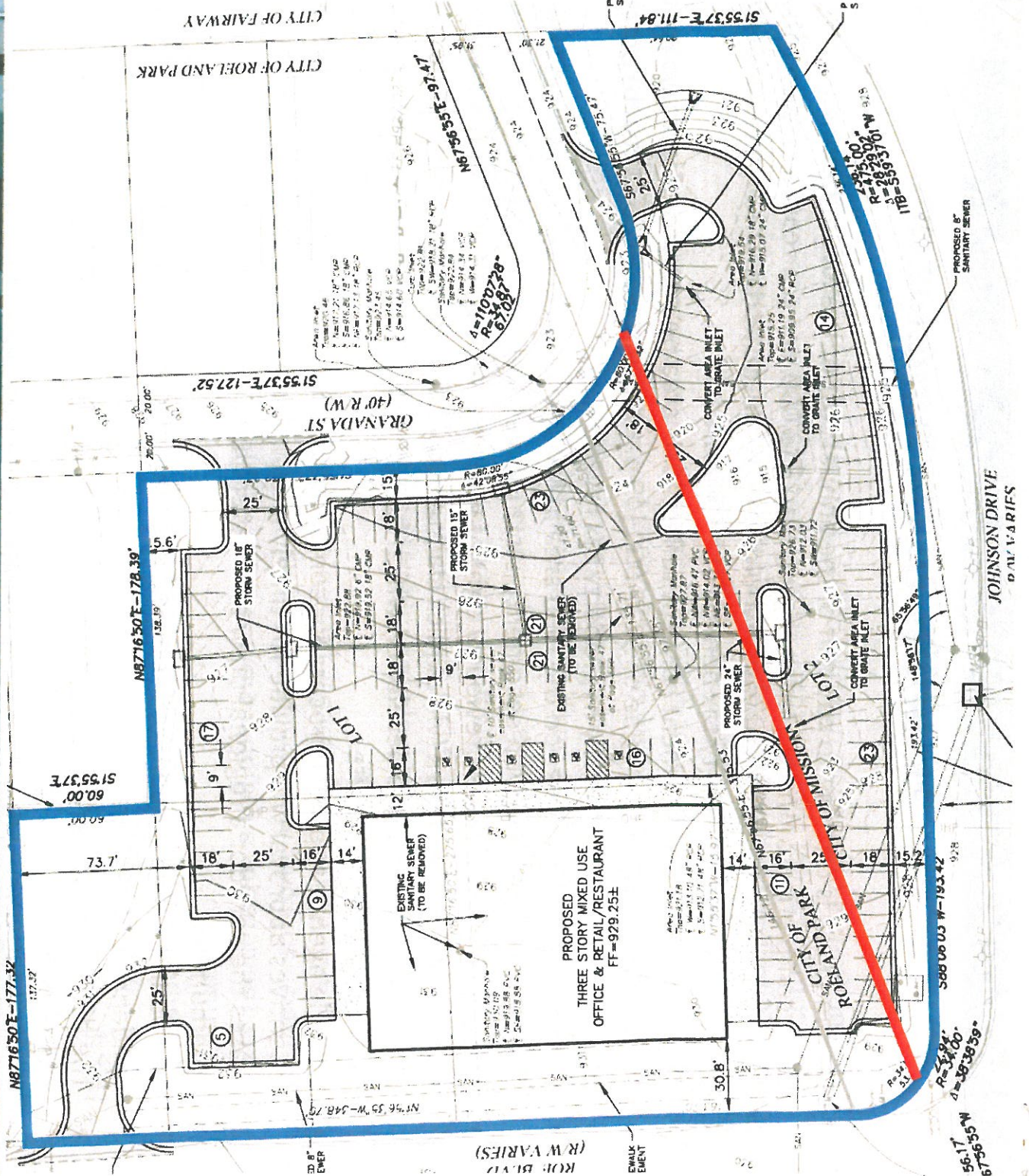
LEGEND:  
— EXISTING CORPORATE BOUNDARY  
— PROPOSED CORPORATE BOUNDARY

DRAWN BY LMM	DESIGNED BY LMM	DATE OCT 2018	JOB NUMBER/TASKS 0318001	BOOK AND PAGE
PERSONS				
9001 State Line Rd., Suite 200 816.361.0440   P Kansas City, Missouri 64114 816.361.0045   F www.LRA-Inc.com				
<b>LARKIN</b>		<b>LAMP RYNEARSON</b>		
NORTHEAST RJ ROELAND PARK, KANSAS				
PROPOSED DEANNEXATION				
JOHNSON AND ROE				
PRELIMINARY				
SHEET				
1 OF 1				

## Benefits of De-annexation

- Roeland Park is offering to pay half of the annual cost of the Roe and Johnson traffic signal upon completion of the boundary change, an \$18,000 per year cost savings to Mission.
- Over \$4 million in appraised value would need to be located on the .7 acre area in Mission to achieve an equal property tax benefit from this area.
- The most likely development concept reflects this area being used as lawn and parking with an estimated appraised value of \$225,000 (45 parking spaces @ \$5,000 each) potentially generating \$1,000 annually in property tax revenue.
- Construction of buildings on the land area in Mission is unlikely due to existing underground: sanitary sewer (along with easement), storm sewer, water mains and electric utility vault.
- The land in Mission was previously right of way, and although KDOT has conveyed the property to Roeland Park (via a quick claim deed), it is not certain that this land can be sold with title insurance to a developer, which further limits what improvements may be located on this portion of the site.
- A single agency approval process for zoning, development plan approval and development incentives approval will provide for timely investment contributing to a critical mass that makes the corridor a regional draw and fosters high quality development, a benefit to both communities.
- The boundary adjustment as proposed has no impact upon the address of an existing residence or business.
- The de-annexation process is simple, cost effective and has a relatively short time frame for completion.
- For clarification, no land ownership change occurs through the de-annexation process, the boundary line merely moves (from red line to green line on de-annexation request map).

# Most Likely Development Layout



(R.W. VARIES)

56.17'  $R=334.00'$   
 $\Delta=38.3859'$   
6756555 W

588 06 03 W-193.42

148.9417' 92.369'

148.9417' 92.369'

148.9417' 92.369'

148.9417' 92.369'

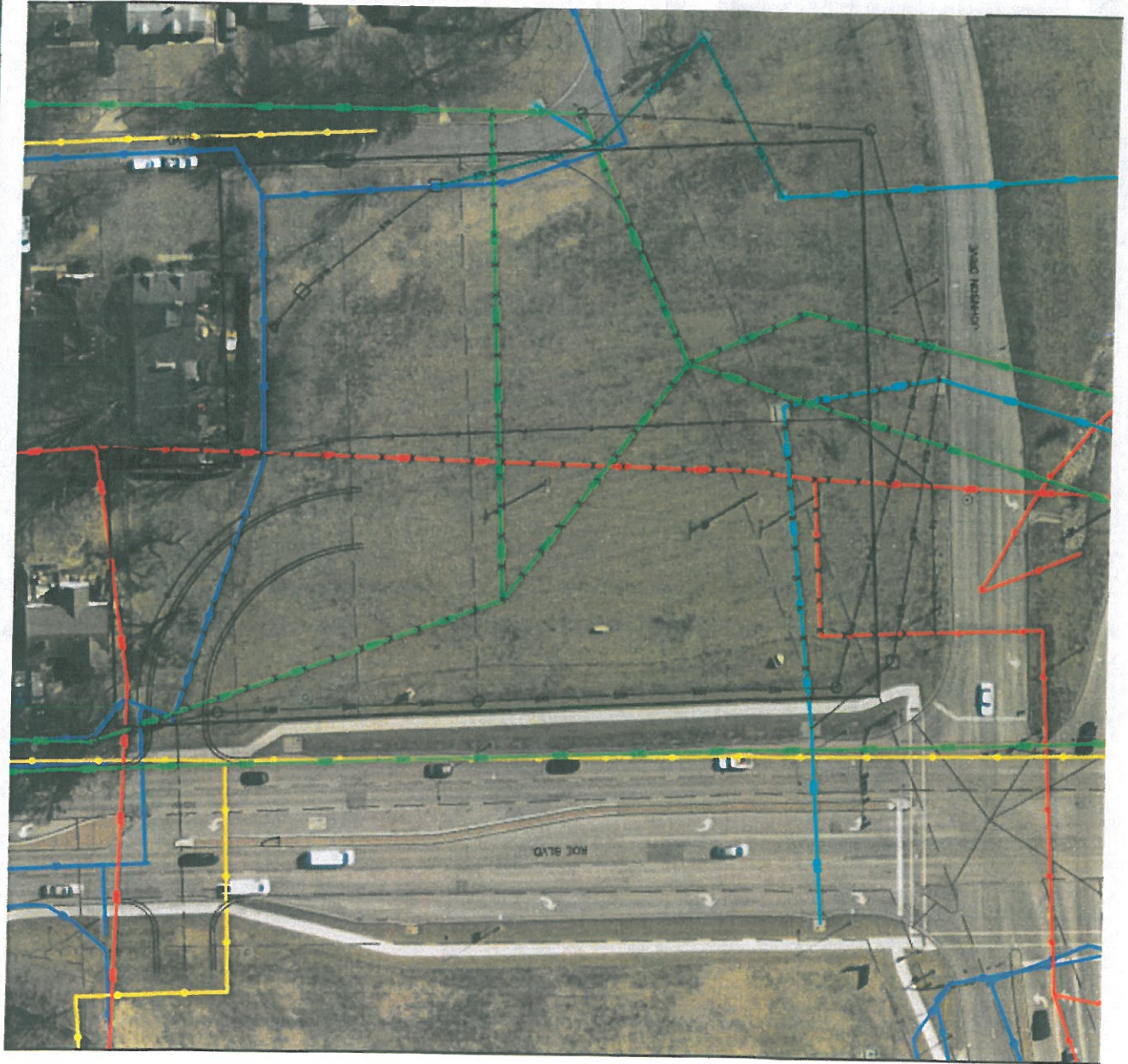
148.9417' 92.369'

148.9417' 92.369'

148.9417' 92.369'

148.9417' 92.369'

# Existing Utilities on Site



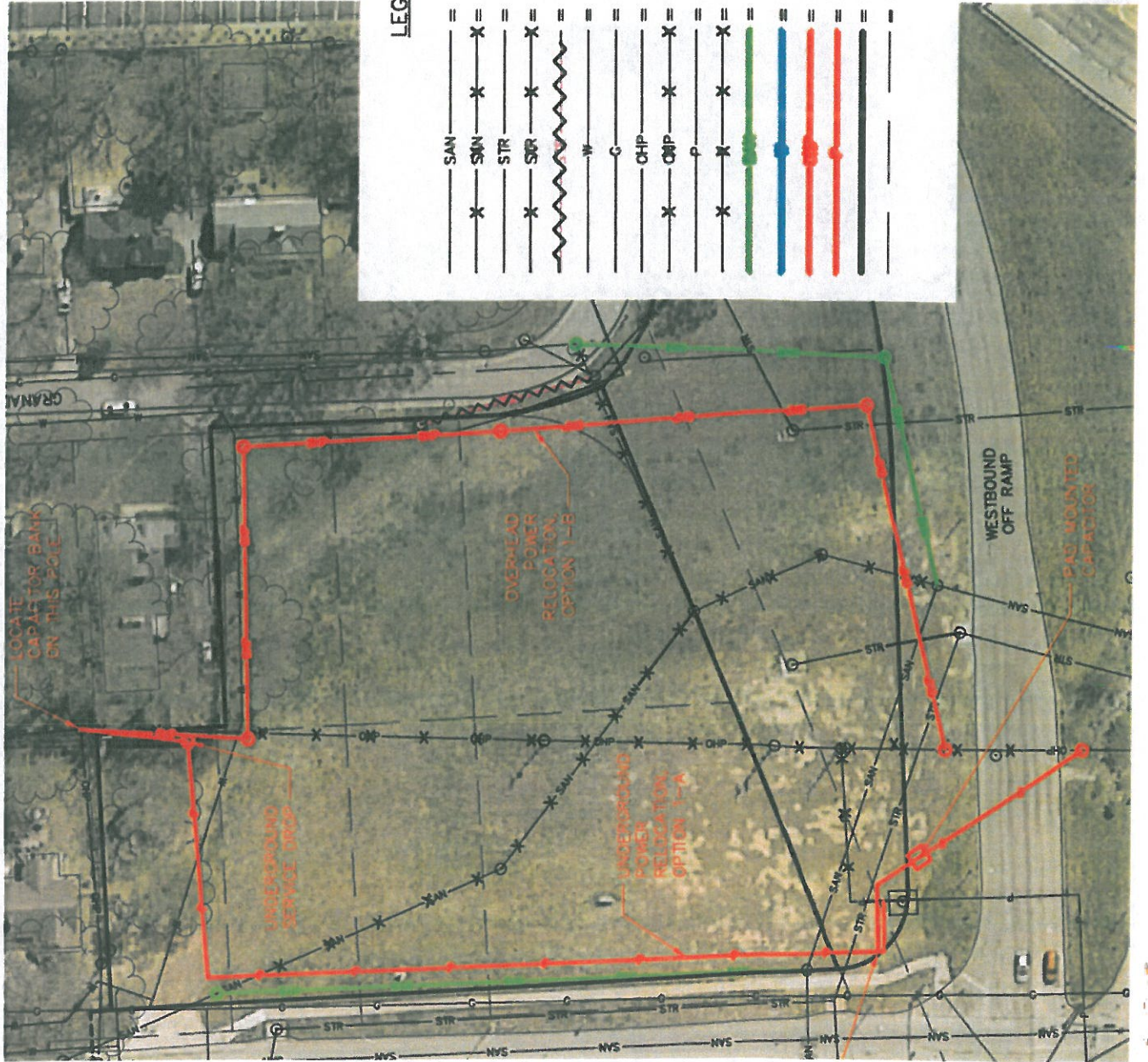
## LEGEND

- EXISTING SANITARY SEWER
- EXISTING SANITARY SEWER (TO BE REMOVED)
- EXISTING STORM SEWER
- EXISTING STORM SEWER (TO BE REMOVED)
- EXISTING WATER LINE
- EXISTING WATER LINE (TO BE REMOVED)
- EXISTING GAS LINE
- EXISTING OVERHEAD POWER LINE
- EXISTING OVERHEAD POWER LINE (TO BE REMOVED)
- EXISTING UNDERGROUND POWER LINE
- EXISTING UNDERGROUND POWER LINE (TO BE REMOVED)
- PROPOSED SANITARY SEWER
- PROPOSED STORM SEWER
- PROPOSED WATER LINE
- PROPOSED OVERHEAD POWER LINE
- PROPOSED UNDERGROUND POWER LINE
- DEVELOPMENT SITE LINE
- EXISTING LOT LINE





# Utility Relocation Plan



## LEGEND

- SAN — = EXISTING SANITARY SEWER
- X — SAN — X = EXISTING SANITARY SEWER (TO BE REMOVED)
- STR — = EXISTING STORM SEWER
- X — STR — X = EXISTING STORM SEWER (TO BE REMOVED)
- W — = EXISTING WATER LINE
- G — = EXISTING GAS LINE
- OHP — = EXISTING OVERHEAD POWER LINE
- X — OHP — X = EXISTING OVERHEAD POWER LINE (TO BE REMOVED)
- P — = EXISTING UNDERGROUND POWER LINE
- X — P — X = EXISTING UNDERGROUND POWER LINE (TO BE REMOVED)
- = PROPOSED SANITARY SEWER
- = PROPOSED WATER LINE
- = PROPOSED OVERHEAD POWER LINE
- = PROPOSED UNDERGROUND POWER LINE
- = DEVELOPMENT SITE LINE
- = EXISTING LOT LINE

## **MINUTES OF THE MISSION FINANCE & ADMINISTRATION COMMITTEE**

December 12, 2018

The Mission Finance & Administration Committee met at Mission City Hall, Wednesday, December 12, 2018 at 6:30 p.m. The following committee members were present: Pat Quinn, Hillary Thomas, Arcie Rothrock, Nick Schlossmacher, Debbie Kring, Kristin Inman, Ken Davis and Sollie Flora. Mayor Appletoft was also present. Councilmember Schlossmacher called the meeting to order at 6:30 p.m.

Also present were City Administrator Laura Smith, Assistant City Administrator Brian Scott, City Clerk Martha Sumrall, Chief Ben Hadley, Assistant to the City Administrator Emily Randel, and Street Superintendent Brent Morton..

### **Tobacco 21 Ordinance**

Ms. Smith stated that Councilmember Davis and Councilmember Thomas asked that discussion of a Tobacco 21 ordinance for Mission be placed on the agenda for consideration. The ordinance would raise the legal age for buying tobacco products from 18 to 21. Possession and consumption by persons between the ages of 18 and 21 would remain legal. She stated that in 2015, the Shawnee Mission School District passed a Statement of Position on Tobacco 21 and supporting local ordinances for this initiative in cities in their district. This issue was discussed in committee in December 2015, but did not move forward at that time. Councilmember Thomas stated that when this was discussed in 2015, involved parties were not invited to speak. There has been a change in councilmembers and Mayor so she would like to revisit this at this time. Currently 10 of 14 Johnson County cities have adopted Tobacco 21 ordinances.

Guest speakers were introduced and invited to speak, including the following remarks/presentations:

- Scott Hall, Greater Kansas City Chamber of Commerce, stated they have been working to promote Tobacco 21 in Kansas City for the past three years. This is part of a broader initiative to make the metro area a destination for health and wellness.
- Dr. Delwyn Catley, Center for Children at Children's Healthy Lifestyles and Nutrition, Children's Mercy Hospital, provided information on the issue stating it is a significant health issue and they are focused on the sale and purchase of tobacco and alternative devices (vaping). Information was provided on the issue of access with younger people being able to get tobacco from those that are 18 years old in their school, the science behind adolescent brains, Kansas' poor rating ("F") for prevention measures, and the targeting of youth by tobacco companies.
- Scott Hall provided information on this initiative that began in a suburb of Boston and the reduction in smoking rates that have been realized. He also provided statistics on how smoking affects the business community which young people will encounter later in life, including absenteeism, productivity, happiness, etc. Use of E-cigarettes has increased

in recent years, and the Juul e-cigarette that is widely used by young people and looks like a flash drive so it is hard to distinguish in schools.

- Elizabeth Ballew and Carolyn Popper, Shawnee Mission East students who contribute to The Harbinger, discussed three stories they wrote on the Juul e-cigarette and its impact on students. They stated that teachers are becoming more aware of these, and discussed interviews conducted with fellow students, the marketing of Juul that appeals to youth, and the potency of the Juul.
- Scott Hall continued to present information on Juul, including the increased level of nicotine they distribute, a map of local communities metro-wide that have adopted Tobacco 21 ordinances, and statistics on what smoking “costs” the State of Kansas (medicaid, etc.).
- Nicole Brown, Johnson County Health and Environment, stated their department has been involved in this initiative since 2015, has been collecting data, and serves as a resource. She also stated many youth do not realize there is nicotine in the Juul and those that use it often go on to use traditional tobacco products. Through data from the yearly community health assessment, they have found that half of smokers in Johnson County try to quit each year, and she feels our best effort is to prevent the start of use at an early age.
- John McKinney, Director of Family Services, Shawnee Mission School District, stated the applauds the efforts of students to bringing awareness to e-cigarettes, and read the school district’s Statement of Position. The school district fully supports the change in age for purchase of tobacco or e-cigarettes to 21.
- Tracy Russell, American Heart Association provided an overview of this initiative state-wide and stated 23 Kansas communities have adopted Tobacco 21 ordinances. Johnson County is the leader in this issue. She stated that the Attorney General has issued an opinion that these ordinances are within a city’s home rule authority, and discussed the case regarding the City of Topeka on this issue that is currently with the Kansas Supreme Court.

Councilmember Davis would like for the City to move forward with this issue and have staff develop an ordinance for consideration. Mission is one of a few cities in Johnson County that has not yet adopted the Tobacco 21 initiative.

Councilmember Schlossmacher opened the floor to public comments.

Jenny Chadwick, Tobacco 21 Western Regional Director provided additional information on the Juul e-cigarette and how they are used, discussed the addictive properties of nicotine, and noted this national movement towards Tobacco 21 is moving quickly with 22 states adopting these regulations.

Olivia Foster, member of RESIST and a task force on this issue, stated she is an advocate for Tobacco 21, provided information on the RESIST program in her high school, the number of

students vaping and the advertising that is directed towards young people, and provided a personal example of her brothers use of e-cigarettes.

Councilmember Davis stated the NEJC Chamber supports this initiative. Councilmember Quinn appreciates hearing from many proponents of the Tobacco 21 initiative, but is interested in hearing from opponents and asked why this has not been adopted state-wide. Councilmember Schlossmacher discussed the legal age in Kansas and stated tobacco use is not yet restricted to those over 21, and the precedent this may set. Discussion continued by the committee on what is legal at the age of 18 and 21, whether there are more effective ways to reduce smoking in teens (raising taxes on tobacco products), the need for more education and prevention programs.

Nick Kelly, Wyandotte County Libertarian party, stated he is opposed to the Tobacco 21 initiative and feels that prohibition never works as there is always the black market and opportunities for other vices. At the age of 18 you can vote, join the military, pay taxes, etc.

Councilmember Kring expressed her concerns with addictive behavior and state awareness begins at home. Discussion continued on the Juul which is highly covert so it is hard to enforce in schools, the precedent that could be set by telling legal adults what they can and can't do, online sales of these products and how to enforce this, and the need for additional funding of prevention programs.

Councilmember Davis stated he would like for Council to direct staff to develop an ordinance for consideration. Councilmember Quinn would like to hold off until there is a decision in the Supreme Court Case, and Councilmember Schlossmacher agreed. Councilmember Thomas expressed her concerns with Mission being one of the final cities to adopt Tobacco 21. The committee again discussed what is and is not legal at the age of 18.

Tracy _____, shared her support for Tobacco 21, stating there is data to show it reduces tobacco use and provided various statistics on other measures to reduce tobacco use in young people. She also provided information on brain development issues and why Tobacco 21 is effective. Councilmember Inman asked if she has worked with the state on this issue and she stated 29 states have proposed increasing the age - Massachusetts passed this law in 2018 and Minnesota may in 2019. She stated the industry is opposed to increasing the age and noted that young people who are addicted at an early age will probably be lifelong users of tobacco.

Ms. Smith stated this is a passionate issue and suggested a worksession for further discussion with additional information. A poll was taken of committee members on whether to have the worksession before or after the Supreme Court decision is available. It was agreed to have a worksession for further discussion of the Tobacco 21 issue late in the first quarter of 2019

This item was informational only and no action was taken.

### **Non-Discrimination Ordinance**

Ms. Smith stated following discussion at the October 3 and November 14 committee meetings, Council directed staff to move forward to draft a non-discrimination ordinance as an action item in December. The intent of the ordinance would be to provide uniform legal protections in Mission prohibiting discrimination in employment, housing and public accommodations on the basis of race, color, religion, national origin, ancestry, sex, sexual orientation, gender identity, age, disability, marital status, familial status, or military status. The ordinance would also provide for and outline a complaint and enforcement process. She provided information on the process to date on this issue, including mailing postcards to impacted stakeholders such as businesses and rental companies in Mission, setting-up a reference page on our website with an online comment form, and public comments at previous committee meeting. Overwhelmingly there has been support for adoption of this ordinance. A redlined version of the proposed ordinance was provided in the committee packet, and she outlined various changes/updates suggested for consideration including whether this would apply to all businesses/rentals or to those with four or more employees, increasing the amount of the penalty to \$1,000, and clarification on the types of complaints that will be investigated by the city.

Frank Bruce, Mission resident, asked how many discrimination complaints there have been over the past year related to this issue. Councilmember Flora stated that there is not currently a law on the books regarding this so there is no avenue for complaint. He expressed his concerns with this ordinance feels that by trying to correct one problem we will be creating another.

The committee discussed whether the ordinance should apply to businesses/rentals with four or more employees and why this number was chosen. Councilmember Flora stated there have been many comments that we do not want to tolerate any discrimination and she would like this number reduced to one (1). Councilmember Schlossmacher stated using four may be tied to the state's definitions. Discussion continued on the number used for the state's level of protections, Prairie Village reducing the number to one in their ordinance, and how Roeland Park has handled this in their ordinance. Mayor Kelly, Roeland Park, stated that they have not had any complaints since adopting their ordinance several years ago. Megan England, Roeland Park resident and one of the co-sponsors of their ordinance, stated when they drafted their ordinance they wanted it to be basic and close to the Kansas Act, but noted that was almost five years ago. She applauds Mission taking a stronger stand and supports reducing the number to any business or rental with one or more employees. Councilmember Thomas agreed, and Councilmember Schlossmacher hopes the state will take this issue on. He does not feel our ordinance should be more restrictive. Discussion continued on keeping the number uniform. The committee agreed to keep the number at four.

The committee discussed the amount suggested for the fine to be imposed. Councilmember Flora supports the \$1,000 fine as it treats this issue seriously and has more bite. Mayor Appletoft asked if \$1,000 is the maximum fine a city can impose and Mr Martin stated some go higher, but \$1,000 is a common amount in our Code. The committee agreed to increase the fine to \$1,000.

The committee discussed the types of complaints to be handled by the City. Councilmember Schlossmacher stated if the state has a process for other violations then those should be used and we would only investigate the sexual orientation and gender identity discrimination complaints. Councilmember Inman agreed. Councilmember Flora stated that there are many barriers to bringing forth complaints and they can be very expensive to pursue. She feels a uniform ordinance would be best. Councilmember Thomas agreed. Discussion continued on whether complaints for other classes would be adjudicated in Mission or individuals directed to state or federal processes.

Mary Guerlt, Wyandotte County Libertarian Party, expressed her concerns with this ordinance and feels there are better ways to deal with those who discriminate such as boycotting their business, sending letters, etc.

The committee was polled on whether to keep the complaint and enforcement process uniform and there was no consensus for change from what was originally presented.

Ms. Smith stated a clean version of the ordinance will be on the Council Agenda with the only change being an increase in fine from \$500 to \$1,000. The committee agreed. This will not be a consent agenda item.

**Resolution to Call Public Hearing on Establishing CID,  
Roeland Court Townhomes**

Ms. Smith stated in 2017 there was a subsidence of the parking lot/parking area of the Roeland Court Townhomes. Since that time, staff and the Roeland Court Homes Association have been working with residents, consultants and engineers to address the situation and develop a solution that would work for all. The creation of a Community Improvement District (CID) would allow a special assessment component to be activated to allow property owners a longer period of time over which to pay the repair costs. A valid petition for consideration by Council has been submitted and the next step in the process is for Council to consider a resolution to set the time and date of a public hearing on the CID. The proposed date is January 16, 2019 at 7:00 p.m. Ms. Smith stated the CID would be for 22 years and spreads the payments equally. She thanked the homeowners association for all their work on this issue.

Councilmember Davis recommended that the resolution giving notice that the City of Mission is considering the establishment of a new Community Improvement District (Roeland Court Townhomes CID District) for restoration of the parking and common areas, and setting a date

and time for a public hearing be forwarded to Council for approval. All on the committee agreed, but this will not be a consent agenda item.

### **KERIT Renewal**

Mr. Scott stated the City has been a member of the Kansas Eastern Regional Insurance Trust (KERIT) since 2009. The trust is comprised of 18 member cities and counties. Workers compensation premiums are based on the City's annual payroll, the level of exposure to risk that certain jobs may entail, and an experience modifier that reflects past claims. The 2019 premium for workers compensation coverage has been estimated at \$92,339, an increase of 3% over 2018 estimated. Funds in the amount of \$106,000 were included in the 2019 budget for this item. He noted that after the new year, we will look at our payroll and he anticipates our premiums being even less.

Councilmember Davis recommended that approval of the City's 2019 Workers Compensation coverage through the Kansas Eastern Regional Insurance Trust (KERIT) for an estimated annual premium of \$92,339 be forwarded to Council for approval. All on the committee agreed. This will be a consent agenda item.

### **Personnel Policy & Guidelines Update**

Ms. Smith stated a redlined version of the updated policy was included in the packet and noted several of the proposed changes to various sections of the policy, including the addition of gender identity (sexual orientation is already included), employees working at home, behavior on travel, recording photos of co-workers, and improper conduct. Councilmember Flora asked if employees get a summary update and Ms. Smith stated that are notified and a link to the updated policy is provided. Ms. Smith also noted that a change has been added requiring employees to work their entire notice period when leaving the City. The committee also discussed weapons at work (Ms. Smith will send additional information from the City Attorney on this issue).

Councilmember Thomas noted several issues/changes she would like considered including adding "gender identity" to section M on page 36 regarding improper conduct which was inadvertently left out, providing more specific language under section E-13 Non-FMLA Maternity Leave changing "reasonable period of time" to 8 weeks or 12 weeks, and expanding unpaid breaks for nursing mothers to more than one year. Councilmember Flora recommended Section E-13 Non-FMLA Maternity Leave be gender neutral for unpaid parental leave. Discussion continued on FMLA leave. Councilmember Rothrock requested clarification on section F-16 Travel and Training, with Ms. Smith stated that employees must remember they are representing the City when on travel or training.

Mr. Scott stated an email will be sent to employees following adoption of this updated policy highlighting key changes. Ms. Smith stated the policy as presented can be approved by Council and additional changes considered throughout the year.

Councilmember Rothrock recommended that the ordinance adopting the changes proposed to the City of Mission's Personnel Policies and Guidelines effective January 1, 2019 be forwarded to Council for approval. All on the committee agreed. This will be a consent agenda item.

### **Property / Casualty / General Liability Renewals**

Mr. Scott reported the City maintains several lines of insurance coverage including property, inland marine, automobile, crime, and general liability with the intent of reducing the City's exposure to risk and protecting assets. The City uses CBIZ as our third-party broker and this year went to market, with three bids received (OneBeacon, Travelers, and APEX-Brit). The bid from APEX was not competitive and staff is recommending moving the City's insurance coverage from OneBeacon to Traveler's for 2019 and to opt for the \$3 million umbrella coverage for a total of \$119,868 for the 2019 policy year.

Councilmember Inman recommended that approval to obtain coverages for property and liability insurance with Travelers Insurance Company for the policy period of January 1, 2019 through December 31, 2019 at an estimated total annual premium not to exceed \$119,868; and total cyber-liability coverage of \$3,238 from Axis. All on the committee agreed. This will be a consent agenda item.

### **2019 IT Support Services Contract**

Mr. Scott stated the City has an interlocal agreement with Johnson County Department of Technology and Innovation (since 2011) to provide computer network support. This provides the City with access to the County's main network, as well as network server back-ups, monitoring, security and genral support. Staff recommends approval of the agreement for 2019 at a cost of \$54,738 which is a 3% increase over 2018.

Discussion by the committee included the level of service provided by the County and whether it is improving over time, issues with their service to the Police Department's mobile units and our need to update software to these, and staffing levels at the County.

Councilmember Flora recommended that the Interlocal Agreement and Project Charter for IT Services with Johnson County through December 31, 2019 in an amount not to exceed \$54,738 be forwarded to Council for approval. All on the committee agreed. This will be a consent agenda item.

### **Alcohol Tax Fund Recommendations**



Mr. Scott reported by statute, Kansas imposes a 10% Liquor Drink Tax (Alcohol Tax) on the sale of any drink containing alcoholic liquor sold by clubs, caterers or drinking establishments. Revenues from this tax is allocated 30% to the state and 70% of the city. One third of what is allocated to cities must be placed in a Special Alcohol Tax Fund to support programs whose principal purpose is “alcoholism and drug abuse prevention or treatment of persons who are alcoholics or drug abusers, or are in danger of becoming alcoholics or drug abusers.” In 2019, the estimated amount of the Alcohol Tax Funds is \$234,000 with one third (\$78,000) proportioned to the City’s Special Alcohol Tax Fund. The Drug and Alcoholism Council (DAC) is supported by United Community Services and offers grants each year to various organizations that provide drug and alcohol abuse, prevention and treatment programs. Staff recommends that \$40,000 of the Special Alcohol Tax Fund be placed with the DAC for these programs. Uses for the remainder of these funds include the City’s DARE program and the mental health co-responder program. A detailed list of the DAC program is included in the packet.

Marya Schott, United Community Services, stated that Liana Riesinger is our representative to the DAC but she was unable to stay for the full meeting. She is available for any questions on the programs.

Discussion by the committee continued on various program recommended including their services and locations, operating costs, and the desire to have a final report indicating the dollars spent and number of people served. Councilmember Schlossmacher asked if tobacco education is included, and it was noted that Johnson County Mental Health has a program called End the Trend that focuses on preventing tobacco use in younger students.

Councilmember Davis recommended that the City of Mission’s 2019 Alcohol Tax Fund allocations as recommended by the Drug and Alcoholism Council be forwarded to Council for approval. All on the committee agreed. This will be a consent agenda item.

### **Contracts for Animal Control Services**

Ms. Smith stated that the Northeast Animal Control Commission was established in 1983 and includes the cities of Fairway, Mission, Mission Woods, Roeland Park, Westwood, and Westwood Hills. Recently, there has been discussion regarding the quality and level of services received compared to costs. Various members have expressed a desire to leave the commission or explore alternative service delivery methods. Mission has been evaluating this issue and feels our residents would be better served if animal control services were provided in-house by Community Service Officers (CSOs). We are also willing to offer these services to other cities on a contractual basis. Contracts have been received from Roeland Park, Fairway, Westwood and Mission Woods - all of which have been approved by their governing bodies. Westwood Hills will be approved prior to our City Council meeting.

Councilmember Kring recommended that contracts with the cities of Roeland Park, Fairway, Westwood, and Mission Woods, and Westwood Hills when approved by their governing body,

to provide animal control services beginning January 1, 2019 be forwarded to Council for approval. All on the committee agreed, but this will not be a consent agenda item.

Councilmember Thomas requested additional information on the definition of “animal cruelty” and how the officers will enforce the code for various cities. Ms. Smith stated that they will be enforcing the specific code for each city served.

### **2018 Budget Amendments**

Ms. Smith stated the adopted annual budget establishes the maximum expenditure authority for each fund or taxing authority for that particular fiscal year. Exceeding these expenditures without formally amending the budget is a violation of Kansas budget statutes and a public hearing must be held when amending the budget. This year, the MCVB budget must be amended. The public hearing will be held at the December Council Meeting and then Council may take action on this item. This amendment is not the result of any unauthorized expenditures and is required as the fund functions as a pass through for a variety of fundraising opportunities. It is difficult, at the time the original budget is established, to anticipate the revenues and expenditures to be collected and disbursed in any given year. The expenditure authority is being increased to account for holiday adoptions, and collections received to support Alexander Goodwin and “Alexander’s Journey,” and other charitable giving. Funds expended do not exceed revenues collected. The budget amendment would increase the MCVB Fund from \$60,000 to \$90,000.

Councilmember Inman recommended that the resolution to amend the maximum expenditure limit for the Mission Convention and Visitors Bureau Fund in the 2018 Budget be forwarded to Council for approval. All on the committee agreed, but this will not be a consent agenda item.

### **2019 Budget Ordinance**

Ms. Smith stated this is one of the final steps in the annual budget process. Council approves a budget resolution in the summer and approves the proposed budget by motion in August. This ordinance is the final step in approval of the budget and no changes are proposed to the budget adopted by Council in August.

Councilmember Quinn recommended that the ordinance adopting the 2019 Budget of the City of Mission, Kansas be forwarded to Council for approval. All on the committee agreed. This will be a consent agenda item.

### **Ordinance Directing City Administrator to Spend According to Budget**

Ms. Smith stated as part of the annual budget process, the City Council takes formal action to authorize the City Administrator to spend according to the 2019 adopted budget.

Councilmember Kring recommended that an ordinance authorizing the City Administrator to make expenditures in accordance with the adopted 2019 Annual Budget be forwarded to Council for approval. All on the committee agreed. This will be a consent agenda item.

### **CMB License Renewals**

Ms. Sumrall stated that businesses selling Cereal Malt Beverage (CMB) at retail must obtain an annual license for each place of business. Renewal applications for 2019 include Johnny's BBQ, Hy-Vee Grocery and Convenience Store, QuikTrip, and Target. All have submitted the required renewal applications and background checks have been conducted.

Councilmember Rothrock recommended that the 2019 Cereal Malt Beverage License renewals as presented be forwarded to Council for approval. All on the committee agreed. This will be a consent agenda item.

### **Deannexation Request from Roeland Park**

Councilmember Schlossmacher stated that this item was set to be discussed on the Community Development Committee agenda, but due to the late hour he is recommending that it be moved to this agenda. All on the committee agreed.

Mayor Kelly, City of Roeland Park, stated that the land at the northeast corner for Johnson Drive and Roe contains several parcels from several cities. Commerce Bank and St. Luke's Hospital have developed the land on the northwest corner of Johnson Drive and Roe, and with the Gateway Development, Roeland Park is excited to continue development on this vacant parcel at the northeast corner. A small portion of this land is owned by Mission and it would simplify zoning, plan review, etc. for any development if this were all part of Roeland Park.

Keith Moody, Roeland Park City Administrator, provided a handout outlining the benefits of deannexing this parcel of land, as well as a map of the area. He discussed the benefits, noting that Roeland Park owning the entire site would provide a single approval process for developers and assist with utility relocations to make the property more buildable.

Councilmember Flora requested additional information on any proposed development for the site, and Ms. Smith stated that working toward a common vision for the area is important to Mission and provided information on previous joint meetings regarding this parcel of land.

Discussion continued on the process for deannexation, costs (Roeland Park to assume this cost), and why this has not been done before. Mr. Moody stated this would not affect any addresses in the area, and that Roeland Park has not yet had a concept presented that meets the vision for the area. They want a vertical mixed-use project and the time is now good for development of the parcel in concert with The Gateway Project.

The size of the area is 2.7 acres and it was noted that the area owned by Fairway is small and not buildable, so it is not being considered for deannexation.

Barbara Porro, Mission resident, asked if any development is ready to move forward at the site. Mr. Moody stated they have talked to a number of developers, but none have yet gotten to the purchase agreement stage.

Sheldon Bucl, Mission resident, asked if they had considered keeping the area greenspace. Mr. Moody stated based on surveys of Roeland Park residents, a majority want additional job opportunities in the city, as well as living options. Some have requested greenspace.

Councilmember Kring asked if our land use attorney has been consulted regarding this. Ms. Smith stated he has and Mr. Heaven has said deannexation is possible at this location.

Ms. Smith will provide Council with a timeline for consideration of this request. Councilmember Kring requested that a “compare and contrast” list be developed regarding this issue.

This item was for discussion only and no action was taken.

### **2019 Legislative Priorities**

Ms. Smith stated each January the City prepares a Legislative Program which outlines priorities and areas of interest or concern to be communicated to our state legislatures at the outset of the legislative session. She stated we usually partner with other cities, but this meeting has not yet been scheduled. The League of Kansas Municipalities program is included in the packet for review. Ms. Smith asked Council to contact her with any issues they would like considered for incorporation into the City’s 2019 Legislative Program.

Councilmember Inman asked that the tax lid be included. Councilmember Davis stated that he compared LKM’s to last years and noted new items include the protection of the First Amendment, alternative property valuation (dark store), and the budget timeline. Ms. Smith stated that a change to the budget timeline would allow cities more time to put together a budget based on certified tax levies by moving the deadline from August to November. Councilmember Schlossmacher noted keeping city elections nonpartisan and asked if there has been any discussion in Topeka to change this. Councilmember Inman recommended that support for a state non-discrimination ordinance and Tobacco 21/tobacco prevention be added. Councilmember Flora recommended internet sales tax collection and the dark store be included in Mission’s program. She also supports mental health and human services programming. Councilmember Schlossmacher asked if a separate meeting regarding this program would be helpful. Ms. Smith suggested that she email last year’s program and the League’s to Council, and asked councilmembers to provide her with suggested changes she can bring back to the committee in a draft program. All agreed. Councilmember Thomas suggested that a meeting be scheduled locally with our legislators, similar to Shawnee’s meeting with their legislators.

This item was for discussion only and no action was taken.

**Other - Department Updates**

None.

**Meeting Close**

There being no further business to come before the Committee, the meeting of the Finance and Administration Committee adjourned at 9:45 p.m.

Respectfully submitted,

Martha Sumrall  
City Clerk

June 17, 2019

Mike Kelly, Mayor  
City of Roeland Park  
4600 W. 51st Street  
Roeland Park, KS 66205

Keith Moody, City Administrator  
City of Roeland Park  
4600 W. 51st Street  
Roeland Park, KS 66205

Dear Mayor Kelly and Mr. Moody:

In attempt to move our conversation regarding modification of the corporate boundaries between the cities of Mission and Roeland Park forward, please see our offer detailed below.

As we have tried to convey on numerous occasions, while the actual land area may be relatively small, our Council does believe that there is value to Roeland Park for Mission to move forward with deannexation. Value that extends beyond your offer to assume 50% of the cost of the traffic signal moving forward. Particularly in light of the fact that, in theory, the City of Roeland Park should have borne approximately 25% of the cost of the signal from its installation in 2003 through the present day.

Mission is not looking to be unreasonable in our request, but our repeated attempts to have a meaningful conversation about this matter continue to fall short. Roeland Park has indicated that you "don't want to negotiate against yourselves," even suggesting that Mission shouldn't have any expectation to recover costs of the signal if no one could produce an agreement regarding such. Despite some hesitation on our part, in an effort to move this toward a conclusion that we believe ultimately benefits both of our communities in the long-term, we would propose the following:

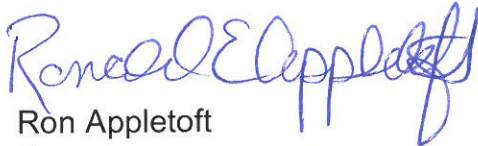
1. Roeland Park agrees to compensate Mission for a portion of the traffic signal costs paid since 2003, in the amount of \$125,000. This could be accomplished through a one-time payment, or by Roeland Park reimbursing Mission over a 3-year period.
2. Roeland Park agrees that, at whatever point the deannexation process is complete, it would assume 50% of the cost of the traffic signal going forward.
3. Roeland Park agrees to cover 100% of the costs and fees incurred by the Mission to complete the deannexation.
4. Mission will have the right to reasonably approve the use of and design of the improvements on the property; it is very important to Mission that the use and design not be incompatible with The Gateway project.

- 
5. Roeland Park will agree that the developer of the property will be required to include public art on site, in accordance with Roeland Park's resolution and policies, rather than being allowed to make a contribution to the Public Art Fund for use at another location.

If this offer is not acceptable to the City of Roeland Park, Mission would seek to secure a letter from Mayor Kelly to KCPL indicating the City's position to assume responsibility for 25% of the costs of the traffic signal at the Roe/Johnson Drive interchange from this point forward.

We hope that we can resume our conversation around this topic and find a solution that is mutually agreeable.

Sincerely,



Ron Appletoft  
Mayor



Laura Smith  
City Administrator



**City of Roeland Park**

4600 W. 51st Street  
Roeland Park, KS 66205  
(913) 722-2600

June 19, 2019



Mayor Ron Appletoft  
6090 Woodson Road  
Mission, KS 66202

City Administrator Laura Smith  
6090 Woodson Road  
Mission, KS 66202

BY: .....

Dear Mayor Appletoft and Ms. Smith:

Thank you for your letter regarding the potential deannexation of the land owned by Roeland Park within Mission's boundaries at the northeast corner of Johnson Drive and Roe Boulevard. The Governing Body met, and we are taking these matters under advisement. Our City Administrator is currently out of town and we would like to wait until he returns to respond to your narrative and offer.

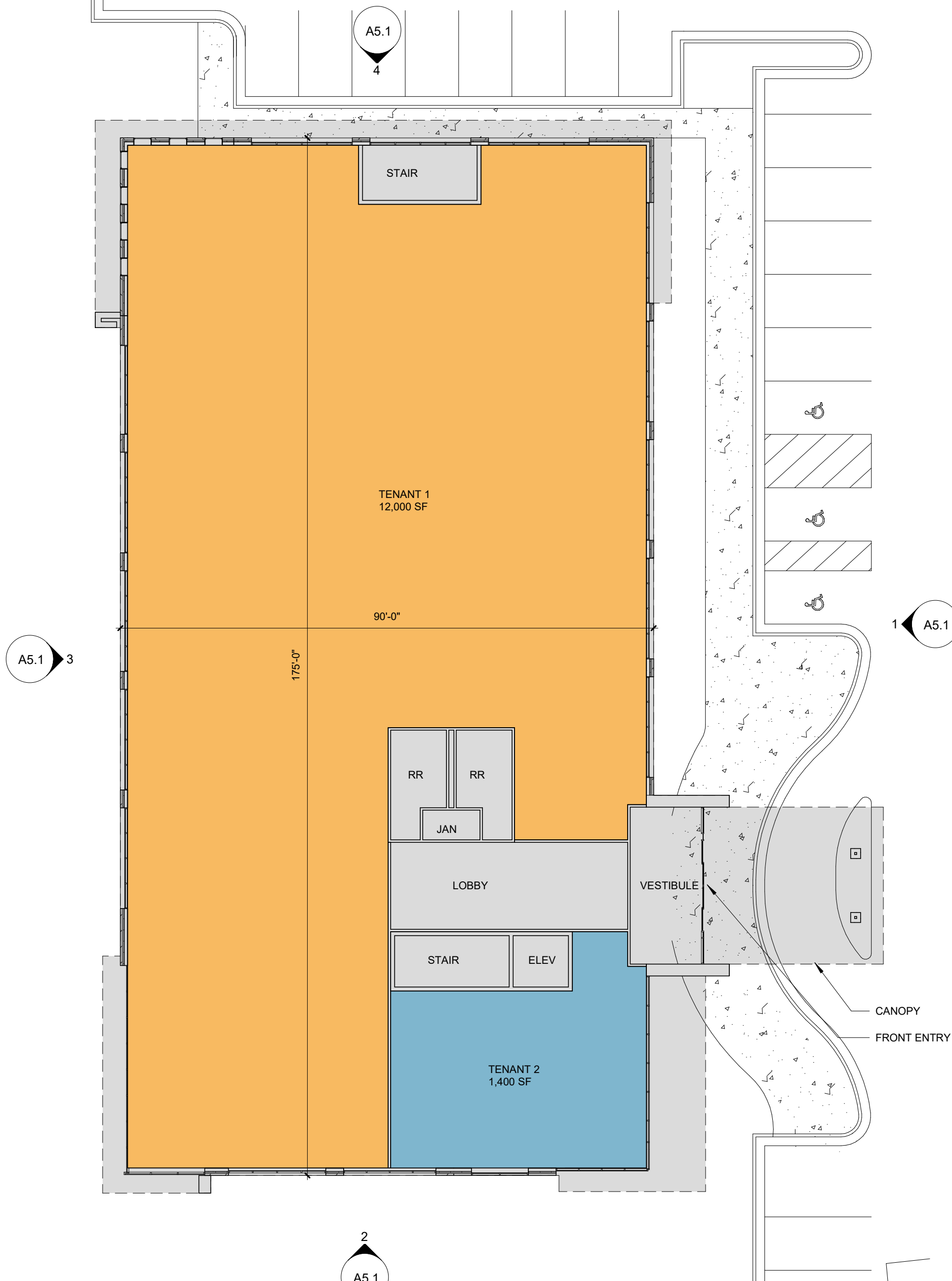
In the meantime, a developer who is looking to purchase the property would like to move forward as soon as possible. Realizing that the negotiations between our cities will take more time, the developer would like to initiate the development process with Roeland Park and Mission simultaneously. Please be aware that the developer will be reaching out to you to discuss the development process and submit proper applications to City of Mission staff soon.

If you have any questions or wish to discuss this matter further, please do not hesitate to reach out to me at your convenience.

Sincerely,

Mike Kelly  
Mayor  
[mkelly@roelandpark.org](mailto:mkelly@roelandpark.org)  
913-908-1811





PRELIMINARY,  
NOT FOR  
CONSTRUCTION,  
RECORDING  
PURPOSES, OR  
IMPLEMENTATION  
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**ACI**  
**BOLAND**  
ARCHITECTS

1710 Wyandotte  
Kansas City, MO 64108  
T: 816.763.9600

ACI/Boland, Inc.  
Kansas City | St. Louis  
Licensee's Certificate of Authority Number:

**CIVIL CONSULTANT**  
Renaissance Infrastructure Consulting  
132 Abbie Ave  
Kansas City, Kansas 66103  
Licensee's Certificate of Authority Number:  
Phone Number: 913-317-9500

**STRUCTURAL CONSULTANT**  
Bob. D. Campbell  
4338 Belleview  
Kansas City, Missouri  
Licensee's Certificate of Authority Number:  
Phone Number: 816-531-4144

**MEP CONSULTANT**  
Smith & Boucher Engineers  
25501 Valley Parkway, Suite 200  
Olathe, Kansas  
Licensee's Certificate of Authority Number:  
Phone Number: 913-345-2127

**LANDSCAPE CONSULTANT**  
Renaissance Infrastructure Consulting  
132 Abbie Ave  
Kansas City, Kansas 66103  
Licensee's Certificate of Authority Number:  
Phone Number: 913-317-9500

**Johnson & Roe Medical Office Building**  
**Roe & Johnson Drive | Mission, KS**

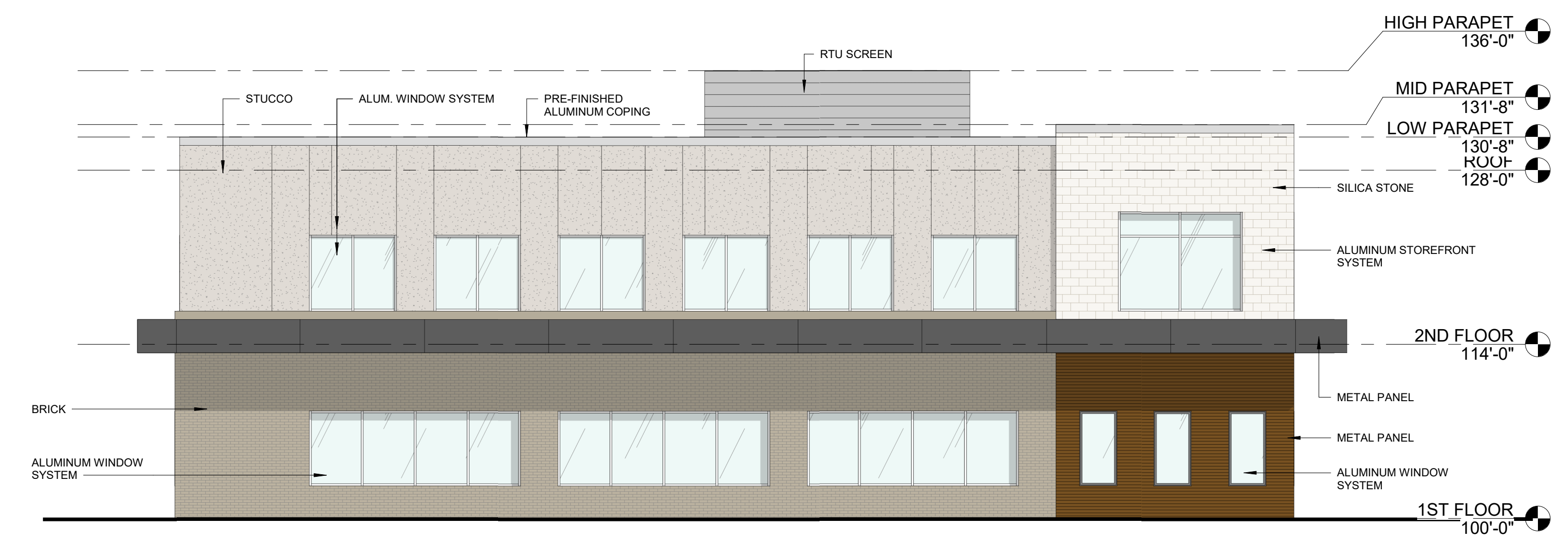
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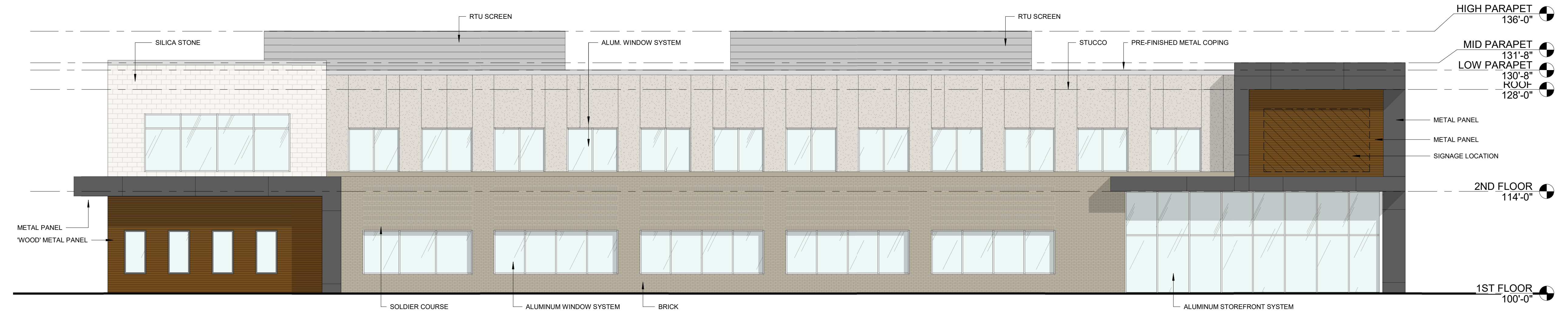
Revision		
Number	Date	Description

**MATERIAL LEGEND**

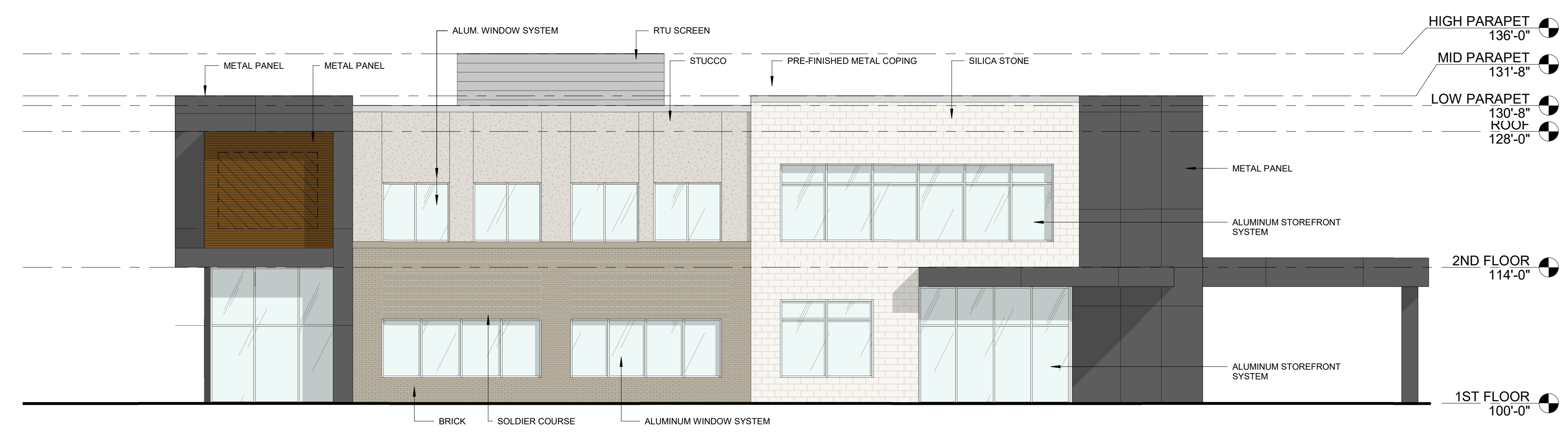
- METAL PANEL
- METAL PANEL
- STUCCO
- BRICK - COLOR BLEND



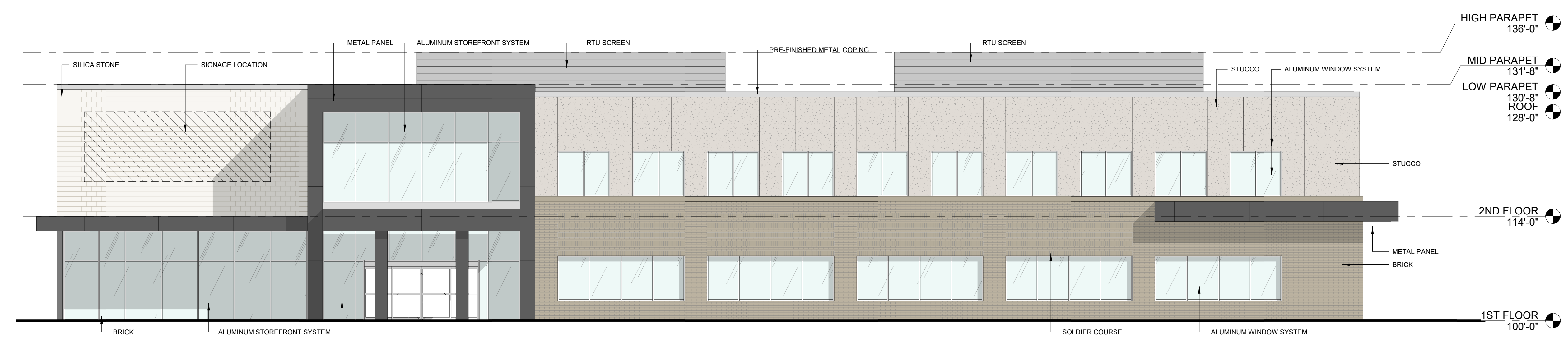
4 SOUTH ELEVATION  
1/8" = 1'-0"



3 EAST ELEVATION  
1/8" = 1'-0"



2 NORTH ELEVATION  
1/8" = 1'-0"



1 WEST ELEVATION  
1/8" = 1'-0"



1710 Wyandotte  
Kansas City, MO 64108  
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Johnson & Roe Medical Office Building  
Roe & Johnson Drive | Mission, KS

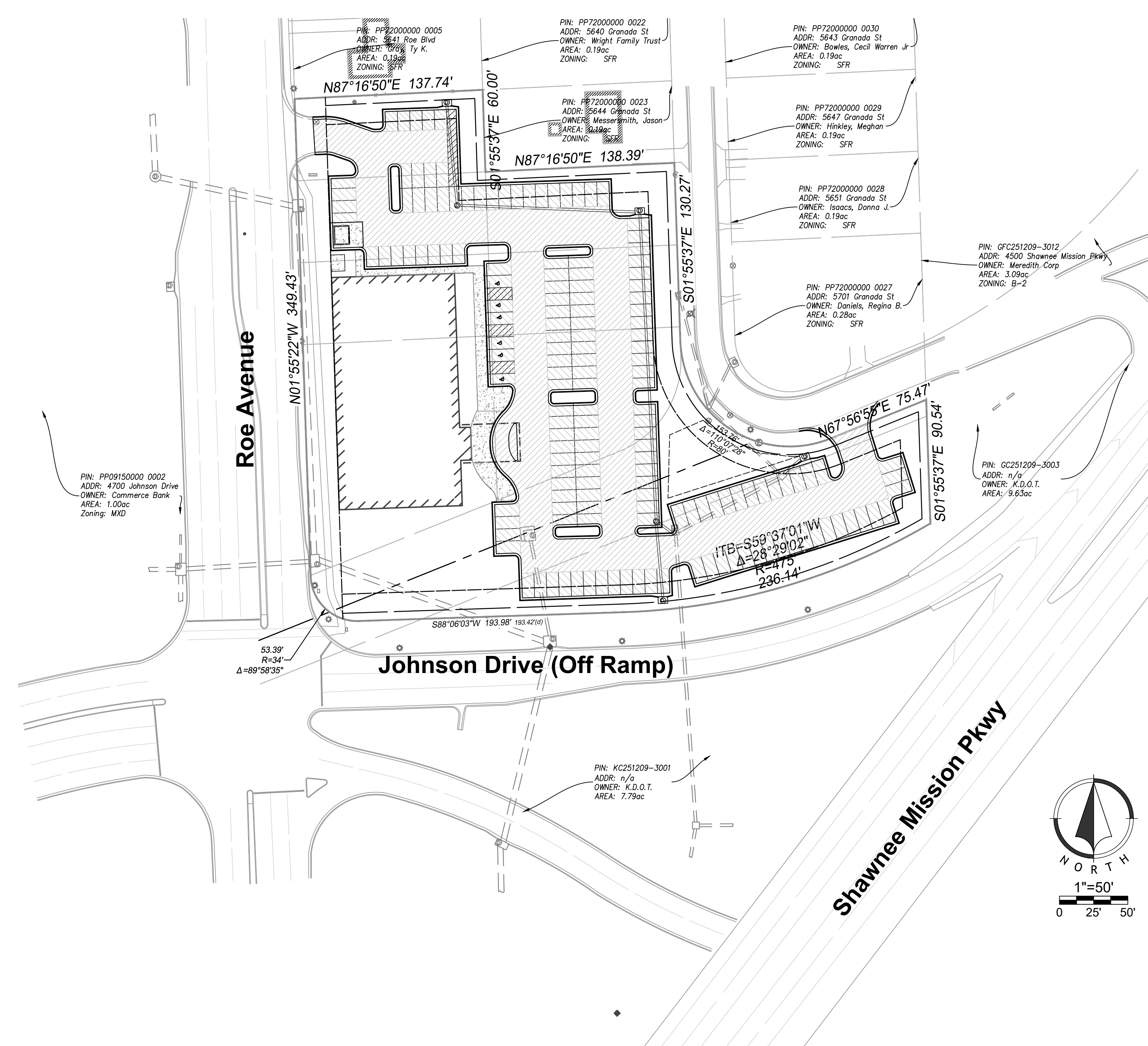
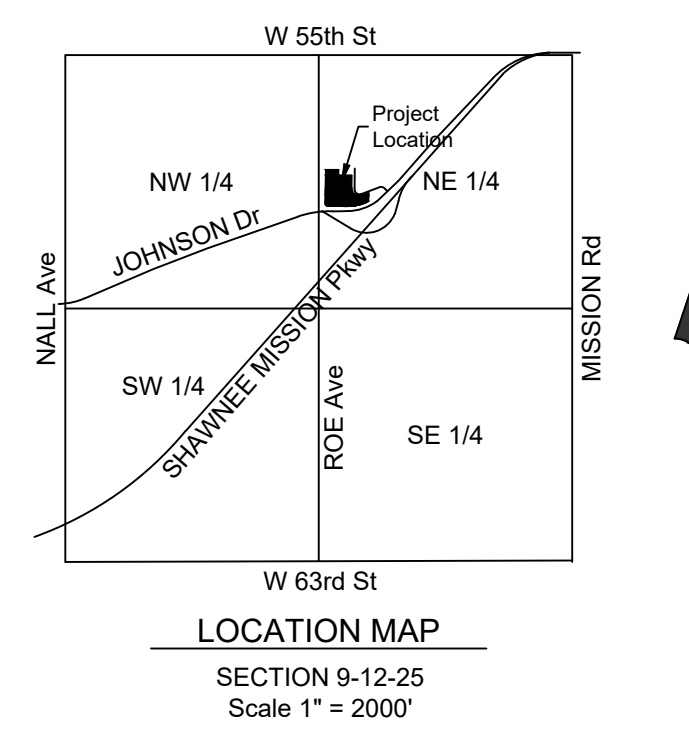
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Job Number: 19-0143  
Drawn By: FB  
Checked By: DJB

Revision  
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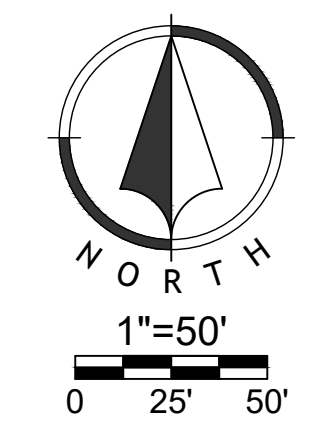
# PRELIMINARY DEVELOPMENT PLANS for Johnson & Roe Medical Office Building

City of Mission, Johnson County, Kansas



**Index of Sheets**

- C01.....TITLE SHEET
- C02.....EXISTING CONDITIONS
- C03.....GENERAL LAYOUT PLAN
- C04.....SITE DIMENSION PLAN
- C05.....UTILITY PLAN
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- A2.1.....BUILDING FOOTPRINT
- A5.1.....EXTERIOR ELEVATIONS
- LP101.....PHOTOMETRIC SITE PLANS



**LEGEND**

- |                                   |                             |
|-----------------------------------|-----------------------------|
| — Existing Section Line           | — Proposed Right-of-Way     |
| — Existing Right-of-Way Line      | — Proposed Property Line    |
| — Existing Lot Line               | — Proposed Lot Line         |
| — Existing Easement Line          | — U/E — Proposed Easement   |
| — Existing Curb & Gutter          | — Proposed Curb & Gutter    |
| — Existing Sidewalk               | — Proposed Sidewalk         |
| — Existing Storm Sewer            | — Proposed Storm Sewer      |
| □ Existing Storm Structure        | □ Proposed Storm Structure  |
| — Existing Waterline              | ▲ Proposed Fire Hydrant     |
| — Existing Gas Main               | — Proposed Waterline        |
| — Existing Sanitary Sewer         | — Proposed Sanitary Sewer   |
| ⊙ Existing Sanitary Manhole       | ● Proposed Sanitary Manhole |
| — Existing Contour Major          | — Proposed Contour Major    |
| — Existing Contour Minor          | — Proposed Contour Minor    |
| — Existing Underground Power Line | — Proposed Contour Minor    |
|                                   | — Future Curb and Gutter    |



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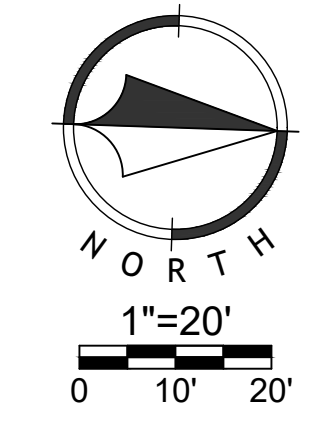
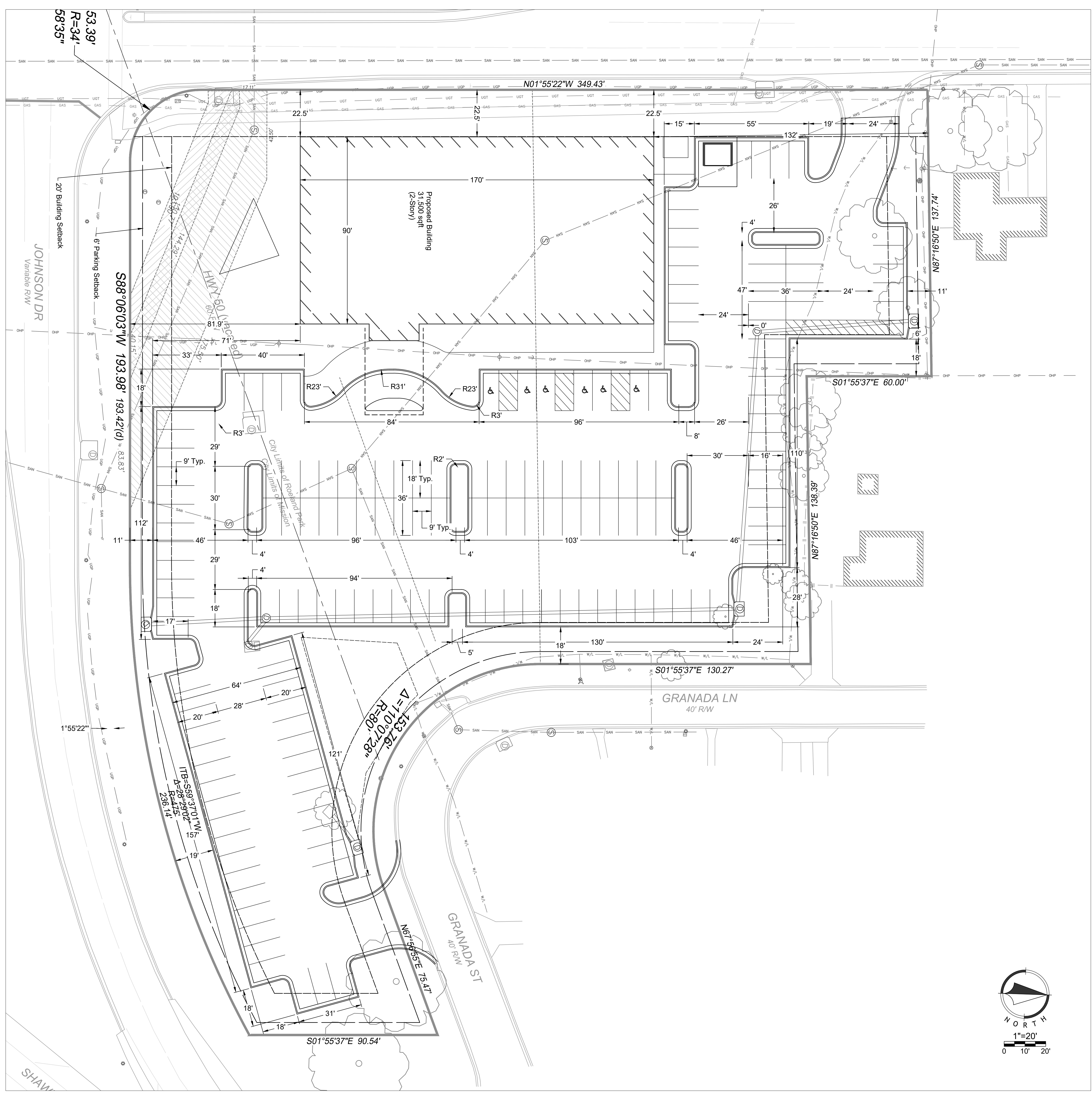
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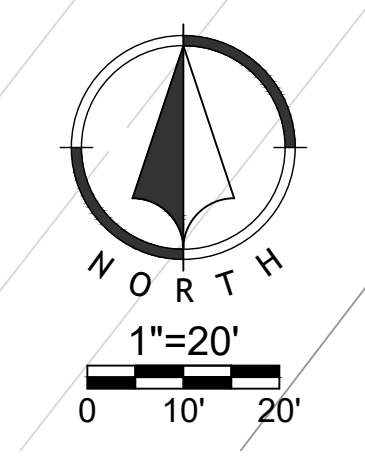
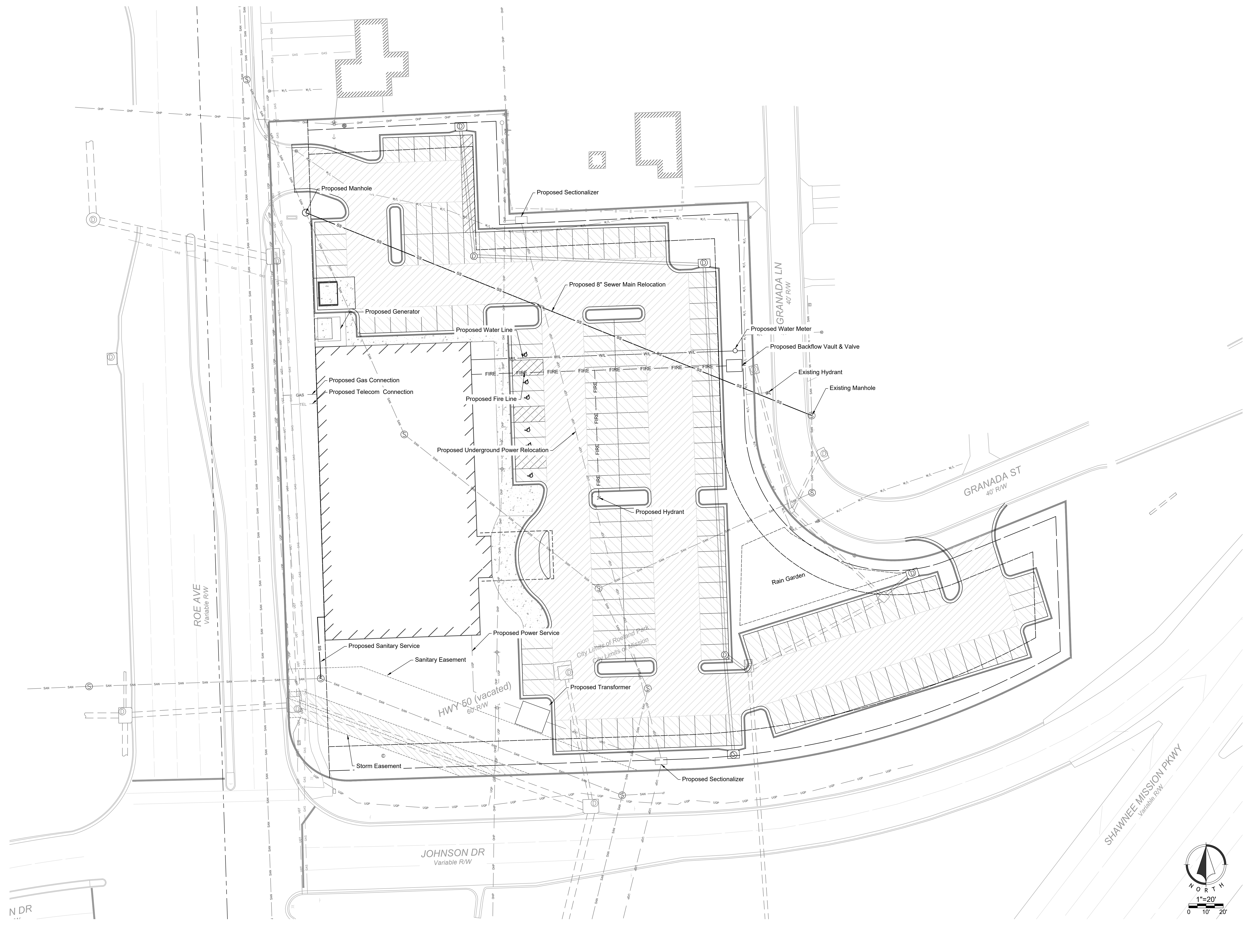
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<b>City of Mission</b>	Item Number:	10.
<b>DISCUSSION ITEM SUMMARY</b>	Date:	September 4, 2019
<b>Administration</b>	From:	Laura Smith

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

**RE:** Discussion of Turkey Creek Trail Project

**DETAILS:** The City was recently contacted by staff of the Mid-America Regional Council (MARC) regarding re-engaging in a discussion regarding the Turkey Creek Trail Project. An original master/action plan was presented in 2009.

Representatives from the City of Overland Park had approached MARC to discuss interest in reconvening partners along the entire corridor to gauge interest in updating the action plan. A portion of the trail on Overland Park has failed, and they (OP) are working on generating engineering estimates for repairs. The Overland Park City Council wants to understand the regional interest in moving the entire project forward before committing to repairing/reopening their portion of the trail.

MARC has offered to help convene a group of some cities/counties to get the discussions started. Staff met recently with MARC and Overland Park to discuss goals and objectives since this project has had a somewhat turbulent history in Mission.

There are several documents included in the packet which are intended to provide an initial overview of the project - both from the larger regional perspective, and the conversations specific to Mission. Mission had secured federal grants totaling more than \$1.4 million, which were ultimately turned back to MARC because the City Council was not comfortable proceeding with the project.

Staff will provide additional information and historical context at the Committee meeting, and will be looking for Council direction on how to proceed.

**CFAA IMPACTS/CONSIDERATIONS: NA**

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



# Turkey Creek Concept Plan Report 2010



## 1.0 Introduction

### 1.1 PROJECT OVERVIEW

The Turkey Creek Corridor is a 10-mile segment of the Turkey Creek Streamway Trail and part of MetroGreen, an interconnected system of public and private natural areas, greenways and trails linking communities throughout the Kansas City metropolitan area. This 10-mile trail segment will span Johnson and Wyandotte counties in the state of Kansas and intersect four municipalities including Merriam, Overland Park, Mission and Kansas City, Kansas. A concept plan has been developed for this corridor as part of the initiatives set forth by the Turkey Creek Coalition.

The Turkey Creek Coalition, which began meeting in the fall of 2007, is composed of representatives from all levels of government (local, state and federal, elected officials), and local businesses and organizations. The coalition continues to meet quarterly to discuss progress and development opportunities along the corridor.

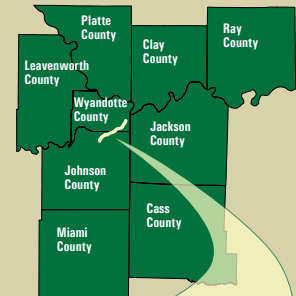
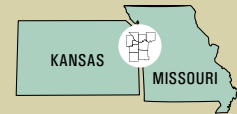
The trail development along this corridor will not only provide a recreational amenity for the community, but will encourage habitat conservation and watershed protection along Turkey Creek, provide alternative transportation to downtown Kansas City and spur economic development.

## 2.0 Corridor History

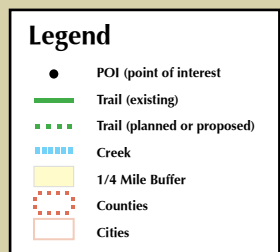
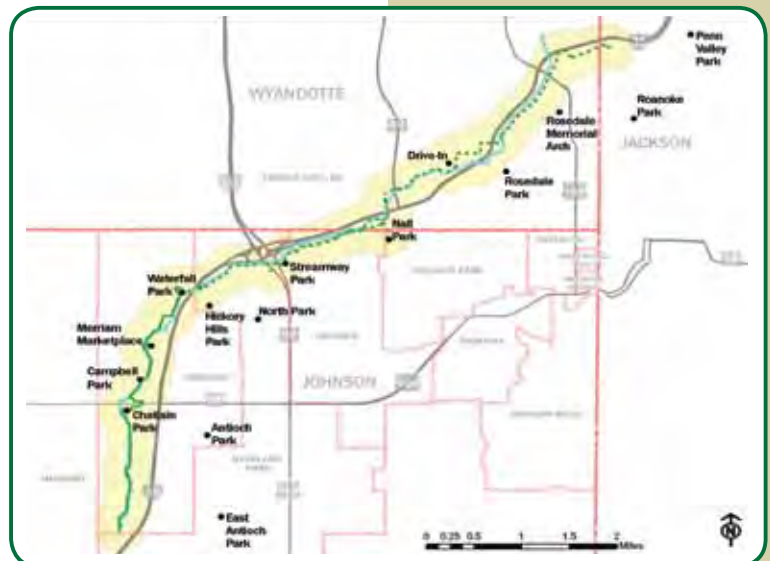
### 2.1 LAND USE AND DEVELOPMENT

Named for the abundance of wild turkeys in the area, Turkey Creek is “a live, impetuous stream, [that] meanders at will through the place seemingly priding itself on its independence in designating its own path, regardless of the points on the compass, or the predominating requirements of this expeditious age in economizing time and space by taking air line courses.” (As described in the Wyandotte Herald Newspaper, January 26, 1882). The history of this corridor can be traced back nearly 12,000 years when Paleo-

#### KANSAS CITY REGION



#### AREA OF DETAIL



Indians inhabited the area adjacent to Turkey Creek. A survey made in 1823 by Joseph C. Brown to establish the state boundaries between Missouri and Indian Territory — later the state of Kansas — shows the creek emptying into the Missouri River about a mile down stream from its confluence with the Kaw River. West of the state line, the creek drained a watershed measuring about 20 miles.

Much of the creek's original floodplain has been developed for industrial, commercial, and residential urban uses. This area of the Kansas City region has been a target of transportation-related development since the 1800s. Railroad development played a major role in the settlement of the area with a route traveling from Kansas City, Mo., through the Turkey Creek basin into Olathe, Kan. The railroad line at this time was known as the "Kansas City, Fort Scott and Gulf." In 1870, the first station was built in Merriam, Kan.

More recently the land adjacent to the stream has been identified for greenway development, which would protect existing natural areas and open space and provide recreation opportunities for neighboring communities. The Turkey Creek Corridor was designated in the 2002 MetroGreen Plan as one of over 75 corridors that would connect natural areas throughout the region with a system of trails.

## 2.2 ENVIRONMENTAL IMPACTS

Many changes have occurred to the stream system over time, resulting in environmental degradation. The creek was originally about 15 miles long, but channelization and installation of stormwater control structures have since shortened the stream to 10 miles, altering the normal flow of the watershed, negatively impacting water quality and decreasing critical wildlife habitat. As the area became more developed and the stream was channelized, flooding became a recurring issue. Several major flood events have occurred over the last 50 years, with extreme events in 1993 and 1998.

## 2.3 CORPS OF ENGINEERS STUDIES AND PROJECTS

In response to the flooding, the U.S. Army Corps of Engineers (COE) initiated a study following the 1983 flood. Several more studies would follow, including the 2001 reconnaissance study, which evaluated federal interest in solutions to recurring flood damages, environmental degradation and related water and land resource needs and opportunities. The COE is currently in the process of completing a watershed plan for Turkey Creek that will encompass the entire creek from eastern Johnson County into Wyandotte County ending at the Kansas River. The COE's plan will address both stream conservation objectives and trail connectivity initiatives identified in the MetroGreen plan.

The Turkey Creek Corridor was designated in the 2002 MetroGreen Plan as one of over 75 corridors that would connect natural areas throughout the region with a system of trails.



*Flooding on Southwest Boulevard in 1993*



*Rendering of Turkey Creek environmental enhancement project in Kansas City, Kan., facing downtown Kansas City, Mo.*

One element of the watershed plan is an environmental enhancement project located on a section of the Turkey Creek Corridor project between 7th Street Trafficway and Southwest Boulevard. The project's primary goal is to restore the riparian stream corridor by using a mix of native grasses, wildflowers, trees and shrubs. This element of the plan — which also includes a bicycle and pedestrian trail — was completed in 2009.

## 3.0 MetroGreen

### 3.1 OVERVIEW

MetroGreen is a network of 1,144 miles of interconnected public and private open spaces, greenways and trails that currently links seven counties in the Kansas City metropolitan area and the neighborhoods within. The plan includes Cass, Clay, Jackson and Platte counties in Missouri and Johnson, Leavenworth and Wyandotte counties in Kansas. The purpose of MetroGreen is to protect natural resources, preserve high-value habitat, provide outdoor recreation opportunities and connect people to surrounding areas.

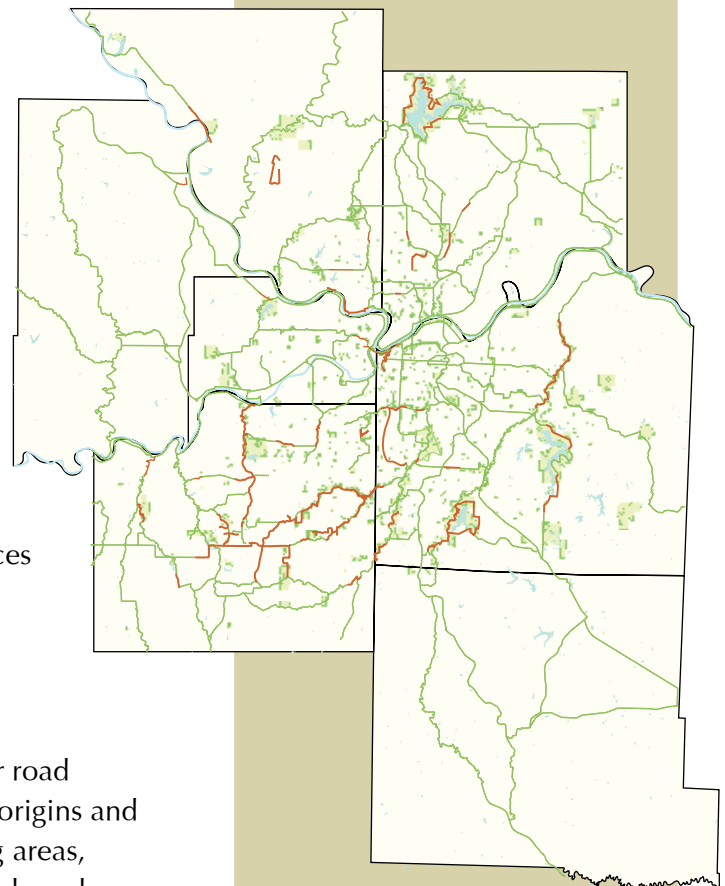
### 3.2 BENEFITS






The benefits of MetroGreen include cost-effective improvement of water and air quality; stabilization of streams; reduction of flood risks; protection of wildlife habitat; opportunities for biking, hiking and walking; and ultimately, the formation of a framework around which more sustainable urban development patterns can occur. MetroGreen is intended to link communities together and connect people to nature and to cultural and historic resources along its green corridors. These and other benefits of the MetroGreen network are described below:

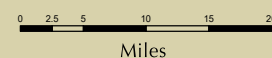
#### Transportation Benefits

MetroGreen corridors are designed to serve as extensions for road networks, offering realistic and viable connections between origins and destinations such as work, schools, libraries, parks, shopping areas, historical and cultural sites and tourist attractions. Greenway-based bikeways and walkways are most effective for certain travel distances. National surveys by the Federal Highway Administration have shown that Americans are willing to walk as far as two miles to a destination and bike as far as five miles. Destinations can be linked to multiple origins throughout the Kansas City area with a combination of off-road trails and on-road bicycle and pedestrian facilities.

**MetroGreen®** is an interconnected system of public and private natural areas, greenways and trails linking communities throughout the Kansas City metropolitan area. The 1,100-mile greenway plan covers Leavenworth, Johnson and Wyandotte counties in Kansas and Cass, Clay, Jackson and Platte counties in Missouri. Nearly 200 miles of the planned system have been constructed.



-  Existing greenway corridors
-  Proposed greenways and trails
-  Priority greenways
-  Park areas
-  Bodies of water



## Economic Benefits

MetroGreen offers numerous economic benefits, including higher real estate property values, increased tourism and recreation-related revenues, and cost savings for the public services.

Greenways have been shown to raise the value of adjacent properties by as much as 5 to 20 percent. Many home buyers and corporations are looking for real estate that provides direct access to public and private greenway systems. Greenways are viewed as amenities by residential, commercial and office park developers who realize higher rental values and profits when they locate next to greenways. Additionally, greenways can save local tax dollars by using resource-based strategies for hazard mitigation and managing community stormwater by productively using land that would not normally be considered for conventional development.

Greenways also enhance the role tourism plays in the economy. The state of Missouri, for example, spent \$6 million to create the 200-mile KATY Trail, which, in its first full year of operation generated travel and tourism expenditures of more than \$6 million.

## Health and Recreation Benefits

Studies have shown that as little as 30 minutes a day of moderate to intense exercise (such as bicycling, walking or roller blading) can significantly improve mental and physical health and prevent certain diseases. Greenways contribute to public health by encouraging more people to walk or bike to short-distance destinations. Providing opportunities for these outdoor activities close to where people live and work is an important component of promoting healthy lifestyles.

In 1987, the President's Commission on American Outdoors released a report that profiled the modern pursuit of leisure and defined the quality of life for many Americans. Limited access to outdoor resources was cited as a growing problem throughout the nation. The commission recommended that a national system of greenways could provide all Americans with access to linear open-space resources.

The MetroGreen system will complement existing parks and open space throughout the region. MetroGreen will serve as a primary recreation and fitness resource and help meet the passive recreation needs for a growing population of older residents.

## Cultural Benefits

Successful greenway projects across the United States serve as new "main streets" where neighbors meet, children play and community groups gather to celebrate. For cities and towns both large and small, greenways have become cultural assets and focal points for community activities. Various walking and running events are held on greenways to support charitable purposes or extend traditional sporting events. Many civic groups adopt segments of greenways for cleanup, litter removal, and environmental awareness programs.

The richness and diversity of historic areas and cultural resources are represented by local and nationally significant historic sites and districts. Highlighting historic and archaeological sites along greenways can increase awareness and appreciation of an area's rich history. Greenways can also serve as vehicles to provide controlled public access to important cultural sites in a manner that promotes preservation and enhances interpretive opportunities.

## Security and Safety Benefits

Safe neighborhoods are of great concern and priority to metro area residents. Some of the most successful deterrents to criminal activity involve increasing citizen awareness in neighborhoods and participation in community watch programs. Greenways can be an effective tool to encourage local residents to participate in neighborhood programs. Some greenways have been developed as part of efforts to deter criminal activity in a neighborhood. Crime statistics and reports from law-enforcement officials have shown that parks and greenways are typically areas with the lowest incidence of reported criminal activity.

As recreation resources, alternative transportation corridors or areas where fitness activities take place, most greenways provide safer and more user-friendly experiences than other linear corridors, such as local roads. Greenways typically attract local residents who use the facilities frequently, creating an environment that is virtually self-policing. Additionally, greenways — whether publicly or privately owned — are dedicated for multiple uses and are normally designed to meet federal, state and local standards for public safety and use.

### Water Quality and Water Quantity Benefits

Greenways preserve wooded open spaces along creeks and streams which absorb flood waters and filter pollutants from stormwater. Flooding has historically been a significant problem in the Kansas City area. In some cases, buildings and other land uses have been established in flood-prone areas. By designating floodplains as greenways, encroachments can be managed, and sometimes replaced with linear open space, an amenity to residents and businesses occupying adjacent property.

As a flood-control measure, MetroGreen corridors serve as primary storage zones during periods of heavy rainfall. The protected floodplain can also be used during non-flood periods for recreation and alternative transportation. In conjunction with existing stormwater management policies and programs in the region, greenway lands can be set aside as development occurs.

Greenways corridors also improve the surface water quality of local rivers and creeks. The flood plain forests and wetlands contained within greenway corridors filter pollutants from stormwater. These pollutants are not removed if stormwater is collected in pipes and discharged directly into local streams and rivers. Improving surface water quality in streams benefits both local residents and numerous forms of wildlife that depend on streams for their habitat.

### Air Quality Benefits

Greenways serve as alternative transportation corridors that reduce traffic congestion and improve air quality. Since the majority of automobile trips are less than two miles in length, offering alternative transportation choices through greenways encourages people to bicycle or walk these short distances more often, thereby reducing traffic congestion and automobile emissions.



Greenways contribute to public health by encouraging more people to walk or bike to short-distance destinations. Providing opportunities for these outdoor activities close to where people live and work is an important component of promoting healthy lifestyles.



As a flood-control measure, MetroGreen corridors serve as primary storage zones during periods of heavy rainfall. In conjunction with existing stormwater management policies and programs in the region, greenway lands can be set aside as development occurs.

## Plant and Animal Habitat Benefits

MetroGreen corridors can serve as viable habitat for many species of plants and wildlife. Greenway corridors provide essential food sources and, most importantly, access to water that is required by all wildlife. Greenways in the Kansas City area could become primary migratory routes for terrestrial wildlife, serving to help maintain the integrity of many plant and animal gene pools. Some wildlife biologists have described greenways as future “gene-ways” because these migration routes are essential to maintaining healthy wildlife populations.

Greenways can also serve as “gene-ways” for plant species that migrate with changes in climate and habitat. These “gene-ways” often follow river and stream corridors that have long served as transportation routes for animals and humans.

MetroGreen promotes local programs to protect valuable existing forested and wetland areas and to reclaim and restore streams to support higher-quality habitat.

### 3.3 TURKEY CREEK CORRIDOR CONNECTION

The Turkey Creek Corridor connects to several other established greenways within the MetroGreen system. To the north, in Wyandotte County, it will connect to the Kaw Levee Trail, which follows the Kansas River and the 55th Street Corridor Greenway. To the west, in Johnson County, it will connect to the Midland Road Greenway and the Gary Haller Trail. The Turkey Creek Corridor will connect to community centers, historic sites and several parks. The corridor parallels Interstate 35, providing an off-road travel option to Merriam Lane for the entire 10-mile segment. Moreover, it provides direct access to residential properties and businesses west and south of the railroads, interstate and creek through Overland Park and Mission.

## 4.0 Turkey Creek Coalition

### 4.1 ORGANIZATION

The Turkey Creek Coalition is an informal association of public and private organizations and individuals dedicated to expanding the MetroGreen system and trail

development along the Turkey Creek corridor. Coalition members include: city of Merriam, city of Overland Park, city of Mission, city of Roeland Park, Johnson County, the Unified Government of Wyandotte County/Kansas City, Kan., former Kansas State Rep. Ronne Metsker, the office of Kansas U.S. Rep. Dennis Moore, the U.S. Army Corps of Engineers, the Kansas Department of Transportation, the Mid-America Regional Council, Rosedale Development Association and Patti Banks Associates. Several citizens also participate in the coalition independently.

### 4.2 COORDINATION

The coalition began meeting in the fall of 2007 to discuss trail development along Turkey Creek. The Mid-America Regional Council (MARC) became involved in the project in 2008, as coalition members expressed a need to combine efforts in order to develop a plan for the entire corridor. MARC convened a corridor walk in April 2008 to determine the alignment of the trail, which was the basis for the concept plan. Several versions of the concept plan map were reviewed and revised by the coalition before its completion in July 2009. The coalition will continue to meet on a quarterly basis to review the concept plan as it evolves and to keep dialogue open between jurisdictions about trail development along the corridor.

## 5.0 Turkey Creek Corridor

### 5.1 PROJECT LOCATION

The Turkey Creek Corridor runs west to east from Johnson County through Wyandotte County, Kansas, and terminates at the Kansas River. The corridor intersects several different local jurisdictions, including Merriam, Shawnee, Overland Park, Mission and Kansas City, Kan. Although the corridor does not pass through Roeland Park, there is a proposed connection to Nall Park. This corridor follows the creek through suburbs, commercial areas and industrial zones

finally ending in downtown Kansas City, Mo. It also transects several heavily traveled local roadways and interstate highways including: I-35, I-635, I-70, Antioch, Merriam Lane, Lamar Avenue and Southwest Boulevard.

## 5.2 TRAIL INVENTORY

The city of Merriam has completed approximately 3.8 miles of trail from 75th Street to Waterfall Park and has approximately .5 miles remaining in its jurisdiction. Merriam currently plans to continue the trail from Waterfall Park to the Overland Park boundary. Efforts would include building a 6-foot sidewalk along the east side of Merriam Drive to connect the existing Turkey Creek Trail with the existing sidewalk along the east side of Antioch Rd in Overland Park.

The city of Overland Park's jurisdiction begins approximately halfway under the I-35/Antioch Rd. bridges; this area will require a pedestrian bridge to transition from the north to the south side of Turkey Creek. Overland Park's remaining mile of the trail will follow the south side of the creek along the bluff until reaching the Metcalf Ave. bridges which may require a retaining wall due to the steep terrain and creek bank.

The city of Mission's jurisdiction begins under the northbound Metcalf Ave. bridge. It continues up the bluff to an abandoned road bed at the top of the cliff where the path then connects to Fox Ridge Road and continues until it intersects with Lamar Avenue.

The Kansas City, Kan., jurisdiction begins about .5 miles east of Lamar Avenue. From Lamar Ave. the trail will continue east along Fox Ridge Road to Merriam Lane and in the future may run adjacent to the creek. From Merriam Lane the path continues through a series of on- and off-road applications for 3.5 miles until intersecting Southwest Boulevard.

## 5.3 CONCEPT PLAN

The concept plan for the Turkey Creek Corridor was completed in July 2009 after an extensive review process. The plan illustrates the preferred alignment for the proposed trail and identifies the various types of trails that exist or are planned and proposed. This corridor will consist of both off-road and on-road trails and require some special design in areas with steep elevation, waterway, railroad, or interstate crossings. There are five locations where pedestrian bridges are recommended. The plan also indicates points of interest, which includes parks, community centers, historic sites and local venues.



*Waterfall Park, Merriam, Kan.*



*Turkey Creek under the  
18th Street Bridge, Mission, Kan.*



*Turkey Creek near Merriam Lane,  
Kansas City, Kan.*

## 5.4 EXISTING CONDITIONS

The trail alignment for the entire 10-mile corridor has been defined and each municipality is in different stages of development. Of the 6.5 miles of trail in Johnson County, 3.8 miles have been constructed in the city of Merriam and design drawings have been completed for a 1-mile segment in the city of Overland Park. None of the 3.5 miles in Wyandotte County have been constructed, but design drawings have been completed for a 1-mile segment that is part of the Army Corps of Engineers watershed restoration project.

## 6.0 Project Development

### 6.1 CURRENT STATUS

The corridor is currently divided into five jurisdictions: Merriam, Overland Park, Mission, Unified Government of Wyandotte County/Kansas City, Kan. and Johnson County. Although the corridor does not transect Roeland Park, officials in that city have been supportive of the trail and have proposed a connection at Nall Park. In terms of development, sections along the trail range from the conceptual design phase to actual completion.

## 7.0 Funding

### 7.1 FUNDING SOURCES

Funding continues to be a challenge in developing the Turkey Creek Corridor. The estimated cost to complete the remaining 6.5 miles is approximately \$5.5 million. To this end, the Turkey Creek Coalition has identified potential federal, state and local, and private funding sources for trail design, development and construction.



**metrogreen**

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[marc.org/metrogreen](http://marc.org/metrogreen)





# Turkey Creek Streamway Corridor



# Turkey Creek Corridor Overview

- History
- Watershed
- Corridor Inventory
- Coalition
- Corridor Plan
- Stages of Development
- Benefits
- Funding

# Turkey Creek History

- Kansas and Missouri River confluence –“Kawsmouth”
- Inhabited by Paleo-Indians over 12,000 years ago
- Wet-mesic bottomland forest and tall grass prairie
- Settled by Euro-American explorers and traders
- Named “Turkey Creek” for wild turkeys in the area



# Turkey Creek Historic Landmarks

- Old Rosedale City Hall & Fire Station No. 1 (1912)
- Rosedale WWI Memorial Arch (1923-24)



# Watershed History

- Surveyed in 1833 by Isaac McCoy
- Burlington Northern RR – 1860's
- Disastrous flooding in 1919
- Tunnel constructed in 1920
- Highway construction – 1940's
- Plaza Flood in 1977



# Watershed Planning

- COE Flood Study 1987
  - Environmental degradation
  - Natural resource inventory
- COE Watershed Plan 2007
  - Urban ecosystem restoration
  - Habitat conservation
  - Recreation and trails

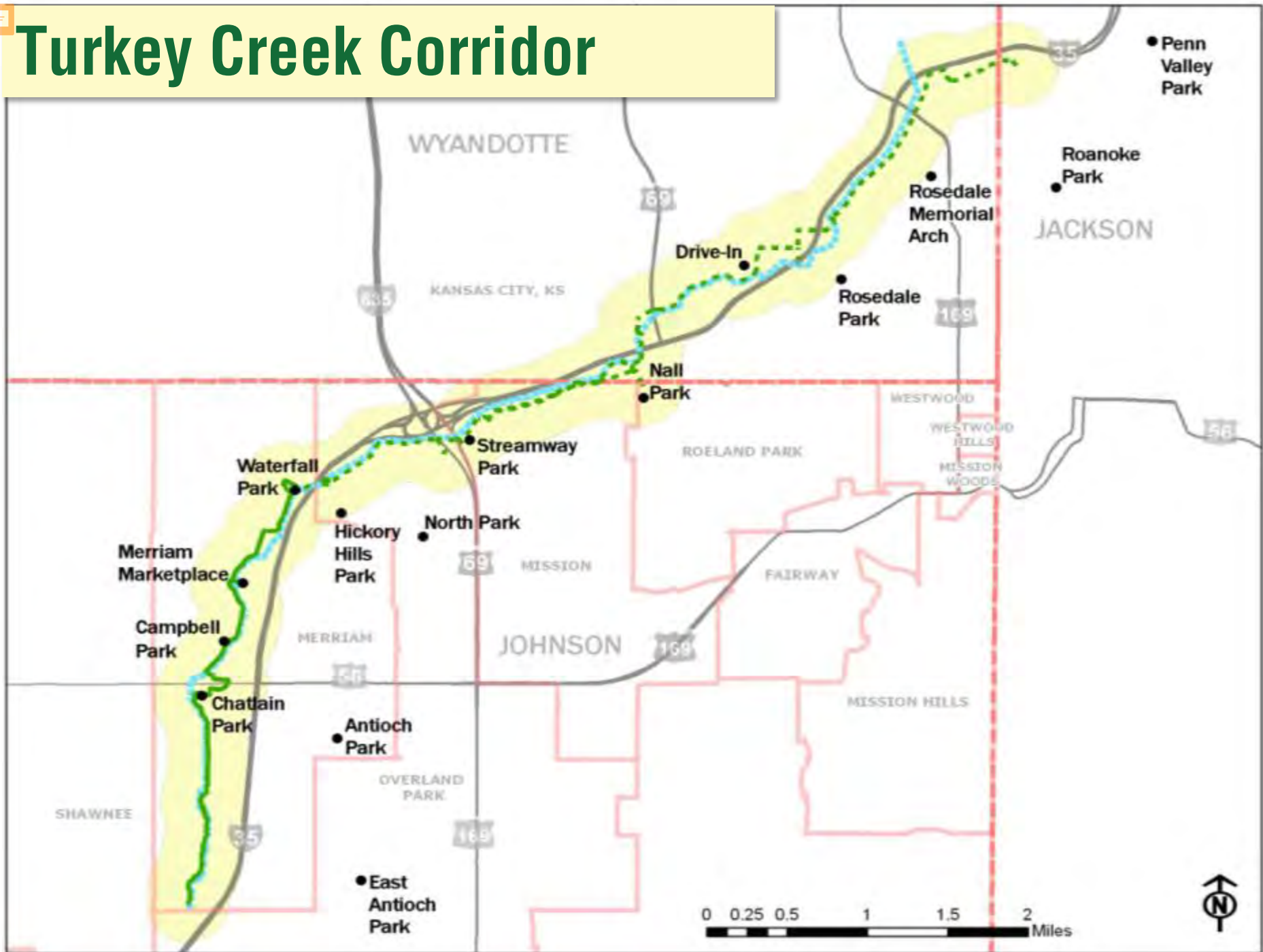


# Environmental Enhancement Area

- COE Project
- Riparian Corridor Restoration
- Habitat Conservation
- Native Plantings
- Trails
- Recreation



# Turkey Creek Corridor







## Merriam – Market Trail Head



**Merriam – Turkey Creek**



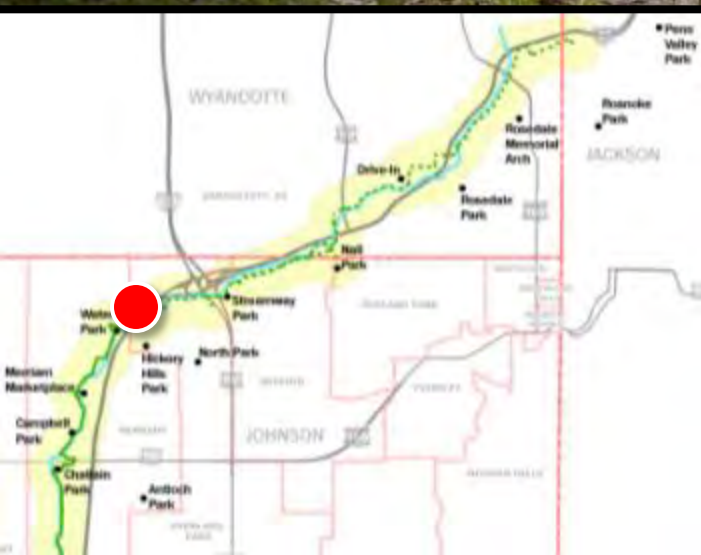
**Merriam – Turkey Creek Trail**



**Merriam – Waterfall Park**



**Merriam – RR Bridge**



**Merriam – I-35 Bridge**



# Overland Park – I-35 / Antioch



## Overland Park – I-35 Corridor

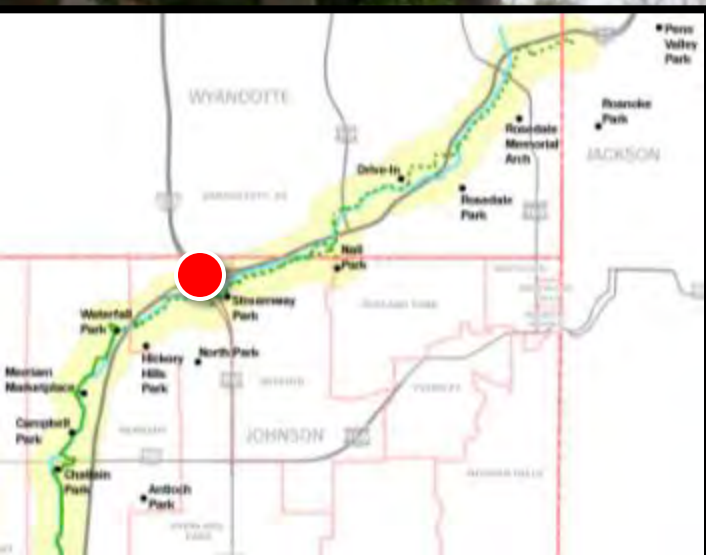




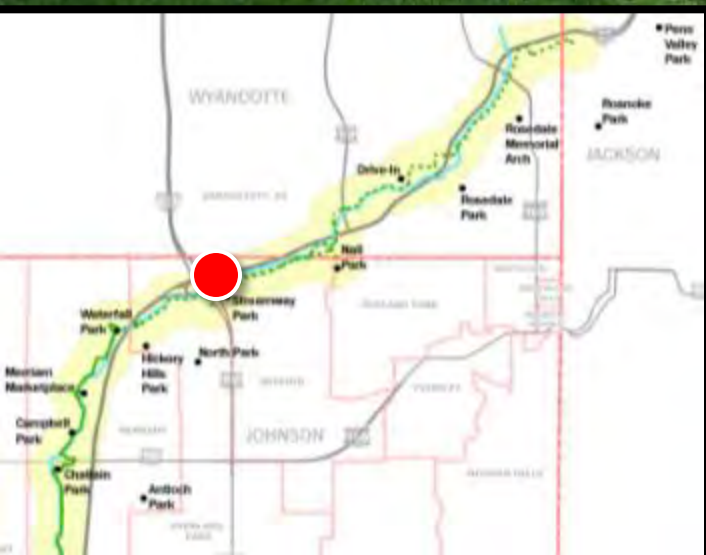
## Overland Park – Turkey Creek



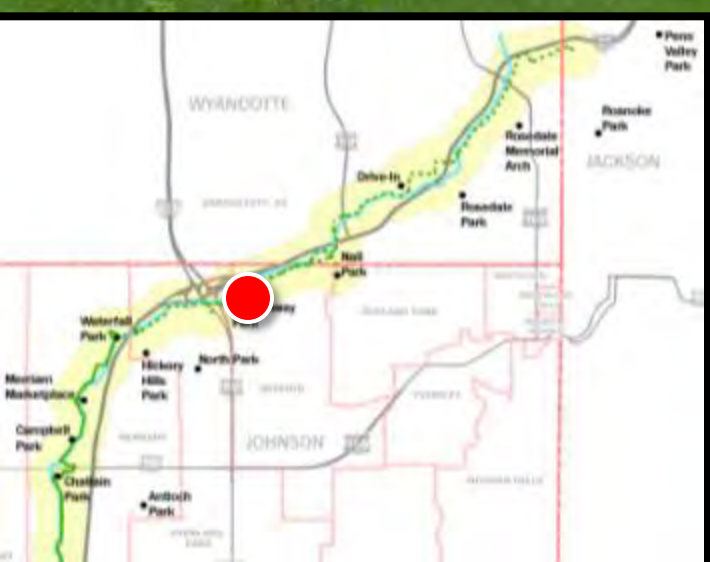
## Overland Park – Metcalf / I-35



## Mission – Metcalf Bridge



# Mission – Turkey Creek



**Mission – Former road bed**



**Mission – Adjacent to I-35**

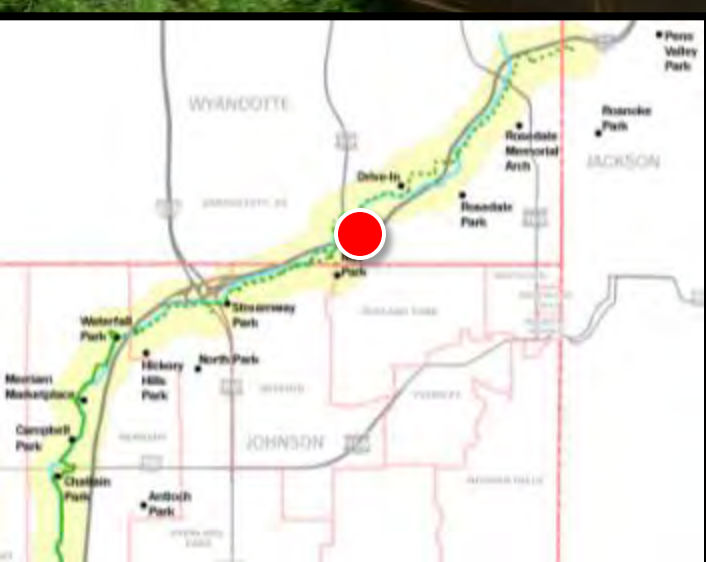


**Kansas City, Kan. – I-35 / 21st St.**



**KC, Kan. – 21st St. RR**





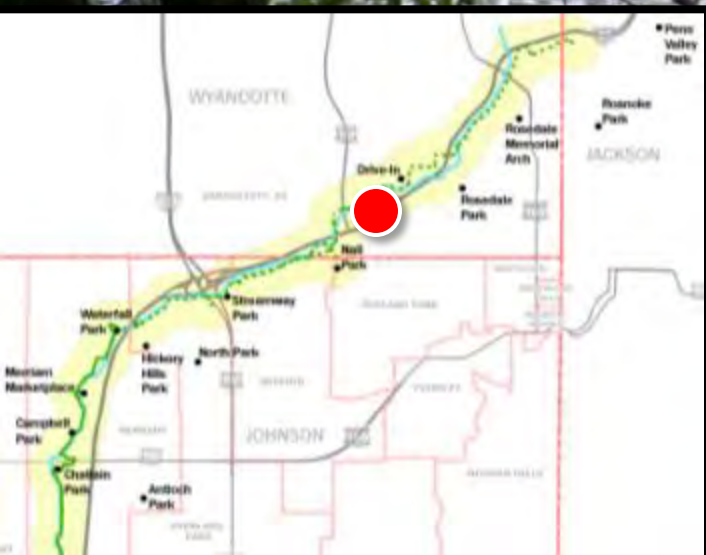
**KC, Kan. – 21st St. Bridge**



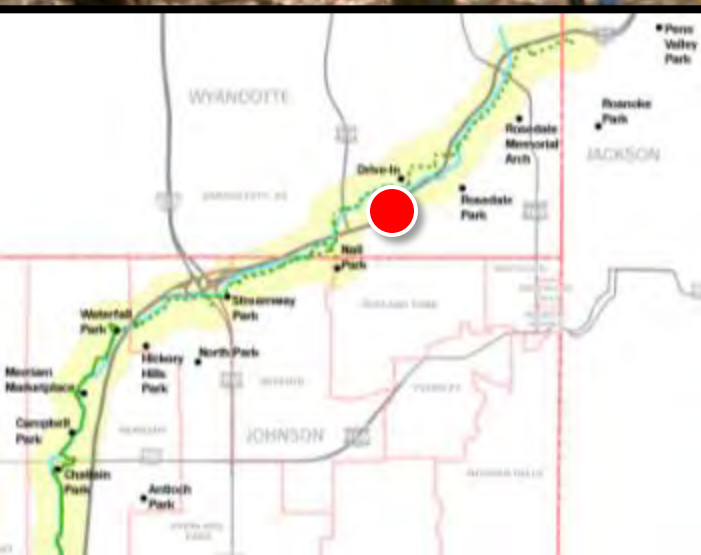
**KC, Kan. – Bridge view**



**KC, Kan. – Merriam Lane**



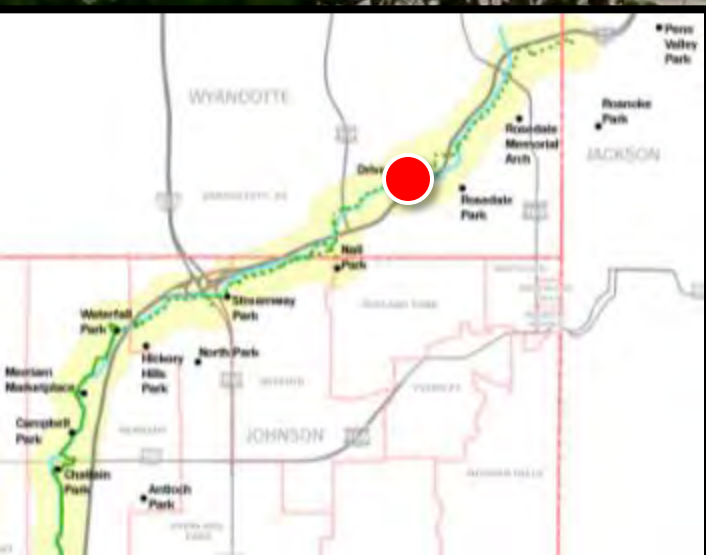
**KC, Kan. – Turkey Creek**



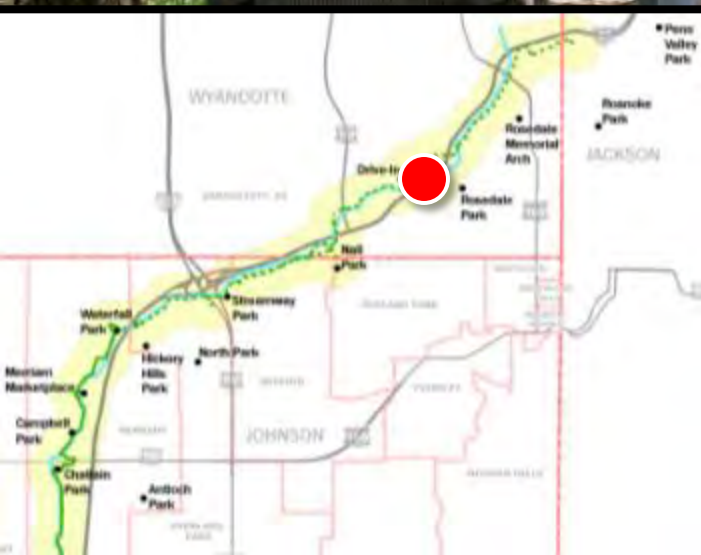
**KC, Kan. – Near Drive-In**



**KC, Kan. – Turkey Creek**

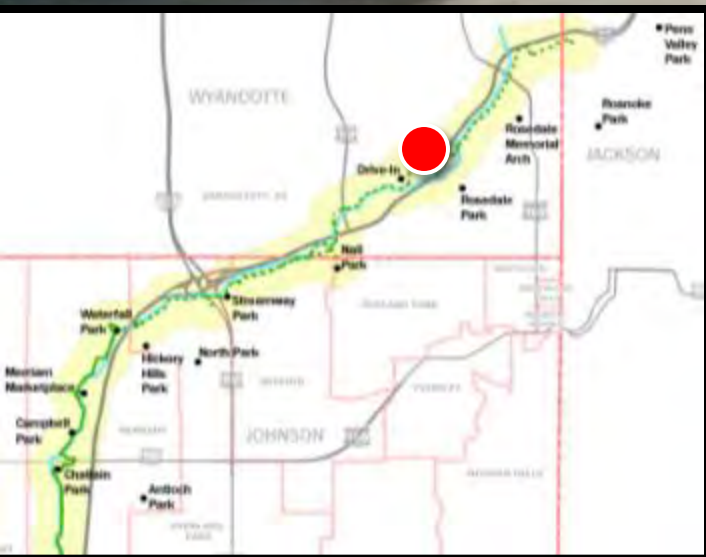


**KC, Kan. – Drive-In**



**KC, Kan. – RR Bridge**





**KC, Kan. – Lake Ave.**



**KC, Kan. – Mill St./I-35 ramp**



**KC, Kan. – Turkey Creek**



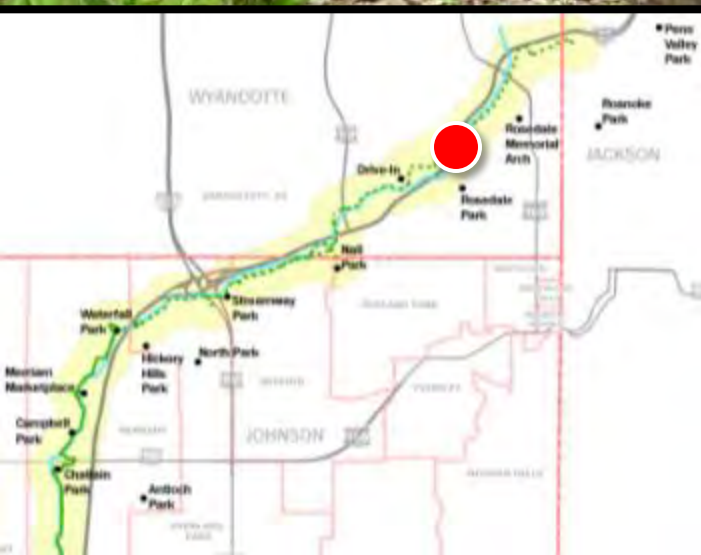
**KC, Kan.— Mill Bridge / I-35**



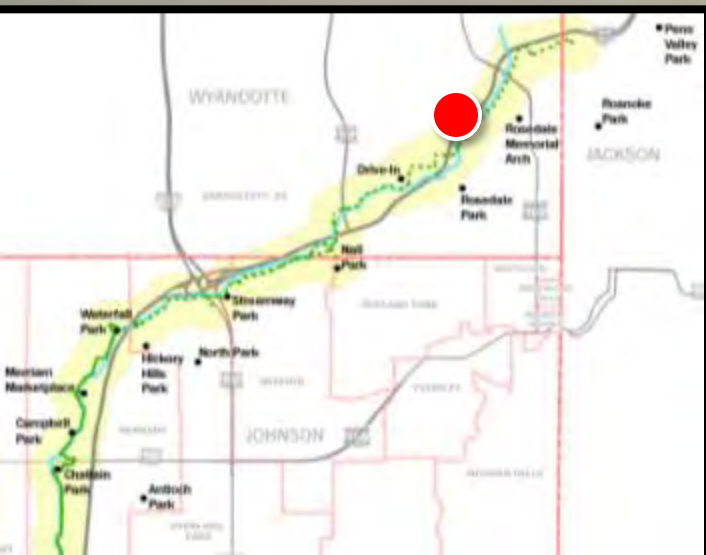
**KC, Kan. – Bridge view**



KC, Kan. – I-35 on-ramp



**KC, Kan. – Merriam Dr. / SW Blvd.**



**KC, Kan. – Division St.**





**KC, Kan. – I-35 / 7th St Tfwy**



**KC, Kan. – Former I-35 ramp**



# Turkey Creek Coalition

- Merriam
- Mission
- Overland Park
- Roeland Park
- Johnson County
- Unified Government of Wyandotte Co.
- Mid-America Regional Council
- Former State Representative Ronnie Metsker
- Representative Dennis Moore's Office
- U.S. Army Corps of Engineers
- Kansas Department of Transportation

# Future Corridor Plan

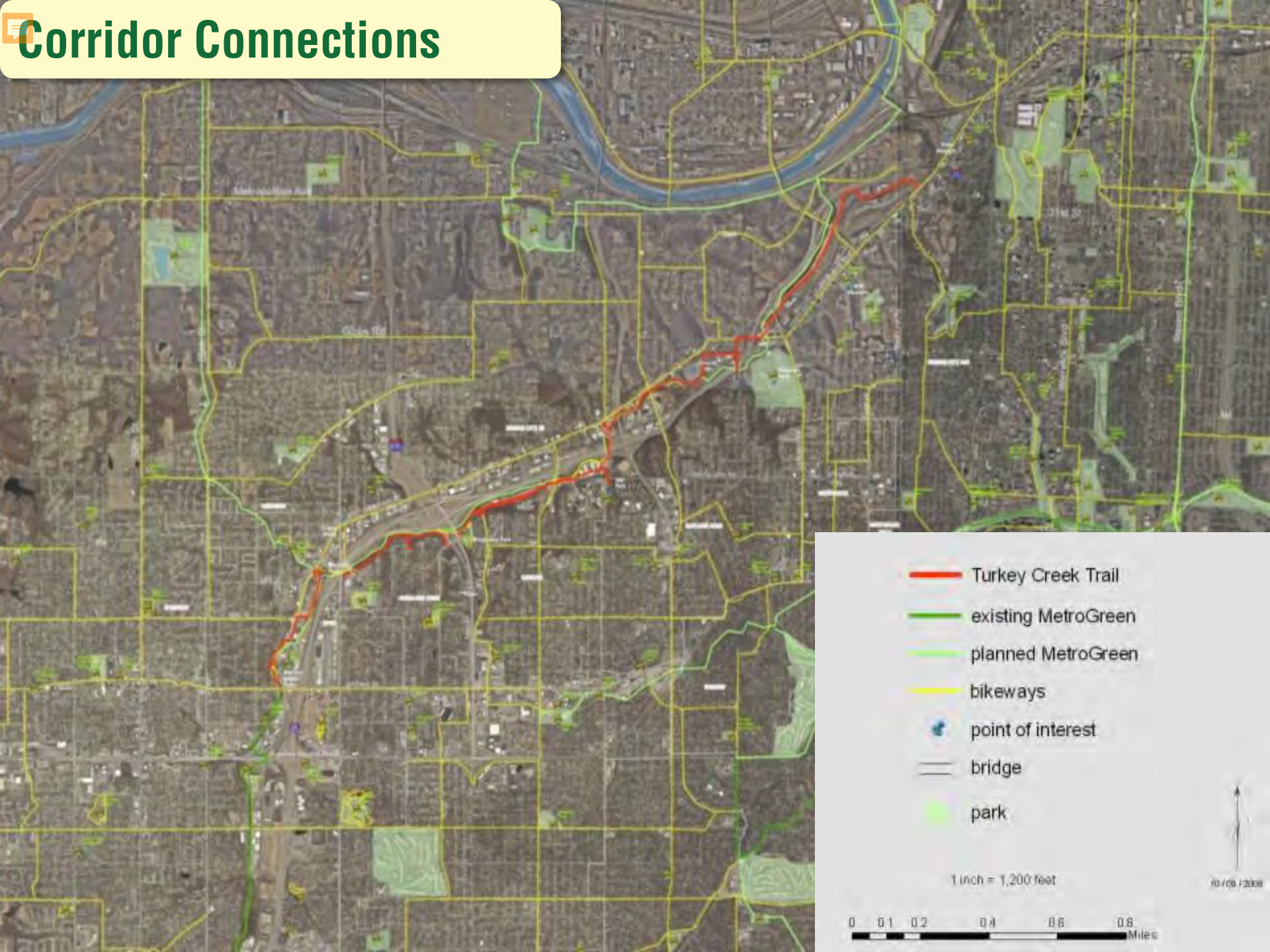
-  existing (off road)
-  proposed (on road)
-  proposed (off road)
-  planned (off road)
-  special design
-  point of interest
-  pedestrian bridge
-  park

Highlighted area on map represents a 1/4 mile buffer of Turkey Creek.

1 inch = 1,000 feet



# Corridor Connections



# Benefits of Greenways and Trails

- Transportation
- Health and Safety
- Water Quality and Environmental
- Economic





# Transportation Benefits

- Environmentally friendly transportation choices
- Unique experience not possible by automobile
- Alternative for commuting to places people live, work and play



# Health and Safety Benefits

- Encourage physical activity
- Promote recreation and mental relaxation
- Connect people to nature
- Provides safe off-street access to places
- Increases visibility in an area (prove to prevent crime and increase public security)





# Environmental Benefits

- Prevent flood damage
- Maintain and improve water quality
- Provide streambank stability
- Provide habitat for wildlife
- Promote environmental education



# Economic Benefits

- Encourage business development
- Lower cost of stormwater management
- Increase property value
- Increase tourism
- Enhance quality of life in the community

# Stages of Development

- Feasibility Study
- Concept Plan
- Multi-jurisdictional Plan Adoption
- Preliminary Engineering/Design
- Construction Design
- Bidding and Letting
- Construction
- Maintenance





# Trail Funding

- Federal Transportation Funding
- Non-Transportation Federal Funding and Assistance
- State and Local Government Funding
- Corridor Revenue
- Private Funding Sources
- Partnerships
- Events
- Volunteer Opportunities



# Federal Transportation Funding

- Recreational Trails Program (RTP)
- Transportation Enhancements Program (TE)
- Congestion Mitigation and Air Quality (CMAQ)
- Safe Routes to School (SRTS)
- Transportation, Community and System Preservation Program (TCSP)
- Federal Lands Highway Program (FLHP)
- National Scenic Byways Program
- Alternative Transportation in Parks and Public Lands
- Park Roads and Parkways Program (PRPP)



# Other Federal Funding/Assistance

- National Recreation Trails (NRT)
- Rails, Trails and Conservation Assistance Program (RTCA)
- Land and Water Conservation Fund (LWCF)
- Community Development Block Grant Program (CDBG)
- Urban and Community Forestry (UCF)
- Public Works and Economic Development Program
- Preserve America (Historic Preservation)
- Save America's Treasures (Historic Preservation)
- EPA Brownfields Program
- National Coastal Wetlands Conservation Program
- Corporate Wetlands Restoration Partnership
- Natural Resource Conservation Service



# State and Local Funding

- Departments of Health, Parks, Conservation or Transportation
- Capital Improvement Programs
- Bond Issues
- Heritage Trusts



# Private Funding

- Campaigns and Donations
- Foundations and Company Grants
- Bikes Belong Coalition
- Kodak American Greenways Awards Program
- National Trails Fund
- REI Outdoor Goods Store
- Conservation Alliance
- Wal-Mart Foundation





# the big secret



# Thank You

**Contact:**

**Name**

**Email**

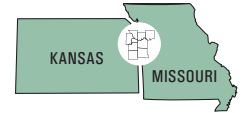
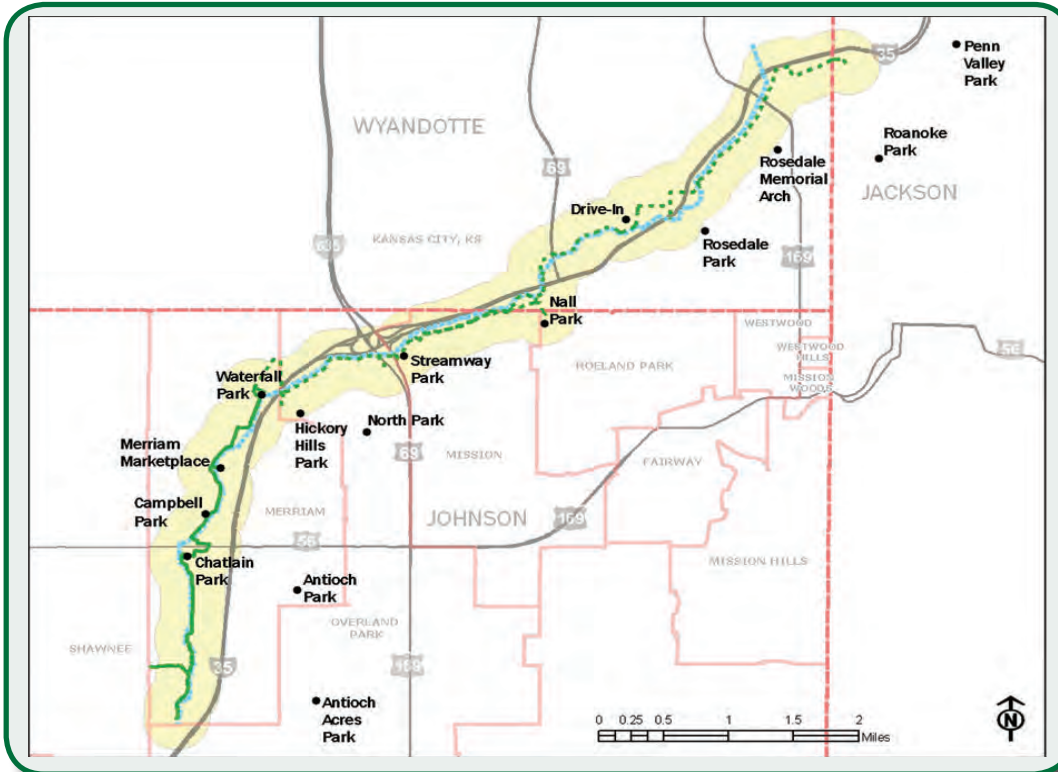
**Phone**

# TURKEY CREEK Streamway Corridor

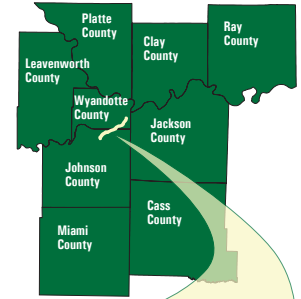


**metrogreen**

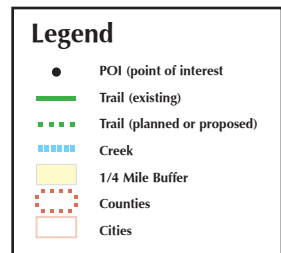
two states.  
seven counties.  
one regional greenway system.



KANSAS CITY REGION



AREA OF DETAIL



## LOCATION:

- Located in northern Johnson County, Kansas
- Spans into southern Wyandotte County, Kansas
- Watershed basin covers roughly 23 square miles in these two counties
- Corridor runs parallel to I-35 and extends into Jackson County, Missouri.

## JURISDICTIONS:

- Johnson County
- Merriam
- Mission
- Overland Park
- Roeland Park
- Unified Government of Wyandotte County/Kansas City, Kansas

## LENGTH:

- Corridor is approximately 10 miles long.

## POINTS OF INTEREST:

- Merriam Marketplace
- Nail Park
- Rosedale Park
- Streamway Park
- Waterfall Park
- Rosedale Memorial Arch



## CURRENT STATUS:

- **Johnson County** – Turkey Creek is designated as a component of the Streamway Park system through the cities of Merriam, Overland Park and Mission.
- **Merriam** – Completed nearly four miles of trail; identified MetroGreen trails system in the city's comprehensive plan.
- **Mission** – Identified Turkey Creek as a future trail corridor in the city's comprehensive plan; began requiring right-of-way or easement dedications on properties abutting Turkey Creek.
- **Overland Park** – Developed preliminary engineering designs and is currently seeking funding.
- **Roeland Park** – Identified a connection to the MetroGreen trail system via Nall Park.
- **Wyandotte County** – Currently planning a 1-mile segment as part of a U.S. Army Corps of Engineers watershed restoration plan; MetroGreen trails system is included in the Unified Government's comprehensive plan.

## FUNDING STATUS:

Total estimated cost to complete the entire corridor is around **\$5.5 million**.



## ABOUT METRO GREEN®

MetroGreen® is an interconnected system of public and private natural areas, greenways and trails linking together communities throughout the Kansas City metropolitan area.

The plan covers Leavenworth, Johnson and Wyandotte counties in Kansas and Cass, Clay, Jackson and Platte counties in Missouri.

Benefits of MetroGreen include cost-effective improvement of air and water quality; stabilization of streams; reduction of flood risks; protection of wildlife habitat; opportunities for biking, hiking and walking; and ultimately, the formation of a framework around which more sustainable urban development patterns can occur.

### At heart, MetroGreen:

- **Protects natural resources**
- **Restores high-value natural areas**
- **Connects people to these resources and to each other**



# City of MISSION

City Hall - 6090 Woodson Road - Mission, Kansas 66202

Public Works Department (913) 676-8375 - Fax: (913) 262-6916

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February 15, 2013

Becky Pepper  
Kansas Dept. of Transportation  
Eisenhower State Office Building  
Bureau of Transportation Planning  
700 SW Harrison Street  
Topeka, KS 66603-3754

Dear Becky Pepper :

I would like to submit the City of Mission's Turkey Creek Trail Project as a candidate for funding under MARC's jurisdiction for programming the Kansas Transportation Enhancement (TE) program. As you will read in our attached submission, this project clearly meets the eligibility requirements for this program.

The attached package includes the required application form, a detailed cost estimate and a detailed site map, among other items that we believe strengthen the City of Mission's proposal to build the Turkey Creek Trail.

Please let me know if you have any questions or comments.

Sincerely,

Justin Pregont, Project Manager  
City of Mission  
jpregont@missionks.org  
913-676-8379

Cc: Ron Achelpohl  
Assistant Director of Transportation  
600 Broadway, Suite 200  
Kansas City, MO 64105-1659  
MARC



# Transportation Enhancement Project

## APPLICATION FORM

2013

PRIMARY CATEGORY: Pedestrian + Bicycle Facilities DATE: 2/15/13

REQUESTOR: City of Mission PROJECT AREA/LENGTH: 1 Sq. ft. acres miles

GOVERNMENT AGENCY: City of Mission COUNTY: Johnson

PROJECT LOCATION: (see attached materials)

PROJECT DESCRIPTION: (see attached materials)

COST ESTIMATE:	Current 2013 Cost
Construction Cost:	\$ <u>1,834,001</u>
Right-of-Way Cost:	\$ <u>50,000</u>
Utility Adjustment Cost:	\$ <u>25,000</u>
Construction Engineering:	\$ <u>170,000</u>
2013 TOTAL PROJECT COST:	\$ <u>2,079,001</u>

Justin Pregel  
Contact Person

Project Manager  
Title

6090 Woodson  
Street Address

6090 Woodson  
Mailing Address

Mission, KS 66202  
City and Zip Code

Phone # (913) 676 8379

Fax # (913) 262 6916

% Federal Aid Requested: 80% - including \$960,000 '15 STP allocation

% Local Match* 20%

* Minimum of 20%

email address: jpregel@missionks.org

[Signature]  
Signature of Contact Person

Please circle any secondary categories:

- Scenic & Environmental items
- Pedestrian/Bicycle items
- Historic items

**Postmark by February 15th, 2013 to:**

Kansas Dept. of Transportation  
Eisenhower State Office Building  
Bureau of Transportation Planning  
700 SW Harrison Street  
Topeka, KS 66603-3754

## Transportation Enhancement Project - Application Form - 2013

Date: February 15, 2013  
Surface Transportation Link  
Category: Pedestrian and Bicycle Facilities  
Project Length: 1 mile



Project Title: Turkey Creek Trail  
Requestor: City of Mission, Kansas  
Government Agency: City of Mission, Kansas  
County: Johnson

Contact: Justin Pregont, Project Manager  
6090 Woodson  
Mission, KS 66202  
[jpregont@missionks.org](mailto:jpregont@missionks.org) - (913) 676 - 8379

### **Project Eligibility**

#### *Related to surface transportation:*

- Follows MetroGreen trails plan
- Follows Johnson County Streamway Park System
- Extension of Turkey Creek Trail (Merriam, Overland Park), adjacent to two interstates (I-35 & I-635)
- Provides connection from high-density housing to commercial and employment centers
- Scenic vistas along bluffs of Turkey Creek
- Follows old roadbed

#### *Scenic:*

- Project includes landscaping and beautification
- Improves wildlife habitat connectivity
- Scenic vistas along bluffs of Turkey Creek

#### *Pedestrian and Bicycle:*

- Pedestrian/Bicycle Trail

## **Project Location & Background**

The Turkey Creek Corridor is a 10-mile long segment of the MetroGreen regional greenway plan and the Johnson County Park and Recreation's Streamway Park System. Turkey Creek flows west to east from Johnson County, Kansas through Wyandotte County and into the Kansas River. The Turkey Creek trail corridor follows the creek and intersects several different local governments. Those are Overland Park, Merriam, Mission, Roeland Park, Kansas City, Kansas and Kansas City, Missouri. This corridor follows the creek through suburbs, commercial areas and industrial zones finally terminating at the Missouri River. It also transects several heavily traveled local roadways and interstate highways including: I-35, I-635, and I-70, Antioch, Merriam Lane, Lamar Avenue and Southwest Boulevard.

The Mid America Regional Council (MARC) has been promoting the Metro Green Trails initiative (information attached), a proposed interconnected system of public and private open spaces, greenways and trails designed to link several counties in the Kansas City Metropolitan Area. The Johnson County Streamway Park System includes every major creek in the County and connects almost all of the existing and future parks via trails and linkages.

A major goal of this initiative is to transform the local trail system into a regional trail system. Trail development along this corridor will not only provide a recreation amenity for the community, but encourage conservation along Turkey Creek, provide alternative transportation to downtown Kansas City, MO and spur economic development. The Turkey Creek Trail Corridor provides synergy with the MetroGreen Trails initiative and the Johnson County Streamway Park System Plan.

Since 2007 the Turkey Creek Corridor Coalition, representatives of local government, regional planning association, and/or local property owners or other interest groups, have studied the Corridor and have prepared the "Turkey Creek Concept Plan Report", which seeks to define the Turkey Creek Corridor and guide future planning decisions related to the development of the corridor and surrounding areas. The City of Merriam has already built a bicycle/pedestrian trail along a majority of this corridor and the City of Overland Park will construct an extension to this bicycle/pedestrian trail later this year. The City of Mission has identified Turkey Creek as a future trail corridor in the City's Comprehensive Plan, and has begun requiring right-of-way or easement dedications on properties abutting Turkey Creek. (See attached Linkages Map) The City of Roeland Park has expressed an interest in connecting the City's Nall Park to the Turkey Creek Trail Corridor, and the Unified Government of Wyandotte County/Kansas City Kansas has expressed an interest in extending the bicycle/pedestrian trail from the County line into its jurisdiction.

The City of Mission trail segment complements and builds from Overland Park's segment as it can not become part of the regional network without this vital connection. (See attached map of Overland Park trail segment)



### **Project Description:**

The proposed Turkey Creek Trail through the City of Mission begins (western terminus) at the Turkey Creek Trail proposed by Overland Park and heads east along the City's northern border through some of the most scenic areas in the urban area of the Kansas City region. The trail is a mile in length, and will be 10' wide to accommodate the expected high volumes of users.

Part of the trail will cross under I-635 providing multiple benefits. It will address a constant scour issue with KDOT's northbound I-635 bridge over Turkey Creek. By placing the trail in this location, the trail and armoring of the slope will protect the bridge's abutments. There is also no safe way for wildlife to access this heavily wooded area without crossing I-635. This trail will provide a safer location for the crossing, at a location more likely to be used by wildlife, close to the creek.

After crossing under I-635, the trail will curve back to climb almost 30' (at grades meeting ADA) to follow the abandoned roadbed along the bluffs of Turkey Creek, and passing Streamway Park, a small park with a 0.4 mile internal loop trail (see attached maps).

From Streamway Park, the trail will follow the north side of Foxridge Drive and end with a turnaround just west of Lamar.

Future projects include the extension of the trail to a trail along the south side of the Kansas River, and a trail connecting to the recently constructed Rock Creek Trail in Mission.

There will also be landscaping and streetscape improvements in conjunction with trail construction. Native landscaping, habitat restoration and water quality will be important pieces of the Turkey Creek Trail project in Mission.

The proposed Turkey Creek trail will provide a regional link to the existing multi-family neighborhood, a total of approximately 1,000 residential units within quarter mile of the trail (2,000 residential units within ½ mile), neighborhood retail, community garden, and transit stops. The three existing Johnson County Transit routes located in the vicinity of the trail make this a truly multi-modal transportation opportunity. The Turkey Creek Trail will also allow future north-south connections to be built in Mission to link to the Rock Creek Trail serving the southern portion of the City (See attached Rock Creek Trail map).

## **Project Cost Estimate**

Construction: \$1,834,001 (line item engineer's estimate is attached)

Engineering: \$170,000 (includes survey, geotechnical investigation, and design)

Inspection: \$150,000

## **Project Timeline**

Design: Summer 2013 - Fall 2014

Construction: Spring - Summer 2015

## **Project Details (attachments):**

- A statement of financial feasibility (CAFR) to demonstrate needed resources and capabilities to complete the project from Mission's Finance Director, Laura Smith, is attached. In this letter, Ms. Smith also certifies that there are no known or foreseeable legal impediments and that the project complies with all applicable codes, standards and/or regulations.
- The City has secured 2015 Federal Surface Transportation Program funds in the amount of \$960,000. These leveraged funds will keep the project on track for a timely bid letting and construction calendar as well as ensure the constructability of the project. The project is listed in the 2012-2016 MARC Transportation Improvement Program (TIP #347011).
- A detailed, line item cost estimate from Olsson Associates for the construction and inspection expenses expected to be incurred by the Turkey Creek Trail Project.
- Map attachments showing aerial views of proposed Turkey Creek Trail facilities in both Overland Park (adjacent) and Mission and also the Rock Creek Trail network in Mission.

## **Supplemental Information and Documentation:**

- A recent Safety Study of the project completed by Olsson Associates investigating the safety and security of the proposed Turkey Creek Trail facility.
- Materials Introducing the MetroGreen Trail Corridor Plan that identifies all of the project partners supporting integrated trail networks in Johnson County.
- The City's Public Works Department is a contributing partner to this application and the City's Public Works Superintendent, John Belger, has provided a letter to ensure that ongoing maintenance is a priority of the City and that resources are available to ensure that responsibility is undertaken indefinitely.
- This project has long been supported by Mission's City Council. A series of supporting resolutions are attached to show the City's commitment to building this project.

February 15, 2013

Kansas Department of Transportation  
Dwight D. Eisenhower State Office Building  
700 SW Harrison Street  
Topeka, KS 66603-3754

To Whom It May Concern:

Please find attached an excerpt from the City of Mission's 2011 Comprehensive Annual Financial Report (CAFR). A complete copy may be accessed online at [www.missionks.org](http://www.missionks.org). This is being provided in response to the requirements related to submission of our application for Federal Transportation Enhancement Funds for the Turkey Creek Trail project.

Additionally, please accept this letter as certification that there are no known or foreseeable legal impediments which exist which would prohibit the City of Mission from completing the Turkey Creek Trail Project. The project has been reviewed both internally and by the City's external consultants to ensure compliance with all applicable codes, standards and/or regulations.

Should you require additional information, please do not hesitate to contact me.

Sincerely,



Laura Smith  
Assistant City Administrator/Finance Director

Enclosure

CITY OF MISSION, KANSAS  
MANAGEMENT'S DISCUSSION AND ANALYSIS  
For the Year Ended December 31, 2011  
Unaudited

Our discussion and analysis of the City of Mission, Kansas financial performance provides an overview of the City's financial activities for the fiscal year ended December 31, 2011. This narrative should be read in conjunction with the City's letter of transmittal, which begins on page i.

**Financial Highlights**

- The Government-wide net assets totaled \$27.9 million at the end of the current fiscal year.
- Total capital assets, net of accumulated depreciation at December 31, 2011 totaled \$57.9 million.
- During the year ended December 31, 2011, the City's total revenues (which include charges for services, local taxes and state and federal aid) exceeded total expenses by \$2 million.
- The City's total indebtedness increased by \$2.4 million, primarily due to the issuance of general obligation bonds.
- The City's net capital assets increased \$2.9 million in the current fiscal year.

**Using This Financial Report**

This annual report consists of two distinct series of financial statements: government-wide and funds. In addition, the annual report includes budgetary-basis financial statement comparisons, in accordance with the State of Kansas cash basis and budget laws.

The government-wide statements are designed to provide information about the City's activities as a whole and provide a longer-term view of the City's finances. The fund financial statements tell how the City's services for the governmental activities were financed in the short term as well as what remains for future spending. Fund financial statements report the City's operations in greater detail than the government-wide statements by providing information about the City's most significant funds. In addition, combining statements included in the supplemental information show detail of all other governmental funds. The City also holds fiduciary funds on behalf of various parties. These funds are reported in a separate statement.

**Reporting on the City as a Whole (Government Wide)**

**Statement of Net Assets and the Statement of Activities**

The view of the City as a whole looks at all financial transactions and asks the question, "Are we in a better financial position as a result of the current year's financial activities?" The Statement of Net Assets and the Statement of Activities provide the basis for answering this question. The statements include all assets and all liabilities using the accrual basis of accounting, which is similar to the accounting method used by most private-sector companies. This basis of accounting takes into account all of the current year's revenues and expenses, regardless of when cash is received or paid.

These two statements report the City's net assets and current year change in those net assets. The change in net assets is important because it tells the reader whether the City, as a whole, has improved or diminished its financial position. Over time, increases or decreases in the City's net assets are one indicator of whether its financial health is improving or deteriorating. Causes of these changes may be the result of many factors, some financial, some not. Non-financial factors include the City's property tax base, state mandates, and the financial condition of the State of Kansas general fund.

CITY OF MISSION, KANSAS  
MANAGEMENT'S DISCUSSION AND ANALYSIS  
For the Year Ended December 31, 2011  
Unaudited

In the Statement of Net Assets and the Statement of Activities, the City has one kind of activity:

Governmental Activities - Most of the City's programs and services are reported here including general government, public safety, public works and culture and recreation.

**Reporting the City's Most Significant Funds (Fund Financial Statements)**

Fund financial statements provide detailed information about the City's major funds. The City uses many funds to account for a multitude of financial transactions. The main fund financial statements focus on the City's most significant funds. Combining fund balance sheets and statements of revenues, expenditures and changes in fund balances provide detailed information about all of the City's non-major governmental funds.

Governmental Funds - Most of the City's activities are reported in the governmental funds, which focus on how money flows into and out of the funds and how balances left over at fiscal year end are available to be spent in future periods. These funds are reported using an accounting method called modified accrual accounting, which measures cash and all other financial assets that can readily be converted to cash. The governmental fund statements provide a detailed short-term view of the City's general operations and the basic services it provides. Governmental fund information helps the reader to decide whether there are more or fewer financial resources that can be spent in the near term to finance the City's programs. Major differences between the City's governmental activities as reported in the Statement of Net Assets and the Statement of Activities and its governmental funds are reconciled in the Governmental Funds financial statements.

**The City as a Whole**

Government-Wide Assets

The Statement of Net Assets provides the financial position of the City as a whole. The overall financial position of the City was slightly better in 2011. The following is a summary of the City's Statement of Net Assets as of December 31, 2011 and 2010:

City of Mission  
Condensed Statement of Net Assets

	Governmental Activities	
	<u>2011</u>	<u>2010</u>
Current assets	\$ 6,661,187	\$ 5,288,053
Net capital assets	<u>57,965,903</u>	<u>54,990,751</u>
<b>Total assets</b>	<b><u>\$ 64,627,090</u></b>	<b><u>\$ 60,278,804</u></b>
Current liabilities	\$ 5,075,719	\$ 4,740,361
Noncurrent liabilities	<u>31,634,622</u>	<u>29,584,147</u>
<b>Total liabilities</b>	<b><u>\$ 36,710,341</u></b>	<b><u>\$ 34,324,508</u></b>
<b>Net Assets:</b>		
Invested in capital assets, net of related debt	\$ 25,521,486	\$ 23,644,245
Restricted for:		
Debt Service	550,988	791,098
Unrestricted	<u>1,844,275</u>	<u>1,518,953</u>
<b>Total net assets</b>	<b><u>\$ 27,916,749</u></b>	<b><u>\$ 25,954,296</u></b>

CITY OF MISSION, KANSAS  
MANAGEMENT'S DISCUSSION AND ANALYSIS  
For the Year Ended December 31, 2011  
Unaudited

The assets of the City are classified as current assets and capital assets. Cash and investments and accounts receivable are the largest current assets. These are assets that are available to provide resources for the near-term operations of the City. Capital assets are used in the operations of the City. These assets include land, buildings, equipment and vehicles, and infrastructure.

Current and non-current liabilities are classified based on anticipated liquidation either in the near-term or in the future. Current liabilities include accounts payable, accrued liabilities, interest payable and current portion of long-term obligations.

The City has \$33.8 million in long-term debt, consisting of general obligation bonds, capital improvement bonds, and special assessment bonds payable, of which \$2.6 million is due within the next fiscal year.

The City had total assets at December 31, 2011, totaling \$64.6 million. The total assets of the City exceeded the total liabilities by \$27.9 million. Net assets invested in capital assets; net of related debt, totaled \$25.5 million, restricted net assets totaled \$.6 million and unrestricted net assets totaled \$1.8 million.

#### Government-Wide Activities

The following is a condensed statement of the City's change in net assets for the year ended December 31, 2011. Major items of program revenues, grants and general revenues are detailed. Government-wide activities increased the net assets of the City by approximately \$2 million for the year ended December 31, 2011. The increase can be attributed to the increase in charges for service and fines, fees and taxes in the form of payments received from the City's patrons and operating grants and contributions. A reconciliation of the total change in fund balances for the governmental funds to the Statement of Activities is located at page 14 of the basic financial statements. Major differences in the Statement of Activities and changes in the fund balances of governmental funds as expenditures in the funds statements include the repayment of long-term debt of \$3 million which is treated as expenditures in the funds statements, but is treated as a reduction of long term debt in the Government wide financial statements. Also, the bond and note proceeds of \$5.4 million are treated as a revenue source in the fund statements, but an increase of long term debt in the Government wide financial statements.

CITY OF MISSION, KANSAS  
MANAGEMENT'S DISCUSSION AND ANALYSIS  
For the Year Ended December 31, 2011  
Unaudited

In addition, the capital outlays of \$4.6 million are treated as expenditures in the fund statements, but are treated as an increase in capital assets in the Government wide financial statements.

City of Mission  
Condensed Statement of Changes in Net Assets  
For the Year Ended December 31, 2011 and 2010

	Governmental Activities	
	<u>2011</u>	<u>2010</u>
Revenues:		
Program revenues:		
Charges for services	\$ 6,414,636	\$ 4,777,595
Operating grants	2,354,879	1,147,837
General revenues:		
Property taxes	1,469,907	1,800,788
Sales tax	4,057,445	3,973,428
Motor fuel tax	159,717	158,653
Franchise tax	1,014,732	1,011,213
Investment earnings	2,348	4,282
Miscellaneous	159,835	388,741
Total revenues	<u>15,633,499</u>	<u>13,262,537</u>
Program expenses:		
General government	2,964,860	1,893,579
Public safety	3,791,275	3,613,022
Public works	3,332,773	4,388,119
Culture and recreation	2,607,459	2,695,954
Interest on long term debt	974,679	1,007,059
Total expenses	<u>13,671,046</u>	<u>13,597,733</u>
Increase [decrease] in net assets	<u>\$ 1,962,453</u>	<u>\$ [335,196]</u>

**Financial Analysis of the City's Funds**

The City uses fund accounting to ensure and demonstrate compliance with state and federal finance related legal requirements. These funds are accounted for on the modified accrual basis of accounting.

The governmental funds of the City provide information on near-term inflows, outflows and balances of spendable resources. Unreserved fund balances, in particular, measures the City's net resources available for spending at the end of the City's fiscal year.

Total fund balances at December 31, 2011 for the governmental funds totaled \$3.4 million. Total unassigned fund balances at December 31, 2011 totaled \$1.3 million, of which \$1.3 million was attributable to General Fund.

CITY OF MISSION, KANSAS  
MANAGEMENT'S DISCUSSION AND ANALYSIS  
For the Year Ended December 31, 2011  
Unaudited

The General Fund is the chief operating fund of the City. At the end of the current fiscal year, unassigned fund balance of the general fund was \$1.3 million. The increase in the General Fund's fund balance was \$11,435.

The Special Highway Fund is used to account for monies sent quarterly from the State Treasurer's office which are the Special City and County Highway Fund distributed and computed in compliance with K.S.A. 79-3425C. The ending fund balance of the Special Highway Fund was \$60,766 at December 31, 2011. The decrease in the Special Highway Fund's fund balance was \$115,722. The decrease was due to the implementation of a comprehensive residential street maintenance program which included curb and gutter replacement, seal applications and mill and overlay projects throughout the City.

The Storm Drain Fund is used to account for storm water charges received based on an equivalent residential unit (ERU) to be used for storm water improvements city wide. The ending fund balance was \$305,202 at December 31, 2011. The increase in the Storm Drain Fund's fund balance was \$.3 million. The increase was due in part to funds reimbursed for stormwater grant projects and funds obligated for debt service on storm water projects and ongoing design and construction of storm water infrastructure projects.

The Sales Tax Fund is used to account for revenues received from a one-quarter of one percent sales tax pledged to retire the Series 2002A General Obligation Bonds issued to expand the City's community center. The ending fund balance was \$.5 million at December 31, 2011. The decrease in the fund balance was \$.2 million. The fund decreased slightly as the sales tax was rescinded October 1, 2011 because collections were sufficient to retire the remaining debt. The sales tax was retired fifteen months ahead of the originally anticipate/approved timeframe.

The General Obligation Fund is used to account for resources to be used for the payment of principal, interest and related costs of the general obligation bonds other than the sales tax bonds, as well as certain other long-term obligations of the City. The ending fund balance was \$6,397 at December 31, 2011. The decrease in the General Obligation Fund's fund balance was \$11,364. The decrease in the fund balance can be attributed to an overall decline in property valuations resulting in the collection is less annual property tax revenues than previous years.

The Transportation Utility Fund is used to account for transportation utility charges received based on an established land-use formula per parcel to fund street and other transportation related improvements. The ending fund balance was \$.1 million at December 31, 2011. The increase in the Transportation Utility Fund was \$.1 million. The increase in the fund can be attributed to the implementation of the utility fees which will be expended on an approved annual street maintenance program which anticipates the carry-over of some funds each year.

The Capital Improvement Fund is used to account for resources used to construct and maintain infrastructure city-wide. The ending fund balance was approximately \$.8 million at December 31, 2011. The increase in the Capital Improvement Fund's fund balance was \$1.2 million. The increase in the fund balance can be attributed to reimbursements received for various street projects and bond proceeds for the Nall Avenue, Martway and Johnson Drive projects

**General Fund Budgeting Highlights**

The City's budgets are prepared in accordance with Kansas law and are based primarily on the basis of cash receipts, disbursements, and encumbrances. The most significant budgeted fund is the General Fund.

The City's final General Fund budget was \$10,721,195, the same as the original published budget. The revenues were more than budgetary estimates by \$.2 million and the expenditures were less than budgetary estimates by \$.4 million.

Sales tax revenues were more than budgeted figures primarily as a result of conservative estimates. Revenues in the police fines and charges for services (court fees) categories were less than budgeted figures due to



CITY OF MISSION, KANSAS

MANAGEMENT'S DISCUSSION AND ANALYSIS  
For the Year Ended December 31, 2011  
Unaudited

staffing vacancies in the police department and a decrease in traffic citations processed.

Overall expenditures in the General Fund were below budgeted figures as a result of specific budget control and voluntary line item reductions by each Department. Expenditures in the general overhead contractual category exceeded budgeted figures as a result of additional charges computer hosting and system maintenance. Police department personnel expenditures exceeded budgeted figures because of accrued leave payouts associated with the retirement of senior staff.

**Capital Assets and Debt Administration**

The City's investment in capital assets for its governmental activities totaled \$57.9 million (net of accumulated depreciation) as of December 31, 2011.

The major capital asset events during the current fiscal year included the following:

- Nall Avenue Construction totaling \$3,867,948
- Martway and Johnson Drive Design totaling \$275,262
- Residential Street Maintenance Program totaling \$378,556

Additional information on the City's capital assets can be found in Notes I and III of the financial statements.

At December 31, 2011, the City had total debt outstanding of \$33.8 million, backed by the full faith and credit of the City. Total long-term debt increased for the fiscal year ended December 31, 2011, in the amount of \$2.4 million. This was a result of the issuance of general obligation bonds.

Additional information on the City's general long term debt can be found in Note III to the financial statements.

**Contacting the City**

This financial report is designed to provide a general overview of the City's finances. If you have questions about this report or need additional financial information, contact the City's Finance and Administration Department at 6090 Woodson, Mission, Kansas 66202.

CITY OF MISSION, KANSAS  
STATEMENT OF NET ASSETS  
December 31, 2011

	Total Governmental Activities
<b>ASSETS</b>	
Current assets:	
Cash and investments	\$ 3,405,697
Restricted cash and investments	40,294
Receivables	2,718,004
Deferred charges	497,192
Total current assets	<u>6,661,187</u>
Capital assets:	
Capital assets not being depreciated:	
Land	10,862,274
Construction in progress	774,459
Capital assets being depreciated	56,795,821
Less: accumulated depreciation	<u>10,466,651</u>
Total net capital assets	<u>57,965,903</u>
Total assets	<u>\$ 64,627,090</u>
Liabilities:	
Current liabilities:	
Accounts payable	\$ 153,779
Accrued liabilities	209,639
Interest payable	280,482
Municipal court bonds payable	40,294
Unearned revenue	1,612,712
Current portion of compensated absences	194,143
Current portion of capital leases payable	125,385
Current portion of loans payable	3,977
Current portion of special assessment bonds payable	10,000
Current portion of general obligation bonds payable	<u>2,445,308</u>
Total current liabilities (payable from current assets)	<u>5,075,719</u>
Noncurrent liabilities:	
Compensated absences	284,704
Net other post employment benefits	183,769
Temporary note payable	475,605
Capital lease payable	281,959
Loans payable	95,887
General obligation bonds payable	<u>30,312,698</u>
Total noncurrent liabilities	<u>31,634,622</u>
Total liabilities	<u>\$ 36,710,341</u>
Net Assets	
Invested in capital assets, net of related debt	\$ 25,521,486
Restricted for:	
Debt service	550,988
Unrestricted	<u>1,844,275</u>
Total net assets	<u>\$ 27,916,749</u>

The notes to the financial statements are an integral part of this statement.

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# Kansas

<b>TIP #:</b> 346008	<b>Juris:</b> MERRIAM	<b>Location/Improvement:</b> SHAWNEE MISSION PARKWAY BRIDGE OVER BNSF REHABILITATION		
<b>State #:</b>	<b>Federal #:</b>	<b>County:</b> JOHNSON	<b>Type:</b> Bridge Rehabilitation (No Added Capacity)	<b>Length (mi):</b> 0.1
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>
Construction	2016	Federal	STPM-KS	\$1,678.0
Construction	2016	Non-Federal	LOCAL	\$652.0
<b>Federal Total:</b>	<b>\$1,678.0</b>	<b>Non-Federal Total:</b>	<b>\$652.0</b>	<b>Total:</b> <b>\$2,330.0</b>

**Description:** Scope of work includes clean/replace expansion joints; paint to prevent corrosion, and repair failed embankment slope etc. The bridge is vital to freight mobility, all types of vehicular traffic with direct connection to I-35 and the Plaza in Kansas City, MO.

**Status:**

<b>TIP #:</b> 347009	<b>Juris:</b> MISSION	<b>Location/Improvement:</b> JOHNSON DRIVE REHABILITATION PROJECT (LAMAR AVE TO NALL AVE)		
<b>State #:</b> N-0554-01	<b>Federal #:</b>	<b>County:</b> JOHNSON	<b>Type:</b> Reconstruction (No Added Capacity)	<b>Length (mi):</b> .50
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>
Construction	2014	Non-Federal	LOCAL	\$4,247.5
Construction	2013	Federal	STPM-KS	\$1,680.0
Construction	2014	Federal	STPM-KS	\$1,120.0
Construction	2013	Non-Federal	LOCAL	\$745.0
<b>Federal Total:</b>	<b>\$2,800.0</b>	<b>Non-Federal Total:</b>	<b>\$4,992.5</b>	<b>Total:</b> <b>\$7,792.5</b>

**Description:** The project will include full removal and replacement of all pavement, curb & gutter, and catch basins, include widened sidewalks, improved curb ramps and reconstruction of the drainage system.

**Status:**

<b>TIP #:</b> 347010	<b>Juris:</b> MISSION	<b>Location/Improvement:</b> MARTWAY IMPROVEMENTS - CONSTRUCTION IMPROVEMENTS [REF. P.L. 110-244, SEC 109(15)] ASSOCIATED WITH THE ROCK CREEK PROJECT IN MISSION.		
<b>State #:</b> N-0563-01	<b>Federal #:</b>	<b>County:</b> JOHNSON	<b>Type:</b> Bridge Replacement (No Added Capacity)	<b>Length (mi):</b> .65
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>
Construction	2012	Non-Federal	LOCAL	\$1,850.0
Construction	2012	Federal	TIP-KS	\$1,202.8
Engineering	2011	Non-Federal	LOCAL	\$320.0
Other	2012	Non-Federal	LOCAL	\$15.0
Right-of-Way	2012	Non-Federal	LOCAL	\$5.0
<b>Federal Total:</b>	<b>\$1,202.8</b>	<b>Non-Federal Total:</b>	<b>\$2,190.0</b>	<b>Total:</b> <b>\$3,392.8</b>

**Description:** The project will include removal and replacement of all curb and gutter, full depth base repair in select locations, mill and overlay of surface, repair or replacement of catch basins, widened sidewalks and improved curb ramps, and reconstruction of drainage system.

**Status:**

<b>TIP #:</b> 347011	<b>Juris:</b> MISSION	<b>Location/Improvement:</b> TURKEY CREEK TRAIL - MISSION		
<b>State #:</b>	<b>Federal #:</b>	<b>County:</b> JOHNSON	<b>Type:</b> Pedestrian and/or Bikeways	<b>Length (mi):</b> 1.0
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>
Construction	2015	Non-Federal	LOCAL	\$1,040.0
Construction	2015	Federal	STPM-KS	\$960.0
<b>Federal Total:</b>	<b>\$960.0</b>	<b>Non-Federal Total:</b>	<b>\$1,040.0</b>	<b>Total:</b> <b>\$2,000.0</b>

**Description:** Continuation of the 10' wide Turkey Creek Trail from the Mission city limit with Overland Park to the Mission city limit with Kansas City, KS. Project provides alternative mode of transportation in area of city that currently has no similar facilities, but is important regional transportation corridor (I-35).

**Status:**



**Turkey Creek Engineer's Estimate**

Client: City of Mission  
 Project: Turkey Creek Trail  
 Project Number: 010-2745-170

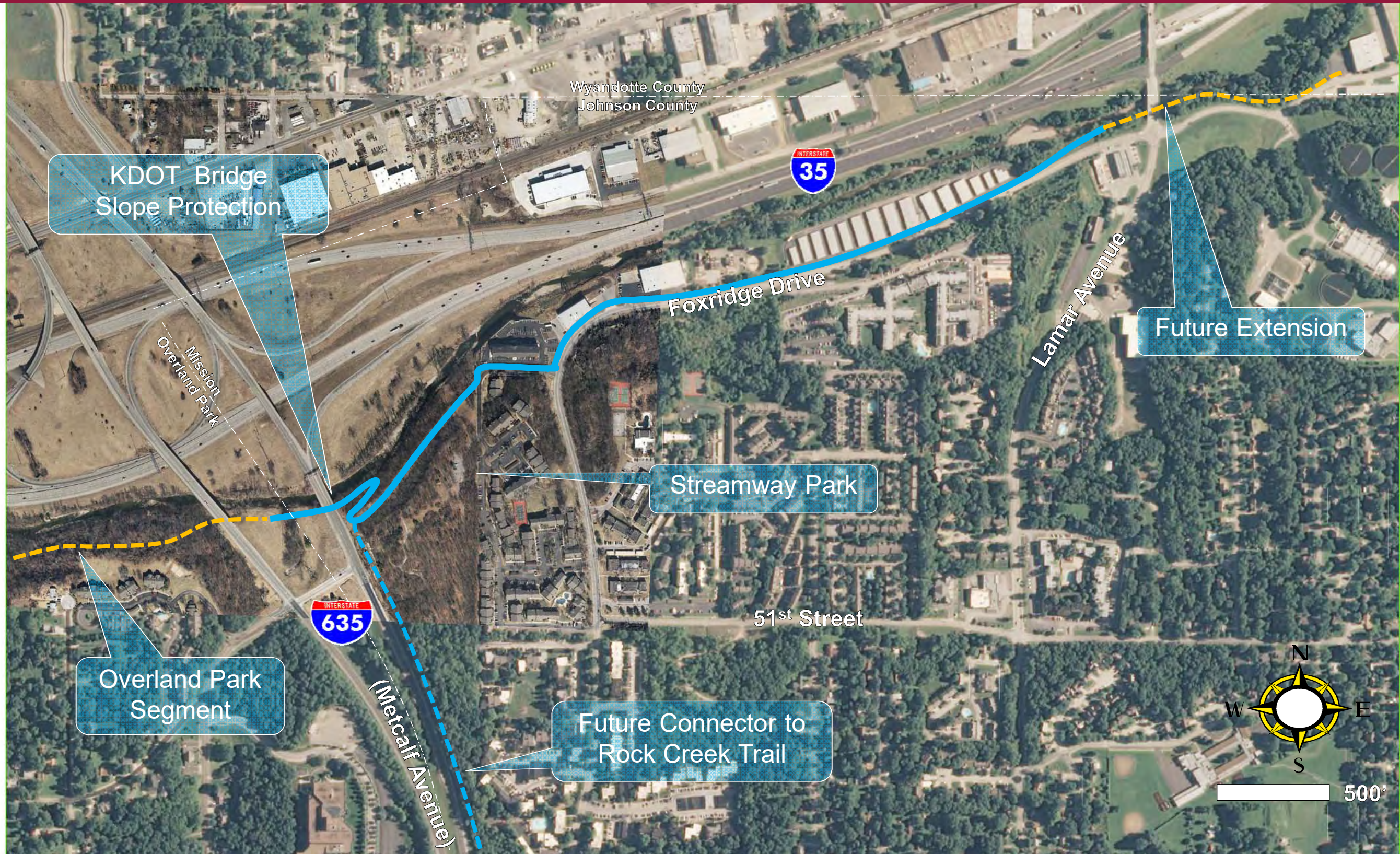
Date: 6/22/2012

Item	Quantity	Unit	Unit Cost \$	Cost \$
1 Mobilization	1	L.S.	\$50,000	\$50,000
2 Contractor Construction Staking	1	L.S.	\$10,000	\$10,000
3 Clearing and Grubbing	2275	L.F.	\$25	\$56,875
4 Removal of Existing Structures	1	L.S.	\$10,000	\$10,000
5 Linear Grading (Trail)	2275	L.F.	\$20	\$45,500
6 Linear Grading (Sidewalk/Trail)	3675	L.F.	\$5	\$18,375
7 Embankment in Place	5000	C.Y.	\$15	\$75,000
8 Inlet Protection	10	EACH	\$110	\$1,100
9 Silt Fence	7320	L.F.	\$5	\$36,600
10 Sediment Removal	500	C.Y.	\$4	\$2,000
11 Temporary Seeding	2.1	ACRE	\$2,000	\$4,200
12 4" Aggregate Base	7823	S.Y.	\$8	\$62,580
13 Entrance Treatments	600	S.Y.	\$50	\$30,000
14 ADA sidewalk Ramps	14	Each	\$1,500	\$21,000
15 Non-Reinforced P.C.C.P. (6")	6612	S.Y.	\$50	\$330,578
16 Pedestrian Bridge (Precast Beam)	480	S.F.	\$90	\$43,200
17 Rock Lining	980	S.Y.	\$55	\$53,900
18 Maintenance of Traffic	1	L.S.	\$15,000	\$15,000
19 Permanent Signing	30	EACH	\$175	\$5,250
20 Retaining Wall	6630	S.F.	\$85	\$563,550
21 Rail For Retaining Wall	405	L.F.	\$55	\$22,275
22 Three-Rail Fence	450	L.F.	\$50	\$22,500
23 Kiosks	2	EACH	\$5,000	\$10,000
24 Trail Furniture	12	EACH	\$1,500	\$18,000
25 Area Inlet	2	EACH	\$3,000	\$6,000
26 Storm Pipe	270	L.F.	\$70	\$18,900
27 F.E.S.	16	EACH	\$400	\$6,400
28 Bridge Lighting	1	L.S.	\$20,000	\$20,000
29 Bus Shelter	1	EACH	\$10,000	\$10,000
30 Seeding & Mulching	3	ACRE	\$2,000	\$6,000
31 Landscaping Planting Areas	4	EACH	\$5,000	\$20,000
		Subtotal		\$1,594,783
		Construction Contingency	15%	\$239,217
		<b>TOTAL CONSTRUCTION COST (2012 Dollars)</b>		<b>\$1,834,001</b>

Utilities	\$25,000
Right-of-way	\$50,000
Survey and Design	\$150,000
Geotechnical Investigation	\$20,000
Inspection	\$150,000
<b>Opinion of Probable Cost</b>	<b>\$2,229,001</b>

The Engineer, using his or her professional judgment, has developed this stated Opinion of Probable Construction Cost based upon the design status identified above. Development of this Opinion has included consideration of design input level; however, the circumstances under which the work is expected to be undertaken, the cost and availability of materials, labor and services, probable bidder response and the economic conditions at the time of bid solicitation are beyond the control of the Engineer and will impact actual bid costs. Should bidding be delayed, these costs should be reviewed and, if necessary, adjusted to a more applicable Engineering News Record Construction Cost Index.

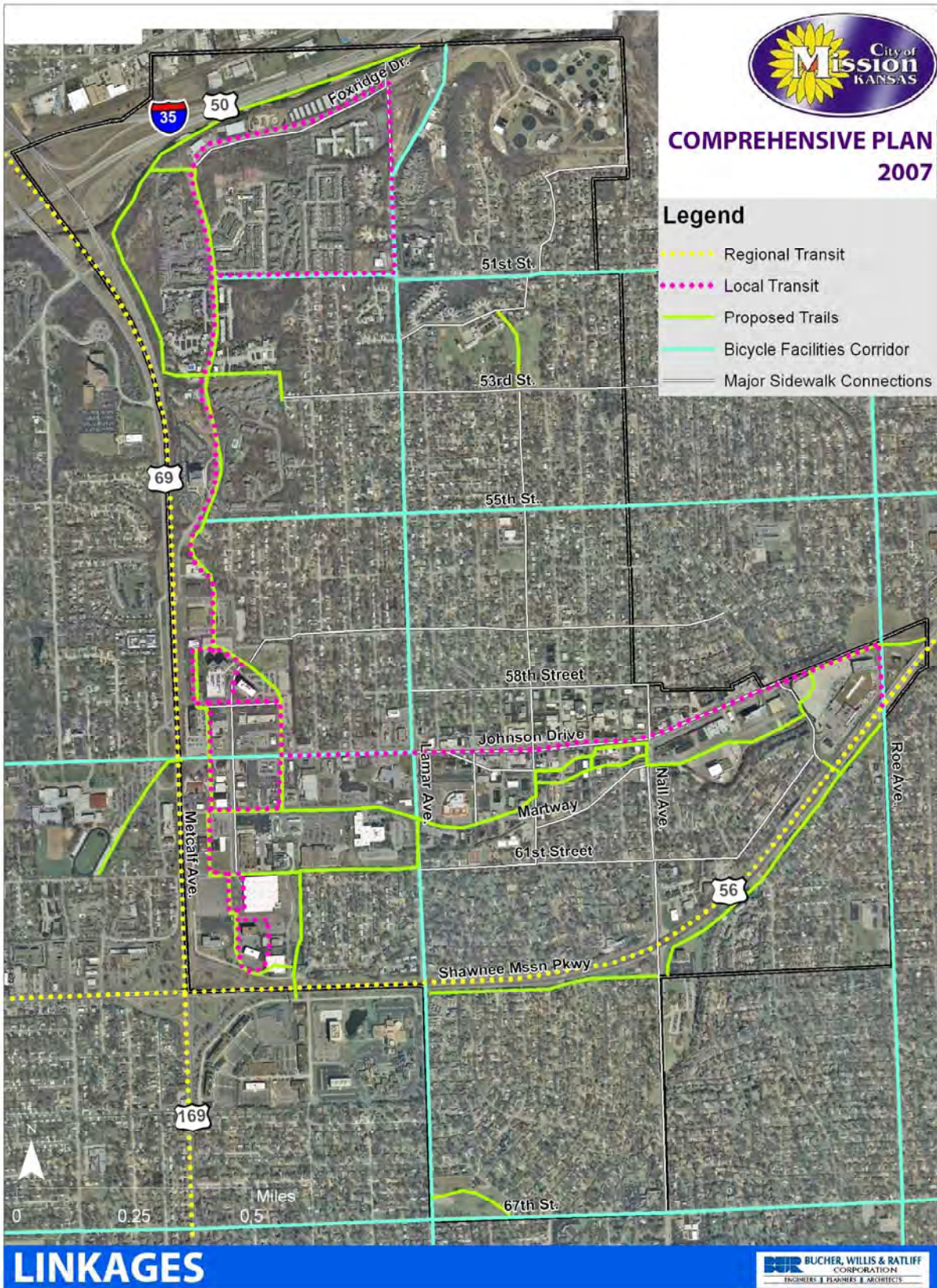
# Turkey Creek Trail – City of Mission



Proposed Turkey Creek Trail – City of Mission  
Conceptual Plan



Figure 4.4: Linkages

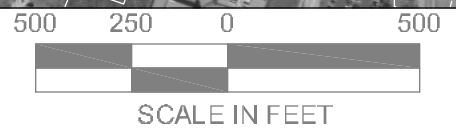




RETAINING WALL, TYPICAL



TURKEY CREEK TRAIL - 11-06-07







# Rock Creek Trail - Phase 1

Groundbreaking April 18, 2008



Metball Avenue

Martway Street

81st Street

Lamar Avenue

Glenwood Street

Barkley Street

Shawnee Mission Parkway



# Rock Creek Trail - Phase 2

Public Meeting September 4, 2008



## Overall

# TURKEY CREEK TRAIL APPLICATION

## MISSION KANSAS

### **SAFETY STUDY**

JUNE 22, 2012

#### **LOCATION:**

The proposed Turkey Creek trail project is an extension of an existing trail project being designed by the City of Overland Park that begins near the Mission – Overland Park border and heads east through the City of Mission along the south bank of Turkey Creek. The trail will end at Lamar Avenue on the north side of Foxridge Drive.

#### **SITE VISIT:**

A site visit was conducted in order to evaluate the potential safety issues that will be encountered on this project. Starting on the west end of the project the Overland Park portion of the trail (under design now) moving east the trail passes under the southbound I-635 bridge. This is a relatively flat wide area and will pose no safety issue. Continuing east the trail will require a pedestrian bridge over a small creek. Further east the trail will need to rise up to the elevation of the abutment of the northbound I-635 bridge. This area is not stable and will need to be cut down to provide the 10 foot vertical clearance required for a bike trail. In addition, a substantial retaining wall will be required to hold up the fill adjacent to the creek as well as potential protections for the abutment. This area will require a hand rail on top of the wall adjacent to the creek. Moving east past I-635 the trail will need to rise in elevation to access an old road bed that parallels Turkey Creek. This will require multiple switch backs in order to ascend to the road bed elevation while maintaining ADA requirements. A long hand rail system will be required to protect users from the steep grades. Once at the old roadbed level the trail will follow this old straight road bed east for approximately 600 feet. At this point another series of switchbacks will be required to rise up to the elevation of the access road that serves the Silverwood apartment complex. From this point the trail will follow the access road and then Foxridge Drive to Lamar Avenue on the north side of the road.

## **SAFETY ISSUES:**

The following section describes various safety issues identified from the site visit in more detail.

- *Sidewalk accessibility/connectivity*
  - The Foxridge Drive portion of the trail currently has no sidewalk facilities of any kind. With the close proximity of Apartment complexes this poses a safety issue for a person wanting to walk to work or a business to the east. They are forced to use the road or the grass adjacent to the road.
  - Sidewalk connectivity across Metcalf (I-635) is a problem throughout Mission. This is a high speed very heavily traveled corridor and getting across on foot is very dangerous. The closest way to cross on foot is the Johnson Drive underpass to the south of Turkey Creek which is approximately a mile away. A Turkey Creek trail will provide a safe crossing of Metcalf in which pedestrians will not have to mingle with traffic. In the future, there is a planned connection from this trail south to the Rock Creek trail which would parallel Metcalf to south of 61st St.
- *Bicycle and Pedestrian Safety on the Turkey Creek Trail*
  - Lighting needs under the I-635 bridges
    - Both locations where the trail goes under the I-635 bridges will require lighting for safety. During daylight hours it can be fairly dark under these structures. A series of lights attached to the underside of the bridge or abutment wall will provide needed light to discourage criminal behavior as well as provide needed light for bicyclists to navigate through at higher speeds. According to the *Guide for the development of Bicycle Facilities (AASHTO) 1999*, the recommended lighting levels under a bridge should be an average maintained illumination level of 5 lux to 22 lux.
  - Drop offs
    - Multiple locations along the new trail will have substantial drop offs that will require railing to protect users. The switch back areas as well as the retaining wall under the northbound I-635 bridge are the known locations. The railing will need to be high enough to meet bike trail requirements for bicycle use.
  - Sight Distance
    - Due to switch back tight horizontal curves, sight distance will need to be evaluated to ensure safety of bicycle users as well as pedestrians mixed

in with bicycles. Special signs may be required to aid in alerting users to tight curves. The section of the trail where the access road for the Silverwood apartments meets Foxridge Drive is another potential sight distance problem area.

- Bikes on the road verses on a shared use trail
  - The *Guide for the development of Bicycle Facilities (AASHTO) 1999*, defines bike riders into 3 categories: advanced riders, basic riders, and children. The advanced riders often use their bikes as they would a car. They ride for convenience and speed and want a more direct route to their destination. These riders prefer riding on the street. Basic adult riders use their bikes for recreation as well as transportation but prefer shared use paths, bike lanes or residential streets and avoid arterial or collector streets. Children also avoid major streets and prefer shared use paths or bike lanes. Generally the advanced riders are outnumbered by basic adult riders and children on bikes. Advanced riders can already use city streets as long as there is sufficient lane width for them to feel safe being passed by cars. Therefore, building a dedicated shared use path is desirable in order to accommodate basic bicycle riders and children with a safe route to keep them away from traffic. The safest scenario is having bikes separated from cars on the road.
- *Potential for erosion causing the trail to slide down the hill.*
  - Due to the steep terrain in some areas of this project a geotechnical analysis will be required. The slope stability of the hill should be analyzed to determine if countermeasures are required. The Overland Park section of the Turkey Creek Trail to the west has similar issues and a geotechnical analysis was utilized.

## **CONCLUSION:**

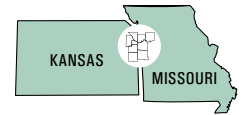
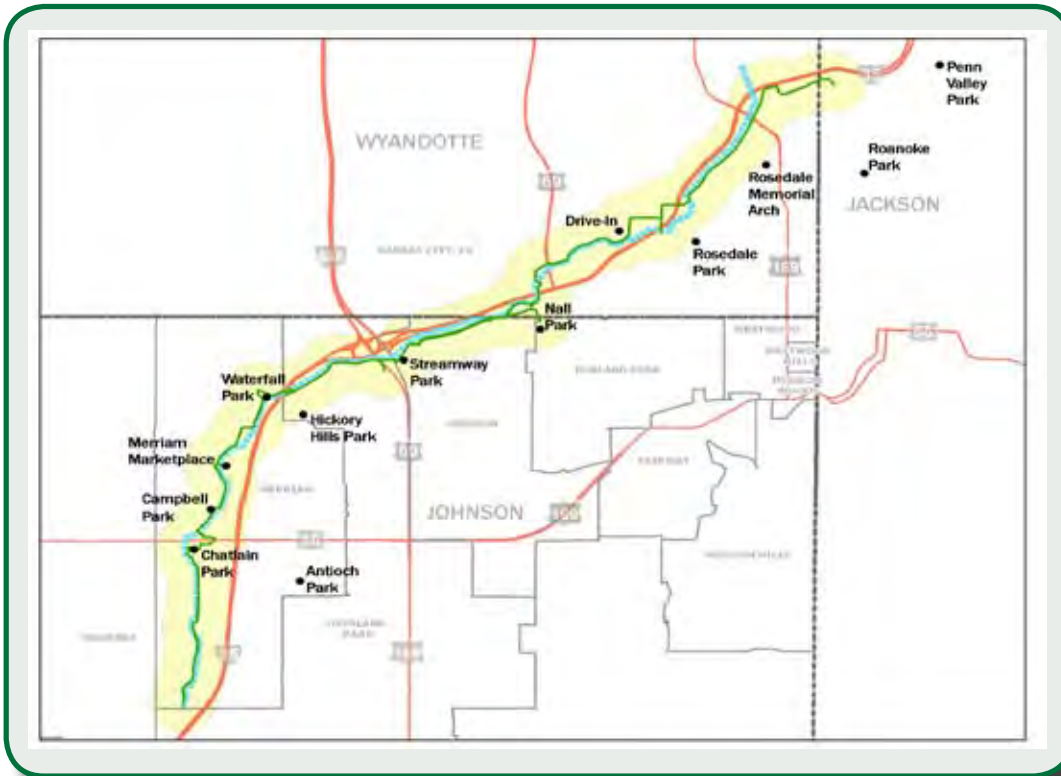
Many Potential Safety Issues have been identified in this study. It is our opinion that none of these issues are insurmountable and can be addressed during the design phase of the project. Added budget will be necessary to make sure all safety issues are incorporated into the design.

# TURKEY CREEK Streamway Corridor

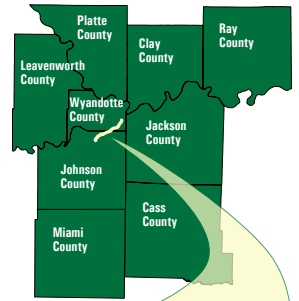


**metrogreen**

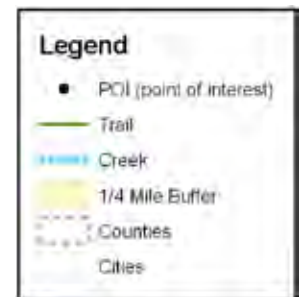
two states.  
seven counties.  
one regional greenway system.



KANSAS CITY REGION



AREA OF DETAIL



## LOCATION:

- Located in northern Johnson County, Kansas
- Spans into southern Wyandotte County, Kansas
- Watershed basin covers roughly 23 square miles in these two counties
- Corridor runs parallel to I-35 and extends into Jackson County, Missouri.

## JURISDICTIONS:

- Johnson County
- Merriam
- Mission
- Overland Park
- Roeland Park
- Unified Government of Wyandotte County/Kansas City, Kansas

## LENGTH:

- Corridor is approximately 10 miles long.

## POINTS OF INTEREST:

- Merriam Market Place
- Nall Park
- Rosedale Park
- Streamway Park
- Waterfall Park
- Rosedale Arch



## CURRENT STATUS:

- **Johnson County** – Turkey Creek is designated as a component of the Streamway Park system through the cities of Merriam, Overland Park and Mission.
- **Merriam** – Completed nearly four miles of trail; identified MetroGreen trails system in the city’s comprehensive plan.
- **Mission** – Identified Turkey Creek as a future trail corridor in the city’s comprehensive plan; began requiring right-of-way or easement dedications on properties abutting Turkey Creek.
- **Overland Park** – Developed preliminary engineering designs and is currently seeking funding.
- **Roeland Park** – Identified a connection to the MetroGreen trail system via Nall Park.
- **Wyandotte County** – Currently planning a 1-mile segment as part of a U.S. Army Corps of Engineers watershed restoration plan; MetroGreen trails system is included in the Unified Government’s comprehensive plan.

## FUNDING STATUS:

Total estimated cost to complete the entire corridor is around **\$5.5 million.**

- Johnson County - ?
- Merriam has identified a funding source for the remaining 1 mile in their jurisdiction.
- Mission - ?
- Overland Park
- Roeland Park - ?
- Wyandotte County - ?
- Private funding -?

## ABOUT METRO GREEN®

MetroGreen® is an interconnected system of public and private natural areas, greenways and trails linking together communities throughout the Kansas City metropolitan area.

The plan covers Leavenworth, Johnson and Wyandotte counties in Kansas and Cass, Clay, Jackson and Platte counties in Missouri.

Benefits of MetroGreen include cost-effective improvement of air and water quality; stabilization of streams; reduction of flood risks; protection of wildlife habitat; opportunities for biking, hiking and walking; and ultimately, the formation of a framework around which more sustainable urban development patterns can occur.

### At heart, MetroGreen:

- **Protects natural resources**
- **Restores high-value natural areas**
- **Connects people to these resources and to each other**



# City of MISSION

City Hall - 6090 Woodson Road - Mission, Kansas 66202

Public Works Department (913) 676-8375 - Fax: (913) 262-6916

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February 15, 2013

Re: Turkey Creek Trail, Mission, KS

To Whom It May Concern:

When constructed, as with our other trails, the Mission Public Works Department will assume responsibility for the weekly and annual maintenance of the Turkey Creek Trail. The maintenance will include bi-weekly walking/driving of the trail for garbage collection, waste removal and inspection for hazards to users as well as for repairs or improvements that need to be made.

Maintenance for the trail will be accounted for in the City's annual budget with approximately one half of the "Tree and Shrub" account and one quarter of the "Park Maintenance" budget being allocated to "Trail Repairs and Improvements". Total funds on an annual basis will be between \$15,000 and \$20,000.

The Public Works Department embraces the development of trails throughout the City of Mission and recognizes the contribution to providing a regional link between the existing multi-family neighborhoods to our retail providers, community amenities, and transit stops within our city.

Sincerely,

John Belger  
Public Works Superintendent



## **RESOLUTION NO. 624**

### **A RESOLUTION ADOPTING POLICY STATEMENTS IN REGARDS TO THE FUTURE DEVELOPMENT OF TRAIL CORRIDORS WITHIN THE CITY OF MISSION.**

**WHEREAS**, there are important issues that need to be addressed to create a sustainable city, and these consist of economic, social and environmental components that work in balance.

**WHEREAS**, the City of Mission recognizes that parks and open space are an important part of any city's obligation to its citizens, as well as an attractive amenity to redevelopment efforts.

**WHEREAS**, a study performed in 2005 by the Parks and Recreation Department found that an area of primary concern for Mission residents is the availability of walking trails and green space.

**WHEREAS**, the Mid America Regional Council (MARC) has been promoting the Metro Green Trails initiative through the Kansas City Metropolitan Area, which is a proposed 1,144-mile interconnected system of public and private open spaces, greenways and trails designed to link seven counties in the region.

**WHEREAS**, the Johnson County Streamway Park System is recommended for expansion from 568 acres to 5,114 acres, which includes every major creek in the County and connects almost all of the existing and future parks via trails and linkages. A major goal of this initiative is to transform the local trail system into a regional trail system.

**WHEREAS**, the Metro Green Trails Initiative designates Turkey Creek and Rock Creek as future trail corridors through the City of Mission,

**WHEREAS**, the Johnson County Streamway Park System Plan designates Turkey Creek as a future extension of the Streamway Park System through the City of Mission.

**WHEREAS**, the City of Mission is promoting trails for recreation use and for alternative modes of transportation in the Turkey Creek corridor, the Rock Creek Corridor, and areas in between.

**WHEREAS**, the Turkey Creek Trail Corridor in the northwestern quadrant of the city would provide synergy with the MetroGreen Trails Initiative and the Johnson County Streamway Park System Plan.

**WHEREAS**, the Rock Creek Trail Corridor would provide synergy with the MetroGreen Trails Initiative.

**WHEREAS**, the City of Mission has begun requiring right-of-way or easement dedications on properties abutting Turkey Creek and Rock Creek for proposed trail corridors.

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

**Section 1.** Trails play a major role in the redevelopment and meeting basic services of our community.

**Section 2.** Any future City of Mission community investment master plan should include a trails component.

**Section 3.** Mission City Staff are directed to stay apprised of and coordinate with trail construction efforts in adjoining cities of Overland Park, Fairway and Roeland Park.

**Section 4.** The City of Mission acknowledges the regional initiatives of MetroGreen and Johnson County Streamway Park System and will take necessary steps to study implementation of specific components of these initiatives within Mission's city limits.

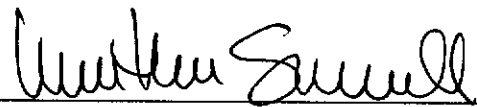
**Section 5.** The City of Mission will not initiate construction of trail corridors until project estimates and funding sources are identified.

**THIS RESOLUTION IS PASSED AND APPROVED BY THE GOVERNING BODY OF THE CITY OF MISSION,** this 8th day of March 2006.

**THIS RESOLUTION IS APPROVED BY THE MAYOR** this 8th day of March 2006.

  
_____  
Laura McConwell, Mayor

ATTEST:

By   
_____  
Martha Sumrall, City Clerk

**RESOLUTION OF SUPPORT**  
**RESOLUTION NO. 745**

A RESOLUTION DECLARING THE ELIGIBILITY OF THE CITY OF MISSION TO SUBMIT AN APPLICATION TO THE KANSAS DEPARTMENT OF TRANSPORTATION FOR USE OF TRANSPORTATION ENHANCEMENT FUNDS SET FORTH BY THE AMERICAN RECOVERY AND REINVESTMENT ACT OF 2009 FOR THE TURKEY CREEK TRAIL PROJECT IN THE CITY OF MISSION AND AUTHORIZING THE MAYOR TO SIGN THE APPLICATION.

**WHEREAS**, the City of Mission, Kansas, has the legal authority to apply for, receive, and administer federal, state, and other monies through Home Rule Power under the Constitution of the State of Kansas and authorized by K.S.A. 12-1662, regarding the expenditure of federal aid to public agencies; and

**WHEREAS**, the City of Mission, Kansas, desires to submit an application to the Kansas Department of Transportation for Transportation Enhancement funds set forth by the American Recovery and Reinvestment Act of 2009; and

**WHEREAS**, the City of Mission, Kansas, is participating in the Kansas Department of Transportation's Transportation Enhancement Program set forth by the American Recovery and Reinvestment Act of 2009; and

**WHEREAS**, Federal monies are available under a transportation enhancement program set forth by the American Recovery and Reinvestment Act of 2009, administered by the State of Kansas, Department of Transportation, for the purpose of Historic, Scenic and Environmental, and Pedestrian and Bicycle projects; and

**WHEREAS**, After appropriate public input and due consideration, the Governing Body of the City of Mission, Kansas has recommended that an application be submitted to the State of Kansas for the Turkey Creek Trail project.

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

SECTION 1. That the City of Mission, Kansas does hereby authorize the Mayor to submit an application to the Kansas Department of Transportation for transportation enhancement program funds set forth by the American Recovery and Reinvestment Act of 2009 on behalf of the citizens of the City of Mission, Kansas.

SECTION 2. That the City of Mission, Kansas, hereby assures the Kansas Department of Transportation that sufficient funding for the construction of the Turkey Creek Trail project is available.


SECTION 3. That the City of Mission, Kansas, hereby assures the Kansas Department of Transportation that sufficient funding for the operation and maintenance of the Turkey Creek Trail project will be available for the life of the project.

SECTION 4. That the City of Mission, Kansas, hereby assures the Kansas Department of Transportation that the City of Mission, Kansas, will have title or permanent easement to the Turkey Creek Trail project by the time of project letting.

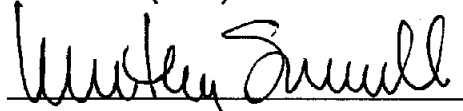
SECTION 5. That the Mayor of the City of Mission, Kansas, is authorized to sign the application to the Kansas Department of Transportation for transportation enhancement program funds set forth by the American Recovery and Reinvestment Act of 2009 on behalf of the citizens of City of Mission, Kansas. The Mayor is also authorized to submit additional information as may be required and act as the official representative of the City of Mission in this and subsequent related activities.

SECTION 6. That the City of Mission, Kansas, hereby assures the Kansas Department of Transportation that the City of Mission, Kansas, is willing and able to, if the Turkey Creek Trail project is selected for funding, administer the designing, letting and construction of the Turkey Creek Trail project.

ADOPTED AND PASSED by the City Council of the City of Mission, Kansas, this 18th day of March, 2009.

  
_____  
Laura McConwell, Mayor

ATTEST: (Seal)

  
_____  
City Clerk, Martha Sumrall

City Clerk, Martha Sumrall

**Resolution No. 776**  
**RESOLUTION OF SUPPORT**

**A RESOLUTION ADOPTING POLICY STATEMENTS IN REGARDS TO FUTURE DEVELOPMENT OF THE TURKEY CREEK BICYCLE/PEDESTRIAN TRAIL FROM NORTHEAST JOHNSON COUNTY TO SOUTHWEST WYANDOTTE COUNTY/KANSAS CITY, KANSAS**

Each local government that is a signatory to this Resolution of Support shall, if required by their planning regulations, adopt a separate resolution adopting and incorporating the Turkey Creek Corridor Concept Plan Report as a guideline for future planning decisions related to the development of the trail corridor and surrounding areas.

**WHEREAS**, the cities of Merriam, Overland Park, Mission, and Roeland Park and the Unified Government of Wyandotte County/Kansas City, Kansas and the Johnson County Park and Recreation District recognize that parks and open space are an important part of any community's obligation to its citizens, as well as an attractive amenity to redevelopment efforts.

**WHEREAS**, the Mid America Regional Council (MARC) has been promoting the MetroGreen Greenway Trails initiative, a proposed interconnected system of public and private open spaces, greenways and trails designed to link several counties in the Kansas City Metropolitan Area.

**WHEREAS**, the Johnson County Park and Recreation District's Streamway Park System includes every major creek in the County and connects almost all of the existing and future parks via trails and linkages. A major goal of this initiative is to transform the local trail system into a regional trail system.

**WHEREAS**, The Unified Government Board of Commissioners unanimously approved the Rosedale Master Plan, which incorporated a significant portion of the pedestrian/bicycle trail during its meeting on Aug. 25, 2005.

**WHEREAS**, The U.S. Army Corp of Engineers, as part of the Upper Turkey Creek Basin planning study, is partnering with several stakeholders in the watershed to provide flood risk management solutions to the Turkey Creek stream corridor with a strong consideration for multipurpose objectives including ecosystem restoration, watershed planning, and recreation, such as bicycle/pedestrian trails. Interstate-35 is a significant commuting route that shares the Turkey Creek corridor, and bicycle commuters could benefit from the establishment of a continual, safe, flat, no-interruption trail that is compatible with the flood risk management solutions and acceptable to land owners.

**WHEREAS**, the MetroGreen Greenway Trails initiative designates Turkey Creek as a future trail corridor through the Cities of Merriam, Overland Park and Mission, and the Unified Government of Wyandotte County/Kansas City, Kansas.

**WHEREAS**, the Johnson County Park and Recreation District's Streamway Park System designates Turkey Creek as a component of the Streamway Park System through the cities of Merriam, Overland Park and Mission.

**WHEREAS**, the Turkey Creek Trail Corridor would provide synergy with the MetroGreen Greenway Trails initiative and the Johnson County Streamway Park System Plan.

**WHEREAS**, the Turkey Creek Coalition, representatives of local government, regional planning association, local property owners and other interest groups, have studied the Corridor and have prepared the "Turkey Creek Concept Plan Report", which seeks to define the Turkey Creek Corridor and guide future planning decisions related to the development of the corridor and surrounding areas.

**WHEREAS**, the city of Merriam and the Johnson County Park and Recreation District have already built a bicycle/pedestrian trail along a majority of this corridor.

**WHEREAS**, the city of Overland Park has developed preliminary engineering designs for an extension to this bicycle/pedestrian trail, and has included the project as part of the City's Capital Improvement Plan (CIP) for 2012.

**WHEREAS**, the city of Mission has identified Turkey Creek as a future trail corridor in the city's Comprehensive Plan, and has begun requiring right-of-way or easement dedications on properties abutting Turkey Creek.

**WHEREAS**, the city of Roeland Park has expressed an interest in connecting the city's Nall Park to the Turkey Creek Trail Corridor.

**NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODIES OF THE CITIES OF MERRIAM, OVERLAND PARK, MISSION AND ROELAND PARK, AND THE UNIFIED GOVERNMENT OF WYANDOTTE COUNTY/KANSAS CITY, KANSAS AND THE JOHNSON COUNTY PARK AND RECREATION DISTRICT THAT:**

**SECTION 1.** The Turkey Creek Corridor Concept Plan Report is acknowledged by each community as a guideline for future planning decisions related to the development of the trail corridor and surrounding areas.

**SECTION 2.** Communities that have expressed interest in extending or connecting to the bicycle/pedestrian trail but have not yet incorporated this corridor into their Comprehensive Plan will consider including the Turkey Creek Corridor into their long-range land use and parks plans, including Comprehensive Plans, and will explore future options to establish connections to neighboring Cities.

**SECTION 3.** Communities that have adopted this Corridor as a future trail corridor will prepare preliminary cost estimates for the bicycle/pedestrian trail, will consider incorporating this project into their CIPs, and will explore future options to establish connections to neighboring communities.

**SECTION 4.** Communities that have developed preliminary engineering designs for a bicycle/pedestrian trail and have included them as part of their CIP will maintain the Turkey Creek trail as a high-priority project, will continue working towards construction, and will explore future options to establish connections to neighboring communities.

**SECTION 5.** Communities that have already developed facilities will be committed to continued maintenance of the existing trail, and will explore future options to establish connections to neighboring communities.

**SECTION 6.** Communities that are party to this agreement will mutually support one another in seeking state and federal funds to complete the Turkey Creek Trail Corridor.

**APPROVED AND ADOPTED**

UNIFIED GOVERNMENT of WYANDOTTE  
COUNTY/KANSAS CITY, KS

_____  
Name, Mayor/CEO  
Date: _____

JOHNSON COUNTY BOARD OF COUNTY  
COMMISSIONERS

_____  
Name, Board Chair  
Date: _____

JOHNSON COUNTY PARK AND  
RECREATION DISTRICT

_____  
Name, Board Chair  
Date: _____

CITY OF OVERLAND PARK

_____  
Name, Mayor  
Date: _____

CITY OF MERRIAM

_____  
Name, Mayor  
Date: _____

CITY OF MISSION

*Laura C. McConnell*  
_____  
Name, Mayor  
Date: 11-18-09

CITY OF ROELAND PARK

_____  
Name, Mayor  
Date: _____

**RESOLUTION NO. 782**

**A RESOLUTION DECLARING THE ELIGIBILITY OF THE CITY OF MISSION TO SUBMIT AN APPLICATION TO THE KANSAS DEPARTMENT OF TRANSPORTATION FOR USE OF TRANSPORTATION ENHANCEMENT FUNDS SET FORTH BY THE FEDERAL TRANSPORTATION EQUITY ACT FOR THE 21ST CENTURY FOR THE TURKEY CREEK TRAIL PROJECT IN THE CITY OF MISSION AND AUTHORIZING THE MAYOR TO SIGN THE APPLICATION.**

**WHEREAS**, the City of Mission, Kansas, has the legal authority to apply for, receive, and administer federal, state and other monies through Home Rule Power under the Constitution of the State of Kansas and authorized by K.S.A. 12-1662, regarding the expenditure of federal aid to public agencies; and

**WHEREAS**, the City of Mission, Kansas, desires to submit an application to the Kansas Department of Transportation for transportation enhancement program funds set forth by the Federal Transportation Equity Act for the 21st Century; and

**WHEREAS**, the City of Mission, Kansas, is participating in the Kansas Department of Transportation's Transportation Enhancement Program set forth by the Federal Transportation Equity Act for the 21st Century; and

**WHEREAS**, Federal monies are available under a transportation enhancement program set forth by the Federal Transportation Equity Act for the 21st Century, administered by the State of Kansas, Department of Transportation, for the purpose of Historic, Scenic and Environmental, and Pedestrian and Bicycle projects; and

**WHEREAS**, After appropriate public input and due consideration, the Governing Body of the City of Mission, Kansas has recommended that an application be submitted to the State of Kansas for the Turkey Creek Trail project.

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

**SECTION 1.** That the City of Mission, Kansas does hereby authorize the Mayor to submit an application to the Kansas Department of Transportation for transportation enhancement program funds set forth by the Federal Transportation Equity Act for the 21st Century on behalf of the citizens of the City of Mission, Kansas.

**SECTION 2.** That the City of Mission, Kansas, hereby assures the Kansas Department of Transportation that sufficient funding for the construction of the Turkey Creek Trail project is available.



**SECTION 3.** That the City of Mission, Kansas, hereby assures the Kansas Department of Transportation that sufficient funding for the operation and maintenance of the Turkey Creek Trail project will be available for the life of the project.

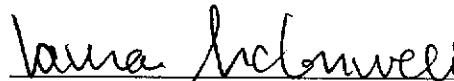
**SECTION 4.** That the City of Mission, Kansas, hereby assures the Kansas Department of Transportation that the City of Mission, Kansas, will have title or permanent easement to the Turkey Creek Trail project by the time of project letting.

**SECTION 5.** That the Mayor of the City of Mission, Kansas, is authorized to sign the application to the Kansas Department of Transportation for transportation enhancement program funds set forth by the Federal Transportation Equity Act for the 21st Century on behalf of the citizens of the City of Mission, Kansas. The Mayor is also authorized to submit additional information as may be required and act as the official representative of the City of Mission in this and subsequent related activities.

**SECTION 6.** That the City of Mission, Kansas, hereby assures that Kansas Department of Transportation that the City of Mission, Kansas, is willing and able to, if the Turkey Creek Trail project is selected for funding; administer the designing, letting and construction of the Turkey Creek Trail project.

**THIS RESOLUTION IS PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF MISSION, this 16th day of December 2009.**

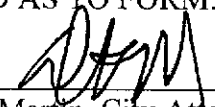
**THIS RESOLUTION IS APPROVED BY THE MAYOR this 16th day of December 2009.**

  
_____  
Laura McConwell, Mayor

ATTEST:

By   
_____  
Martha Sumrall, City Clerk

APPROVED AS TO FORM:

By   
_____  
David K. Martin, City Attorney